

Corrigendum No. 1 (Dated 26.02.2024)

Request for Proposal (RFP)

for

Selection of Entity for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for BSRP

RFP No.: KRIDE/2023-24/SE0002

The following are the modifications and amendments to the Request for Proposal (RFP) for Selection of Entity for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for BSRP.

SN	Clause/Item	Amendment
1.	RFP Clause 1.1.2	<p><u>Replace:</u></p> <p>With a view to deploy safe, reliable and technologically advanced rolling stock on the BSRP, the Authority wishes to procure: (a) on a lease basis, a total of 264 (two hundred and sixty four) cars comprising of <u>4 trains of 6 Cars each and 80 trains of 3 Cars</u> each (excluding reserve trains) which may be placed in revenue operations in accordance with the terms of the Contract (“Trains”); (b) operations and maintenance services (including deployment of trained Train operation personnel (“Train Operators”) for the Trains; and (c) other ancillary services for the Trains such as installation of machinery at depot sites, maintenance of depots etc (collectively, “Project”).</p> <p><u>With:</u></p> <p>With a view to deploy safe, reliable and technologically advanced rolling stock on the BSRP, the Authority wishes to procure: (a) on a lease basis, a total of 264 (two hundred and sixty four) cars comprising of <u>88 trains of 3 Cars</u> each (excluding reserve trains) which may be placed in revenue operations in accordance with the terms of the Contract (“Trains”); (b) operations and maintenance services (including deployment of trained Train operation personnel (“Train Operators”) for the Trains; and (c) other ancillary services for the Trains such as installation of machinery at depot sites, maintenance of depots etc (collectively, “Project”).</p>
2.	RFP Clause 1.2.8 (3rd Para)	<p><u>Replace:</u></p>

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		<p>The Unit Lease Charges and Unit Maintenance Charges quoted by the Bidders should be inclusive of all taxes, levies, duties, GST on input and any other charges leviable <u>including tax deducted at source</u>. Applicable Goods and Services Tax (GST) payable separately on the Unit Lease Charges and Unit Maintenance Charges as per the terms of the Contract will be borne by the Authority.</p> <p><u>With:</u></p> <p>The Unit Lease Charges and Unit Maintenance Charges quoted by the Bidders should be inclusive of all taxes, levies, duties, GST on input and any other charges leviable. Applicable Goods and Services Tax (GST) payable separately on the Unit Lease Charges and Unit Maintenance Charges as per the terms of the Contract will be borne by the Authority.</p>																																													
3.	RFP Clause 1.3,	<p><u>Replace:</u></p> <table border="1"> <thead> <tr> <th align="center">SN</th> <th align="center">Event Description</th> <th align="center">Date</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td>Last date for receiving queries</td> <td align="center">22.01.2024</td> </tr> <tr> <td align="center">2</td> <td>Pre-Bid Conference-1</td> <td align="center">30.01.2024</td> </tr> <tr> <td align="center">3</td> <td>Authority response to queries latest by</td> <td align="center"><u>06.02.2024</u></td> </tr> <tr> <td align="center">4</td> <td>Bid Due Date</td> <td align="center"><u>27.02.2024</u></td> </tr> <tr> <td align="center">5</td> <td>Opening of Bids</td> <td align="center">After 24 hours of Bid Due Date</td> </tr> <tr> <td align="center">6</td> <td>Letter of Award (LOA)</td> <td align="center">Within 30 days of Bid Due Date</td> </tr> <tr> <td align="center">7</td> <td>Validity of Bids</td> <td align="center">240 days of Bid Due Date</td> </tr> <tr> <td align="center">8</td> <td>Signing of Contract</td> <td align="center">Within 60 days of award of LOA</td> </tr> </tbody> </table> <p><u>With:</u></p> <table border="1"> <thead> <tr> <th align="center">SN</th> <th align="center">Event Description</th> <th align="center">Date</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td>Last date for receiving queries</td> <td align="center">11.03.2024</td> </tr> <tr> <td align="center">2</td> <td>Pre-Bid Conference-2</td> <td align="center">15.03.2024</td> </tr> <tr> <td align="center">3</td> <td>Authority response to queries latest by</td> <td align="center"><u>25.03.2024</u></td> </tr> <tr> <td align="center">4</td> <td>Bid Due Date</td> <td align="center">27.05.2024</td> </tr> <tr> <td align="center">5</td> <td>Opening of Bids</td> <td align="center">After 24 hours of Bid Due Date</td> </tr> </tbody> </table>	SN	Event Description	Date	1	Last date for receiving queries	22.01.2024	2	Pre-Bid Conference-1	30.01.2024	3	Authority response to queries latest by	<u>06.02.2024</u>	4	Bid Due Date	<u>27.02.2024</u>	5	Opening of Bids	After 24 hours of Bid Due Date	6	Letter of Award (LOA)	Within 30 days of Bid Due Date	7	Validity of Bids	240 days of Bid Due Date	8	Signing of Contract	Within 60 days of award of LOA	SN	Event Description	Date	1	Last date for receiving queries	11.03.2024	2	Pre-Bid Conference-2	15.03.2024	3	Authority response to queries latest by	<u>25.03.2024</u>	4	Bid Due Date	27.05.2024	5	Opening of Bids	After 24 hours of Bid Due Date
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		6	Validity of Bids	240 days of Bid Due Date
		7	Signing of Contract	Within 60 days of award of LOA
4.	RFP Clause 2.1.15 (a)	<p><u>Replace:</u> the Bidder shall provide a notice in writing to the Authority at least 30 days prior to the to Bid Due Date, or if such Bidder is declared as the Selected Bidder, 30 days prior to the expected date for executing the Contract, regarding such replacement;</p> <p><u>With:</u> <u>the Bidder shall provide a notice in writing to the Authority at least 30 days prior to the to Bid Due Date if such replacement/change is financial institution than the upon approval, KRIDE may enter into tripartite substitution agreement between lessor and financial institution. Or if such replacement/change is done after 30 days prior to bid due date, KRIDE will not enter into any tripartite agreement.</u></p>		
5.	RFP Clause 2.11.1	<p><u>Replace:</u> The Bid comprising the documents specified in (i) Clause 2.11.3 shall be submitted online on the e-procurement platform of the Authority at https://kppp.karnataka.gov.in/ (the “eProcurement Portal - Karnataka”) by uploading the complete and legible scanned copies of the same in pdf format, duly signed in digital form by the authorised signatory of the Bidder. The Bidder shall quote the PV of the Total Charges, calculated in accordance with Clause 3.3.5 and Appendix-VI (Price Bid) of this RFP, on the eProcurement Portal – Karnataka. For the avoidance of doubt, it is clarified that the Price Bid shall not be submitted on the eProcurement Portal – Karnataka. A printed copy of the Price Bid shall be submitted by the Bidder in accordance with Clause 2.11.4 of this RFP.</p> <p><u>With:</u> The Bid comprising the documents specified in (i) Clause 2.11.3 shall be submitted online on the e-procurement platform of the Authority at https://kppp.karnataka.gov.in/ (the “eProcurement Portal - Karnataka”) by uploading the complete and legible scanned copies of the same in pdf format, duly signed in digital form by the authorised signatory of the Bidder. The Bidder shall quote the PV of the Total Charges, calculated in accordance with Clause 3.3.5 and Appendix-VI (Price Bid) of this RFP, on the eProcurement Portal – Karnataka. For the avoidance of doubt, it is clarified that the <u>Price Bid with yearly breakup in the excel sheet should</u> not be submitted on the</p>		

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		eProcurement Portal – Karnataka. A printed copy of the Price Bid shall be submitted by the Bidder in accordance with Clause 2.11.4 of this RFP.
6.	RFP Clause 2.11.4	<p><u>Replace:</u></p> <p>The Bidder shall also submit the following documents in original to the person specified in the Clause 2.11.5 in two separate sealed envelopes on or before the Bid Due Date, failing which the Bid shall be rejected:</p> <p>Technical envelope</p> <ul style="list-style-type: none"> i. Power of attorney as required under Clause 2.11.3 (c) and Clause 2.11.3 (d); ii. Bid Security in the format at Appendix-II; and iii. Jt. Bidding Agreement, in case of modified/reconstituted Consortium, as per format at Appendix-IV of the RFQ. <p>The technical envelope shall clearly bear the following identification: <i>“Technical envelope for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for Bengaluru Sub-Urban Rail Project”</i></p> <p>Financial envelope</p> <p>A copy of Price Bid duly filled in the .xls format provided along with the Bidding Documents on the eProcurement Portal – Karnataka, without any formatting or modification in the structure of the template provided and duly signed by the authorised signatory of the Bidder. The Bidder shall quote the Unit Lease Charges and Unit Maintenance Charges in the .xls format in accordance with Clause 3.3 and Appendix-VI of this RFP to arrive at the PV of the Total Charges. The PV of the Total Charges in the Price Bid shall be the same as the PV of the Total Charges quoted online on the eProcurement Portal- Karnataka.</p> <p>The Financial envelope shall be sealed and clearly bear the following identification: <i>“Financial envelope for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for Bengaluru Sub-Urban Rail Project”</i></p> <p>The technical envelope and the financial envelope will be placed in a sealed envelope bearing the following identification: <i>“Bid for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock for Bengaluru Sub-Urban Rail Project”</i></p> <p>The sealed envelope containing the technical envelope and financial envelope shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right-hand corner of each of the envelopes.</p>

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		<p>In case of any discrepancy between the documents submitted offline under this Clause 2.11.4 and the documents submitted online on the eProcurement Portal – Karnataka, the details set out in the documents submitted offline shall prevail and shall be considered as final and binding.</p> <p><u>With:</u></p> <p>The Bidder shall also submit the following documents in original to the person specified in the Clause 2.11.5 in two separate sealed envelopes within 24Hrs from the Bid Due Date:</p> <p>Technical envelope (to be submitted online and offline)</p> <ul style="list-style-type: none"> i. Power of attorney as required under Clause 2.11.3 (c) and Clause 2.11.3 (d); ii. Bid Security in the format at Appendix-II; and iii. Jt. Bidding Agreement, in case of modified/reconstituted Consortium, as per format at Appendix-IV of the RFQ. <p>The technical envelope shall clearly bear the following identification: <i>“Technical envelope for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for Bengaluru Sub-Urban Rail Project”</i></p> <p>Financial envelope (to be submitted offline only)</p> <p>A copy of Price Bid duly filled in the .xls format provided along with the Bidding Documents on the eProcurement Portal – Karnataka, without any formatting or modification in the structure of the template provided and duly signed by the authorised signatory of the Bidder. The Bidder shall quote the Unit Lease Charges and Unit Maintenance Charges in the .xls format in accordance with Clause 3.3 and Appendix-VI of this RFP to arrive at the PV of the Total Charges. The PV of the Total Charges in the Price Bid shall be the same as the PV of the Total Charges quoted online on the eProcurement Portal- Karnataka.</p> <p>The Financial envelope shall be sealed and clearly bear the following identification: <i>“Financial envelope for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on PPP Model for Bengaluru Sub-Urban Rail Project”</i></p>

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		<p>The technical envelope and the financial envelope will be placed in a sealed envelope bearing the following identification: <i>“Bid for Project: Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock for Bengaluru Sub-Urban Rail Project”</i></p> <p>The sealed envelope containing the technical envelope and financial envelope shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right-hand corner of each of the envelopes.</p> <p>In case of any discrepancy between the documents submitted offline under this Clause 2.11.4 and the documents submitted online on the eProcurement Portal – Karnataka, , the details set out in the documents submitted offline shall prevail and shall be considered as final and binding.</p> <p>However, for the financial bid clarification, In case of any discrepancy between PV of the Total Charges quoted online on the e-Procurement Portal-Karnataka and the PV of the Total Charges indicated in the Price Bid submitted offline, the PV of the Total Charges specified online on the e-Procurement Portal-Karnataka shall prevail for the purpose of evaluation and the Authority shall open the offline Price Bid of only the lowest Bidder as per online quote, and negotiate with the lowest Bidder to match to the lower of the price of offline and online Bid.</p>
7.	<p>RFP Clause 2.12.1</p>	<p><u>Replace:</u></p> <p>Bids should be uploaded on or before the 1500 Hrs on Bid Due Date as specified in Clause 1.3 on eProcurement Portal - Karnataka and the specified original documents mentioned in Clause 2.11.4 should be submitted on or before 1500 Hrs on Bid Due Date as specified in Clause 1.3 at the address specified in Clause 2.11.5 in the manner and form as detailed in this RFP. If the Bidder fails to submit any of the documents required in this RFP on or before the stipulated time as per the terms and conditions of this RFP, the Bid shall be summarily rejected.</p> <p><u>With:</u></p> <p>Bids should be uploaded on or before the 1500 Hrs on Bid Due Date as specified in Clause 1.3 on eProcurement Portal - Karnataka and the specified original documents mentioned in Clause 2.11.4 should be submitted within 24Hrs from the Bid Due Date as specified in Clause 1.3 at the address specified in Clause 2.11.5 in the manner and form as detailed in this RFP. If the Bidder fails to submit any of the documents required in this RFP on or before the stipulated time as per the terms and conditions of this RFP KRIDE reserves the right to accept or reject the bid.</p>
8.	<p>RFP Clause 2.13</p>	<p><u>Replace:</u></p>

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		<p>Bids received by the Authority after the specified time on the Bid Due Date shall not be eligible for consideration and shall be summarily rejected.</p> <p><u>With:</u></p> <p>In online e-procurement system, the Tenderer shall not be able to submit the Tender after the Tender submission time and date as the icon for the task in the Karnataka Public Procurement Portal will not be available.</p> <p>“It shall be the responsibility of the tenderers to ensure that their tender is submitted in the Karnataka public procurement portal within the last date and time specified for the receipt of the tenders.</p>
9.	RFP Clause 3.3.4	<p><u>Replace:</u></p> <p>In the event that two or more Bidders quote the same lowest sum total of PV of the Total Charges (the “Tie Bidders”), the Authority shall identify the Selected Bidder by draw of lots, which shall be conducted, with prior notice, in the presence of the Tie Bidders who choose to attend.</p> <p><u>With:</u></p> <p>In the event that two or more Bidders quote the same lowest sum total of PV of the Total Charges (the “Tie Bidders”), the Authority shall identify the Selected Bidder whose net worth is higher and allot the tender.</p>
10.	Conditions of Contract Article 1	<p><u>Replace:</u></p> <p>“6 Car Train” means Trains with a 6 (six) Car configuration;</p> <p><u>With:</u></p> <p>Deleted.</p>
11.	Conditions of Contract Article 1	<p><u>Replace:</u></p> <p><u>“Mobilization Advance” shall have the meaning as set forth in Clause 26.6.1</u></p> <p><u>With:</u></p> <p><u>Deleted</u></p>

