

BC35/ASA12 - Prebid Queries and Responses December 2022

SN	Part	Clause	Original Bid condition	Bidder's query	CMRL Response
1	Part 1/Section I	23.1	Submission sealing and marking of Bids	Hard copy or online submission?	Please refer Part-1, Section -II, Bid Data Sheet (BDS) clause ITB 23
2	Part-1, Section -II, Bid Data Sheet (BDS)	ITB1	Registration	Is it correct that Enroll on the CPP Portal as single company whilst uploading the content as a JV if the bidder as a JV form.	Any one of the JV member can upload the document.
3	Part-1 section-III	2.3.2	Minimum average annual turnover of INR 120 crores calculated as total certified payments received for Contracts in progress and/or completed, within the last FIVE (5) years divided by FIVE (5) years. The financial year as applicable in the country of origin of the bidders would be considered. The "last financial year" will be the latest financial year that ended before the date of issue of NIT for this tender.	Whereas the requirement under this item is "Average Annual Turnover", Form Fin-2, in which information is to be provided against this requirement, uses the words "Average Annual Construction Turnover". It is suggested that this inconsistency may be removed by changing the Form FIN-2 to say "Average Annual Turnover" to fall in line with the requirement given in EQC 2.3.2. Keeping EQC 2.3.2 as it will enable greater participation by different engineering companies rather than restricting participation to only those who has the prescribed TurnOver from Construction Contracts only.	Form Fin-2 is corrected as per EQC. Please check Addendum-1
4	Part-1 section-III	2.3.2	Minimum average annual turnover of INR 120 crores calculated as total certified payments received for Contracts in progress and/or completed, within the last FIVE (5) years divided by FIVE (5) years. The financial year as applicable in the country of origin of the bidders would be considered. The "last financial year" will be the latest financial year that ended before the date of issue of NIT for this tender.	Minimum average annual turnover of INR 60 crores calculated for past FIVE (5) years divided by FIVE (5) years. Reason for proposed change: High Turnover as per this clause is restrictive. So, change is requested to enable Indian Companies having PSD Experience to participate in Bid and increase competition	Tender condition prevails (The requirement for individual JV Member is minimum 25% and JV put together has to meet the full requirement)
5	Part-1 section-III	2.3.2	Minimum average annual turnover of INR 120 crores calculated as total certified payments received for Contracts in progress and/or completed, within the last FIVE (5) years divided by FIVE (5) years. The financial year as applicable in the country of origin of the bidders would be considered. The "last financial year" will be the latest financial year that ended before the date of issue of NIT for this tender.	It is requested to make it relaxed and in line with the existing GCC of Indian railways i.e The tenderer must have minimum average annual contractual turnover of 1.5 V/N crores; where V= Advertised value of the tender in crores of Rupees N= Number of years prescribed for completion of work for which bids have been invited. i.e. this case the execution period is 3.38 years It is requested to change the same as follows Minimum average annual turnover of INR 92 crores calculated as total payments received within the last FIVE (5) years divided by FIVE (5) years. The financial year as applicable in the country of origin of the bidders would be considered. The "last financial year" will be the latest financial year that ended before the date of issue of NIT for this tender.	Tender condition prevails
6	Part-1 section-III	2.3.3	The Bidder shall demonstrate that it has access to, or has available, liquid assets, unencumbered real assets, lines of credit, and other financial means (independent of any contractual advance payment) sufficient to meet the cash flow requirements estimated as INR 30 crores for the subject Contract(s) net of the Bidder's other commitments.	Request to make all parties combined must meet.	Tender condition prevails (The requirement for individual JV Member is minimum 25% and JV put together has to meet the full requirement)
7	Part-1 section-III	2.4.1	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.	We presume that "Engineering contracts" include both 'Works' and 'Supply' Contracts of engineering nature namely engineering services and engineering goods. Kindly confirm our understanding.	Contracts with supply and installation works put together shall be considered as "Engineering Contract". Exclusive supply contracts shall not be considered.

