

Pre-Bid -01 Queries for Tender for Providing "Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
1. Queries From M/s. VOLTECH O And M Services PVT. LTD					
1	GCC- 6.2	Page 10 of 359.	General Experience: Work Experience of having completed the business related to Railway Industry during the last Five (5) years	we Voltech O and M services is doing OHE and PS maintenance work in "CMRL" from April-2019 onwards, which is an Joint Bid participation (Voltech and thirumuthi Hitech) and formed an SPV. In this we Voltech is the lead Bidder. Please clarify , As a lead Bidder we individually qualified for the participation in as "Voltech O & M services Pvt Ltd"	A company or SPV is in Railway Industry for Five(5) years is eligible for participation. However, if one company from the JV is willing to bid, then it should independently meet the eligible criteria.
2	GCC 3	Page 8 of 359	Payment of EMD amount Rs. 3,00,000	Is EMD is exemption for the MSME registered vendors	No
3	GCC 8.2	page 13 of 359	Manpower requirement	Kindly share us the estimated minimum manpower required	1. Lead Manager-1 No, 2 Senior Executive Engineer(Track)-5Nos, 3. Executive Engineer(Track)-7Nos, 4.Engineer(Track)-30Nos
4			The bidder should have been a profit making entity for the preceding three financial years	In case of JV any one party profit is considered or both parties profit is considered	Profit of any one party will be enough. If one company of the JV is participating, then the participating company shall independently qualify the requirement.
5	GCC 13.6	Page 16 of 359	The contractor shall ensure the minimum wages to their Employees as per Minimum Wages Act-1948(Central Act XII of 1948)	please clarify us on the minimum wage reference followed is central or state wage	Tamil Nadu State government's minimum wages for corporation- Skilled category shall be followed.
6	GCC 24.3	Page 21 of 369	PBG submission Within 21 days from the issue of LOA by CMRL	In case of participation through JV, 21 days may not be sufficient, in csae if we want to form an SPV	PBG submission Within 28 days from the issue of LOA by CMRL
7	GCC 33.3	Page 24 of 369	If contractor require transportation for their personnel through metro trains necessary travel cards need to be purchased by the contractor. No free travel/concession is permitted.	During working (on duty shift hours) CMRL can permit the employee for the movement to reach the required stations as early at free of cost.	On any case, cost to be beared by contractor. During Emergency CMRL shall reimburse on submission of duty allocation.
8	SCC 8.1	Page 35 of 369	The contactor is expected to commence comprehensive maintenance of track works in full swing within 4 months from the date of issue of LOA. Until such time no payment will be made by CMRL. No Penalties will be imposed up to six months from date of issue of LOA.	Even during the stabilization period we may not be doing all the relevent works, but we need to pay salary to all the employees. Hence, CMRL has to consider on the creteria of salary / wages	Not Agreed.
9	SCC 9.1	Page 35 of 369	The contractor shall develop a web based maintenance management system within three months from the date of receipt of Letter of Acceptance.	Since, there is an stabilization period as per point 8.1, for the same it can be relaxed till 6 months.	Separate tender shall be called by CMRL to develop a web based maintenance management system, if required.
10	GCC-Annexure-1-Joint Bidding Agreement	Page 40 of 359	Shareholding in the SPV	minimum proportion of shareholding among the Parties	As per GCC Clause 9.2, the number of consortium members shall not exceed three.Minimum proportion for lead member shall be 40% and 30% for other two members.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
11	Part-A-Scope of work-sub clause-1.1.1-Preventive maintenance	Page 65 of 359	Ultrasonic testing of rails/ welds and classification of failures	Is third party to be assigned by Bidder or will CMRL representative will take care	The contractor is required to arrange his own RDSO approved USFD operator and USFD equipment or RDSO approved third party with RDSO approved operator to carry out USFD testing of rails/welds as per frequency of testing as stated in part A and as per schedule. If required RDSO trained CMRL representative shall be nominated by CMRL for witness. (at present 2JEs are trained for USFD)
12			Supply of spares / special consumables / special tools	is will be on CMRL scope completely, kindly clarify.	CMRL will issue only items described in Page 68 of 359, Part-A -Scope of work-1.1.2-Corrective maintenance-sub clause 1.1.2.3 and 1.1.2.7.