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12.	Conditions of Contract Article 1	<p><u>Replace:</u> “Total Trains” means <u>29 Trains of 6 Cars each and 30 Trains of 3 Cars</u> each;</p> <p><u>With:</u> “Total Trains” means <u>88 Trains of 3 Cars</u> each;</p>
13.	Conditions of Contract Article 1	<p><u>Replace:</u> “Trains” or “Trains” means the Train of <u>6 Cars and/or Train of 3 Cars</u> that are being leased by K-RIDE from the Lessor for operating on Corridors.</p> <p><u>With:</u> “Trains” or “Trains” means the Train of 3 Cars that are being leased by K-RIDE from the Lessor for operating on Corridors.</p>
14.	Conditions of Contract Article 1	<p><u>Replace:</u> “Train hour” means the number of hours for which a 3 Car Train is available in accordance with Schedule E. <u>For computing the Train Hours for 6 Car Train, each 6 Car Train will be considered equivalent to two 3 Car Trains.</u></p> <p><u>With:</u> “Train hour” means the number of hours for which a 3 Car Train is available in accordance with Schedule E.</p>
15.	Conditions of Contract Article 2.1 (a)	<p><u>Replace:</u> design, manufacture and making available <u>80 Trains of 3 Cars each and 4 Trains of 6 Cars</u> each conforming to the K-RIDE Requirements - Technical Specifications in accordance with the terms of this Contract. The Lessor shall estimate the actual number of Trains required to be supplied, operated, maintained and under this Contract such that <u>80 Trains of 3 Cars each and 4 Trains of 6 Cars</u> each are available for Revenue Operations in accordance with the terms of this Contract;</p> <p><u>With:</u> design, manufacture and making available <u>88 Trains of 3 Cars</u> each conforming to the K-RIDE Requirements - Technical Specifications in accordance with the terms of this Contract. The Lessor shall estimate the actual number of Trains required to be supplied, operated,</p>

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		maintained and under this Contract such that <u>88 Trains of 3 Cars</u> each are available for Revenue Operations in accordance with the terms of this Contract;
16.	Conditions of Contract Article 2.1 (b)	<p><u>Replace:</u> Supply of plant and machinery for the Maintenance Depots including simulator;</p> <p><u>With:</u> Supply <u>and installation</u> of plant and machinery for the Maintenance Depots including simulator;</p>
17.	Conditions of Contract Article 2.1 (d)	<p><u>Replace:</u> operation and maintenance of the Trains in accordance with the terms of this Contract; and</p> <p><u>With:</u> Operation (<u>providing Train Operators</u>) and maintenance of the Trains in accordance with the terms of this Contract; and</p>
18.	Conditions of Contract Article 4.1.2 a)	<p><u>Replace:</u> provided the Lessor with details of number of 3 Car Trains <u>and 6 Car Trains</u> each to be Supplied by the Lessor in accordance with the Supply Programme to ensure the availability as required under this Contract;</p> <p><u>With:</u> provided the Lessor with details of number of 3 Car Trains each to be Supplied by the Lessor in accordance with the Supply Programme to ensure the availability as required under this Contract;</p>
19.	Conditions of Contract Article 5.2.2	<p><u>Replace:</u> The Lessor shall submit to K-RIDE drafts of all Project Agreements including, in particular, the rolling stock supply contract (if any), the Financing Agreements and the operation and maintenance contract (if any) or any amendments or replacements thereto for its review and comments. K-RIDE shall have the right but not the obligation to undertake such review and provide its comments and observations, if any, to the Lessor. Lessor shall appropriately consider all such comments/ observations. Within 7 (seven) days of execution of any Project Contract or amendment thereto, the Lessor shall submit to K-RIDE a true copy thereof, duly attested by a Director of the Lessor, for its record. For the avoidance of doubt, it is agreed that the review and comments/ observations by K-RIDE on any Project Contract or failure</p>

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		<p>or omission of K-RIDE to review and/ or comment hereunder shall not be construed or deemed as acceptance of any such agreement or document by K-RIDE. No review and/or observation of K-RIDE and/or its failure to review and/or convey its observations on any document shall relieve the Lessor of its obligations and liabilities under this Contract in any manner nor shall K-RIDE be liable for the same in any manner whatsoever.</p> <p><u>With:</u></p> <p>The Lessor shall submit to K-RIDE drafts of all Project Agreements including, in particular, the rolling stock supply contract (if any), the Financing Agreements and the operation and maintenance contract (if any) or any amendments or replacements thereto for its review and comments. K-RIDE shall have the right but not the obligation to undertake such review and provide its comments and observations, if any, to the Lessor. Lessor shall appropriately consider all such comments/ observations. Within 7 (seven) days of execution of any Project Contract or amendment thereto, the Lessor shall submit to K-RIDE a true copy thereof, duly attested by a Director of the Lessor, for its record. For the avoidance of doubt, it is agreed that the review and comments/ observations by K-RIDE on any Project Contract or failure or omission of K-RIDE to review and/ or comment hereunder shall not be construed or deemed as acceptance of any such agreement or document by K-RIDE. No review and/or observation of K-RIDE and/or its failure to review and/or convey its observations on any document shall NOT relieve the Lessor of its obligations and liabilities under this Contract in any manner nor shall K-RIDE be liable for the same in any manner whatsoever.</p>
20.	<p>Conditions of Contract Article 6.1.3 (b) (vi)</p>	<p><u>Replace:</u></p> <p>maintenance of trackside signalling and telecommunication systems including the S&T equipment within the Maintenance Depots and onboard S&T equipment in accordance with the terms of this Contract.</p> <p><u>With:</u></p> <p>maintenance of trackside signalling and telecommunication systems including the S&T equipment within the Maintenance Depots and onboard S&T equipment in accordance with the terms of this Contract. However, telecommunication equipment required by the lessor shall be provided by KRIDE and thereafter maintenance of Telcom equipment under the possession of lessor shall be carried out by the lessor.</p>

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21.	Conditions of Contract Article 6.1.3 (c) (i)	<p><u>Replace:</u> the Lessor shall coordinate with the Railway Statutory Authority for carrying out all mandatory tests upon the Trains at design stage, during manufacturing, installation, commissioning and integrating testing activities of various items in the scope of work of the Lessor under this Contract. <u>K-RIDE</u> shall facilitate the Lessor in its application for tests with such Railway Statutory Authority;</p> <p><u>With:</u> K-RIDE on behalf of Lessor shall coordinate with the Railway Statutory Authority for carrying out all mandatory tests upon the Trains at design stage, during manufacturing, installation, commissioning and integrating testing activities of various items in the scope of work of the Lessor under this Contract, <u>and shall</u> facilitate the Lessor in its application for tests with such Railway Statutory Authority;</p>
22.	Conditions of Contract Article 9.1.1	<p><u>Replace:</u> The Lessor shall, for the performance of its obligations hereunder provide, an irrevocable and unconditional guarantee from a Bank for a sum equivalent to Rs. <u>240 crores (Rupees Two hundred forty crores)</u> in the form set forth in Schedule - F (the “Performance Security”). Until such time the Performance Security is provided by the Lessor pursuant hereto and the same comes into effect, the Bid Security shall remain in force and effect, and upon such provision of the Performance Security pursuant hereto, K-RIDE shall release the Bid Security to the Lessor.</p> <p><u>With:</u> The Lessor shall, for the performance of its obligations hereunder provide, an irrevocable and unconditional guarantee from a Bank for a sum equivalent to Rs. <u>120 crores (Rupees one hundred twenty crores)</u> in the form set forth in Schedule - F (the “Performance Security”). Until such time the Performance Security is provided by the Lessor pursuant hereto and the same comes into effect, the Bid Security shall remain in force and effect, and upon such provision of the Performance Security pursuant hereto, K-RIDE shall release the Bid Security to the Lessor.</p>
23.	Conditions of Contract Article 9.3	<p><u>Replace:</u> Upon <u>expiry of 2 (two) years from the</u> Supply Completion Date in accordance with the provisions of this Contract, the Lessor shall have the right to reduce the Performance Security by an amount equal to 50% (fifty per cent) of the Performance Security. The reduced</p>

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		<p>Performance Security (equal to 50% (fifty per cent) of the original Performance Security value) shall remain in force and effect for the entire Maintenance Period until the Vesting Certificate is issued.</p> <p><u>With:</u> The Performance Security shall remain in force and effect for the entire Contract Period until the Vesting Certificate is issued.</p>
24.	<p>Conditions of Contract Article 11.3.3</p>	<p><u>Replace:</u></p> <p>The Lessor shall prepare, and keep up-to-date, a complete set of "as-built" records of the execution of the works including drawings, showing the exact as-built locations, sizes and details of the work as executed. These records shall be kept <u>on the Site and two copies shall be supplied to the Independent Engineer and K-RIDE prior to the commencement of the Tests on Corridors of K-RIDE.</u></p> <p><u>With:</u></p> <p>The Lessor shall prepare, and keep up-to-date, a complete set of "as-built" records of the execution of the works including drawings, showing the exact as-built locations, sizes and details of the work as executed. These records shall be submitted once the termination notice is issued by either party. However, the drawings required for RDSO approval, O&M manual and required drawings for maintenance shall be submitted.</p>
25.	<p>Conditions of Contract Article 11.4.3</p>	<p><u>Replace:</u></p> <p>The Lessor shall coordinate with <u>the Railway Statutory Authority</u> and make available all relevant documents required by the Railway Statutory Authority for conducting the Tests and safety inspections on the Prototype in accordance with the Applicable Laws. K-RIDE will facilitate the Lessor in submission of the relevant documents <u>if</u> required by the Railway Statutory Authority.</p> <p><u>With:</u></p> <p>The Lessor shall coordinate with K-RIDE, and make available all relevant documents required by the Railway Statutory Authority for conducting the Tests and safety inspections on the Prototype in accordance with the Applicable Laws. K-RIDE will facilitate the Lessor in submission of the relevant documents required by the Railway Statutory Authority. <u>The cost and expenses for trials, tests and approvals required from the Railway Statutory Authority shall be borne by the Lessor.</u></p>
26.	<p>Conditions of Contract</p>	<p><u>Replace:</u></p>

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SN	Clause/Item	Amendment
	<p>Article 12.4.1</p>	<p>Notwithstanding anything contained under this Contract, Lessor hereby agrees and acknowledges that the percentage of Cars that may be manufactured in off-shore factory shall not exceed 25% (twenty five percent) of the aggregate number of Cars that are to be Supplied by the Lessor to K-RIDE under this Project. The remaining 75% (seventy five percent) of aggregate number of Cars that are to be Supplied by the Lessor to K-RIDE under this Project are to be mandatorily manufactured in India. (“Indigenization Requirements”). <u>Save and except for the 25% of the aggregate number of Cars permitted to be imported, the Minimum Local Content in all the other Cars shall be 75% as required by and in compliance with the provisions of Department for Promotion and Industry, Government of India Order No. P-45021/2/2017-PP (BE-II) dated June 04, 2020.</u> Lessor shall provide certificate from Statutory Auditor certifying the Indigenization requirements met as per this clause 12.4.1.</p> <p><u>With:</u></p> <p>Notwithstanding anything contained under this Contract, Lessor hereby agrees and acknowledges that the percentage of Cars that may be manufactured in off-shore factory shall not exceed 25% (twenty five percent) of the aggregate number of Cars that are to be Supplied by the Lessor to K-RIDE under this Project. The remaining 75% (seventy five percent) of aggregate number of Cars that are to be Supplied by the Lessor to K-RIDE under this Project are to be mandatorily manufactured in India. (“Indigenization Requirements”). <u>As per Ministry of Housing and Urban Affairs, Government of India Notification on Make in India and Standardisation in Metro Rail/RRTS system vide OM letter dated 28.11.2019 & 14.10.2020), the Minimum Local Content for entire procurement of Cars shall be 60% as defined and in compliance with the provisions of Department for Promotion and Industry, Government of India Order No. P-45021/2/2017-PP (BE-II) dated June 04, 2020 and any subsequent amendments.</u> Lessor shall provide certificate from Statutory Auditor certifying the Indigenization requirements met as per this clause 12.4.1.</p>
27.	<p>Conditions of Contract Article 13.3.1</p>	<p><u>Replace:</u></p> <p>The Lessor agrees that in the event of its failure to <u>Supply</u> a Train in accordance with the Supply Programme set forth in Clause 13.1, K-RIDE shall recover from the Lessor an amount equal to 0.5% (zero point five per cent) of the Performance Security as Damages for each and every month, or part thereof, by which the <u>delivery</u> of that Train is delayed; provided that such Damages shall not exceed 10% (ten per cent) of the Performance Security. If the Damages payable hereunder exceed 10% of the Performance Security, K-RIDE shall have the right to terminate this Contract for a Lessor Default. For avoidance of doubt and by way of illustration, if the Lessor shall have <u>supplied</u> no Trains in the first quarter of a Year that has an annual <u>Supply</u> Programme for [4 (four)] Trains, and the Train is <u>supplied</u></p>

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SN	Clause/Item	Amendment
		<p>after a delay of [35 (thirty-five)] days, the Lessor shall pay Damages in an amount equal to 1% (one per cent) of the Performance Security and upon reaching such maximum, K-RIDE may, in its sole discretion, Terminate the Contract.</p> <p><u>With:</u></p> <p>The Lessor agrees that in the event of its failure to <u>commission</u> a Train in accordance with the Supply Programme set forth in Clause 13.1, K-RIDE shall recover from the Lessor an amount equal to 0.5% (zero point five per cent) of the Performance Security as Damages for each and every month, or part thereof, by which the <u>commissioning</u> of that Train is delayed; provided that such Damages shall not exceed 10% (ten per cent) of the Performance Security. If the Damages payable hereunder exceed 10% of the Performance Security, K-RIDE shall have the right to terminate this Contract for a Lessor Default. For avoidance of doubt and by way of illustration, if the Lessor shall have <u>commissioned</u> no Trains in the first quarter of a Year that has an annual <u>commissioning</u> Programme for [4 (four)] Trains, and the Train is <u>commissioned</u> after a delay of [35 (thirty-five)] days, the Lessor shall pay Damages in an amount equal to 1% (one per cent) of the Performance Security and upon reaching such maximum, K-RIDE may, in its sole discretion, Terminate the Contract.</p>
28.	<p>Conditions of Contract Article 15.4.2</p>	<p><u>Replace:</u></p> <p>In the event that K-RIDE decides to make an upfront payment for implementing the Change of Scope agreed in accordance with Clause 15.3.1. above, then K-RIDE shall, within 15 (fifteen) days of issuing a Change of Scope Order, make a part payment to the Lessor of a sum equal to 20% (twenty percent) of the agreed cost of Change of Scope upon the submission by the Lessor of a bank guarantee for an equivalent amount, which bank guarantee shall be valid for a period of 180 (one hundred and eighty) days, substantially in the form specified in Schedule-F. The Lessor shall, after commencement of work, present to K-RIDE, bills for payment in respect of the works and services in progress or completed works and services, as the case may be, supported by such documentation as is reasonably sufficient for K-RIDE, in its sole discretion, to determine the accuracy thereof. Within 30 (thirty) days of receipt of such documents and being satisfied of their sufficiency and accuracy, K-RIDE shall disburse to the Lessor the balance amounts agreed between the Parties as cost for implementing such Change of Scope. In the event of any Dispute, final adjustments thereto shall be made under and in accordance with the Dispute Resolution Procedure.</p> <p><u>With:</u></p> <p>In the event that K-RIDE decides to make an upfront payment for implementing the Change of Scope agreed in accordance with Clause 15.3.1. above, then K-RIDE shall, within 15 (fifteen) days of issuing a Change of Scope Order, make a part payment to the Lessor of a</p>

