

**ASA-04 Signal ,Train Control and VMS - Prebid Queries and Responses- 3rd lot
17 February 2022**

SN	Part	Section	Clause	Original Bid condition	Bidder's query	CMRL Response															
1	Part 1	Particular Condtions	8.4.1	Whether or not the Contractor fails to achieve any Key Date by reason of any delay shall not by itself be material to the Contractor's entitlement to an extension of time. Any extension to a Key Date shall not by itself entitle the Contractor to an extension to any other Key Date and the Time for Completion.	In compliance with JICA Standard Bidding Document, we request to amend the clause 8.4.1. The extension of not only the nearest Key Date but also subsequent Key Dates should be extended. Kindly reconsider this condition.	Extension of Time (EOT) if awarded for any particular key date, will not yield extension for subsequent key dates automatically by itself. Contractor has to demonstrate its linkage to the subsequent Keydates and the actual time impact on subsequent key dates and on critical path of the Contractor's work programme through their time impact schedule etc., and also to demonstrate that these delays are not attributable to the Contractor, to apply EOT for subsequent Keydates as per stipulated conditions of Contract. Bid Conditions are self Explanatory and prevail.															
2	Part 1	Particular Condtions	37	<table border="1"> <thead> <tr> <th>Sr. No.</th> <th>Suspension Period</th> <th>Extension of Time as per Clause GCC/PCC 8.4</th> <th>Compensation for the Suspension period</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>1 – 30 days</td> <td>YES</td> <td>NO</td> <td>Extension of time as considered proper by the Engineer</td> </tr> <tr> <td>2</td> <td>Above 30 days</td> <td>YES</td> <td> <ul style="list-style-type: none"> As per Daily rate of wages for idle labour / employees/ Supervisors / Engineers directly working on the projects on full time basis, at actuals. Additional material storage cost, if any. Hardware warranty extension cost for deferment of DNP obligations, at actuals. 15% above all these items to cover overhead costs (including Contractor's office maintenance cost) </td> <td>Compensation as assessed by the Engineer on submission of documentary proof by the Contractor to Engineer's satisfaction</td> </tr> </tbody> </table>	Sr. No.	Suspension Period	Extension of Time as per Clause GCC/PCC 8.4	Compensation for the Suspension period	Remarks	1	1 – 30 days	YES	NO	Extension of time as considered proper by the Engineer	2	Above 30 days	YES	<ul style="list-style-type: none"> As per Daily rate of wages for idle labour / employees/ Supervisors / Engineers directly working on the projects on full time basis, at actuals. Additional material storage cost, if any. Hardware warranty extension cost for deferment of DNP obligations, at actuals. 15% above all these items to cover overhead costs (including Contractor's office maintenance cost) 	Compensation as assessed by the Engineer on submission of documentary proof by the Contractor to Engineer's satisfaction	In compliance with JICA Standard Bidding Document, we request to amend this clause. In this clause, most possible applications are virtually excluded, and claimable items are very restricted. Kindly reconsider this condition.	Existing Bid condition is exhaustive and Self-explanatory. Bid Condition Prevails.
Sr. No.	Suspension Period	Extension of Time as per Clause GCC/PCC 8.4	Compensation for the Suspension period	Remarks																	
1	1 – 30 days	YES	NO	Extension of time as considered proper by the Engineer																	
2	Above 30 days	YES	<ul style="list-style-type: none"> As per Daily rate of wages for idle labour / employees/ Supervisors / Engineers directly working on the projects on full time basis, at actuals. Additional material storage cost, if any. Hardware warranty extension cost for deferment of DNP obligations, at actuals. 15% above all these items to cover overhead costs (including Contractor's office maintenance cost) 	Compensation as assessed by the Engineer on submission of documentary proof by the Contractor to Engineer's satisfaction																	
3	Part 1	Particular Condtions	40	If the works or sections not available for usage by the Employer for more than 1 hour, then the penalty of INR 1,00,000 shall be paid by the contractor for each hour till the works or sections made ready by him. The cumulative amount shall be deducted by the Employer from the subsequent bills submitted by contractor. A penalty of INR 50,000 for each train shall be levied for the failure or malfunction in the works or sections during passenger operation which results in delay of more than 10 minutes.	In compliance with JICA Standard Bidding Document, we request to amend this clause. JICA Standard Bidding Document does not acknowledge the penalty due to the operational problems. Kindly reconsider this condition.	Bid Condition Prevails.															