13	Part-A-Scope of work-sub clause-3.10-Maintenance office and space	Page 84 of 359.	Accommodation facility for the employee	Labour colony type provision or atleast free space provided by CMRL to build up a accomodation facility	Not Agreed
14	SCC 3.1	Page 33 of 359	All type of maintenance activities in mainline shall be carried out only during Non-Revenue hours (approximately 0030hrs to 0330hrs at present) with taking Permit to Work (PTW) from operation departments. In case of any Emergency, the work may be carried out at revenue hours which require special permission from Track and Operation Department of CMRL.	During emergency CMRL shall allow employee movements in metro to reach the spot on time	On any case, cost to be beared by contractor. During Emergency CMRL shall reimburse on submission of duty allocation.
15	GCC 40.1	page 27 of 359	The Price variation at 5% for the second year, 10% for the third year, 15% for the fourth year, 20% for the fifth year, 25% for the sixth year and 30% for seventh year (if extended) to the base rate (first year cost) is applicable.	In case of BOQ-2 items price goes beyond of the annual escalation consideration, will CMRL do reimburse the difference in increase amount	No.Please refer Addendum-01
16			For transporting rails by road vehicles to the work site. Road cranes with special spreader beam should be used for loading/unloading of rails.	Type of vehicle requirement for transport and Loading / unloading material handling equipment list is not provided. In case of any special vehicles, then CMRL shall take in their scope.	Please refer Addendum-02
17			pre-bid meeting	pre-bid meeting re-schedule (in case of any site visit requirement)	Please refer corrigendum-
2.Queries from M/s.United Rail Road Consultant Pvt. Ltd.					
18	GCC 6.2, Note (b)	Page 11 of 359. Para 6.2 Note b	For Core Experience- Copies of Experience Certificates of lead manager shall be enclosed.	In India, mostly the experts in maintenance field have worked in government sector. As such, they do not have experience certificates. As employment in government/public sector is a matter of public record, the requirement of experience certificate may please be eased for them.	Not Agreed. Experience Certificates of lead manager shall be enclosed.Incase experience certificates not available supporting documents for experience shall be submitted with bid submission.
19	SPC 2.3	Page 33 of 359. Para 2.3	Rails, Fastenings, Insulated Rail Joints, Switches and Crossings required for Corrective maintenance will be provided by CMRL in CMRL designated location and the contractor shall transport to site at their own cost.	Designated location should be mentioned in the tender documents so that the bidders can account for the transportation costs.	Noted. Designated location is Koyambedu Depot.
20	SPC 2.4	Page 33 of 359. Para 2.4	For measurement of accelerations and ride index, the contractor shall purchase the Oscillation Monitoring System (OMS) from the suppliers approved by CMRL or measurement shall be carried out as per the frequency stated in Part-A-Scope of workby CMRL approved third party agency.	List of approved suppliers and third parties may please be provided.	OMS instrument shall be provided by CMRL and the contractor shall carryout OMS inspection as per frequency stated in Part-A-Scope of work.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
21	SPC 2.5	Page 33 of 359. Para 2.5	All tools, machineries and materials required for regular maintenance shall be purchased from the suppliers approved by CMRL. If any of the tools/machineries/materials needs to be inspected by CMRL before placing the order CMRL has rights to inspect all tools, machineries and materials in factories itself. The cost associated with such inspections shall be borne by the contractor.	List of approved suppliers may please be provided.	As stated in Part-A-Scope of work-3.2(b)-RDSO approved suppliers/third parties are CMRL approved suppliers/Third parties.
22	SPC 5.1	Page 34 of 359. Para 5.1	Bio-metric attendance system shall be maintained by contractor at his own cost.All employees' attendance details shall be submitted to CMRL on monthly basis along with the bill submission.	Biometric attendance of staff working on distributed assets like track who sign in from one location and sign off at other has not been successful. Provision may please be reviewed.	Not Agreed.
23	SPC 6.2	Page 34 of 359. Para 6.2	CMRL team will independently perform measurements of any curve/ turnout/buffer stop or any other measurements/inspections as stipulated in this document. There shall be no mismatch of readings/ records by the contractor.	The measurement should be on the spot just after the readings are taken by the staff or there should be tolerances defined, as later the readings might get changed due to train movement, temperature variations etc.	Not Agreed.