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SN	Clause/Item	Amendment
		sum equal to 20% (twenty percent) of the agreed cost of Change of Scope upon the submission by the Lessor of a bank guarantee for an equivalent amount, which bank guarantee shall be valid for a period of 180 (one hundred and eighty) days, substantially in the form specified in Schedule-F. The Lessor shall, after commencement of work, present to K-RIDE, bills for payment in respect of the works and services in progress or completed works and services, as the case may be, supported by such documentation as is reasonably sufficient for K-RIDE, in its sole discretion, to determine the accuracy thereof. Within 60 (sixty) days of receipt of such documents and being satisfied of their sufficiency and accuracy, K-RIDE shall disburse to the Lessor the balance amounts agreed between the Parties as cost for implementing such Change of Scope. In the event of any Dispute, final adjustments thereto shall be made under and in accordance with the Dispute Resolution Procedure.
29.	Conditions of Contract Article 15.5.2	<p><u>Replace:</u></p> <p>Notwithstanding anything to the contrary contained in this Article 15, the Lessor shall be entitled to nullify any Change of Scope Order if the cumulative costs relating to all the Change of Scope Orders is more than 5% (five per cent) of the Total Project Cost thereof in any continuous period of 3 (three) years immediately preceding the date of such Change of Scope Order.</p> <p><u>With:</u></p> <p><u>Deleted</u></p>
30.	Conditions of Contract Article 19.1.5	<p><u>Replace:</u></p> <p>For procurement & installation of M&P required at the Maintenance Depots and Depot Sites, K-RIDE will reimburse the cost incurred by the Lessor in procuring and delivering the M&P up to maximum of 120 (One hundred twenty) Crore exclusive of GST on submission of relevant documents including but not limited to invoices, warranties (if any) and proof of installation of equipment, in each case subject to the satisfaction of the K-RIDE</p> <p><u>With:</u></p> <p><u>Deleted</u></p>
31.	Conditions of Contract Article 19.2.1	<p><u>Replace:</u></p> <p>The Lessor shall be responsible for undertaking the maintenance of the Maintenance Depots and the Depot Sites, including cleanliness, upkeep, housekeeping, repair work, civil maintenance and electrical maintenance. It is clarified that the Lessor shall be responsible to</p>

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SN	Clause/Item	Amendment
		<p>provide cleaning and housekeeping for the <u>entire Depot Sites including the</u> parts of the Depot Sites which are in possession <u>of and occupied by K-RIDE.</u></p> <p><u>With:</u></p> <p>The Lessor shall be responsible for undertaking the maintenance of the Maintenance Depots and the Depot Sites, including cleanliness, upkeep, housekeeping, repair work, civil maintenance and electrical maintenance. It is clarified that the Lessor shall only be responsible to provide cleaning and housekeeping for the parts of the Depot Sites which are in its possession. <u>It is further clarified that parts of the Depot Sites which are in possession of and occupied by K-RIDE including its assets i.e. OHE, Tracks, Signalling System shall be maintained by the K-RIDE.</u></p>
32.	<p>Conditions of Contract Article 25.1.7</p>	<p><u>Replace:</u></p> <p>The Parties hereby agree and acknowledge that the Lessor shall deliver and transfer relevant records, reports and Intellectual Property (on a royalty free basis) pertaining to the Trains including all software and manuals pertaining thereto, and complete ‘as built’ Drawings so as to enable K-RIDE to operate and maintain the Trains, and shall execute such deeds of conveyance, documents and other writings as K-RIDE may reasonably require in connection therewith, upon the payment of the Purchase Option Price. For avoidance of doubt, the Lessor represents, warrants and undertakes that the Intellectual Property shall be adequate and complete for the operation and maintenance of the Trains and shall be assigned or licensed to K-RIDE, upon the payment of the Purchase Option Price, free of any Encumbrance.</p> <p><u>With:</u></p> <p>The Parties hereby agree and acknowledge that the Lessor shall deliver and transfer relevant records, reports and Intellectual Property (on a royalty free basis) pertaining to the Trains including all software and manuals pertaining thereto, and complete ‘as built’ Drawings so as to enable K-RIDE to operate and maintain the Trains, and shall execute such deeds of conveyance, documents and other writings as K-RIDE may reasonably require in connection therewith, upon the payment of the Purchase Option Price or <u>shall be submitted once the termination notice is issued by either party. However, the relevant records, reports and Intellectual Property (on a royalty free basis) pertaining to the Trains including all software and manuals pertaining thereto, and complete ‘as built’ Drawings so as to enable K-RIDE to operate and maintain the Trains and drawings required for RDSO approval, O&M manual and required drawings for maintenance shall be submitted as and when required.</u></p>

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SN	Clause/Item	Amendment
		For avoidance of doubt, the Lessor represents, warrants and undertakes that the Intellectual Property shall be adequate and complete for the operation and maintenance of the Trains and shall be assigned or licensed to K-RIDE, upon the payment of the Purchase Option Price, free of any Encumbrance.
33.	Conditions of Contract Article 23.3.1	<p><u>Replace:</u></p> <p>Computation of Lease Charges till Sixth Year</p> <p>a) The Lease Charges due in a month till 6th (Sixth) Year (“Monthly Lease Charges till Sixth Year”) shall be the product of: (i) Actual Monthly Availability in Train hours; and (ii) Unit Lease Charges.</p> <p>b) Upon completion of each Year, if the Minimum Guaranteed Annual Availability less the Annual Non-Availability for that Year, is greater than the Actual Annual Availability, then the additional Lease Charges (“Additional Lease Charges Till Sixth Year”) payable shall be the product of: (i) Minimum Guaranteed Annual Availability less the Annual Non-Availability less the Actual Annual Availability, and (ii) the Unit Lease Charges.</p> <p><u>With:</u></p> <p><u>Deleted</u></p>
34.	Conditions of Contract Article 23.3.2 (b)	<p><u>Replace:</u></p> <p>Computation of Lease Charges from Seventh Year until the Termination Date</p> <p>a). The Lease Charges due in a month <u>from the 7th (Seventh) Year onwards (“Monthly Lease Charges”) shall be the product of: (i) 48314 (Forty-Eight Thousand Three Hundred and Fourteen)</u> Train hours less Monthly Non-Availability and (ii) Unit Lease Charges;</p> <p>b). Upon completion of each Year, if the Actual Annual Availability for that Year, is greater than the Minimum Guaranteed Annual Availability less Annual Non-Availability, then the additional Lease Charges (“Additional Lease Charges”) payable shall be the product of: (i) Actual Annual Availability less the (Minimum Guaranteed Annual Availability less Annual Non-Availability), and (ii) the Unit Lease Charges.</p> <p><u>With:</u></p> <p>Computation of Lease Charges</p>

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SN	Clause/Item	Amendment
		<p>a) The Lease Charges due in a month (“Monthly Lease Charges”) shall be the product of: (i) (<u>Minimum Guaranteed Annual Availability for that particular year/12</u>) Train hours less Monthly Non-Availability and (ii) Unit Lease Charges;</p> <p>b) Upon completion of each Year, if the Actual Annual Availability for that Year, is greater than the Minimum Guaranteed Annual Availability less Annual Non-Availability, then the additional Lease Charges (“Additional Lease Charges”) payable shall be the product of: (i) Actual Annual Availability less the Minimum Guaranteed Annual Availability less Annual Non-Availability, and (ii) the Unit Lease Charges.</p>
35.	<p>Conditions of Contract Article 24.4.1</p>	<p><u>Replace:</u></p> <p>Computation of Maintenance Charges till Sixth Year</p> <p>(a) The Maintenance Charges due in a month (“Monthly Maintenance Charges till Sixth Year”) shall be the product of: (i) Actual Monthly Availability in Train hours; and (ii) Indexed Maintenance Charge.</p> <p>(b) Upon completion of each Year, if the Minimum Guaranteed Annual Availability less the Annual Non-Availability for that Year, is greater than the Actual Annual Availability, then the additional Maintenance Charges (“Additional Maintenance Charges till Sixth Year”) payable shall be the product of: (i) Minimum Guaranteed Annual Availability less the Annual Non-Availability less the Actual Annual Availability, and, (ii) the Indexed Maintenance Charges.</p> <p><u>With:</u></p> <p><u>Deleted</u></p>
36.	<p>Conditions of Contract Article 24.4.2</p>	<p><u>Replace:</u></p> <p>Computation of Maintenance Charges <u>after Sixth Year until the Termination Date</u></p> <p>a) The Maintenance Charges due in a month (“Monthly Maintenance Charges”) shall be the product of: (i) 48314 (Forty Eight Thousand Three Hundred and Fourteen) Train hours less Monthly Non-Availability and (ii) Indexed Maintenance Charges.</p> <p>b) Upon completion of each Year, if the Actual Annual Availability for that Year is greater than the Minimum Guaranteed Annual Availability less Annual Non-Availability, then the additional Maintenance Charges (“Additional Maintenance Charges”) payable shall be the product of: (i) Actual Annual Availability less the (Minimum Guaranteed Annual Availability less Annual Non-Availability), and (ii) the Indexed Maintenance Charges.</p>

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SN	Clause/Item	Amendment
		<p><u>With:</u></p> <p>Computation of Maintenance Charges</p> <p>a) The Maintenance Charges due in a month (“Monthly Maintenance Charges”) shall be the product of: (i) (<u>Minimum Guaranteed Annual Availability for that particular year/12</u>) Train hours less Monthly Non-Availability and (ii) Indexed Maintenance Charges.</p> <p>b) Upon completion of each Year, if the Actual Annual Availability for that Year is greater than the Minimum Guaranteed Annual Availability less Annual Non-Availability, then the additional Maintenance Charges (“Additional Maintenance Charges payable shall be the product of: (i) Actual Annual Availability less the (Minimum Guaranteed Annual Availability less Annual Non-Availability, and (ii) the Indexed Maintenance Charges.</p>
37.	<p>Conditions of Contract Article 26.6</p>	<p><u>Replace:</u></p> <p><u>26.6 Mobilisation Advance</u></p> <p>26.6.1 K-RIDE shall, on request of the Lessor at any time after the Appointed Date and before the COD of the first Train, and upon the Lessor furnishing a bank guarantee for an amount equal to 110% of the Mobilization Advance in the form specified in Schedule - M, make an advance payment forthwith in a sum not exceeding Rs. 100 crores (Rupees hundred crore only) (the “Mobilization Advance”). The rate of interest on the Mobilization Advance shall be equal to 3% (three per cent) above the Bank Rate. The recovery of Mobilization Advance, including interest thereon, shall commence from the 4th (fourth) anniversary of the Appointed Date and shall be recovered by deduction of 25% of the Total Charges payable on monthly basis, until the total amount of Mobilization Advance including interest is recovered. The Lessor shall utilize the funds made available as Mobilization Advance for this Project only.</p> <p>26.6.2 The bank guarantees furnished under this Clause 26.6 shall be in force and effect and be maintained till such time as the relevant Mobilization Advance along with applicable interest shall have been recovered, whereupon K-RIDE shall release the relevant bank guarantee. Without prejudice to its other rights under the Contract, K-RIDE shall be entitled to invoke the bank guarantees furnished pursuant to this Clause 26.6 in the event any Mobilization Advance along with applicable interest is not recovered in accordance with the provisions of this Article.</p>

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SN	Clause/Item	Amendment
		<p><u>With:</u> <u>Deleted</u></p>
38.	<p>Conditions of Contract Article 28.1.1</p>	<p><u>Replace:</u></p> <p>If during the Maintenance Period, K-RIDE requires additional Trains to operate on Corridors, then K-RIDE reserves the right to operate its own additional trains or give to any third party, the concession to operate the additional Trains on the Corridors and the Lessor shall have the right to participate in the competitive bidding process for the supply and operation of additional trains (subject to the terms of the documents for the award of the concession in relation to the additional trains).</p> <p><u>With:</u></p> <p><u>During the lease period, if any additional cars are required by the employer due to increase in ridership, the lessor shall have the first right of refusal. The lessor shall provide these additional cars with the same terms and conditions of the original contract and “lease and maintenance charges” shall be paid for additional train hours as applicable in those prevailing years for the subsequent period/duration. In addition, T&P needed for the additional cars shall be deemed to be covered in lease and maintenance charges stated above. If lessor does not agree, Then the KRIDE reserves the right to operate its own additional train or give it to any third party. Lessor shall have the right to participate in the competitive bidding process for the supply, operation and maintenance of additional trains.</u></p>
39.	<p>Conditions of Contract Article 31.1.1</p>	<p><u>Replace:</u></p> <p>The Lessor shall maintain books of accounts recording all its receipts, income, expenditure, payments, assets and liabilities, in accordance with this Contract, Good Industry Practice, Applicable Laws and Applicable Permits. The Lessor shall provide 2 (two) copies of its balance sheet, cash flow statement and profit and loss account, along with a report thereon by its Statutory Auditors, within 120 (one hundred twenty) days of the close of its accounting year to which they pertain and such audited accounts, save and except where expressly provided to the contrary, shall form the basis of payments by either Party under this Contract. The Lessor shall also notify K-RIDE of any material change subsequent to the date of such accounts within 30 (thirty) days of its occurrence. The Lessor warrants that the accounts and the information furnished in accordance with this Clause 31.1.1 is true, complete and correct K-RIDE shall have the right to inspect the records of the Lessor during office hours and require copies of relevant extracts of books of accounts, duly certified by the Statutory Auditors, to be provided to K-RIDE for verification of basis of payments, and in the event of any</p>

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SN	Clause/Item	Amendment
		<p>discrepancy or error being found, the same shall be rectified and such rectified account shall form the basis of payments by either Party under this Contract.</p> <p><u>With:</u></p> <p>The Lessor shall maintain books of accounts recording all its receipts, income, expenditure, payments, assets and liabilities, in accordance with this Contract, Good Industry Practice, Applicable Laws and Applicable Permits. The Lessor shall provide a copy of its balance sheet, cash flow statement and profit and loss account, along with a report thereon by its Statutory Auditors, within 120 (one hundred twenty) days of the close of its accounting year to which they pertain and such audited accounts, save and except where expressly provided to the contrary, shall form the basis of payments in case of termination/buy back/suspension, etc by either Party under this Contract. The Lessor shall also notify K-RIDE of any material change subsequent to the date of such accounts within 30 (thirty) days of its occurrence. The Lessor warrants that the accounts and the information furnished in accordance with this Clause 31.1.1 is true, complete and correct. K-RIDE shall have the right to ask for the information/clarification relating to the submitted Financial Statements provided to KRIDE, and in the event of any discrepancy or error being found, the same shall be rectified and such rectified account shall form the basis of payments in case of termination/buy back/suspension, etc by either Party under this Contract.</p>
40.	<p>Conditions of Contract Article 31.1.2</p>	<p><u>Replace:</u></p> <p>The Lessor shall, within 30 (thirty) days of the close of each quarter of its accounting year, furnish to K-RIDE its unaudited financial results in respect of the preceding quarter, in the manner and form prescribed by the Securities and Exchange Board of India for publication of quarterly results by the companies listed on a stock exchange</p> <p><u>With:</u></p> <p>In case the lessor is forming SPV the statutory auditor is to be appointed by SPV at their own cost and above clauses are to be applied to the SPV.</p>
41.	<p>Conditions of Contract Article 31.4</p>	<p><u>Replace:</u></p> <p>In the event of there being any difference between the findings of the Additional Auditors and the certification provided by the Statutory Auditors, such Auditors shall meet to resolve the differences and if they are unable to resolve the same, such Dispute shall be resolved by K-RIDE by recourse to the Dispute Resolution Procedure as set out in Article 42.</p>

