

RESPONSE TO PREBID QUERIES

Date: 10.09.2024

TENDER NO. K-RIDE/BSRP/C2/Track Laying/2024
 CPP Portal TENDER ID: 2024_KRIDE_204391

Name Of Work: C2 – track Laying “Design, Supply, Installation, Testing and Commissioning of Ballastless, Ballasted Track, Fastening System and Turnouts in Corridor 2 from Benniganahalli to Chikkabanavara @ Chainage (-) 1413m to Chainage 27029m including Ballasted and Special Tracks in Soladevanahalli Depot”.

S. No	Volume / Clause/ Reference	Description of Clause	Queries	KRIDE Response
1	Sector III, Evaluation & Qualification Criteria, 4.2 (a) Similar work done/Experience and Note 1, Similar work	Should have Substantially completed and have received at least INR 82 Cr/52 Cr/41 Cr in each of the contract towards “Supply and Installation of Ballastless/Ballasted track in of Metro Railway / Railway / High Speed Railway/ Regional Railway/ RRTS/Light Railway in Single Contract Similar work: Design, Installation of Ballast less and ballasted track including turn outs/cross overs/Scissor cross overs for Metro Railway / Railway / High Speed Railway /Regional Railway /RRTS/ Light Railway owned by any Government, PSUs or Listed companies in Stock exchange.)	We request your kind attention that as per 4.2(a) - Eligible assignment can be of Ballastless or Ballasted track where as as per Note 1, similar work -Eligible assignment should include Ballast less and ballasted track . Kindly clarify, as both above definition have different meaning and contradictory.	Refer Corrigendum 01 S.no 01
2	Sector III, Evaluation & Qualification Criteria, 4.2 (a) Similar work done/Experience	Each member: Must meet requirement as per their % share of participation in JV	We request your kind attention that present clause restrict the competition, Most of the metrorail/SPVs have relaxed this criteria in all recent tenders like Chennai metro, Gujarat Metro, Surat Metro, MP Metro etc. We request you to kindly delete this requirement or consider the below ammenment (this was present in Indore and Bhopal Metro BLT Tender). “Each member: must have executed “Ballastless/Ballasted Track Installation” from one contract of minimum Value INR 52 Crores” We are enclosing the relevent RFP pages for your reference.	Tender Conditions prevail
3	Section III: Evaluation & Qualification Criteria: 4.2 (a) Similar work done/Experience :	(i) A minimum of *Similar Work contracts specified below that have been satisfactorily completed.....of the month previous to the one in which the latest date of bid submission falls. (a)Should have Substantially completed and have received at least INR 82 Cr in each of the contract towards “Supply and Installation of Ballastless/Ballasted track in of Metro Railway /Railway / High Speed Railway/ Regional Railway/ RRTS/Light Railway in Single Contract”. OR (b)Should have Substantially completed and have received at least INR 52 Cr in each of the contract towards “Supply and Installation of Ballastless / Ballasted track Two Contracts”. OR (c)Should have Substantially completed and have received at least INR 41 Cr in each of the contract towards “Supply and Installation of Ballastless / Ballasted track three Contracts”. Note: 1.*Similar work: Design, Installation of Ballast less and ballasted track including turn outs/cross overs/Scissor cross overs for Metro Railway / Railway / High Speed Railway /Regional Railway /RRTS/ Light Railway owned by any Government, PSUs or Listed companies in Stock exchange.) 2.Substantially completed Work means the Track works of ballasted / ballastless must have been completed at least 80% financially of the contract price. Client certificate should clearly mention extent of completion.	The definition of similar work as outlined in Note 1 of Clause 4.2 (a) varies from the original Clause 4.2 (a). It is requested that clarification be provided on whether similar work should be interpreted as the Supply and Installation of Ballastless / Ballasted track, or the Design, Installation of Ballast less and ballasted track including turn outs/cross overs/Scissor cross overs. It is important to note that the definition of substantially completed work includes the requirement of achieving 80% completion of track works, whether ballasted or ballastless. Further clarification of these definitions is essential to ensure a precise and accurate understanding and interpretation of the eligibility criteria. •Clause 4.2 (a) (i) states that “Similar Work contracts specified below that have been satisfactorily completed.....must be provided by bidders. However, sub-clauses (a), (b), and (c) allow bidders to have substantially completed works. It is unclear whether the eligible works should be satisfactorily or substantially completed. Please provide clarification on this matter.	Refer Corrigendum-01 Sl.no. 1 above. It is substantially completed.

