

**C4-ASA-10 Platform Screen Doors - Prebid Queries and Responses**

**02 August 2022**

SN	Part	Clause	Original Bid condition	Bidder's query	CMRL Response
1	Part-1, Section - II, Bid Data Sheet (BDS)	ITB 4.7	Where the Bidder is a Joint Venture (JV), the Bidder shall submit the following additional information to meet the qualification criteria for eligibility: (a) A Memorandum of Understanding / JV Agreement shall be provided (b) Nomination of one of the Members of the Joint Venture to be in-charge ("Lead member"); and this authorization shall be covered in the Power of Attorney signed by the legally authorized signatories of all Members of Joint Venture.	Any requirement of notarization by the notary of country of origin and stamping by the Indian Embassy/High Commission of that country for MOU/JV agreement as well as for for authorised signatory . Pl. clarify	The query will be clarified on a later date.
2	Part-1, Section - II, Bid Data Sheet (BDS)	ITB 11.2	B. Bid Security/EMD: As per Clause BDS 21 below. The original Bank Guarantee shall be from an Indian Scheduled Commercial Bank as defined in Section 2(e) of RBI Act 1934. Original Bid Security shall be submitted within the bid submission due date mentioned in the NIT at the address of CMRL given above	CMRL may kindly clarify the list of banks included in this list. by public knowledge there are 5different groups according to their ownership and or nature of operation. These bank groups are 1.State bank of India and its associates 2.Nationalised banks 3.Private sector banks 4.Foreign banks and 5.Regional Rural	Indian Scheduled Commercial Bank as defined in Section 2(e) of RBI Act 1934 is self-explanatory.
3	Part 1, Section - III	1.1.1		The Total Work Experience and Experience in similar works are both very high. Need to be reduced drastically. Also Engineering Manager (Design Manager) should not be a full time requirement physically.	Refer Addendum 01 regarding EQC. Refer Clause 7.1.8 of General Specification of Part 2 for more information on deployment.
4	Part 1 , Section-III	2.4.1	General Experience : Experience under Engineering Contracts in the role of Prime Contractor (Single entity or JV Member), Sub Contractor, or Management Contractor(i) for at least the last Seven (7) years starting 1st January 2015.	There are nothing mentioned about the Foreign Company , So Out of Country Origan Experiences are not Necessary for this clause . Can you clarify this	Your understanding is correct in this regard.
5	Part 1 , Section-III	2.4.2 (a)	Experience in Platform Screen Doors contracts in the role of Single entity without any specialist sub-contractor OR as a Lead Technical member of the JV/Consortium and must have substantially completed between 01.01.2012 and the bid submission deadline.	Any one member of the JV/Consortium (with minimum 26% participation in terms of contract value) may be allowed to meet atleast 50% of the requirements rather than just the lead member.	Refer Addendum 01 on EQC
6	Part 1, Section - III	2.4.2(b)	Specific Experience: Experience in Platform Screen Doors contracts (vii) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub Contractor(vi) OR as a Lead Technical Member of the JV/consortium(iv) and must have substantially(iii) completed between 1 st January 2012 and the bid submission deadline, 1. Half height PSDs for a minimum number of 4 platforms in Metrorail /Monorail/ People Mover/ Railway project/Light Rail and shall be in satisfactory revenue operation for a period of minimum of 1 year. AND 2. 2. Full height PSDs for a minimum number of 4 platforms in Metrorail /Monorail/ People Mover/Railway project/Light Railand shall be in satisfactory revenue operation for a period of minimum of 1 year.	There are nothing mentioned about the Foreign Company , So Out of Country Origan Experiences are not necessary for this clause. Can you clarify this.	Yes. Your understanding is correct in this regard.. Please refer Addendum 01

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7	Part 1 , Section-III	2.4.2 (b)	Experience in Platform Screen Doors contracts viz. 1) Half Height PSDs and 2) Full Height PSDs	In the past tenders by other Metro organisations such as DMRC, Pune Metro have not differentiated between half height PSD and Full Height PSD for the sake of Qualification Criteria. As such, supplies of full height PSDs should also be considered for awarding tender for half height PSDs. This will ensure greater competition and better price discovery. We, therefore, recommend that the above clauses may be suitably amended. Furthermore, any one member of the JV/Consortium (with minimum participation of 26% in terms of contract value) may be allowed to meet the above requirement rather than just the lead member. This will make it easier for foreign technology collaborators to participate and will also boost indian industry.	Refer Addendum 01 on the EQC.