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8	Part 1/Section III	2.4	Experience	if Engineering consultancy (DDC/PMC/GC) experience is acceptable by client.	Experience of Engineering consultancy shall not be considered as Experience under "Engineering contracts"
9	Part 1 , Section-III	2.4.2 (a)	<p>Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/Consortium(iv) without Specialist Sub-contractor and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline,</p> <p>A minimum number of;</p> <p>1.One work involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; of Value INR. 163 crores (ii) or above. Or</p> <p>2.Two works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 102 crores(ii) or above. Or</p> <p>3.Three works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 82 crores(ii) or above.</p>	<p>We request you to make it in line with GCC clauses of Indian railways as follows GCC clause reproduced below.</p> <p>(i) Three similar works each costing not less than the amount equal to 30% of advertised value of the tender, (ii) or two similar works each costing not less than the amount equal to 40% of advertised value of the tender, (iii) or one similar work costing not less than the amount equal to 60% of advertised value of the tender.</p>	Tender condition prevails
10	Part 1 , Section-III	2.4.2 (a)	<p>Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/Consortium(iv) without Specialist Sub-contractor and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline,</p> <p>A minimum number of;</p> <p>1.One work involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; of Value INR. 163 crores (ii) or above. Or</p> <p>2.Two works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 102 crores(ii) or above. Or</p> <p>3.Three works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 82 crores(ii) or above.</p>	<p>In case of and Indian Company having received TOT from PSD System Designer/Manufacturer, the Experience of OEM would be counted for the TOT Recipient.</p> <p>Reason: PSD Business in India is relative very new and small, so, No Indian Company would be able to qualify on its own with the Specific Experience as proposed in Bid Document. The proposed changes would enable Indian Companies having PSD Experience as a consortium Member or as a SUB-Contractor to act as Bidder, provided they have full Technology available through TOT.</p>	Tender condition prevails (the prescribed requirement is for JV as a whole and not for individual members, subject to conditions listed under "notes")

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11	Part 1 , Section-III	2.4.2 (a)	<p>Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/Consortium(iv) without Specialist Sub-contractor and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline,</p> <p>A minimum number of;</p> <p>1.One work involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; of Value INR. 163 crores (ii) or above. Or</p> <p>2.Two works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 102 crores(ii) or above. Or</p> <p>3.Three works involving Construction of Platform Screen door system in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail; each of Value INR 82 crores(ii) or above.</p>	<p>"With two foreign companies forming a consortium, which is eligible to bid, can a third Indian company, which is otherwise not eligible, also join the consortium so as to build local capability for future?"</p>	<p>JV arrangement should be such that the conditions prescribed under the EQC in respect of</p> <p>1. JV as a whole 2. One member 3. Each member are all to be fulfilled.</p>
12	Part 1, Section -III	2.4.2(b)	<p>Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/consortium(iv) (without Specialist Sub-contractor(iv)) and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline,</p> <p>1.Half height PSDs of the proposed Design for a minimum number of 8 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.</p>	<p>The control system for PSD/PSG is same. The difference between PSD and PSG is increase in number of motors with driving part and DCUs. This is similar to increase/decrease number of gates of any station. Therefore, any company making full door can easily make half door and vice versa. For more participation of Indian Companies to make the prices competitive therefore it is requested to modify the point number 1 as follows 1. Half height PSD/PSGs of the proposed Design for a minimum number of 8 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</p>	<p>Tender condition prevails</p>
13	Part 1, Section -III	2.4.2(b)	<p>Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/consortium(iv) w(without Specialist Sub-contractor(iv)) and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline,</p> <p>1.Half height PSDs of the proposed Design for a minimum number of 8 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.</p>	<p>In case of and Indian Company having received TOT from PSD System Designer/Manufacturer, the Experience of OEM would be counted for the TOT Recipient.</p> <p>Reason: PSD Business in India is relative very new and small, so, No Indian Company would be able to qualify on its own with the Specific Experience as proposed in Bid Document. The proposed changes would enable Indian Companies having PSD Experience as a consortium Member or as a SUB-Contractor to act as Bidder, provided they have full Technology available through TOT.</p>	<p>Tender condition prevails (one member in the JV has to meet the requirement)</p>

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14	Part 1, Section -III	2.4.2(b)	Experience in Platform Screen Doors contracts(vi) in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/consortium(iv) w(without Specialist Sub-contractor(iv)) and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline, 1.Half height PSDs of the proposed Design for a minimum number of 8 platforms in Metrorail /Monorail/ People Mover/ Railway project/ Light Rail and shall be in satisfactory revenue operation for a period of minimum of 1	If one of the JV partners has the necessary experience and has succeeded in bagging the bid then"Can the successful bidder appoint a 'Management Contractor' for execution of the Work? If yes, are the 'Management Contractors details to be furnished with the bid or on award of the contract? What is the procedure to be followed by the bidder/ successful bidder for appointing 'Management Contractor'? Are there any conditions to be met by a firm to be appointed as 'Management Contractor'?"	Subsequent to the award of the contract, no change to the JV constitution can be done.