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4	Part 1	Particular Condtions	41	<p>The Employer shall be entitled subject to Sub-Clause 2.5 [Employer's Claims] to an extension of the Defects Notification Period for the Works or a Section if and to the extent that the Works, Section or a major item of Plant (as the case may be, and after taking over) cannot be used for the purposes for which they are intended by reason of a defect or by reason of damage attributable to the Contractor. If defects occur on a component/sub-system due to defective material/ design/ workmanship, the Defect Notification period for that item should be reckoned from the time the defects mentioned above, is rectified.</p> <p>The Employer shall also be entitled for an Extension of the Defects Notification Period for the Works or a Section if 'Failure to Pass test after completion' for that particular section due to contractor's default.</p>	<p>In compliance with JICA Standard Bidding Document, we request to amend this clause. Maximum extention period in the all cases should be clearly stated in Particular Conditions. Kindly reconsider this condition.</p>	<p>Bid Condition Prevails.</p>
5	Part 2	Particular Specifications	5.8.12.1	<p>The maximum number of trains that can be processed by a single wayside controller shall be between 10 to 40. This shall be ensured with signalled headway of 90 sec and shall consider all train bunching scenarios of the trains in case of any failure.</p>	<p>Please reconsider to remove the requirement of "90 seconds headway" or to add the requirement of "90 second headway excluding turn-back area". 90 seconds headway cannot be achieved only by the signal system since train headway depends greatly on the track alignment of the turn-back section.</p>	<p>Bid Condition Prevails. IEEE 1474 Para 5.1 enables the employer to define this requirement.</p>
6	Part 2	Particular Specifications	4.9.1	<p>The Signalling and Train Control System shall provide a minimum designed signalled Headway of less than or equal to 90 Seconds with 30- second dwells at intermediate stations and a minimum 90 sec layover at the terminal station platforms (minimum 30-second layover when front crossover is used), The Headway calculation will include Train operation time, PSD Operation time, application and release time of service brakes etc.. For design of minimum Headway requirement calculation, 6 car consist may be used.</p>	<p>Please reconsider to remove the requirement of "90 seconds headway" or to add the requirement of "90 second headway excluding turn-back area". 90 seconds headway cannot be achieved only by the signal system since train headway depends greatly on the track alignment of the turn-back section.</p>	<p>Bid Condition Prevails. IEEE 1474 Para 5.1 enables the employer to define this requirement.</p>

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7	Part 2	Particular Specifications	5.8.8.4	5.8.8.4 PSD commands in ATP, ATO, DTO,UTO and RM mode shall be transferred between On-board ATC to PSD directly or by faster route so that response time from instance of giving command from on-board ATC to reach the PSD controller shall be less than 1000 ms. This needs to be demonstrated as a part of the Factory/System acceptance test. <as in addendum>	Please reconsider to relax the response time requirement to 1300ms in this clause.	Bid condition prevails (as in Addendum).
8	Part 2	Particular Specifications	2.4.22	Both STC & RS Contractors to ensure that all input and output signals exchanged between rolling stock equipment and on-board signalling equipment shall be recorded and shall be available for retrieval on demand for analysis/record.	Please reconsider the overall maintenance and diagnostic system concept including remote transmission of onboard log data.	This facility of remote extraction of logs are a very common facility in contemporary signalling systems. Log extraction locally in a very big network (approx 118km, 135 rolling stocks) is a cumbersome work which involves huge investment of time and resources from CMRL. Bid condition prevails.
9	Part 2	Particular Specifications	5.6.1 to 5.6.11	5.6.1 CBTC system is required to include local and remote maintenance and real time diagnostic capabilities to detect and react to various CBTC equipment failure types. The remote diagnostic capabilities shall be available at OCC, BOCC, and SER of Interlocking stations to permit authorized personnel to interrogate the status of Train borne and trackside equipment and provide active fault diagnosis and isolation.It shall be possible to remotely download the maintenance and diagnostic-related data.	Please reconsider the overall maintenance and diagnostic system concept indicating on the most of the clauses in "5.6 Maintenance and Diagnostics system" including remote diagnostic system.	This facility of remote extraction of logs are a very common facility in contemporary signalling systems. Log extraction locally in a very big network (approx 118km, 135 rolling stocks) is a cumbersome work which involves huge investment of time and resources from CMRL. Bid condition prevails.
10	Part 2	Particular Specifications	2.3.8.c)	c) In RM mode, When the Train Operator uses the Permissive Door Button (PDB), the PSD also shall Open and close along with train doors using the direct communication path designed for PSD Open/close commands from train borne signalling in a safe manner <as per Addednum>	Please change the requirements into controlling the platform screen door by the control panel in RM mode. PSD open/close command shall be done by CBTC network.	Bid condition prevails.