8	Part 1 , Section-III	2.4.2 (c)	Experience in Platform Screen Doors contracts viz. 1) Half Height PSDs and 2) Full Height PSDs	In the past tenders by other Metro Organisations such as DMRC have not differentiated between Half Height PSD and Full Height PSD for the sake of Qualification Criteria. As such, supplies of Full Height PSDs should also be considered for awarding tender for Half Height PSDs. This will ensure greater competition and better price discovery. We therefore recommend that the above clauses may be suitably amended. Furthermore, any one member of the JV/Consortium (with minimum participation of 26% in terms of contract value) may be allowed to meet the above requirement rather than just the lead member. This will make it easier for foreign technology collaborators to participate and will also boost indian industry.	Refer Addendum 01 on the EQC.
9	Part 1, Section - IV Bid Forms	3.1.5		Who will be the importer? Will it be CMRL?-CMRL	The Vendor / Contractor will be the Importer and use his own IE code. CMRL shall provide necessary Sponsorship certificate in this regard.
10	General			Chennai Metro is the importer for this Project ? is there any duty exemptions available on Custom duty and IGST Payment.	Cl. 3.1.5 of Section IV - Bidding Forms is self-explanatory. Concessional duty benefit under Project Import scheme is available for this project. Employer shall provide necessary Sponsorship certificate in this regard. Tender condition prevails.
11	Part 1, Section - IV Bid Forms	4.2		The cost centres B, C & D have both material and service component. As the taxation is different for both these components, they should be separate so that it is simpler to explain to the IT authorities while asking for Tax Order under Sec 197 as well as in filing of returns	The detailed schedule of payment for the price center B,C and D given in Part 1 -Section IV Bidding forms provides segregation between supply and service part. This detailed schedule will be the basis for the payment.
12	Part 1, Section - IV Bid Forms	4.2		What are DB charges? Is the figure shown against DB charges INR 0.2 crores or INR 2 crores- INR2 Crores for dispute board	Provisional Sum towards DB Charges is INR 2 Cr. ( Indian Rupee Two crores)
13	Part 1, Section - IV Bid Forms	General		Reverse Charge Mechanism is applicable for work only or Supply and Work both ??	Subject tender is Work Contract in nature which includes both Supply and Service components in it and the Contractor is solely responsible to ensure full statutory compliances as per conditions of Contract. Tender condition prevails.

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14	Part 1, Section - IV Bid Forms	General		If GST is applicable for foreign currency service portion payment or not ?(like if there is USD payment for design payment, will any GST amount needs to be deducted or not)	Note 6 provided under Table 4.3.2 is self-explanatory. Contractor is fully responsible for all Statutory compliances in respect to GST as applicable to works Contract.