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SN	Clause/Item	Amendment
		<p><u>With:</u> In the event of dispute, the same shall be resolved by K-RIDE by recourse to the Dispute Resolution Procedure as set out in Article 42.</p>
42.	<p>Conditions of Contract Article 35.6</p>	<p><u>Replace:</u> Survival of rights Notwithstanding anything to the contrary contained in this Contract, but subject to the provisions of Clause 35.3.5, any Termination pursuant to the provisions of this Contract shall be without prejudice to the accrued rights of either Party including its right to claim and recover money damages, insurance proceeds, security deposits, <u>Mobilization Advance</u> and other rights and remedies, which it may have in law or contract. All rights and obligations of either Party under this Contract, including Termination Payments and Divestment Requirements, shall survive the Termination to the extent such survival is necessary for giving effect to such rights and obligations.</p> <p><u>With:</u> Survival of rights Notwithstanding anything to the contrary contained in this Contract, but subject to the provisions of Clause 35.3.5, any Termination pursuant to the provisions of this Contract shall be without prejudice to the accrued rights of either Party including its right to claim and recover money damages, insurance proceeds, security deposits and other rights and remedies, which it may have in law or contract. All rights and obligations of either Party under this Contract, including Termination Payments and Divestment Requirements, shall survive the Termination to the extent such survival is necessary for giving effect to such rights and obligations.</p>
43.	<p>Conditions of Contract Article 42.4.2</p>	<p><u>Replace:</u> Matters to be arbitrated upon shall be referred to a sole Arbitrator where the total value of claims does not exceed Rs. 2 crore (Rupees two crores) and three arbitrators for claims above the value of Rs. 2 crores (Rupees two crores). The Arbitrator/Arbitrators shall be appointed within a period of 30 (thirty) days from the date of receipt of written notice of appointment of arbitrator from either party.</p> <p><u>With:</u> Matters to be arbitrated upon shall be referred to a sole Arbitrator where the total value of claims does not exceed Rs. 20 crore (Rupees two crores) and three arbitrators for claims above the value of Rs. 20 crores (Rupees two crores). The Arbitrator/Arbitrators shall be appointed within a period of 30 (thirty) days from the date of receipt of written notice of appointment of arbitrator from either party.</p>

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SN	Clause/Item	Amendment
44.	Conditions of Contract Article 42.4.3	<p><u>Replace:</u></p> <p><u>In case of a single arbitrator, K-RIDE shall form propose names of three arbitrators, either from the panel of arbitrators maintained by K-RIDE or otherwise, out of which the Lessor shall choose one arbitrator. In case three arbitrators are to be appointed, K-RIDE propose names of five arbitrators. The Lessor and K-RIDE shall choose one arbitrator each and the two arbitrators so chosen shall choose the third arbitrator. If the two arbitrators fail to appoint the third arbitrator, then K-RIDE shall have the right to appoint the presiding arbitrator.</u></p> <p><u>With:</u></p> <p><u>In case of a single arbitrator, K-RIDE shall propose names of three arbitrators, from list of empanelled arbitrator council of India or as specified in clause 42.4.4 out of which the Lessor shall choose one arbitrator. In case three arbitrators are to be appointed, The Lessor and K-RIDE shall choose one arbitrator each from list empanelled arbitrator council and the two arbitrators so chosen shall choose the third arbitrator list maintained at arbitrator council. If the two arbitrators fail to appoint the third arbitrator, then K-RIDE shall have the right to appoint the presiding arbitrator. The appointment shall be made in accordance with the Rules. The selected arbitrators shall be the member of the Indian Council of Arbitration and shall not be the foreign nationals.</u></p>
45.	Schedule - A Clause 1.1.1	<p><u>Replace:</u></p> <p>This specification establishes requirements for the design, development, manufacture, supply, testing, delivery, commissioning and integrated testing of required nos. as specified in Bidding Documents light weight fully furnished modern passenger train sets consisting of 3 Cars <u>and 6 Cars</u> each with microprocessor control 3-phase induction motor drive and suitable for. The trains shall initially be operated in ‘GOA2’. The underground and elevated sections have ballast less track, and at-grade sections may have ballasted track. The Cars shall be designed to meet the performance requirement given in Chapter 3 of this specification. The track gauges for elevated, at grade and underground corridors shall be 1676 mm.</p> <p><u>With:</u></p> <p>This specification establishes requirements for the design, development, manufacture, supply, testing, delivery, commissioning and integrated testing of required nos. as specified in Bidding Documents light weight fully furnished modern passenger train sets consisting of <u>3 Cars each</u> with microprocessor control 3-phase induction motor drive and suitable for. The trains shall initially be operated in</p>

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SN	Clause/Item	Amendment
		‘GOA2’. The underground and elevated sections have ballast less track, and at-grade sections may have ballasted track. The Cars shall be designed to meet the performance requirement given in Chapter 3 of this specification. The track gauges for elevated, at grade and underground corridors shall be 1676 mm.
46.	Schedule - A Clause 1.1.5	<p><u>Replace:</u> The rake formation shall generally be as follows:</p> <p>6 Car consist To be notified later. 3 Car consist</p> <p><u>With:</u> The rake formation shall generally be as follows:</p> <p>3 Car consist DMC-TC-DMC</p>
47.	Schedule - A Clause 1.1.9	<p><u>Replace:</u> <u>Lessor may propose the Train Configuration after award of Contract. A Lessor will not be penalized in any way for proposing this different train configuration from the requirement of K-RIDE. If a Lessor uses a different train configuration, it must still comply with all the performance requirements and all else necessary to full compliance with these Specifications and must be fully compatible in all respects with the rest of the Bengaluru Metro Rail Systems (i.e. power distribution system, signalling etc.). The Lessor shall be solely and completely responsible for any and all problems that may result from a proposed alternative train configuration from that shown in the Bid documents.</u></p> <p><u>With:</u> <u>Deleted</u></p>
48.	Schedule - A Clause 1.2.3	<p><u>Replace:</u> The Lessor shall manufacture and supply complete Trains of Six and Three Cars each duly equipped with test and measuring equipment and sensors, for carrying out the following tests, in addition to those specified in IEC 61133 or an accepted International Standard.</p>

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SN	Clause/Item	Amendment						
		<p><u>With:</u></p> <p>The Lessor shall manufacture and supply complete Trains of Three Cars each duly equipped with test and measuring equipment and sensors, for carrying out the following tests, in addition to those specified in IEC 61133 or an accepted International Standard.</p> <p><u>Train configuration mentioned in all the tender documents shall be considered for 3 car, however for designing (crashworthiness, couplers, etc) of the car body shell shall be done for 6 car train considering the future conversion of 3 car train to 6 car train.</u></p>						
49.	Schedule - A Clause 3.8.6	<p><u>Replace:</u></p> <p>It is K-RIDE’s understanding that the Lessor will need to depute a team of its design engineers for interaction with K-RIDE’s experts at Bengaluru. K-RIDE at his discretion may also consider deputing a team of K-RIDE’s Representatives (around six) to Lessor’s design office or at Sub vendor’s office for requisite duration with a view to expedite finalization of designs. In such case, Lessor shall provide office facilities and bear full expenditure towards <u>daily allowance (as per entitlement)</u>, visa <u>etc., travel expense (as per entitlement)</u>, boarding, lodging etc. Such visit(s) as described above shall not be considered as part of inspection activity.</p> <p><u>With:</u></p> <p>It is K-RIDE’s understanding that the Lessor will need to depute a team of its design engineers for interaction with K-RIDE’s experts at Bengaluru. K-RIDE at its discretion may also consider deputing a team of K-RIDE’s Representatives (around six) to Lessor’s design office or at Sub vendor’s office for requisite duration with a view to expedite finalization of designs. In such case, Lessor shall provide office facilities and bear full expenditure towards visa, boarding, lodging etc. Such visit(s) as described above shall not be considered as part of inspection activity.</p>						
50.	Schedule - A Clause 3.10	<p><u>Replace:</u></p> <p>Climatic and Environmental Conditions (2) Extreme climatic conditions are given in Table 3.1 Table 3.1: Climatic & Environmental Conditions</p> <table border="1" data-bbox="414 1225 1630 1353"> <thead> <tr> <th data-bbox="414 1225 1019 1268">Description</th> <th data-bbox="1019 1225 1630 1268">Limiting Values</th> </tr> </thead> <tbody> <tr> <td data-bbox="414 1268 1019 1316">Maximum ambient temperature (1)</td> <td data-bbox="1019 1268 1630 1316">42°C</td> </tr> <tr> <td data-bbox="414 1316 1019 1353">Minimum temperature</td> <td data-bbox="1019 1316 1630 1353"><u>10°C</u></td> </tr> </tbody> </table>	Description	Limiting Values	Maximum ambient temperature (1)	42°C	Minimum temperature	<u>10°C</u>
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Minimum temperature	<u>10°C</u>							

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment	
		Humidity	<u>100% saturation during rainy season</u> <u>Mean maximum > 90%</u>
		Rainfall	Rain occurs generally from <u>June to September</u> . Average annual rainfall is approximately <u>2200</u> mm. Maximum rainfall in any 24h period can be up to <u>900mm</u> . Monsoon Month's maximum rainfall 1450 mm/month
		<u>Atmosphere during hot season</u>	<u>Extremely dusty, humid and salty including bird feathers. The Metro shall be working primarily in coastal area and thus shall be continuously exposed to highly corrosive, salty atmosphere along with industrial pollutants.</u> <u>Special Care shall be taken to ensure no damage to equipment due to deposition of atmospheric salts and industrial pollutants. Lessor shall enclose the details of specific measures adopted to ensure the satisfactory working of equipment against the deposition of salts & industrial pollution.</u>
		Maximum wind Speed	<u>102 km/hr. (Category 10)</u>
		Vibration & Shocks	The sub-systems & their mounting arrangements shall be designed to withstand satisfactorily the vibration and shocks

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment													
			encountered in service as specified in IEC 61373 and IEC 60571.												
		SO2 level in atmosphere	<u>80 – 120 mg/m3</u>												
		<u>Suspended particulate matter in atmosphere</u>	<u>360 – 540 mg/m3</u>												
		Maximum wind Speed	<u>102 km/hr. (Category 10)</u>												
		Vibration & Shocks	The sub-systems & their mounting arrangements shall be designed to withstand satisfactorily the vibration and shocks encountered in service as specified in IEC 61373 and IEC 60571.												
		SO2 level in atmosphere	80 – 120 mg/m3												
		Suspended particulate matter in atmosphere	<u>360 – 540 mg/m3</u>												
	<p><u>With:</u></p> <p>Climatic and Environmental Conditions (2) Extreme climatic conditions are given in Table 3.1 Table 3.1 : Climatic & Environmental Conditions</p> <table border="1" data-bbox="414 997 1630 1380"> <thead> <tr> <th data-bbox="414 997 1025 1037">Description</th> <th data-bbox="1025 997 1630 1037">Limiting Values</th> </tr> </thead> <tbody> <tr> <td data-bbox="414 1037 1025 1077">Maximum ambient temperature (1)</td> <td data-bbox="1025 1037 1630 1077">42°C</td> </tr> <tr> <td data-bbox="414 1077 1025 1117">Minimum temperature</td> <td data-bbox="1025 1077 1630 1117"><u>8°C</u></td> </tr> <tr> <td data-bbox="414 1117 1025 1157">Humidity</td> <td data-bbox="1025 1117 1630 1157"><u>92% saturation during rainy season</u></td> </tr> <tr> <td data-bbox="414 1157 1025 1340">Rainfall</td> <td data-bbox="1025 1157 1630 1340">Rain occurs generally from <u>May to October</u>. Average annual rainfall is approximately <u>1065</u> mm. Maximum rainfall in any 24h period can be upto <u>178mm.</u></td> </tr> <tr> <td data-bbox="414 1340 1025 1380">Maximum wind Speed</td> <td data-bbox="1025 1340 1630 1380"><u>125 km/hr.</u></td> </tr> </tbody> </table>			Description	Limiting Values	Maximum ambient temperature (1)	42°C	Minimum temperature	<u>8°C</u>	Humidity	<u>92% saturation during rainy season</u>	Rainfall	Rain occurs generally from <u>May to October</u> . Average annual rainfall is approximately <u>1065</u> mm. Maximum rainfall in any 24h period can be upto <u>178mm.</u>	Maximum wind Speed	<u>125 km/hr.</u>
Description	Limiting Values														
Maximum ambient temperature (1)	42°C														
Minimum temperature	<u>8°C</u>														
Humidity	<u>92% saturation during rainy season</u>														
Rainfall	Rain occurs generally from <u>May to October</u> . Average annual rainfall is approximately <u>1065</u> mm. Maximum rainfall in any 24h period can be upto <u>178mm.</u>														
Maximum wind Speed	<u>125 km/hr.</u>														

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SN	Clause/Item	Amendment	
		Vibration & Shocks	The sub-systems & their mounting arrangements shall be designed to withstand satisfactorily the vibration and shocks encountered in service as specified in IEC 61373 and IEC 60571.
		SO2 level in atmosphere	<u>6.7 – 80 micro g/m3</u>
		Suspended particulate matter in atmosphere	<u>111-360 micro g/m3</u>
51.	Schedule - A Clause 3.20.3	<p><u>Replace:</u> The Lessor shall confirm that the kinematic envelopes in these specifications will be met. The Lessor shall furnish detailed calculations, showing lateral and vertical shifts due to each factor separately, based on which Kinematic Envelope has been developed. All drawings shall be to the scale.</p> <p><u>With:</u> The Lessor shall confirm that the kinematic envelopes in these specifications will be met. The Lessor shall furnish detailed calculations <u>and simulations</u>, showing lateral and vertical shifts due to each factor separately, based on which Kinematic Envelope has been developed. All drawings shall be to the scale.</p>	
52.	Schedule - A Clause 3.20.5	<p><u>Replace:</u> The Lessor, during design stage, shall submit detailed calculation for minimum clearance between the Carbody exterior and platform edge. It shall be ensured that the maximum permissible clearance between edge of the platform coping and edge of the Carbody shall be 75 mm in Underground corridors and 85 mm in elevated corridor. These shall be respected with speed upto 70 kmph, worn out track and wind speed of 60Km/h. For new track and without considering impact of wind, there shall be no restriction to pass the platform at maximum test speed.</p> <p><u>With:</u> The Lessor, during design stage, shall submit detailed calculation <u>and simulations</u> for minimum clearance between the Carbody exterior and platform edge. It shall be ensured that the maximum permissible clearance between edge of the platform coping and edge of the Carbody shall be 75 mm in Underground corridors and 85 mm in elevated corridor. These shall be respected with speed upto 70 kmph,</p>	