24	SPC 6.4	Page 34 of 359. Para 6.4	However, if error in readings in more than three locations in single curve/turnout/any of the item is imposed with penalty of Rs. 5000 per observation.	This is a very stiff penalty. As observations always have some variations, it is open to abuse. There should not be any penalty if the observations are within safe limits for the parameter concerned.	Please refer Addendum-01
25	SPC 6.5	Page 35 of 359 Para 6.5 Srl No 3	Every month the performance level of the contractor will be determined by the evaluation items given in table below. The marks obtained for every month will be used as scale for evaluation of the contractor performance. S. No.; Evaluation Items Weightage 1 Adhering to Maintenance Plan vs Actual 40% 2 Internal Audits 30% 3 Penalties 15% 4 Near miss / Accidents 15% Cumulative Performance Score 100%	Counting penalties in performance index amounts to double jeopardy. May please be removed.	Please refer Addendum-01
26	SPC 9.3	Page 35 of 359 Para 9.3	CMRL has rights to access the maintenance management system developed by the contractor and at any time CMRL can instruct the contractor to carry out the changes in system in order to ensure proper maintenance monitoring. The contractor shall accommodate the changes proposed by CMRL without any additional cost.	This cannot be an open ended clause. As the contractor will have to get a third party for MMS, there should be a limit to modifications.	Separate tender shall be called by CMRL to develop a web based maintenance management system, if required.
27	SPC 10.1	Page 36 of 359 Para 10.1	The employer shall have the right to remove any employee of the contractor who is considered to be undesirable, poor workmanship skills, poor quality of work, misconduct, disobey the lawful command. The contractor shall remove such employee with immediate effect and provide a suitable replacement at his own cost.	Please define "undesirable".	Undesirable means- The Employee who is not performing his duty as per contractual requirements.
28	SPC 11.3	Page 36 of 359 Para 11.3	The source code of fault app to be handed over to CMRL.	There is no provision of a fault app in the specifications. Please confirm as to what is meant by this. If it means MMS, MMS is a COTS product customized for particular need and source code is neither available nor useful for CMRL.	Separate tender shall be called by CMRL to develop a web based maintenance management system, if required.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
29	Annexure 14	Page 60 of 359. Para II a	a) Maintenance of Track works standard gauge in Metro or standard gauge mainline Railways experience.	Skills for track maintenance are not dependent on the gauge. Also, many lines in metro are on broad gauge and IR is on broad gauge. This criteria of gauge may please be removed.	Please refer Addendum-01
30		Page 60 of 359. Para II b	b) Track maintenance experience in abroad	CMRL doesn't have a track that is not available in India and only available abroad. This criteria does not fulfill any purpose. May please be removed.	Please refer Addendum-01
31	Par-A-Scope of work	Page 69 of 359.	1. A candidate must possess B.E/ B. Tech (Civil Engineering) with at least 60% marks from a govt. recognized institution with minimum 15 years" experience exclusively in the maintenance of track works in standard gauge Metro Railways or standard gauge Mainline Railways with atleast minimum 5 years of similar experience abroad. Experience exclusively in track maintenance will only be considered and experience in construction of track will not be considered. Additional qualification in management is desirable. (or) 2. Diploma in Civil Engineering from a govt. recognized institution with at least 60% marks from a govt. recognized institution with minimum 20 years" experience exclusively in the maintenance of track works in standard gauge Metro Railways or standard gauge Mainline Railways with atleast minimum 5 years of similar experience abroad. Experience exclusively in track maintenance will only be considered and experience in construction of track will not be considered. Additional qualification in management is desirable.	Skills for track maintenance are not dependent on the gauge. Also, many lines in metro are on broad gauge and IR is on broad gauge. This criteria of gauge may please be removed. Also the criteria of similar experience of minimum five years abroad be removed.	Please refer Addendum-01
32	Par-A-Scope of work	Page 70 of 359. Srl No 2 & 3	2. A candidate must possess B.E/ B. Tech (Civil) with at least at 70% marks from a govt. recognized institute with minimum Three years" experience in the maintenance of track work in Metro Railways/Railway Industry in a supervisory cadre. 3. A candidate must possess B.E/ B. Tech (Civil) with at least at 65% marks from a govt. recognized institute.	Their seniors executive engineer have diploma as an option in educational qualifications. They should also have the same.	Not Agreed
33	Par-A-Scope of work	Para 2.2.6	Eye sight: 6/6 without Glasses and No colour blindness for all the above posts.	There should be no such requirement for maintenance staff. It is not part of requirement in any railway. May please be removed.	Agreed. Eye sight- Distance Vision (without glasses)-6/9, Near Vision (without glasses)-0.6/0.6 for all the above posts. No colour blindness for all the above posts.