15	Part 1, Section - IV Bid Forms	4.5.3		The percentage under design is very high (30%), whereas the percentage under material delivery, including prototype is very low (35%)	Please refer Addendum 01
16	Part 1, Section - IV Bid Forms	4.5.4		The percentage under design is very high (25%), whereas the percentage under material delivery is very low (40%)	Please refer Addendum 01
17	Part 1, Section - IV Bid Forms	4.5.5		The percentage under installation, testing and commissioning is very high (50%), whereas the percentage under material delivery is very low (40%)	Please refer Addendum 01
18	Part 3, Section- III PCC-Part A , Contract Data . S.No 15	4.2	The Performance Security shall be in the form of a Bank guarantee, in the amounts of 10% of the Accepted Contract Amount, and in the same currency(ies) of the Accepted Contract Amount.	As per the Office Memorandum (OM) no. F.9/4/2020-PPD , Govt. of India (Ministry of Finance, Department of expenditure, Procurement Policy Division - Performance security @ 3% is extended till 31/3/2023 . In view of OM by Govt. of India , performance security to be reduced from 10% to 3%. Pl. clarify 2. Is it acceptable to provide FDs as performance security in place of Bank Guarantee.	Tender Condition prevails.
19		General		Duration of DLP (Defect Liability Period) are not mentioned ??	Please refer Cl. 6 (CD 1.1.3.7) of PCC - Contract Data which is self explanatory.
20	Part 2 Section VI B (Particular Specification)	3		Is it necessary to install Half Height PSD on the elevated platform? Can we suggest a semi-full Height PSD?	Tender Conditions prevails
21	Part 2 Section VI B (Particular Specification)	3 (3.2.3)		In the case of Full Height PSDs, can we suggest non bi-parting structure?	Tender Conditions prevails
22	Part 2 Section VI B (Particular Specification)	3.2.3		Please clarify the number of EEDs per platform?	The functional requirements are self-explanatory. Further details are to be worked out by the Contractor.
23	Part 2 Section VI B (Particular Specification)	3.2.3.1.24	Demonstration of contract compliance and traceability against all contractual technical and functional requirements using a formal requirements management and traceability tool. For tools that are compatible with IBM Rational DOORS latest version, electronic copies of the database shall be submitted to the Employer's Engineer each month, starting from the beginning of the System Design phase until the end of the project for the Employers Engineers information. For tools that are not compatible to IBM Rational DOORS an alternative export mechanism shall be proposed for the monthly submission for the acceptance of the Employer's Engineer. The contractor shall supply the latest IBM Rational DOORS software and necessary license for the Engineer and Employer to operate the software for the period till completion of DLP of last stage. The same software shall be capable of being used with no additional cost or efforts for the Other PSD packages of Phase 2.	Please give detail information of IBM Rational DOORS software	Detailed information is available in Public Domain.
24	Part 2 Section VI B (Particular Specification)	3.5.6		What type of battery is preferred (Ni-Cd or Li-ion)?	UPS along with Batteries is in the scope of MEP contractor
25	Part 2 Section VI B (Particular Specification)	3.7.3.1	Near to Nandanam- Engineer office (Engineer Office only for Stage 2- From the pre-construction stage OR from the end of DLP of stage 1, till End of DLP of Stage 2). Contractor shall make his own arrangements at his own cost	Understand this is Engineer office . It has no role of contractor for office maintainance & office equipment etc. Pl. clarify	Contractor is to construct and maintain the Engineer's office at designated locations for the periods indicated.

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26	Part 2 Section VI B (Particular Specification)	3.7.3.1		Is one site office required to be made at Poonamallee depot or also near to Nanadanam. It is mentioned that Nanadanam office is required till end of Stage 2, whereas Stage 2 is not included in PSD tender	Refer corrigendum 2, Nandanam office is required till the end of Stage 7.
27	Part 2 Section VI B (Particular Specification)	3.8.2		Is the ISA also required to be appointed by Bidder or only by Employer?- CMRL for ISA	Tender conditions are self-explanatory. External ISA will not be appointed by CMRL for stand-alone functionality of PSD
28	Part 2 Section VI B (Particular Specification)	4.6.8		The DCU system, Open commands shall comply to SIL 3. Why not SIL 2?	Tender conditions prevail.
29	Part 2 Section VI B (Particular Specification)	4.12.1 e)	Wind pressure because of a maximum of 200 kmph cyclonic wind in any direction in Elevated platforms (For full Height PSDs)	Please clarify if the wind pressure is applicable to Full Height PSDs. Based on our understanding, the Full Height PSDs are installed in the underground stations and are not subjected to wind pressure.	Please refer corrigendum 2, wind pressure is applicable for Half Height PSD only.