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SN	Clause/Item	Amendment
		worn out track and wind speed of 60Km/h. For new track and without considering impact of wind, there shall be no restriction to pass the platform at maximum test speed.
53.	Schedule - A Clause 3.21.3 (ii)	<p><u>Replace:</u></p> <p>The total tare weights of a 6/3-Car unit shall not exceed 252/126 tonnes (including IEC tolerances) subject to gross axle load not exceeding 17 tonnes. The weight limits specified herein i.e., the tare weight limit of the train and gross axle load limit (payload plus AW4 load) are inclusive of all tolerances permitted in the IEC 61133. For gross weight the number of passengers shall be considered as 8 person per square meter (AW4 load condition). The total capacity of DM, T and M Cars in AW4 shall be as indicated in these specifications. The weight of each passenger may be taken as 65 Kg.</p> <p><u>With:</u></p> <p>The total tare weights of a 3-Car unit shall not exceed 126 tonnes (including IEC tolerances) subject to gross axle load not exceeding 17 tonnes. The weight limits specified herein i.e., the tare weight limit of the train and gross axle load limit (payload plus AW4 load) are inclusive of all tolerances permitted in the IEC 61133. For gross weight the number of passengers shall be considered as 8 person per square meter (AW4 load condition). The total capacity of DM, T and M Cars in AW4 shall be as indicated in these specifications. The weight of each passenger may be taken as 65 Kg.</p>
54.	Schedule - A Clause 3.22.1	<p><u>Replace:</u></p> <p>On the tractive effort – speed curve, shoulder point between constant acceleration and constant power shall be considered as 40km/h. Shoulder point between constant power and characteristic shall be considered as 60 km/h.</p> <p><u>With:</u></p> <p>On the tractive effort – speed curve, shoulder point between constant acceleration and constant power shall be considered as 40km/h. Shoulder point between constant power and characteristic shall be considered as 60 km/h or If lessor proposes different curve same to be approved by the KRIDE.</p>
55.	Schedule - A Clause 3.22.5	<p><u>Replace:</u></p> <p>The Lessor should also furnish the inter-station running time for a AW4 & AW3 loaded train, under the 2 emergency conditions of running, each way for:</p>

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
		<p>i. Depends on bogie control or Car control propulsion design 6/3 Car Train with 25% or 33% motor cut out. There shall be no loss of time in All-out mode when compared with specified run in coasting mode with all motor Cars in service as defined elsewhere in these specifications. In such case the operation may be in high TE mode: and</p> <p>ii. 63-Car train with 50% of motors cut out.</p> <p>iii. The train shall be able to start and move on a UP gradient of 4%</p> <p><u>With:</u></p> <p>The Lessor should also furnish the inter-station running time for a AW4 & AW3 loaded train, under the 2 emergency conditions of running, each way for:</p> <p>Depends on bogie control or Car control propulsion design 6/3 Car Train with 25% motor cut out. There shall be no loss of time in All-out mode when compared with specified run in coasting mode with all motor Cars in service as defined elsewhere in these specifications. In such case the operation may be in high TE mode: and</p> <p>ii. 3-Car train with 50% of motors cut out.</p> <p>iii. The train shall be able to start and move on a UP gradient of 3%</p>
56.	Schedule - A Clause 3.22.7	<p><u>Replace:</u></p> <p>The Lessor shall handover one complete set of software(s) package and associated hardware employed by him for the above studies including assessment of energy conservation modes (Clause 3.22.1 above) along with the requisite documentation, during design stage to the K-RIDE. The software shall simulate Run Time performance of the train under varied loads, route profiles, headway, inter-station distances, train resistance, Train formation and TE/BE characteristics, evaluation of energy conservation modes etc. The software shall not be restrictive to the above and shall be for general application with provision for the Independent Engineer to select parameters. Nominated K-RIDE staff shall be fully trained and made fully conversant by the Lessor for this purpose. The handed over set shall be fully functional during the contract period & shall require no inputs or facilities whatsoever from K-RIDE.</p> <p><u>With:</u></p> <p>The Lessor shall handover one complete set of calculation for the above studies including assessment of energy conservation modes (Clause 3.22.1 above) along with the requisite documentation, during design stage to the K-RIDE. The software simulation shall calculate Run Time performance of the train under varied loads, route profiles, headway, inter-station distances, train resistance, Train formation and TE/BE characteristics, evaluation of energy conservation modes etc. The software simulation and calculation shall not</p>

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SN	Clause/Item	Amendment
		<p>be restrictive to the above and shall be for general application with provision for the Independent Engineer to select parameters. Nominated K-RIDE staff shall be fully trained and made fully conversant by the Lessor for this purpose software(s) package and associated hardware employed shall be shall be submitted once the termination notice is issued by either party. The handed over set shall be fully functional during the contract period h& shall require no inputs or facilities whatsoever from K-RIDE.</p>
57.	<p>Schedule - A Clause 3.23.1</p>	<p><u>Replace:</u></p> <p>i. One serviceable fully loaded 6/3-Car Train in AW4 condition with one Motor Car cut out shall be capable of pushing a fully loaded defective 6/3-Car train without parking brakes applied, including a section of 4% gradient up to the next station. Thereafter, the healthy train shall, after all the passengers have been detrained at the station, continue to push the defective train up to the terminal station. There shall be no equipment damage or degradation, while maintaining safe operation.</p> <p>ii. A 6/3-Car fully loaded train AW4 shall be capable of clearing the section, with the traction motors of 2/1 motor Cars are cut out (50% motoring at train level). The temperature rise of the traction motor and equipment shall be within rating of traction motor and other equipments in the above condition.</p> <p><u>With:</u></p> <p>i. One serviceable fully loaded 3-Car Train in AW4 condition with one Motor Car cut out shall be capable of pushing a fully loaded defective 3-Car train without parking brakes applied, including a section of 3% gradient up to the next station. Thereafter, the healthy train shall, after all the passengers have been detrained at the station, continue to push the defective train up to the terminal station. There shall be no equipment damage or degradation, while maintaining safe operation.</p> <p>ii. A 3-Car fully loaded train AW4 shall be capable of clearing the section, with the traction motors of 1 motor Cars are cut out (50% motoring at train level). The temperature rise of the traction motor and equipment shall be within rating of traction motor and other equipment's in the above condition.</p>
58.	<p>Schedule - A Clause 4.8.3</p>	<p><u>Replace:</u></p> <p>A suitable proven energy absorption feature with associated collapse features shall be incorporated into the coupler draft gear. The coupler shall sustain no permanent damage when a fully loaded eight-Car train collides with an impact speed up to 10 kmph.</p> <p><u>With:</u></p>

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SN	Clause/Item	Amendment
		A suitable proven energy absorption feature with associated collapse features shall be incorporated into the coupler draft gear. The coupler shall sustain no permanent damage when a fully loaded six -Car train collides with an impact speed up to 10 kmph.
59.	Schedule - A Clause 4.10.1	<p><u>Replace:</u> The basic composition is Six/three-Car train. The Cars shall be provided with automatic couplers and/or semi-permanent couplers as specified in Chapter 1.</p> <p><u>With:</u> The basic composition is three-Car train. The Cars shall be provided with automatic couplers and/or semi-permanent couplers as specified in Chapter 1.</p>
60.	Schedule - A Clause 4.15	<p><u>Replace:</u> Inter-Car Gangways Single piece/double piece double skin with interior panel gangway (subject to Independent Engineer's satisfaction) with suitable clamping and jointing arrangement on both ends with saloon end walls shall be provided within the 6/3 Cart Train where #- single piece/double piece gangway in case of separation of Cars the gangways shall have securing arrangement and shall not get damaged or de-shaped. All inter Car gangway structures shall be totally interchangeable with one another.</p> <p><u>With:</u> Inter-Car Gangways Single piece/double piece double skin with interior panel gangway (subject to Independent Engineer's satisfaction) with suitable clamping and jointing arrangement on both ends with saloon end walls shall be provided within the 6/3 Cart Train where #- single piece/double piece gangway in case of separation of Cars the gangways shall have secured arrangement and shall not get damaged or de-shaped. All inter Car gangway structures shall be totally interchangeable with one another.</p> <p><u>The gangway shall form a sealed enclosure, free from draughts and ingress of dust, water and external noise. An open split type of double skin gangway shall be provided between the ends of interconnecting cars. Gangway doors are not desired. Gangway shall be design and tested conforming to the requirements of EN 16286-1 & EN 16286-2 or equivalent.</u></p>

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SN	Clause/Item	Amendment
61.	Schedule - A Clause 5.4.1	<p><u>Replace:</u> The service life of rubber bonded metal components/rubber of spring type primary suspension shall be not less than 12 years, and shall be warranted for the same.</p> <p><u>With:</u> The service life of rubber bonded metal components/rubber of spring type primary suspension shall be not less than 12 years, and shall be warranted for the same, however if the items is declared as must change item in any schedule as per the list submitted as per clause 1.3.2(x) same shall be permitted.</p>
62.	Schedule - A Clause 5.6.1	<p><u>Replace:</u> The mechanical strength of the bogie frame shall comply with the requirements of UIC 615-4, UIC 515-4 and EN 13749 for static test under exceptional loads and fatigue tests. The maximum stress developed under <u>static load</u> shall not exceed 85% of the yield strength of the material. The dynamic effects should due to the inertia of the motors and transmission shall also be submitted along with traction and braking forces.</p> <p><u>With:</u> The mechanical strength of the bogie frame shall comply with the requirements of UIC 615-4, UIC 515-4 and EN 13749 for static test under exceptional loads and fatigue tests. The maximum stress developed under <u>standalone static load</u> shall not exceed 85% of the yield strength of the material. The dynamic effects should due to the inertia of the motors and transmission shall also be submitted along with traction and braking forces.</p>
63.	Schedule - A Clause 5.10.2	<p><u>Replace:</u> The gearbox shall be compatible with the flexible coupling. The motor and gearbox shall be proven for the proposed gear ratio selected by the Lessor. Gearbox movement shall be restrained by a torque reaction link between the gearbox and bogie frame. A safety device shall be incorporated to restrain gearbox rotation should the link fail in service. The gears including bearings shall not require overhaul at least earlier than 1.2 million kms. No sensor shall be installed in the gear case. Comprehensive, flexible and fully automatic test bench(s) shall be maintained to test a overhauled/newly assembled gear case with transmission arrangement and duly mounted on the wheel set.</p>

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SN	Clause/Item	Amendment
		<p><u>With:</u></p> <p>The gearbox shall be compatible with the flexible coupling. The motor and gearbox shall be proven for the proposed gear ratio selected by the Lessor. Gearbox movement shall be restrained by a torque reaction link between the gearbox and bogie frame. A safety device shall be incorporated to restrain gearbox rotation should the link fail in service. The gears including bearings shall not require overhaul at least earlier than 1.2 million kms. No sensor shall be installed in the gear case. Comprehensive, flexible and fully automatic test bench(s) shall be maintained to test a overhauled/newly assembled gear case with transmission arrangement and duly mounted on the wheel set.</p> <p>OR If the overhauling of gearbox is done by OEM for the purpose of warranty and the same is tested in OEM factory the test certificates and results issued by OEM shall be submitted to the KRIDE.</p>
64.	Schedule - A Clause 5.10.6	<p><u>Replace:</u></p> <p><u>Coupling shall not have resonance noise during coasting.</u></p> <p><u>With:</u></p> <p><u>Deleted</u></p>
65.	Schedule - A Clause 5.16	<p><u>Replace:</u></p> <p><u>Wayside</u> Rolling Stock Condition Monitoring System</p> <p><u>With:</u></p> <p>Rolling Stock Condition Monitoring System</p>
66.	Schedule - A Clause 5.16.1	<p><u>Replace:</u></p> <p><u>The wayside system shall atleast be able to monitor the following parameters-:</u></p> <ul style="list-style-type: none"> i <u>Axle Box bearing temperature</u> ii <u>Hot wheel detection</u> iii <u>Wheel flat detection through Wheel Impact Load detection (WILD)</u> iv <u>Detection of non-rotating axles</u>

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SN	Clause/Item	Amendment
		<p>v <u>Bogie dynamic characteristics affecting safety including hunting.</u></p> <p><u>With:</u></p> <p><u>Deleted</u></p>
67.	Schedule - A Clause 5.16.3	<p><u>Replace:</u></p> <p>The sensor data shall be transmitted to the <u>OCC which shall process the data and generate custom warnings, alarms for the K-RIDE's maintenance team with sensors unique ID and other relevant environmental data/common mode parameters such as ambient temperature, loading conditions, location etc.</u></p> <p><u>With:</u></p> <p>The sensor data shall be transmitted to the OCC/<u>server room at designated places (terminal stations, depots, etc) through remote server system.</u></p>
68.	Schedule - A Clause 6.1.3 (vii)	<p><u>Replace:</u></p> <p>Wheel <u>spin and</u> slide protection</p> <p><u>With:</u></p> <p>Wheel slide protection</p>
69.	Schedule - A Clause 6.2.2	<p><u>Replace:</u></p> <p>Two oil free air compressors proven in EMU Metro Operations for at least 4 years, operating from a 415 V 3-phase 50 Hz power supply with an adequate free air delivery capacity shall be provided. <u>One compressor shall have sufficient capacity to charge a completely empty six car Train including full air suspension inflation within 30 minutes. The average duty cycle of each compressor without electric capacity of the compressor will meet the worst conditions.</u></p> <p><u>With:</u></p> <p>Two oil free air compressors proven in EMU Metro Operations for at least 4 years, operating from a 415 V 3-phase 50 Hz power supply with an adequate free air delivery capacity shall be provided. <u>When TWO (2) compressors are operated, the time required to charge</u></p>