34	Par-A-Scope of work	Par 2.2.8	Age limit: Not older than 55 years is allowed for other personnel. For key personnel, not older than 58 years as on date of submission of bid.	For the kind of experience and qualifications asked for, this may please be relaxed for senior personnel.	Not agreed. No change
35	Part-A-Scope of work	Page 85 of 359. Para 3.11.1	In case of any emergency reported by CMRL, the contractor shall mobilise required resources within 30minutes from the time of reporting	During the day, 30 minutes is not possible given Chennai's traffic. May please be relaxed.	Not Agreed.
36	Part-A-Scope of work-Preventive maintenance clause 1.1 1.5,	Page 65 of 359	The contractor shall plan to complete the attention work within 10days from the inspection in the event of noticing any defects/ deviation of parameters from target value. Failure in completion of attention within the stated period considered as non- completion of schedule and penalty will be imposed as per the clause GCC 36.2.	Imposing of Penalty In case of non-attention of defects within 10 days may be reviewed because so many curves, points and crossings etc.	Not Agreed.
37		(Item no 6.6 ofpage no 35/359		Under Evaluation criteria (Item no 6.6 of page no 35/359- For arriving the performance, weightage details to be furnished.	Please refer SCC 6.5.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
38		Page 27 of 359	The overall performance grading will be done on regular basis. The payment as per the bill raised by the contractor will depend upon the overall score obtained by the contractor assessed as per SCC 06-Measurement of Contract Performance. The payment terms shall be as below:-	Item No. 39 on Page 27: Payment conditions are based on Performance indicator as per Special conditions of Contract (Item NO. 6 of page 34). In case performance is 95%, the payment is also made 95% of the billed amount	Please refer Addendum-01
39		Page 35 of 359	The contractor shall develop a web based maintenance management system within three months from the date of receipt of Letter of Acceptance.	MMS cannot be developed by the contractor which is to be implemented at site, if CMRL provides the same, it will be operated	Separate tender shall be called by CMRL to develop a web based maintenance management system, if required.
40				When the work is involved with other neighbor departments coordinating is required for easy execution of works more effectively.	Noted.
41	Item No.:2CMS-Corrective Maintenance Services as per Part A-Scope of Work	Page No. 143/359		For complete renewal of fastenings , repairing of damaged plinth/ slab and also for damaged cracks, loose anchor bolts is not mentioned where it is this item's to be carried out under special item/ under corrective maintenance	Please refer Addendum-02
42			In identified corrosion prone areas bituminous black painting shall be done in once in 3 years (Item no 4.6 of page no 143/359.) For painting to the rails requires special item to be included.	Please refer Addendum-01	
43			USFD testing of rails, Destressing of LWR as special items	Please refer Addendum-01	
44			Replacement of SEJ to be special item	No SEJ available in CMRL.	
45	Part-A-Scope of work-Corrective maintenance clause 1.1.2.3	Page 68 of 359	For Alumino thermit weld, welder and required portions will be issued by CMRL at free of cost.	Responsibility of welding shall be on CMRL since weld portions and qualified welder by CMRL. No liability of quality of weld by the contractor. Equipment and welding, profile grinder and weld trimmer also to be arranged by CMRL	Not Agreed.
46	Part-A-Scope of work-Preventive maintenance clause 1.1 1.5,	Page 65 of 359	The contractor shall plan to complete the attention work within 10days from the inspection in the event of noticing any defects/ deviation of parameters from target value. Failure in completion of attention within the stated period considered as non- completion of schedule and penalty will be imposed as per the clause GCC 36.2.	the defects to be rectified within 10 days to be reviewed.	Not Agreed.