30	Part 2 Section VI B (Particular Specification)	4.12.1 e)	Wind pressure because of a maximum of 200 kmph cyclonic wind in any direction in Elevated platforms (For full Height PSDs)- for half height only	Wind pressure requirement seems too high, the wind speed equivalented to Class 17 of Typhoon	Tender Conditions prevails
31	Part 2 Section VI B (Particular Specification)	4.12.2	The Contractor shall also consider the effects of cyclic and repetitive loadings associated with crowd loads, impact and train movements over the design life of the PSD installations. Maximum allowable (fully elastic) deflection at the PSD frame members on which the glass is fixed, under worst case combined loading conditions, shall be 10mm from the static position.	under the worst case of load combined loading conditions, the allowable deformation of 10mm is too small, while the allowable deformation of Delhi and Mumbai projects is 20mm	Shall be read in conjunction with Cl. 6.6.1.8 of Part 2 - Employer's Requirements - Technical Specifications
32	Part 2 Section VI B (Particular Specification)	4.14.1	The global transfer U-Factor coefficient shall not exceed 6.5 W/m <sup>2</sup> /k (global means glass + whole structure).	this requirement is not applicable for PSD	Refer Addendum 01
33	Part 2 Section VI B (Particular Specification)	5.15.4	A segment emitting Solid green or red light based on the availability of the BSD for the next train operation	Normally this function shall be provided by signalling contractor	Tender Conditions prevails. Indicator lamps for BSDs are in PSD Contractor's scope.
34	Part 2 Section VI B (Particular Specification)	5.15.8	The Summary Lamp for MSD shall be like the EED. Additionally summary lamp shall be provided on the track side for EED providing high visibility from the track side/ tunnels. Platform side light can be like that of EED.	Please clarify if the additional summary lamps are provided on the track side for MSD, and not the EED.	Additional summary lamps are provided on the track side for MSD only.
35	Part 2 Section VI B (Particular Specification)	5.17	Longstop request from PSD	To achieve this function will affect the train operation efficiency, due to serve the differently abled passengers, the location and height of this button may at the lower position, this will may misoperation by other passengers. In order to achieve this function, please also clarify the method of interface with signalling.	The height of the long stop push button shall be such that a differently abled person on wheel chair can comfortably access it. Details are to be worked out through the Interface forum based on the principles indicated in the Interface documents with Signalling as per Annexure-2P1 of Part 2 - Employer's Requirements.
36	Part 2 Section VI B (Particular Specification)	5.17.1	Two Passenger Doorway of the PSD shall be provided with Push button, placed adjacent to the BSD doorway, integrated to PSD façade system.	1) Please clarify which two BSDs of each platform are nominated to have the long stop push button. 2) Please clarify if the use of the long stop push buttons are related to the two SAPDs per platform (Clause 5.19).	1) Details shall be decided during detailed design stage. 2) The SAPDs functionality and Longstop push button functionality are two independent functionality.
37	Part 2 Section VI B (Particular Specification)	5.17.4	The status of the activation of the long stop request shall be provided to the Signalling system as a soft signal, which the signaling system will use to increase the dwell time of that platform for the next train arrival.	Please briefly explain the intended function of the push button (e.g., does the corresponding PSD need to remain open? Or do all the doorways on the platform open? Or do the PSDs follow the command from SIGNALLING and only send a soft signal to SIGNALLING?).	The Long stop push button shall send a soft command to Signalling and the Door close command will be deferred by signalling for entire platform for a fixed (configurable) time.