13	Part 1 , Section-III	2.4.2 (c)	For the above works in Platform Screen Doors contracts(vi), experience in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/consortium(iv) directly responsible for the said works (in A & B below) without Specialist Sub-contractor and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline, the scope of the works should have included A.Design and development of the DCU software and the SCADA software as an OEM for Half height PSDs. AND B.System Integration, testing and commissioning and all co-ordination with all Interfacing contractors for Half height PSDs.	In case of and Indian Company having received TOT from PSD System Designer/Manufacturer, the Experience of OEM would be counted for the TOT Recipient. Reason: PSD Business in India is relative very new and small, so, No Indian Company would be able to qualify on its own with the Specific Experience as proposed in Bid Document. The proposed changes would enable Indian Companies having PSD Experience as a consortium Member or as a SUB-Contractor to act as Bidder, provided they have full Technology available through TOT.	Tender condition prevails (all members combined has to meet the requirement)
14	Part 1 , Section-III	2.4.2 (c)	For the above works in Platform Screen Doors contracts(vi), experience in the role of Single entity without any specialist sub-contractor OR as a Specialist Sub-Contractor(iv) OR as a Member of the JV/consortium(iv) directly responsible for the said works (in A & B below) without Specialist Sub-contractor and must have substantially(iii) completed between 1st January 2012 and the bid submission deadline, the scope of the works should have included A.Design and development of the DCU software and the SCADA software as an OEM for Half height PSDs. AND B.System Integration, testing and commissioning and all co-ordination with all Interfacing contractors for Half height PSDs.	The control system for PSD/PSG is same. The difference between PSD and PSG is increase in number of motors with driving part and DCUs. This is similar to increase/decrease number of gates of any station. Therefore, any company making full door can easily make half door and vice a versa. Therefore, for wider participation in the tender by Indian Companies and get better competitive prices the following change is requested marked in yellow. A. Design and development of the DCU software and the SCADA software as an OEM for Half height PSD/PSGs. AND System Integration, testing and commissioning and all co-ordination with all Interfacing contractors for Half height PSD/PSGs	Tender condition prevails
15	Part 1, Section -IV Bid Forms	5.14	Form MAN Manufacturer's Authorization	As the PSD is composed of variety of different components, here should we provide the major component as door frame structure (including door panels, claddings, sealings), Door control system and Power supply system? Or could you please provide the preferred list for MAN Manufacturer's Authorization	List of MAN Manufacturer's Authorization to include: Door frame structure, Glass, Driving Motor and driving mechanism, Power supply system, control system & DCU (hardware).
16	Part 1/Section IV	10	Form of Bid Security	We checked with the bank, they could provide the bid security form with their official template, please clarify if it is acceptable or not?	Tender condition prevails. Bid security shall be submitted in the format as given in the Part 1 Section IV, Clause 10 - Form of Bid security.