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SN	Clause/Item	Amendment
		<p><u>up to full main reservoir line pressure of any rake consist with all reservoirs and equipment at zero pressure, shall be less than ten (10) minutes and full air suspension inflation shall be achieved in a further five (5) minutes. When ONE (1) compressor is operated, the time required to charge up to full main reservoir line pressure of any rake consist with all reservoirs and equipment at zero pressure, shall be less than twenty (20) minutes and full air suspension inflation shall be achieved in a further ten (10) minutes.</u></p>
70.	<p>Schedule - A Clause 6.2.3</p>	<p><u>Replace:</u></p> <p>In the event of total failure of electric brakes and one air compressor on a fully loaded Six/three- Car train, the remaining air compressor on the train shall have sufficient capacity to enable the train to remain in service for at least four (4) hours. An intelligent air compressor management (with option of forced start) shall be provided to ensure that both the compressors on an Six/three-Car train are operated during fill-up and both the compressors in the train are operated alternatively thereafter, to avoid moisture condensation in the compressor due to low duty cycle.</p> <p><u>With:</u></p> <p>In the event of total failure of electric brakes and one air compressor on a fully loaded three- Car train, the remaining air compressor on the train shall have sufficient capacity to enable the train to remain in service for at least four (4) hours. An intelligent air compressor management (with option of forced start) shall be provided to ensure that both the compressors on an three-Car train are operated during fill-up and both the compressors in the train are operated alternatively thereafter, to avoid moisture condensation in the compressor due to low duty cycle.</p>
71.	<p>Schedule - A Clause 6.2.11</p>	<p><u>Replace:</u></p> <p>The drive motor shall confirm to the requirement of IEC 60349-2 and the temperature rise of the windings of the motor shall be limited to temperature index of the insulation minus 700C. The motor shall have at least IP55 protection.</p> <p><u>With:</u></p> <p>The drive motor shall confirm to the requirement of IEC 60349-2 and the temperature rise of the windings of the motor shall be limited to temperature index of the insulation minus 70°C. The motor shall have at least IP55 protection.</p>
72.	<p>Schedule - A Clause 6.13.1</p>	<p><u>Replace:</u></p>

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SN	Clause/Item	Amendment
		<p>Brake valves shall be designed and validated for heavy duty cycles required for intensive brake blending. No change of valves or components except rubber items shall be required for at least 15 years. Lessor shall assess the cyclic load under worst service conditions appearing together and validate the same on a test bench.</p> <p><u>With:</u></p> <p>Brake valves shall be designed and validated for heavy duty cycles required for intensive brake blending. No change of valves or components shall be required for at least 15 years Lessor shall assess the cyclic load under worst service conditions appearing together and validate the same on a test bench, however if the items is declared as must change item in any schedule as per the list submitted as per clause 1.3.2(x) same shall be permitted.</p>
73.	Schedule - A Clause 6.13.3	<p><u>Replace:</u></p> <p><u>The EP brake shall be so designed that its control function can be taken over by the other control elements or units even in the case of failure of individual electronic or electrical control elements or units. Redundant power supply and processor Card for hot stand by in the control unit and spare slots for I/O Cards shall be ensured.</u></p> <p><u>With:</u></p> <p><u>Deleted</u></p>
74.	Schedule - A Clause 6.25	<p><u>Replace:</u></p> <p>Lessor shall supply exhaustive documentation on complete pneumatic system, its sub systems and components, Brake electronics (hardware and software), software details, explanation and functionality at component and system level, coloured schemes of pneumatic system, brake system, valves with coloured cut sections under different operational states. It shall also include trouble shooting and diagnostic details explaining clearly (with coloured illustrations) <u>the logics, transition states, algorithms, signal flow and software parameters etc.</u></p> <p>The Lessor shall supply real time animation of complex pneumatic system, covering all pneumatic valve operations etc., demonstrating the complex pneumatic system for training purpose, which shall help in fault finding during maintenance period.</p> <p><u>With:</u></p> <p>Lessor shall supply exhaustive documentation on complete pneumatic system, its sub systems and components, Brake electronics (hardware and software), software details, explanation and functionality at component and system level, coloured schemes of</p>

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SN	Clause/Item	Amendment
		<p>pneumatic system, brake system, valves with coloured cut sections under different operational states. It shall also include trouble shooting and diagnostic details explaining clearly (with coloured illustrations).</p> <p>The Lessor shall supply real time animation of complex pneumatic system, covering all pneumatic valve operations etc., demonstrating the complex pneumatic system for training purpose, which shall help in fault finding during maintenance period.</p>
75.	<p>Schedule - A Clause 6.26</p>	<p><u>Added:</u> Back up Brake (Drivers Brake valve) A BP controlled back-up system including a separate pneumatic control unit shall be provided in order to take over the control function in case of failure of electronic or electric control elements in the brake system. In case of such failure, the operator can continue to control braking by using the back-up brake. This system shall also be used to control brake system of dead train during rescue by a healthy train, transit of cars and shunting operation. The back-up brake control unit shall be ergonomically placed on operator’s console and shall have three positions for application, charging and lap modes.</p>
76.	<p>Schedule - A Clause 8.2.1</p>	<p><u>Replace:</u> Power shall be drawn from the OHE by pantographs. There shall be <u>three</u> (2) pantographs and associated HV equipments for the 3/<u>6</u> Car train.</p> <p><u>With:</u> Power shall be drawn from the OHE by pantographs. There shall be <u>two</u> (2) pantographs and associated HV equipments for the 3 Car train</p>
77.	<p>Schedule - U Clause 8.4.1</p>	<p><u>Replace:</u> Detailed manufacturing drawings for the Works shall be submitted to the Independent Engineer. These drawings shall be available on the Lessor’s or his sub-contractor’s premises if required. The Lessor shall also maintain at the Site a comprehensive and up- to-date set of drawings properly indexed and catalogued, which shall include complete sets of detailed working drawing and, where applicable, manufacturing drawings and shall permit free access to such drawings by the Independent Engineer at any reasonable time.</p> <p><u>With:</u></p>

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SN	Clause/Item	Amendment
		Detailed manufacturing drawings will not normally be required for acceptance but shall be submitted for comment if the Independent Engineer so requires however the same shall be provided once the termination notice is issued by either party.
78.	Schedule - A Clause 8.7.1	<p><u>Replace:</u></p> <p>There shall be one/two (1/2) main transformers for the 3/6 Car train. The main transformer shall have a service life of at least 40 years, demonstrable through design calculations to the satisfaction of the Independent Engineer.</p> <p><u>With:</u></p> <p>There shall be one (1) main transformers for the 3 Car train. The main transformer shall have a service life of at least 40 years, demonstrable through design calculations to the satisfaction of the Independent Engineer.</p>
79.	Schedule - A Clause 8.7.7	<p><u>Replace:</u></p> <p>The kVA rating of the transformer shall be designed to deliver the power to the continuous load as calculated with specified run cycle at Clause 8.10.5, Technical Specification, <u>Section VI B</u>, and 10% extra for maximum load for 60 minutes. The overloading of transformer for typical run shall be specified and type tested. Short time Ratings (say 15 sec & 110 sec as the case may be) shall be submitted along with the justification.</p> <p><u>With:</u></p> <p>The kVA rating of the transformer shall be designed to deliver the power to the continuous load as calculated with specified run cycle at Clause 8.10.5, Technical Specification, and 10% extra for maximum load for 60 minutes. The overloading of transformer for typical run shall be specified and type tested. Short time Ratings (say 15 sec & 110 sec as the case may be) shall be submitted along with the justification.</p>
80.	Schedule - A Clause 8.9.1	<p><u>Replace:</u></p> <p>There shall be one Converter-Inverter (CI) in each motor Car. However separate CI for each Bogie will also be acceptable. The power converter - inverter shall be a proven for metro application, four quadrant IGBT based unit, with VVVF control. The equipment shall conform to IEC 61287-1. Natural or forced air/water cooling shall be adopted. However, if forced air/water cooling is offered complete details of the arrangement including the method of dust filtration shall be furnished.</p> <p><u>With:</u></p>

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SN	Clause/Item	Amendment
		<p>There shall be one Converter-Inverter (CI) unit in each motor Car. However separate CI unit for each Bogie will also be acceptable. The power converter - inverter shall be a proven for metro application, four quadrant IGBT based unit, with VVVF control. The equipment shall conform to IEC 61287-1. Natural or forced air/water cooling shall be adopted. However, if forced air/water cooling is offered complete details of the arrangement including the method of dust filtration shall be furnished.</p>
81.	<p>Schedule - A Clause 8.9.9</p>	<p><u>Replace:</u></p> <p>The box for the power converter - inverter shall be of stainless steel/Anodized Aluminium so as to avoid any corrosion in service on any account and the box shall last for the lifetime of the converter/inverter unit without needing any attention. The IP protection level of Converter box and that of aux. converter shall not be less than IP65. The connectors shall have IP67 protection. The cooling arrangement shall ensure no dust deposition on the component and associated electronics. The box cover which may have to be removed for maintenance shall be suitable secured against falling. Hinged opening cover arrangement shall be preferred.</p> <p><u>With:</u></p> <p>The box for the power converter - inverter shall be of stainless steel/Anodized Aluminium so as to avoid any corrosion in service on any account and the box shall last for the lifetime of the converter/inverter unit without needing any attention. The IP protection level of Converter box and that of aux. converter shall not be less than IP65. The connectors shall have IP67 protection, <u>and IP20 for few areas like connection box, air inlet outlet path, for the traction & auxiliary converter.</u> The cooling arrangement shall ensure no dust deposition on the component and associated electronics. The box cover which may have to be removed for maintenance shall be suitable secured against falling. Hinged opening cover arrangement shall be preferred.</p>
82.	<p>Schedule - A Clause 8.9.13</p>	<p><u>Replace:</u></p> <p>(ix)The auxiliary contacts of the contactors used in the converter-inverter and aux/. Converter shall be paralleled and shall be 100% redundant.</p> <p><u>With:</u></p> <p>Deleted</p>
83.	<p>Schedule - A Clause 8.9.19</p>	<p><u>Replace:</u></p>

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SN	Clause/Item	Amendment
		<p>Power system fluctuations within the specified voltage range or feed extensions shall not cause propulsion system shutdown leading to jerks in the train. Adequate capacity shall be built in the DC link and control parameters shall be selected and fine- tuned suitably so that in no case, system stability is adversely affected. The design shall permit to operate trains at 90 seconds headway with normal feeding zone of 20Km and extended feeding zone of not less than 40Kmph without any restriction.</p> <p>Based on the operational requirements as above, Lessor shall furnish detail report on the minimum sub-station capacity required for adequate harmony with the all-out mode operation of trains within the feeding zone, low frequency control stability to ensure no operational or reliability issue even if the specified headway and large number of trains in the same feeding zone, number of trains parked on the end depot with extended feed and resonance stability of the complete system.</p> <p><u>With:</u></p> <p>Power system fluctuations within the specified voltage range or feed extensions shall not cause propulsion system shutdown leading to jerks in the train. Adequate capacity shall be built in the DC link and control parameters shall be selected and fine- tuned suitably so that in no case, system stability is adversely affected. The design shall permit to operate trains at 90 seconds headway with normal feeding zone of 20Km and extended feeding zone of not less than 40Kmph without any restriction.</p>
84.	Schedule - A Clause 8.11.1	<p><u>Replace:</u></p> <p>A suitable arrangement shall be made to switch off the VCB automatically before a neutral section, resulting in the traction control equipment switching OFF without train operator’s intervention. The VCB shall automatically re-close after the neutral section within bare minimum time, causing traction control equipment to switch ON again in the same operating mode, as before the switching OFF operation, without train operator’s intervention. The sequence of VCB closure shall be such that not more than two motor Cars are affected in six car trains. Sequential opening and closing of VCB shall be ensured to minimize the power loss. Back up operation (both open and close) of VCBs of each unit shall be affected based on distance from the previous station.</p> <p><u>With:</u></p> <p>A suitable arrangement shall be made to switch off the VCB automatically before a neutral section, resulting in the traction control equipment switching OFF without train operator’s intervention. The VCB shall automatically re-close after the neutral section within bare minimum time, causing traction control equipment to switch ON again in the same operating mode, as before the switching OFF operation, without train operator’s intervention. Sequential opening and closing of VCB shall be ensured to minimize the power loss. Back up operation (both open and close) of VCBs of each unit shall be affected based on distance from the previous station.</p>

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SN	Clause/Item	Amendment
85.	Schedule - A Clause 9.1.1	<p><u>Replace:</u></p> <p><u>Three (3)</u> Auxiliary power supply units shall be provided for the 6/3 Car train. This shall consist of a static converter-inverter(s) together with back-up batteries and battery charger. Auxiliary Converter shall be suitable for operation at 25kV ac single phase for the frequency variation from 47 to 53 Hz. The failure of auxiliary power supply equipment shall be annunciated to the train operator in TCMS VDU. Failure/isolation of main converter shall not cause any reduction in performance of auxiliary converter.</p> <p><u>With:</u></p> <p><u>Two (2)</u> Auxiliary power supply units shall be provided for the 3 Car train. This shall consist of a static converter-inverter(s) together with back-up batteries and battery charger. Auxiliary Converter shall be suitable for operation at 25kV ac single phase for the frequency variation from 47 to 53 Hz. The failure of auxiliary power supply equipment shall be annunciated to the train operator in TCMS VDU. Failure/isolation of main converter shall not cause any reduction in performance of auxiliary converter.</p>
86.	Schedule - A Clause 9.1.3	<p><u>Replace:</u></p> <p>The auxiliary power distribution scheme shall be such configured that main transformer shall feed to <u>one</u> auxiliary power supply. When any Train Operator's cab is activated. All the auxiliary power supply equipment in the Train shall operate. In the event of failure of an auxiliary power supply equipment in <u>8</u> Car train, the remaining auxiliary power supply equipment must be capable of supplying all auxiliary power to the motor/trailer Cars for which it is installed, plus all of the 230V 50Hz 1 φ, 110V d.c. loads, 415V 3-phase for at least two third rated cooling capacity in each Car (of defective and healthy unit) and Auxiliary propulsion loads and emergency loads of the <u>6/38</u> Car train. All <u>three</u> auxiliary power supply units shall work in parallel synchronous operation control in normal as well as degraded and emergency mode.</p> <p><u>With:</u></p> <p>The auxiliary power distribution scheme shall be such configured that main transformer shall feed to <u>two</u> auxiliary power supply. When any Train Operator's cab is activated. All the auxiliary power supply equipment in the Train shall operate. In the event of failure of an auxiliary power supply equipment in <u>3</u> Car train, the remaining auxiliary power supply equipment must be capable of supplying all auxiliary power to the motor/trailer Cars for which it is installed, plus all of the 230V 50Hz 1 φ, 110V d.c. loads, 415V 3-phase for at least two third rated cooling capacity in each Car (of defective and healthy unit) and Auxiliary propulsion loads and emergency loads of</p>