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38	Part 2 Section VI B (Particular Specification)	6.4.3.3	All safety critical equipment shall be designed, manufactured and validated to Safety Integrity level 4 as defined in the CENELEC standard EN50126, EN50128, and EN 50129. The Contractor shall submit report that the safety of Door Control Unit meets SIL 3.	Generally in other tender SIL level 2 is the requirement for PSG system. Pl. clarify	Refer corrigendum 2. All doors closed and locked signal (ADCL) and Interlock Override signals and its associated hardware as a whole shall be designed and validated to Safety Integrity level 4 as defined in the CENELEC standard EN50126, EN50128, and EN 50129. The Contractor shall submit report that the safety of Door Control Unit and open/close commands meets SIL 3.
39	Part 2 Section VI B (Particular Specification)	6.5.4		For certain stations, the 3- car area (current scope) can be on one end of the 6-car platform. Some stations, the current scope of 3-car area maps to the 2nd , 3 rd, and 4th car position of a 6-car platform. The drawing below illustrates the same: Scope of supply are not clearly mentioned ??	Refer clause 3.2.2 & 3.2.3, the scope of supply is for 3 car train (appx. 70 mtrs platform length).
40	Part 2 Section VI B (Particular Specification)	6.6		What material is preferred for the structure (Aluminium or Steel)	Refer Addendum 01
41	Part 2 Section VI B (Particular Specification)	6.6.2.2	The structural frame shall be designed to resist torsion, lateral and vertical loading to prevent excessive deflection in any direction. The Contractor shall also consider the effects of cyclic and repetitive loadings associated with crowd loads, impact and train movements over the design life of the PSD installations. Maximum allowable (fully elastic) deflection at the PSD frame members on which the glass is fixed, under worst case combined loading conditions, shall be 10 mm from the static position. This needs to be demonstrated as part of Proto-type testing, duly creating the worst-case loading conditions.	under the worst case of load combined loading conditions, the allowable deformation of 10mm is too small, while the allowable deformation of Delhi and Mumbai projects is 20mm	Refer clause 6.6.1.8, the maximum deflection of glass panel is 20mm with no deformation. Provisions quoted here are for the structural members and not for the Glass.
42	Part 2 Section VI B (Particular Specification)	6.6.3.3	The surface finish of the PSD (except in the glass area) shall be Stainless steel or aluminium. If stainless steel, the grade of steel shall be 316 or better. If aluminium, it shall be anodized, and powder coated adequately to withstand the daily passenger operation and environment. Steel or Aluminium cladding provided shall be provided with colour (PVD process for Stainless steel). The RAL colour of the surface, member wise, shall be approved by the Engineer.	Please clarify if the condition "If stainless steel.... 316 or better" is only applicable to the PSD façade that is visible to commuters from platform side.	Surface finish includes, all sides- platform side as well as track side of PSD façade. Please refer Addendum 01, for updation in material specifications.
43	Part 2 Section VI B (Particular Specification)	6.6.3.3	The surface finish of the PSD (except in the glass area) shall be Stainless steel or aluminium. If stainless steel, the grade of steel shall be 316 or better. If aluminium, it shall be anodized, and powder coated adequately to withstand the daily passenger operation and environment. Steel or Aluminium cladding provided shall be provided with colour (PVD process for Stainless steel). The RAL colour of the surface, member wise, shall be approved by the Engineer.	Please confirm both stainless steel 316 as well as aluminium are acceptable material for PSD door frame. Please suggest Aluminium material grade specs to be used.	Please refer Section 1.3 of Technical Specifications and Addendum 01. The proposed standards as part of the detailed design are subject to Notice of No objection of the Engineer.
44	Part 2 Section VI B (Particular Specification)	6.7.3	The PSD System shall conform to IEC 60529 Ed. 2.0 b, to the following levels. a) IP 54 for Header box, MCP, limit switches, summary lamp of FH-PSD b) IP 55 for Equipment cabinet on fixed drive panel, MCP, limit switches, summary lamp etc for HH-PSD. c) IP 52 for enclosures to be installed in equipment rooms.	The protection level of equipment in the equipment room is IP 52, and the protection level of equipment in the Delhi and Mumbai projects is IP 42, the requirement seems too high	Tender Conditions prevail.