17	Part 1/Section V B	12	UNDERTAKING REGARDING RESTRICTIONS ON PROCUREMENT FROM A BIDDER OF A COUNTRY WHICH SHARES A LAND BORDER WITH INDIA	Clarity on participation of Chinese companies Clarity on participation of A wholly-owned Japanese subsidiary located in China	Tender condition prevails (paragraph (viii) of Sub-Section B of Part 1-Eligible Source Countries may be referred)

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18	Part 1/Section V B	12	UNDERTAKING REGARDING RESTRICTIONS ON PROCUREMENT FROM A BIDDER OF A COUNTRY WHICH SHARES A LAND BORDER WITH INDIA	Please clarify if a subsidiary company (Panasonic India) registered/incorporated in India can utilize the technical/financials credentials of their parent/holding company (Panasonic Japan) for the purpose of meeting the eligibility criteria. Parent company shall give an undertaking and provide the backup support as and if required.	The Bidder can be a single entity that fulfills all EQC requirements by itself (not based on credentials of the Principal) or may quote as a JV that fulfills all the requirements of the EQC, including for each member/one member/JV as a whole, as the case may be.
19	Part 2/Section VI B	3.2.1.1.19	All software required for project execution namely Requirement capturing software (DOORS), FRACAS, etc.	Is the software DOORS a must or can any other method can be used?	Please refer clause 3.2.1.1.24
20	Part 2/Section VI B	3.8	Independent Safety Assessor	What is the scope of the assessment, from design to DLP?	There will be an ISA appointed by the Employer who shall assess the functional testing of the Signaling & PSD interface under train running conditions. The PSD Contractor has to submit a Safety Case covering all stand-alone functionalities of the PSD system (including resolution of all identified hazards), covering the design, installation, Testing & Commissioning phases of the PSD project. The PSD Contractor has to provide all necessary documentary evidence and clarify all queries in respect of safety features, that may be raised by the Employer's ISA, to the latter's satisfaction.
21	Part 2/Section VI B	4.13.5	Emitted combustion gases: The halogen acid content when measured in accordance with IEC 61754-1 shall be less than 0.5%.	Could be IEC 60754-1? A typing errors?	Your understanding is correct. It will be corrected in Addendum-1
22	Part 2/Section VI B	4.15.1	In order to prevent touch voltage of PSD, the PSD System shall be designed and constructed so as to maintain all metallic parts of the system exposed to passengers or Employer personnel, equipotential to that of the body of the train, the PSD structure and the station.	Should PSD system be bonded to rail track or station earth?	Please refer Interface Appendix 2P-6B clause 3.2.1
23	Part 2/Section VI B	6.4.3.4	Development Process of DCU systems shall be designed, manufactured and validated to Safety Integrity levels as defined in the CENELEC standard EN50126, EN50128 and EN50129 as per the requirements for shall be SIL 3 certified.	Could it be acceptable that the hardware and interface part and enable open functions assign SIL3, while software mainly for the obstacle detection and door opening and closing speed assign SIL2?	Tender condition prevails
24	Part 2/Section VI B	6.6.2.4	The threshold plate of PSD shall be made of Stainless steel of grade 316 or better	As it is half height PSD, normally it is no threshold, could it be acceptable without threshold.	Please refer clause 6.9.1
25	Part 2/Section VI B	6.6.3.3	The surface finish of the PSD (except in the glass area) shall be Aluminium. Aluminium shall be of grade 6063-T5 or T6 and it shall be anodized, and powder coated	Could it be another choice of stainless steel for the surface finish of the PSD?	Tender condition prevails
26	Part 2/Section VI B	6.5.3	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, 3rd, and 4th	According to the station map, As only 3-car area is setting the PSD, do you have any plan to protect the rest of the area on the blank platform?	Please refer Interface Appendix 2P-4B clause 1 & 5.5.3
27	Part-2 Appendix 1 Section VI A			Drawing list attached but no drawings provided	Please click the link below for drawings https://cmrlindia-my.sharepoint.com/:u:/r/personal/aswin_vishnu_cmrl_in/Documents/ASA10_Tender%20Drawing.rar?csf=1&web=1&e=6oVAwV