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11	Part 2	Particular Specifications	12.9.3	<p>The simulator shall emulate the following system using real sub-system and simulators:</p> <ul style="list-style-type: none"> • Interlocking system • Object controller including signal, point machine, Train detection equipments. • Trackside ATP • On-board ATP with all accessories viz Balise antenna, DMI, radio antenna, radio modem etc. • ATS servers at OCC/BCC • Wayside controller including radio access points. • Data Communication system including Network elements viz router, switches. • Various displays viz ATS, VDU, Train borne HMI etc. • Simulation of automatic Train control following the permitted and target speed (Train's cab). • Timetable operation, timetable editor • Simulation management, configuration tool for Trainer • Replay function • Evaluation and assessment function 	<p>Please reconsider simulator's technical requirement to supply additional sets of each equipment ,as demonstrated in other Indian project.</p>	<p>Trouble shooting and Maintenance simulator and the integrated software test facility is a requirement of this Bid.</p> <p>Bid condition prevails.</p>

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SN	Part	Section	Clause	Original Bid condition	Bidder's query	CMRL Response
12	Part 2	Particular Specifications	5.8.1.9 <Addendum>	<p>The Maximum Operating speed of a track section shall not be less than 5 kmph or 10% (whichever is higher by value), from the maximum speed certified for the track section (civil speed), on the mainline for a zero gradient track or raising gradient track. For a falling gradient track, the Maximum Operating Speed shall not be less than 10 kmph from the Civil speed. The minimum trip time for the sections shall be defined based on the Maximum Operating speed computed as above. The contractor shall ensure that the location uncertainty of the trains, Allowable overspeed permitted by CBTC system, Maximum allowable speed measurement error of the CBTC system, Maximum train acceleration rate possible at the time an overspeed condition is detected by the CBTC system, CBTC system reaction time and latencies etc, are designed in such a way to meet the above requirement.</p> <p>The track gradient value of the track section shall also be considered while designing the maximum operating speed. The rolling stock parameters may be identified from the Appendix 2P-1 of Particular Specifications and from the Interface forum with Rolling stock contractors.</p>	<p>This clause is interpreted that Maximum Operating Speed shall be higher than Civil Speed. If this interpretation is correct, this will significantly affect the safety of the train operation. We kindly propose that Maximum Operating speed shall be 10kmph less than Civil Speed.</p>	<p>The reduction of flat 10 kmph is not acceptable. The clause is self explanatory. The operating speed is lower than the civil speed. The max difference shall be 5 kmph or 10 % for level track and rising gradient track section. For falling gradient track section the max difference can be upto 10 kmph.</p> <p>As per the safe brake model provided in IEEE 1474, the Signalling contractor shall design the safe braking model duly considering the safety of the train and the response time of the various sub-systems.</p> <p>The Signalling system as spelt in this clause shall meet this end objective.</p>