45	Part 2 Section VI B (Particular Specification)	6.13.1	RAI light shall be provided on both end of the platform for the Roving attendant to see the "all door closed and locked" indication through the trains front windshield	Where is the location of this indicator? Please advice	It is on both end of the platform. precise location shall be decided at design stage.
46	Part 2 Section VI B (Particular Specification)	6.13.1	RAI light shall be provided on both end of the platform for the Roving attendant to see the "all door closed and locked" indication through the trains front windshield.	1) Please clarify the preferred locations of the two RAIs for each platform. 2) Please clarify if the roving attendant is in the train or on the platform when using this indicator.	1) It is on both end of the platform. precise location shall be decided at design stage. 2) Roving attendant will be in the train.

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47	Part 2 Section VI B (Particular Specification)	6.15.6	In exceptional cases, suitable entrapment detection system to be installed by the PSD Contractor, to achieve the above requirements; this system, where installed, apart from triggering a conspicuous alarm in the ATS workstation of Signalling system in OCC/BOCC and SCR, shall also prevent the departure of the train from the platform, if entrapment is detected. The detection system design shall incorporate features to minimize false activation/alarm.	1) Please clarify on the estimated quantity of sensors expected or the number of exceptional cases expected. 2) Please confirm if there are stations with curved platforms and the quantity of such platforms.	1) The number of sensors if required shall be decided at design stage. 2) Please refer track alignment drawings already provided vide tender drawings. Also refer the SOD requirements.
48	Part 2 Section VI B (Particular Specification)	6.17.1	The contractor shall provide a set of three barricades of adequate width suitable to cover both leaves of a BSD, Both leaves of EED, Fixed panel- One set per station.	We noted that laminated toughened safety glass is specified for this project. In the event of glass breakage, the laminated property will allow the glass to hold its shape. Please clarify that with the above consideration, this condition of providing barricades is still preferred.	Tender Condition Prevails.
49	Part 2 Section VI B (Particular Specification)	6.18	Digital advertisement system	what's the size of digital advertisement system size?	Size of digital advertisement system shall be decided during design stage.
50	Part 2 Section VI B (Particular Specification)	6.18.8	The enclosure shall be IP 55	IP 55 is hard to achieve	Tender Conditions prevails
51	Part 2 Section VI B (Particular Specification)	11.2		Kindly provide details of Type Tests to be carried out and is there a particular location where they must be carried out?	Please refer Section 11.3 of Technical Specifications which is self-explanatory.
52	Part 2 Section VI B (Particular Specification)	12.2.2	Any material which is not included in Appendix 2R, the quantity of spares shall be 10% of the working population in this project.	We are unable to find Appendix 2R from the tender documents. Please clarify where Appendix 2R can be retrieved for reference.	Please refer Addendum 02
53	Part 2 Section VI B (Particular Specification)	14.2.4.2	During the DLP, the Contractor shall support the Employer with sufficient Trained and competent personnel. This shall be finalized after discussion with Engineer.	Please clarify that during DLP, the Contractor shall provide full maintenance teams which consist of supervisors and workers for all 27 stations.	Tender conditions are self explanatory. The deployment should be adequate to fulfil the DLP obligations of the Contractor, as per Part 3 of the Bidding documents. Post-commissioning, Comprehensive annual maintenance by the Contractor is not envisaged.
54	Part 2 Section VI B (Particular Specification)	14.4.1.1	The PSD Contractor shall be responsible for the supervision of maintenance of the equipment supplied under the Contract after the Taking Over of the Works or Part of the Works. The maintenance personnel shall be provided by the Employer.	1) Please clarify that after DLP, the Contractor shall provide maintenance supervisors only and the maintenance workers will be provided by the Employer. 2) Please provide the estimated number of maintenance supervisors required after DLP.	Please refer Cl. 4.1.15 (xiii) of Part 1 - Section IV - Bidding Forms - Pricing Schedule which is self-explanatory. Maintenance supervisor requirement (duration & deployment time to be decided by the Employer as per requirements and at his discretion) is envisaged until DLP of last Stage of commissioning.