47				Maintenance of tracks in between SWA (Washerman pet) to STE (Teynampet) and also between SCC (Central) to SNP (Nehru Park) - still in DLP this to be addressed.	Only Phase 1 Extension section is under Defect Liability Period.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
3.Queries from M/s.System Aids					
48	Tender Fee		A Tender submission fee of Rs 32,000/- (Rupees Thirty-two thousand only) including GST has to be paid by NEFT/RTGS Demand Draft and is non-refundable	Is this mandatorily to be paid, as the tender documents are available for download from the CPP portal? If so, can this be waived for MSE (Micro-small) organizations?	Not agreed. No change
49	EMD:	Page 8 of 359	The EMD shall be made payable without any condition to the CMRL. An amount of Rs.3,00,000/- (Indian Rupees Three Lakhs only) is required to be paid online through NEFT/RTGS to CMRL Bank Account, as bid security. The UTR no. is required to be filled in Mandatory Information for eligibility of the bid (Annexure -6) and same need to be signed and submitted along with the techno-commercial bid	Can this be submitted in the form of a Bank Guarantee?	Yes. Please refer NIT S.No.:02
50	Eligibility criteria – 6.1	Page 10 of 359	Average annual financial turnover during last three financial years should be at least Rs.2,50,00,000 /- (Indian Rupees Two Crores Fifty Lakhs Only)	Is the understanding correct that the average turnover shall be at least Rs. 2.5 Crores, i.e., the 3-year turnover shall be more than Rs. 7.5 Crores? It is not necessary that turnover for each of the 3 years should be minimum Rs. 2.5 Crores. Kindly clarify / confirm.	Please refer Addendum-01
51	Eligibility Criteria – 6.2	Page 10 of 359	General Experience: Work Experience from Reputed Metro Railway/Rail Industry business providers of having completed similar works during last 5 years starting from FY 2014-15 either in India or Abroad or both, ending last day of the previous month to which the tender is published. i) Three similar completed works costing not less than the amount equal to Rs.2.9 crores OR ii) Two similar works costing not less than the amount equal to Rs.1.8 crores OR iii) One similar work costing not less than the amount equal to Rs.1.45 crores	We are in the Rail Industry business for the past 2.5 decades and are supplying products / sub-systems. We may be having multiple contracts which total to the amounts mentioned but not very big contracts with only 1 or 2 or 3 contracts totaling to the amount. Can we claim an exemption in this regard?	Please refer Addendum-01
52	Eligibility Criteria – 6.2	Page 11 of 359	Core Experience: Tenderer shall submit at least two resumes of eligible key personnel for the role of Lead Manager along with experience certificates with bid documents. Experience in project of track work will not be considered as an experience for track maintenance required for this role	With the current situation related to the Covid-19, it may be very difficult to identify the key personnel with track maintenance experience. Will there be any flexibility provided in this regard? Can more time be given to mobilize this in case the tender due date is not extended?	Please refer Addendum-01
53	Eligibility Criteria – 6.2		Core Experience: The selected key personnel shall be intimated by the successful bidder along with letter of acceptance. The bidder is in the position to employ the person within 7 days from the date of receipt of LOA. Failure in Employment of key person within 7 days from LOA the bid shall be determined as non-responsive and it will be summarily rejected	As with the previous point, availability of personnel in current economic situation may be difficult. Considering that without a clear confirmation of being successful with contract, it would be very difficult to have key personnel lined up to be available within 7 days of LOA. There are notice periods of 1 – 2 months for recruitment of personnel. Keeping the above in consideration, can flexibility be provided for this clause?	Please refer Addendum-01
54	Consortium – 9	Page 13 of 359		In case officially there would be no consortium agreement, is it also possible that we can outsource a part of the work to one or more companies with the lead manager managing the activities	Please refer Part A-Scope of work- Schedule of Inspection-3.1.3.
55	Supply of Materials, tools & equipment – 41.1	Page 27 of 359	No material, tools, and equipment shall be supplied by the CMRL except otherwise specifically agreed and written in Contract document	kindly clarify regarding costly equipment like welding, track geometry measurement, etc. and special processes, as well as spares necessary for carrying out the repair - also, will CMRL provide suitable place for keeping all the material, tools, equipment, etc.?	Please refer SCC 2.3.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
56	Supply of Materials, tools & equipment – 41.2:	Page 27 of 359	The contractor has to engage separate vehicles for transporting men and materials to different sites. No extra cost shall be paid by CMRL	Again, what about heavy equipment & material, since the time available for monitoring, repair is very limited	Please refer Addendum-02
57	Again, what about heavy equipment & material, since the time available for monitoring, repair is very limited	Page 27 of 359	The contractor is expected to commence comprehensive maintenance of track works in full swing within 4 months from the date of issue of LOA. Until such time no payment will be made by CMRL. No Penalties will be imposed up to six months from date of issue of LOA	Does this mean that the payments for the first four months will be made along with the fifth month payment	No. Please refer 8.1
58	Maintenance Management System – 9.1	Page 35 of 359	The contractor shall develop a web-based maintenance management system within three months from the date of receipt of Letter of Acceptance	Will CMRL provide the requirements for the development of the system? Can sample application be shown? - How should the additional costs for one-time activity such as the development of maintenance management application, procurement of tools / equipment, setting up of attendance management, etc. be included in the commercial bid?	Separate tender shall be called by CMRL to develop a web based maintenance management system, if required.