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4	<p>MATERIALS AND EQUIPMENT</p> <p>Section III: Evaluation & Qualification Criteria Special Notes:</p>	<p>Materials.....furnished by the contractor for safe custody of the materials supplied by the Employer (ref.: SCC Clause 50) or any other payment due to the contractor. Section III: Evaluation & Qualification Criteria Special Notes : The tenderer Bidders should also specifically take note clause no.4.5 of SCC. Documentary.....Client shall be submitted.</p>	<p>The SCC clauses mentioned earlier are not included in the bidding documents provided. We kindly request that you provide us with the SCC document so that may gain a better understanding of referenced clauses</p>	<p>SCC to be read as PCC(Particular conditions of Contract)</p>
5	<p>1. Quote : Special notes</p>	<p>8. In case, Audited Balance sheet is not available for 2022 -2023 the contractor need to submit provisional certificate from statutory /auditor along with UDIN. 3.1(b)Bid Capacity A :Maximum of.....during the last 05 (five) financial years reckoned up to 31st March'2023 (Updated to price level of 31st March 2023 assuming 5% (for INR portion) and 2% (for foreign currency portion) inflation per year compounded annually) 3.1(c) Net Worth Net worth of Bidder ending 31st March'2023 should be Positive 3.1(d) Net Profit: Summary sheet of audited balance sheets for the last 5 (five) years (FY 2018-19, 19-20, 20-21, 21-22 & 22-23) shal.....Iprospective long-term profitability. The Bidder Must have made Net Profit.....last 5 financial years i.e. (FY 2018-19, 19-20,20-21, 21-22 & 22-23) 3.2.1 Average Annual Turnover Minimum average annual turnover of INR 77 crores within the last 5 (five) years Note:- 1.Last five years shall be (FY 2018-19, 19-20, 20-21, 21-22 & 22-23)</p>	<p>Based on the aforementioned clauses, it is imperative that the financial figures of the Bidder up to the Financial Year 2022-23 are to be submitted for consideration in this bid. It is important to note that this bid has been issued in the Financial Year 2024-25, and most of the organizations have already completed their audits for the Fiscal Year 2023-24 by August. To address this timing issue, we kindly request that the Financial Figures for the Financial Year 2023-24, along with the audited balance sheet, be taken into account for evaluation purposes. By including the Financial Figures for the Financial Year 2023-24 and the audited balance sheet in the evaluation process, we can ensure that all relevant data is taken into account. This will provide a more accurate and comprehensive assessment of the financial health and performance of the organization.</p>	<p>Refer Corrigendum-01 S.no. 11 to 14</p>
6	<p>1. Quote : Special notes Part 2: C2-Track-Section VII - Appendix-1</p>	<p>OFFICE ACCOMMODATION, EQUIPMENT AND PERSONNEL</p>	<p>The bidder requests that the employer include monthly Bill of Quantities (BOQ) line items and payment details corresponding to the above referred clause. This information will enable the bidder to accurately analyse the project costs.</p>	<p>Tender Conditions prevail</p>
7	<p>Part 2: VOL.2 SECTION VII - EMPLOYER'S REQUIREMENT - 4.2.3 Access Dates</p>	<p>The Track Contractor shall require access to information as well as to various locations at stations/Track, etc., in stages, in order and plan the execution accordingly. 2) The Access Dates are defined as hereunder: STAGE 1: Establish work site STAGE 2: Track Work Installation This represents the date by which the Track Contractor shall get shared access to work jointly with Civil and Electrical (Traction) Contractor at nominated area for Track work.</p>	<p>We kindly ask the employer to take note that the bidder must develop a comprehensive plan during the bidding stage to ensure accurate cost estimation. However, there is a need for clarity regarding the access dates outlined in the referenced clause. The bidder will be unable to prepare an accurate cost estimate due to the wide range of access dates specified by the employer. For the Mainline Section, access should be granted at least 2 TKM or at any connecting point of any 2 Stations. Failure to do so will result in additional costs due to the need for extra workmen and machinery, ultimately leading to uncompetitive bidding. A broad range of access dates may also result in disputes during the execution phase. Therefore, we respectfully request the employer to provide detailed section-wise near-final access dates.</p>	<p>Tender Conditions prevail</p>