55	Part 2 Section VI B (Particular Specification- Appendices)	1 & 1.1 (Annexure 2P-4A)		Please clarify the number of MSDs per platform (12 MSDs for 3 car or 24 MSDs for 6 car)?	Refer clause 1.2 (list of abbreviations) and clause 6.5.5. Only 1 MSD at either end of each Platform to access the track.
56	2 / Section VI B	6.11.2	The Motors shall be Brushless DC motors (BLDC) type, proven design in Platform screen application in similar environments. The Motors shall be readily accessible for inspection and replacement without removal of any other equipment.	We propose to use brushed DC motors which are equally reliable, cheaper, available with a shorter lead time, and able to operate with zero maintenance. These are tested for three (3) million cycles and have been used in many PSD projects since early 2000s.  Currently, most of the FHPSD & HHPSD are incorporated with the same brushed DC motors which mitigate space constraints and yet produce sufficient torque for both applications with excellent reliability.	Bid condition prevails.

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57	2 / Section VI B	14.2.4.2	During the DLP, the Contractor shall support the Employer with sufficient Trained and competent personnel. This shall be finalized after discussion with Engineer.	1)Please confirm that during DLP, the Contractor will provide full maintenance teams (consisting of both supervisors and technicians).  2)Please clarify the expected number of maintenance personnel (supervisors and technicians) required during DLP.	The contractor shall provide sufficient manpower to fulfill the DLP obligations within the prescribed time limit. Refer GC clause 11 and PC clauses 44,45 and 46 for DLP obligation details. Comprehensive maintenance by the contractor is <b>not</b> envisaged in the DLP period or beyond as per the scope of work.
58	2 / Section VI B	14.4.1.1	The PSD Contractor shall be responsible for the supervision of maintenance of the equipment supplied under the Contract after the Taking Over of the Works or Part of the Works. The maintenance personnel shall be provided by the Employer.	1)Please confirm that after DLP, the Contractor is only required to supply maintenance supervisors. Maintenance technicians will be supplied by the Employer.  2)Please clarify the expected number of maintenance supervisors required after DLP.	The provisions in 4.1.15 xiii, of Section IV, Part 1- Bidding forms, as ammended in Addendum 01 are self explanatory.
59	1 / Section IV	4.1.15 xiii)	The Contractor shall provide Qualified Supervision Experts in accordance with the Employer's Requirements. Maintenance technicians and Staff/ Labour will be provided by the Employer. The Experts may be required during the period commencing from Completion of each Stage, until the end of Defect Liability Period of Stage 7.	1)Please clarify if this clause contradicts clause no. 14.2.4.2 from Part 2 Section VI B about the Contractor supporting the Employer with sufficient trained and competent personnel (both supervisors and technicians) during DLP.  2)Please clarify that during the DLP, the maintenance personnel (supervisors and technicians) will be supporting the Employer full-time for DLP duration of 730 days.	The DLP staff deployed by the contractor shall perform the DLP obligations. The staff deployed as a part of "Assistance for maintenace" are separate from DLP staff.  Clauses is Part 1 and Part 3 of the bid document is self explanatory on both DLP obligations and "assistance for maintenace" obligations.
60	1 / Section IV	5.8 Form SOG: Schedule of Guarantee	(NOT USED)	Please clarify if <i>5.8 Schedule of Guarantee</i> is still required as part of the technical proposal.	Not required. Bid conditions prevail
61	1 / Section IV	5.11 Form EQU: EQUIPMENT	(NOT USED)	Please clarify if <i>5.11 Contractor's Equipment</i> is still required as part of the technical proposal.	Not required. Bid conditions prevail