59	Schedule of Inspections – 2.3.1	Page 133 of 359	Majority of the preventive maintenance activities are carried out in condition basis. Some maintenance calls for high standards of track geometry recording and analysis of track parameters with precise location, USFD testing and accelerometer recording. Foot inspections and cab inspections are to be done more frequently to identify defects in time	For high standards of track geometry recording & track parameter analysis, there may be a need to run a track recording car or use a high-end portable track geometry measurement system (trolley). Is this to be considered for procurement by us or will it be arranged by CMRL?	Currently track recording car not in use in CMRL. If required CMRL will arrange.
60	Portable Accelerometers – 14.2:	Page 276 of 359	OMS 2000 equipment's are portable accelerometers used for oscillation monitoring using a portable accelerometers and transducers converting the oscillations to electrical signals which can be recorded electronically and processed on a computer	Recording of data with OMS equipment demands equipment to be mounted on the cabin / coach floor on pivots; this would require non-revenue run, which would have to be supported by CMRL. Please confirm if this would be arranged & coordinated by CMRL	OMS instrument shall be provided by CMRL and the contractor shall carryout OMS inspection as per frequency stated in Part-A-Scope of work.Coordination will be done by CMRL.
61	Track Recording Cars – 14.3	Page 277 of 359	Track geometry inspection is generally by means of measuring cars. Various cars are available in the world market which can record at speeds varying from 40 to 80 Kmph. These are self-propelled cars and can be attached to train formations as well	Will CMRL take care of such recording runs using track recording cars? What would be the role of contractor here, in addition to analysis of results and carrying out corrective maintenance? - The recordings can also be done using motorized trolleys with portable track geometry measurement systems, as being planned by some other Metros. Would CMRL also plan for such equipment?	Currently track recording car not in use in CMRL. If required CMRL will arrange.
62	Small Track Machines, Tools & Equipment – 18.1	Page 299 of 359	List of Small Tools & Equipment - The below table specifies a minimum list of tools and spares to be maintained by the O&M dept. This list has been developed on the basis of past experiences. However, the list is not exhaustive. On the basis of O&M recommendations and past experience, may need additional tools and spares required for proper handling, operating and maintaining the system	Can it be assumed that this list of tools & equipment will be procured & maintained by CMRL (O&M department) - If so, would it be allowed for contractor to borrow these equipment in case they are needed or would O&M dept of CMRL support in making use of these tools / equipment whenever required	Please refer Part-A-Scope of work, clause 3.2 Minimum List of Tools and Plants to be Made Available by the contractor for regular maintenance.

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
4.Queries from M/s.Matha Track & Infra Tech					
63	GCC-6.1-Eligibility criteria and evaluation criteria of bidders	Page 10 of 359.	Average annual financial turnover during last three financial years should be at least Rs. 2, 50, 00,000/- (Indian Rupees Two Crores Fifty Lakhs Only).	We request you to relax the Average annual financial turnover during last three financial years should be at least Rs. 1, 50, 00,000/- (Indian Rupees One Crores Fifty Lakhs Only). Or The tenderer must have received contractual payments in the previous three financial years and the current financial year upto the date of opening of tender, at least 100% of the advertised value per annum of the tender. The tenderer shall submit certificates to this effect which may be an attested certificate from the concerned department/Client and/ or Audited Balance sheet duly certified by the chartered Accountant etc.	Please refer Addendum-01
64	GCC-6.2-Eligibility criteria and evaluation criteria of bidders	Page 10 of 359.	The tenderer shall predominantly be in the business related to Rail industry either in India or Abroad or Both. Work Experience of having completed the business related to Railway Industry during the last Five (5) years, either in India or Abroad or Both, ending last day of the previous month to which this tender is published. “ Business related to Rail Industry ” means the works of “Construction/Maintenance/ Inspection/Certification in Rail Industry”. Work Experience from Reputed Metro Railway/Rail Industry business providers of having completed similar works during last 5 years starting from FY 2014-15 either in India or Abroad or both, ending last day of the previous month to which the tender is published. Similar work means “Business related to Rail industry either in India or Abroad or Both”. i. Three similar completed works costing not less than the amount equal to Rs.2.9 crores or ii. Two similar works costing not less than the amount equal to Rs.1.8 crores or iii. One similar work costing not less than the amount equal to Rs.1.45 crores	For Consortium Combined experience of similar work nature as specified in Eligibility Criteria 6.2 under Similar Works should be met jointly. Please confirm	A company or SPV is in Railway Industry for Five(5) years is eligible for participation. However, if one company from the JV is willing to bid, then it should independently meet the eligible criteria.