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SN	Clause/Item	Amendment
		the 3 Car train. All two auxiliary power supply units shall work in parallel synchronous operation control in normal as well as degraded and emergency mode.
87.	Schedule - A Clause 9.3.2	<p><u>Replace:</u></p> <p>The battery charger shall be capable of charging a discharged battery to 80% full charge within 4 hours. <u>Once the battery is fully charged, float charge should stop after 10 minutes.</u></p> <p><u>With:</u></p> <p>The battery charger shall be capable of charging a discharged battery to 80% full charge within 4 hours. <u>Once the battery is fully charged, float charge shall be regulated as per the recommendation by Battery supplier.</u></p>
88.	Schedule - A Clause 9.4.1	<p><u>Replace:</u></p> <p>6/3-Car train shall be equipped with at least 2/1 battery sets consisting of nickel cadmium cells having a nominal voltage of 110V with cell casing of stainless steel or alternative robust flame resistant material. The battery shall be rated and tested in accordance with the requirements of IEC 60623 and shall also meet the requirements of IEC 60993.</p> <p><u>With:</u></p> <p>3-Car train shall be equipped with at least 1 battery sets (<u>1 battery set and each battery set consists of 2 battery units/boxes</u>) consisting of nickel cadmium cells having a nominal voltage of 110V with cell casing of stainless steel or alternative robust flame resistant material. The battery shall be rated and tested in accordance with the requirements of IEC 60623 and shall also meet the requirements of IEC 60993.</p>
89.	Schedule - A Clause 10.1.6	<p><u>Replace:</u></p> <p>During the development of TCMS for the project, the K-RIDE may depute team of engineers to fully associate with the TCMS/controls design work <u>so as to make them competent to implement software changes as required within the scope of this contract.</u> Lessor shall ensure full association and support of Lessor’s team with the K-RIDE’s team throughout the project or as the case may be.</p> <p><u>With:</u></p>

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SN	Clause/Item	Amendment															
		During the development of TCMS for the project, the K-RIDE may depute team of engineers to fully associate with the TCMS/controls design work. Lessor shall ensure full association and support of Lessor's team with the K-RIDE's team throughout the project or as the case may be.															
90.	Schedule - A Clause 10.3.3	<p><u>Replace:</u> All the TCMS nodes of the train shall be linked by a dual redundant Train bus. A single failure in the train bus shall not affect data acquisition and processing.</p> <p><u>With:</u> All the TCMS nodes of the train shall be linked by a dual redundant Train bus <u>OR Ethernet ring type Network architecture as per IEC 61375-3-4 with TRDP protocol.</u> A single failure in the train bus shall not affect data acquisition and processing."</p>															
91.	Schedule - A Clause 10.11.1	<p><u>Replace:</u> The software and communication protocols used throughout the TCMS and the interfaces to subsystems shall be to a common standard or standards.</p> <p><u>With:</u> The software and communication protocols used throughout the TCMS and the interfaces to subsystems shall be to a common standard or standards (<u>TRDP protocol to be followed by subsystems as per the IEC 61375-3-4.</u>)</p>															
92.	Schedule - A Clause 11.2.1	<p><u>Replace:</u></p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th align="left">Weather Conditions</th> <th align="left">External Temperature</th> <th align="left">Internal Conditions</th> </tr> </thead> <tbody> <tr> <td>Summer</td> <td><u>36⁰C Dry Bulb, 65% RH</u></td> <td><u>25⁰C Dry Bulb, 60% RH</u></td> </tr> <tr> <td>Monsoon</td> <td><u>32⁰C Dry Bulb, 85% RH</u></td> <td><u>25⁰C Dry Bulb, 65% RH</u></td> </tr> </tbody> </table> <p><u>With</u></p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th align="left">Weather Conditions</th> <th align="left">External Temperature</th> <th align="left">Internal Conditions</th> </tr> </thead> <tbody> <tr> <td>Summer</td> <td><u>35.2⁰C Dry Bulb,</u></td> <td><u>25⁰C Dry Bulb < 60% RH</u></td> </tr> </tbody> </table>	Weather Conditions	External Temperature	Internal Conditions	Summer	<u>36⁰C Dry Bulb, 65% RH</u>	<u>25⁰C Dry Bulb, 60% RH</u>	Monsoon	<u>32⁰C Dry Bulb, 85% RH</u>	<u>25⁰C Dry Bulb, 65% RH</u>	Weather Conditions	External Temperature	Internal Conditions	Summer	<u>35.2⁰C Dry Bulb,</u>	<u>25⁰C Dry Bulb < 60% RH</u>
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SN	Clause/Item	Amendment		
			<u>19.6°C wet bulb</u>	
		Monsoon	<u>27.3°C Dry Bulb,</u> <u>23.0°C wet bulb</u>	<u>25°C Dry Bulb < 60% RH</u>
93.	Schedule - A Clause 11.2.11	<p><u>Replace:</u> Fresh air should be filtered for human comfort and safety, in accordance with internationally accepted norms. The filter element of G3 grade as per EN 779 or better shall be provided before the fresh air damper and fixed in a metallic frame and shall be easily replaceable from inside the Car. Even in the extremely dusty and humid environment prevailing in Bengaluru, the cleaning of the filters shall not be required before 5000 kms of train run. The filter shall have sufficient effectiveness to ensure that dust deposition in the air duct is bare minimum and cleaning of duct is not required in between major overhaul. Cleaning of the duct shall be simple and Lessor shall suggest necessary equipment required for dust removal and sanitization against fungal growth etc. The method for cleaning the filters and expected life of filters shall be furnished during detail design stage. Minimum expected life of filter provided shall be 100,000 Kms. Differential pressure measurement across fresh air/return air filters shall be used to send alert to clean/change the filters. Better alternatives may be suggested during design stage</p> <p><u>With:</u> Fresh air should be filtered for human comfort and safety, in accordance with internationally accepted norms. The filter element of G3 grade as per EN 779 or better shall be provided before the fresh air damper and fixed in a metallic frame and shall be easily replaceable from inside the Car. Even in the extremely dusty and humid environment prevailing in Bengaluru, the cleaning of the filters shall not be required before 5000 kms/ <u>15 days of train run whichever is earlier</u> of train run. The filter shall have sufficient effectiveness to ensure that dust deposition in the air duct is bare minimum and cleaning of duct is not required in between major overhaul. Cleaning of the duct shall be simple and Lessor shall suggest necessary equipment required for dust removal and sanitization against fungal growth etc. The method for cleaning the filters and expected life of filters shall be furnished during detail design stage. Minimum expected life of filter provided shall be 100,000 Kms. Differential pressure measurement across fresh air/return air filters shall be used to send alert to clean/change the filters. Better alternatives may be suggested during design stage</p>		
94.	Schedule - A Clause 12.5.3	<u>Replace:</u>		

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SN	Clause/Item	Amendment
		<p>Fire resistant cables shall be proposed for circuits, which should survive for long periods during fire, as per applicable international standards. As a minimum, the cables and wires for Public Address System shall be fire resistant cables.</p> <p><u>With</u></p> <p>Fire resistant cables shall be proposed for circuits, which should survive for long periods during fire, as per applicable international standards. As a minimum, the cables and wires for Public Address System, <u>Door control cables, Fire and smoke detection system</u> shall be fire resistant cables.</p>
95.	Schedule - A Clause 12.12	<p><u>Replace:</u></p> <p>Back up Brake (Drivers Brake valve)</p> <p>A BP controlled back-up system including a separate pneumatic control unit shall be provided in order to take over the control function in case of failure of electronic or electric control elements in the brake system. In case of such failure, the operator can continue to control braking by using the back-up brake. This system shall also be used to control brake system of dead train during rescue by a healthy train, transit of cars and shunting operation. The back-up brake control unit shall be ergonomically placed on operator’s console and shall have three positions for application, charging and lap modes.</p> <p><u>With:</u></p> <p>Deleted</p>
96.	Schedule - A Clause 13.4.5	<p><u>Replace:</u></p> <p>IP based power amplifiers are required for the PA system and shall cater for the requirements of an eight Six/ three Car train. Loss of Public Address system’s announcement capability in a Car due to failure of amplifier & its components, failure of loudspeaker distribution line etc. shall be reported to TCMS.</p> <p><u>With:</u></p>

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment																								
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97.	Schedule - A Clause 14.14.5	<p><u>Replace:</u> Sufficient software documentation shall be provided to give the Independent Engineer a full understanding of the software function and operation. Documentation shall be complete, yet clear and concise, and include all modifications up to final acceptance. <u>Documentation shall include software block diagrams showing signal flow, logic, and hardware interfaces. A top level flow diagram and description of detailed operation shall be provided.</u></p> <p><u>With:</u> Sufficient software documentation shall be provided to give the Independent Engineer a full understanding of the software function and operation. Documentation shall be complete, yet clear and concise, and include all modifications up to final acceptance. <u>Documentation shall include software block diagrams showing signal flow, logic, and hardware interfaces. A top-level flow diagram and description of detailed operation shall be provided once the termination notice is issued by either party.</u></p>																								
98.	Schedule - A Table 15.2	<p><u>Replace:</u></p> <table border="1" data-bbox="526 970 1787 1377"> <thead> <tr> <th rowspan="3">Raking Mode</th> <th rowspan="3">Speed (km/h)</th> <th colspan="3">Maximum Braking Distances for AW0 and AW4 (meters)</th> </tr> <tr> <th rowspan="2">DRY</th> <th colspan="2">WET (Adhesion)</th> </tr> <tr> <th>6%-8%</th> <th>5%-6%</th> </tr> </thead> <tbody> <tr> <td rowspan="2">EB</td> <td><u>85</u></td> <td>245</td> <td>282</td> <td>306</td> </tr> <tr> <td>60</td> <td>123</td> <td>142</td> <td>153</td> </tr> <tr> <td></td> <td><u>85</u></td> <td>308</td> <td>354</td> <td>385</td> </tr> </tbody> </table>	Raking Mode	Speed (km/h)	Maximum Braking Distances for AW0 and AW4 (meters)			DRY	WET (Adhesion)		6%-8%	5%-6%	EB	<u>85</u>	245	282	306	60	123	142	153		<u>85</u>	308	354	385
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SN	Clause/Item	Amendment																																								
		With:	EB (1 Car Isolated)	60	158	182	198																																			
FSB with ED	85		307	354	384																																					
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99.	Schedule - A Clause 15.6.1	<p>Replace: (v) 3/6Car train (with 1 motor Car isolation and 2 motor Car isolation) pushing 3/6 Car failed train on 4% gradient shall also be included as one of the investigative case.</p> <p>With:</p>																																								

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
		(v) 3 Car train (with 1 motor Car isolation and 2 motor Car isolation) pushing 3 Car failed train on 3% gradient shall also be included as one of the investigative case.
100.	Schedule - A Clause 15.16.1	<p><u>Replace:</u></p> <p>A complete set of brake equipment comprising all items of equipment forming the Brake System shall be assembled and shall be subjected to brake dynamometer tests. These shall include the Brake Controller and interface with ATO equipment and a transceiver to measure force at the push rod of Brake unit. <u>A complete series of tests shall be Carried out on this rig under all service conditions to demonstrate the function of the brake system as a whole, both in manual and auto modes.</u></p> <p>The Lessor may submit a proposal to combine the test of individual items with the system test if agreed by for review and acceptance of the Independent Engineer.</p> <p><u>With:</u></p> <p>A complete set of brake equipment comprising all items of equipment forming the Brake System shall be assembled and shall be subjected to brake dynamometer tests. These shall include the Brake Controller and interface with ATO equipment and a transceiver to measure force at the push rod of Brake unit.</p> <p>The Lessor may submit a proposal to combine the test of individual items with the system test if agreed by for review and acceptance of the Independent Engineer.</p>
101.	Schedule A Clause 15.23.1	<p><u>Replace:</u></p> <p>Every roof mounted HVAC package unit shall be subjected to routine test at the manufacturer's works as given below:</p> <ul style="list-style-type: none"> i) Dimensional & Visual inspection ii) Conditioned air-delivery test iii) Fresh air quantity test iv) Measurement of power v) Electrical test. <p><u>With:</u></p>

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
		<p>Every roof mounted HVAC package unit shall be subjected to routine test at the manufacturer's works as given below:</p> <ul style="list-style-type: none"> i) Dimensional & Visual inspection ii) Measurement of power iii) Electrical test.
102.	<p>Schedule A Clause 15.29.1</p>	<p><u>Replace:</u> The Independent Engineer reserves right to witness any or all of the type / routine tests or FAI. For following type tests, the Lessor shall bear complete expenses (including daily allowance, travel, visa, lodging etc.) as per Clause 15.1.9 for inspection by Independent Engineer / K-RIDE or it's representatives.</p> <p><u>With:</u> The Independent Engineer reserves right to witness any or all of the type / routine tests or FAI. For following type tests, the Lessor shall bear complete expenses (visa, lodging etc.) as per Clause 15.1.9 for inspection by Independent Engineer / K-RIDE or it's representatives.</p>
103.	<p>Schedule A Appendix TP 1.4.4</p>	<p><u>Replace:</u> The Documents Management System (DMS) shall be PC based, menu driven and user friendly with extensive linkages between OEM's documents, spare parts catalogues, test certificates, HECPs, SECPs etc. The DMS to be used shall be demonstrated and approval of the Independent Engineer obtained. After Taking Over Certificate, one copy of the DMS, fully functional shall be handed over. The Lessor shall however keep another set updated & handover the second set to K-RIDE one month before the expiry of DLP. Language used shall be subject to Independent Engineer's review.</p> <p><u>With:</u> The Documents Management System (DMS) shall be PC based, menu driven and user friendly with extensive linkages between OEM's documents, spare parts catalogues, test certificates, HECPs, SECPs etc. The DMS to be used shall be demonstrated and approval of the Independent Engineer obtained. After Taking Over Certificate, one copy of the DMS, fully functional shall be handed over. The Lessor</p>