65	GCC 3-EMD - Earnest Money Deposit	Page 8 of 359.	The EMD shall be made payable without any condition to the CMRL. An amount of Rs.3,00,000/- (Indian Rupees Three Lakhs only) is required to be paid online through NEFT/RTGS to CMRL Bank Account, as bid security. The UTR no. is required to be filled in Mandatory Information for eligibility of the bid (Annexure -6) and same need to be signed and submitted along with the techno-commercial bid	1. We feel INR 3 Lakh is a big amount to be submitted against EMD in form of NEFT/RTGS. We request you to consider submission of Bank Guarantee against proposal security at Tender submission stage. Please confirm. 2. In case consortium is submitting the Bid, if 100% BG is being submitted by lead partner. Is it acceptable?	1. Agreed. Please refer NIT S.No.:2. 2. Agreed.
66	Part-A-Scope of work-clause 2.1.1- Maintenance Organisation	Page 69 of 359.	The organization is headed by Lead Manager supported by Senior Executive Engineer (Track) and Executive Engineer (Track) in the field. The field work is to be done by Engineers who will form batches; each batch is headed by an Executive Engineer. Executive Engineer shall nominate two Engineers from their batch as Key man who can conduct the job of inspecting the entire beat by foot.	We understand that the scope of work is typically preventive and corrective maintenance of Rail Track. The understand that the manpower allocated for the work as mentioned below: Lead Manager-1 Senior Executive Engineer(Track)-1 Executive Engineer (Track)-4 Engineers -11 Total: 17 No’s of Manpower Please confirm	1. Lead Manager-1 No, 2 Senior Executive Engineer(Track)-5Nos, 3. Executive Engineer(Track)-7Nos, 4.Engineer(Track)-30Nos
67	Part-A-Scope of work-clause 3.1.2 Schedule of Inspection	Page 78 of 359	Preventive maintenance schedules for each maintenance personnel are detailed in Table 1.		

Pre-Bid -01 Queries for Tender for Providing “Comprehensive Maintenance of Ballast less Track for Elevated, Underground sections and Depot in Corridor 1, 1 Extension & 2.

S.No.	Reference/Clause	Page	Description of Clause	Queries From Bidders	Clarification from CMRL
5.Queries from M/s. Kris Veda Engineers and Contractors					
68		Page 352 of 359.		The total amount of tender for both item no2 and together is it so.	1. Yes, please refer financial bid.
69				We are two Contractors joining together for the bidding of TM 01--01--2020 have to fill the Annexure 1 and to be submitted along with bid document.os it correct.	Yes.Refer financial bid
70				While submitting bid techno commercial,financial bid along with annexire 1 alone is enough with EMD.	All documents has to be submitted as per Annexure-09-Check list of details/Documents to be submitted.
71		Page 54 of 359.		We are already registered in www.ireps.gov.in for indian railways contract works,having DSC digital signature certificate.This is enough for submitting bid to CMRL also.	Please refer Instructions to tenderers S.No.:17 and registration can be done with same DSC
72		Page 4 of 359		The tender document having 359 pages.All the pages is required to submit during the submission of bid.	All documents has to be submitted as per Annexure-09-Check list of details/Documents to be submitted.
73		Page 54 of 359.		If not please inform us what are all the pages to be submitted along with Bid.please clarify.	
74				Total value of the Tender amount.	Please refer BOQ
75				Base rate for Item no1Preventive Maint Per Annum only to be quoted.	Please refer BOQ
76				Base rate for item no2 Corrective maintenance to individual items to be quoted.	Please refer BOQ
77				Gst rate @18% to be included for item no & Item no2.	Please refer BOQ
78				All the Annexure forms required for JV to be submitted in Techno commercial bid. Please verify if our understanding is right	Yes.
79				It is understood that the Revised date 27 th May 2020 for submission of Tender along with EMD by NEFT/RTGS.	Yes.