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104.	Schedule-G	<p><u>Replace:</u></p> <table border="1"> <thead> <tr> <th align="center" colspan="3">SUPPLY AND COMMISSIONING OF TRAINS</th> </tr> <tr> <th align="center">Key Date No.</th> <th align="center">Activities to be performed by the Lessor/K-RIDE</th> <th align="center">Key Dates (Weeks from Appointed Date)</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td>Complete design submission</td> <td align="center">60</td> </tr> <tr> <td align="center">2</td> <td>Handover of depot sites</td> <td></td> </tr> <tr> <td align="center">2.1</td> <td>Handover of minor depot sites at Kengeri and Heelalige</td> <td align="center">52</td> </tr> <tr> <td align="center">2.2</td> <td>Handover of major depot Sites at Devanahalli and Soladevanahalli</td> <td align="center">70</td> </tr> <tr> <td align="center">3</td> <td>Deployment of staff and training of manpower</td> <td></td> </tr> <tr> <td align="center">3.1</td> <td>Deployment of all staff and labour at maintenance depot</td> <td align="center">70</td> </tr> <tr> <td align="center">3.2</td> <td>Training of manpower for maintenance Depot & train operation</td> <td align="center">80</td> </tr> <tr> <td align="center">4</td> <td>Supply of Prototype of one train of 3 cars <u>and two train of 3 Cars</u> with associated S&T equipment at the depot site</td> <td align="center">90</td> </tr> <tr> <td align="center">5</td> <td>Supply of 264 Cars (Excluding anticipated 10% maintenance reserve and 5% traffic reserve)</td> <td></td> </tr> <tr> <td align="center">5.1</td> <td><u>10 number of Trains of 3 cars each and 1 number of Train of 6 cars each including 1 (one) no Train of 3 cars and 1 (one) no. Train of 6 cars</u> in S. No. 4)</td> <td align="center">100</td> </tr> <tr> <td align="center">5.2</td> <td><u>10 number of Trains of 3 cars each and 2 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor</td> <td align="center">130</td> </tr> <tr> <td align="center">5.3</td> <td><u>10 number of Trains of 3 cars each and 5 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor</td> <td align="center">180</td> </tr> </tbody> </table>	SUPPLY AND COMMISSIONING OF TRAINS			Key Date No.	Activities to be performed by the Lessor/K-RIDE	Key Dates (Weeks from Appointed Date)	1	Complete design submission	60	2	Handover of depot sites		2.1	Handover of minor depot sites at Kengeri and Heelalige	52	2.2	Handover of major depot Sites at Devanahalli and Soladevanahalli	70	3	Deployment of staff and training of manpower		3.1	Deployment of all staff and labour at maintenance depot	70	3.2	Training of manpower for maintenance Depot & train operation	80	4	Supply of Prototype of one train of 3 cars <u>and two train of 3 Cars</u> with associated S&T equipment at the depot site	90	5	Supply of 264 Cars (Excluding anticipated 10% maintenance reserve and 5% traffic reserve)		5.1	<u>10 number of Trains of 3 cars each and 1 number of Train of 6 cars each including 1 (one) no Train of 3 cars and 1 (one) no. Train of 6 cars</u> in S. No. 4)	100	5.2	<u>10 number of Trains of 3 cars each and 2 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	130	5.3	<u>10 number of Trains of 3 cars each and 5 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	180
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SN	Clause/Item	Amendment	
	5.4	<u>10 number of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	230
	5.5	<u>11 number of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	280
	6	Integrated testing and commissioning after completion of statutory tests and deployment of Train under revenue service (COD).	
	6.1	<u>10 number of Trains of 3 cars each and 1 number of Train of 6 cars each including 1 (one) no Train of 3 cars and 1 (one) no. Train of 6 cars</u> in S. No. 4)	112
	6.2	<u>10 number of Trains of 3 cars each and 2 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	142
	6.3	<u>10 number of Trains of 3 cars each and 5 numbers of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	192
	6.4	<u>10 number of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	242
	6.5	<u>11 number of Trains of 6 cars</u> each and any other additional Trains required as reserve by the Lessor	292
	<u>With:</u>		
	SUPPLY AND COMMISSIONING OF TRAINS		
	Key Date No.	Activities to be performed by the Lessor/K-RIDE	Key Dates (Weeks from Appointed Date)
	1	Complete design submission	60
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	3	Deployment of staff and training of manpower	
	3.1	Deployment of all staff and labour at maintenance depot	70
	3.2	Training of manpower for maintenance Depot & train operation	80
	4	Supply of Prototype of <u>one train of 3 Cars</u> with associated S&T equipment at the depot site	90
	5	Supply of 264 Cars	
	5.1	<u>12 numbers of Trains of 3 Cars</u> each including no of Train mentioned in S.No.4	100
	5.2	<u>14 numbers of Trains of 3 Cars</u> each and any other additional Trains required as reserve by the Lessor	130
	5.3	<u>20 numbers of Trains of 3 Cars</u> each and any other additional Trains required as reserve by the Lessor	180
	5.4	<u>20 numbers of Trains of 3 Cars</u> each and any other additional Trains required as reserve by the Lessor	230
	5.5	<u>22 numbers of Trains of 3 Cars</u> each and any other additional Trains required as reserve by the Lessor	280
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SN	Clause/Item	Amendment
105.	Schedule – E 1 (i)	<p><u>Replace:</u></p> <p>“Available Train” is defined as the Train provided by the Lessor in accordance with the procedure laid down in Schedule-I as per the Final Train Operation Plan no later than 5 (five) minutes prior to the Specified Hour Slot set out in the Availability Plan and does not become a Non-Available Train during such Specified Hour Slot. Provided that Lessor can provide a Replacement Train during the Specified Hour Slot. If the Train is provided prior to the Specified Hour Slot as per Required Hourly Availability, the same will be considered as Available Train <u>subject to the Train having same no of Cars as original Train as per Required Hourly Availability.</u> If the Replacement Train is not provided during the affected Specified Hour Slot as per Required Hourly Availability <u>or Replacement Train do not have the same no. of Cars as original Train as per Required Hourly Availability,</u> in this case such Replacement Train will be consider as Non-Available Train for the affected Specified Hour Slot.</p> <p><u>With:</u></p> <p>“Available Train” is defined as the Train provided by the Lessor in accordance with the procedure laid down in Schedule-I as per the Final Train Operation Plan no later than 5 (five) minutes prior to the Specified Hour Slot set out in the Availability Plan and does not become a Non-Available Train during such Specified Hour Slot. Provided that Lessor can provide a Replacement Train during the Specified Hour Slot. If the Train is provided prior to the Specified Hour Slot as per Required Hourly Availability, the same will be considered as Available Train. If the Replacement Train is not provided during the affected Specified Hour Slot as per Required Hourly Availability, in this case such Replacement Train will be consider as Non-Available Train for the affected Specified Hour Slot.</p>

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106.	Schedule-E Clause 3 (A)	<p><u>Replace:</u></p> <p>(A) <u>Availability Plan for Weekdays</u></p> <p style="text-align: center;"><u>Table 3A: Availability Plan for Weekdays</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th data-bbox="757 391 1064 497">Specified Hour Slot</th> <th data-bbox="1070 391 1523 497">Required Hourly Availability (R_h)</th> <th data-bbox="1529 391 1803 497">Hour Slot Category</th> </tr> </thead> <tbody> <tr><td>0500 to 0600</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>0600 to 0700</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>0700 to 0800</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>0800 to 0900</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>0900 to 1000</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>1000 to 1100</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>1100 to 1200</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1200 to 1300</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1300 to 1400</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1400 to 1500</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1500 to 1600</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1600 to 1700</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>1700 to 1800</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>1800 to 1900</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>1900 to 2000</td><td><u>59</u></td><td>Peak Hour</td></tr> <tr><td>2000 to 2100</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>2100 to 2200</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>2200 to 2300</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> <tr><td>2300 to 2400</td><td><u>59</u></td><td>Non-Peak Hour</td></tr> </tbody> </table>	Specified Hour Slot	Required Hourly Availability (R _h)	Hour Slot Category	0500 to 0600	<u>59</u>	Non-Peak Hour	0600 to 0700	<u>59</u>	Non-Peak Hour	0700 to 0800	<u>59</u>	Non-Peak Hour	0800 to 0900	<u>59</u>	Peak Hour	0900 to 1000	<u>59</u>	Peak Hour	1000 to 1100	<u>59</u>	Peak Hour	1100 to 1200	<u>59</u>	Non-Peak Hour	1200 to 1300	<u>59</u>	Non-Peak Hour	1300 to 1400	<u>59</u>	Non-Peak Hour	1400 to 1500	<u>59</u>	Non-Peak Hour	1500 to 1600	<u>59</u>	Non-Peak Hour	1600 to 1700	<u>59</u>	Non-Peak Hour	1700 to 1800	<u>59</u>	Peak Hour	1800 to 1900	<u>59</u>	Peak Hour	1900 to 2000	<u>59</u>	Peak Hour	2000 to 2100	<u>59</u>	Non-Peak Hour	2100 to 2200	<u>59</u>	Non-Peak Hour	2200 to 2300	<u>59</u>	Non-Peak Hour	2300 to 2400	<u>59</u>	Non-Peak Hour
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		<u>2100 to 2200</u>	<u>59</u>	<u>Non-Peak Hour</u>
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Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
109.	Schedule-E Clause 3 (D)	<p><u>Replace:</u></p> <p>Public Holidays and Special Events</p> <p>K-RIDE shall provide the list of public holidays and special events such as (odd even drive, sports tournament, religious rally declared etc.) and the corresponding Availability Plan to the Lessor no later than 15 (fifteen) days prior to the beginning of a calendar year, provided that the obligation of the Lessor to provide Available Trains shall not exceed <u>59 (fifty-nine)</u> Trains in accordance with the Availability Plan during any Specified Hour Slot in a day.</p> <p><u>With:</u></p> <p>K-RIDE shall provide the list of public holidays and special events such as (odd even drive, sports tournament, religious rally declared etc.) and the corresponding Availability Plan to the Lessor no later than 15 (fifteen) days prior to the beginning of a calendar year, provided that the obligation of the Lessor to provide Available Trains shall not exceed <u>88 (eighty-eight)</u> Trains in accordance with the Availability Plan during any Specified Hour Slot in a day.</p>
110.	Schedule E, 9 (a)	<p><u>Replace:</u></p> <p>The peak hours in a day, of any weekday, can be increased or decreased by 2 (two) hours from 12 (twelve) hours presently, according to K-RIDE's requirements for meeting the change in traffic during the Contract Period. However, the Required Hourly Availability shall not exceed <u>59 (fifty nine)</u> Available Trains at any time in a Specified Hour Slot during the Contract Period.</p> <p><u>With:</u></p> <p>The peak hours in a day, of any weekday, can be increased or decreased by 2 (two) hours from 12 (twelve) hours presently, according to K-RIDE's requirements for meeting the change in traffic during the Contract Period. However, the Required Hourly Availability shall not exceed <u>88 (eighty-eight)</u> Available Trains at any time in a Specified Hour Slot during the Contract Period.</p>
111.	Schedule E, 9 (b)	<p><u>Replace:</u></p>

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
		<p>The Required Hourly Availability for non-peak hours, on any day, can also be changed according to K-RIDE’s requirements for meeting the change in traffic during the Contract Period, subject to the limitation that the number of Trains required in a Specified Hour Slot shall not be more than <u>59 (fifty-nine)</u> Available Trains.</p> <p><u>With:</u></p> <p>The Required Hourly Availability for non-peak hours, on any day, can also be changed according to K-RIDE’s requirements for meeting the change in traffic during the Contract Period, subject to the limitation that the number of Trains required in a Specified Hour Slot shall not be more than <u>88 (eighty-eight)</u> Available Trains.</p>
112.	Schedule – M	<p>Replace: SCHEDULE – M</p> <p>FORM OF BANK GUARANTEE FOR MOBILIZATION ADVANCE</p> <p>(Refer Article 26.6)</p> <p>(To be stamped in accordance with Stamp Act, if any, of the country of issuing bank)</p> <p>Ref Bank Guarantee</p> <p>Date Dear Sir/Mam,</p> <p>In consideration of M/s. RAIL INFRASTRUCUTRE DEVELOPMENT COMPNAY (KARNATAKA) LIMITED (K-RIDE) (hereinafter referred as the “K-RIDE”, which expression shall, unless repugnant to the context or meaning thereof include it successors, administrators and assigns) having awarded to M/s. (hereinafter referred to as the “Contractor” which expression shall unless repugnant to the</p>

Corrigendum -1 to RFP for Selection of Lessor for Design, Manufacturing, Supply, Commissioning, Operation and Maintenance of Rolling Stock on Lease for BSRP

SN	Clause/Item	Amendment
		<p>context of meaning thereof, include its successor, administrators, executors and assigns), a contract by issue of Contract Contract No. dated _____ and the same having been unequivocally accepted by the Contractor for Contract (hereinafter called the “Contract”) and the K-RIDE having agreed to make an advance payment to the Contractor for performance of the above Contract amount to Rs. 100,00,00,000 (Rupees one hundred crores only) as an advance against Bank Guarantee to be furnished by the Contractor.</p> <p>We _____ (Name of the Bank) having its Head Office at _____ (hereinafter referred to as the Bank, which expression shall unless repugnant to the context of meaning thereof, include its successors, administrators executors and assigns) do hereby unconditionally, irrevocably and without demur guarantee and undertake to pay the K-RIDE immediately on demand any or, all monies payable by the Contractor to the extent of Rs. 110,00,00,000 (Rupees one hundred ten crores only) as aforesaid at any time upto _____ (@) _____ without any demur, reservation, context, recourse or protest and or without any reference to the Contractor. Any such demand made by the K-RIDE on the Bank shall be conclusive and binding notwithstanding any difference between the K-RIDE and the Contractor or any dispute pending before any Court, Tribunal, Arbitrator or any other authority. We agree that the Guarantee herein contained shall be irrevocable and shall continue to be enforceable till the K-RIDE discharges this guarantee.</p> <p>The K-RIDE shall have the fullest liberty without affecting in any way the liability of Bank under this Guarantee, from time to time to vary the advance or to extend the time for performance of the contract by the Contractor. The K-RIDE shall have the fullest liberty without affecting this guarantee, to postpone from time to time the exercise of any powers vested in them or of any right which they might have against the K-RIDE and to exercise the same at any time in any manner, and either to enforce or to forebear in enforce any covenants, contained or implied, in the Contract between the K-RIDE and Contractor any other course or remedy or security available to the K-RIDE. The bank shall not be relieved of its obligation under these presents by any exercise by the K-RIDE of its liberty with reference to the matters aforesaid or any of them or by reason of any other act or forbearance or other acts of omission or commission on the part of the K-RIDE or any other indulgence shown by the K- RIDE or by any other matter or thing whatsoever which under law would but for this provision have the effect of relieving the Bank</p> <p>The Bank also agrees that the K-RIDE at his option shall be entitled to enforce this Guarantee against the Bank as a principal debtor, in the first instance without proceeding against the Contractor and notwithstanding any security or other guarantee that the K-RIDE may have in relation to the Contractor’s liabilities.</p> <p>The outstanding liability of the bank under this guarantee will reduce by such amounts as may be notified to the Bank in your authorized writing and stated to be the reduction to this guarantee required to be made in accordance with the Contract by reason of the repayments made by the Contractor.</p>

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SN	Clause/Item	Amendment
		<p>With the exception of —Commercial off the Shelf Software (COTS), the Independent Engineer shall be provided with access to full software documentation including source code listings and development tool details. For Commercial off the Shelf Software (COTS), the Lessor shall provide all available documentation for the application and maintenance of that software</p> <p><u>With:</u></p> <p>With the exception of —Commercial off the Shelf Software (COTS), the Independent Engineer shall be provided with access to full software documentation including source code listings and development tool details <u>once the termination notice is issued by either party.</u> For Commercial off the Shelf Software (COTS), the Lessor shall provide all available documentation for the application and maintenance of that software</p>
114.	Schedule-U Clause 5.10.1	<p><u>Replace:</u></p> <p>All test software, with the exclusion of built-in test software, shall be produced in accordance with a quality system controlled under the requirements of ISO 90003. Test software shall be developed and documented using structured techniques and shall be designed to be maintainable throughout the term of the Contract. All test software shall be documented to be supportive of maintenance. Any test software that is to be delivered to the K-RIDE (for long term testing use) shall be fully documented including source code listings to allow the K-RIDE to maintain the software for the life of the supported system.</p> <p><u>With:</u></p> <p>All test software, with the exclusion of built-in test software, shall be produced in accordance with a quality system controlled under the requirements of ISO 90003 <u>shall be submitted once the termination notice is issued by either party.</u> Test software shall be developed and documented using structured techniques and shall be designed to be maintainable throughout the term of the Contract. All test software shall be documented to be supportive of maintenance. Any test software that is to be delivered to the K-RIDE (for long term testing use) shall be fully documented including source code listings to allow the K-RIDE to maintain the software for the life of the supported system.</p>