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8	Part 4: FINANCIAL BID & BILL OF QUANTITIES PRICING SCHEDULES:	<p>Financial Bid & Bill of Quantities Pricing Schedule K-RIDE (C2/TRACK LAYING) 29 APPENDIX C Part Payment Schedule, 2. Bill No. BLT1 – Item No.1 except 1(d) Laying Plinth and installation of Track work for plain Track with UIC 60 HH rails with all fittings and fastening etc. complete in viaduct.</p> <table border="1"> <thead> <tr> <th>Item. No</th> <th>Description of Item</th> <th>Per centage</th> <th>Part Payment</th> </tr> </thead> <tbody> <tr> <td colspan="4">Cumulative</td> </tr> <tr> <td>1.</td> <td>Surveying etc.</td> <td>5%</td> <td>5%</td> </tr> <tr> <td>2.</td> <td>Assembling, laying of T/O provision of Shear connectors, Slab construction etc.</td> <td>65%</td> <td>70%</td> </tr> <tr> <td>3</td> <td>Rear work to achieve final tolerances, distressing, cleaning as per employer's requirement etc.</td> <td>20%</td> <td>90%</td> </tr> <tr> <td>4.</td> <td>Interface requirement of signalling contractor, measurement of final tolerances, acceptance tests, markers, As-built records, RAMS Study, Submission of ballastless Track stability report for installation of LWR/CWR Testing and Commissioning, employers another requirement etc.</td> <td>10%</td> <td>100%</td> </tr> </tbody> </table>	Item. No	Description of Item	Per centage	Part Payment	Cumulative				1.	Surveying etc.	5%	5%	2.	Assembling, laying of T/O provision of Shear connectors, Slab construction etc.	65%	70%	3	Rear work to achieve final tolerances, distressing, cleaning as per employer's requirement etc.	20%	90%	4.	Interface requirement of signalling contractor, measurement of final tolerances, acceptance tests, markers, As-built records, RAMS Study, Submission of ballastless Track stability report for installation of LWR/CWR Testing and Commissioning, employers another requirement etc.	10%	100%	<p>Bidder Request to change the payment Clause of Sr-3 as follows: Rear Work 10% Distressing 5% Final Parameters 5%</p>	Refer Corrigendum 01 S.no 15
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9	Part 2: Employers' Requirement-Vol.2	No land shall be madenorms and the same will deducted from IPC 's of the Contractor.	Securing land on a rental basis in a developed city such as Bangalore can pose a challenge for contractors. The bidder respectfully requests that the Employer consider providing suitable land near the project site to the track work contractor at no cost. This land would be utilized for the storage of P-way materials, materials supplied by the Employer, as well as for establishing the contractor's stores and site office. Your cooperation in this matter would greatly benefit the smooth execution of the project.	Tender Conditions prevail.																								
10	Part 2: Employers' Requirement-Vol.1	<p>15.8 Spoil Disposal 15.8.1The Contractor shall make his own.....the costs of arrangements for the use thereof. 15.8.2The Contractor..... is suitable for filling 15.8.3The Contractor..... excavated material and water from the Site.</p>	We kindly request that the employer provide free land for the disposal of excess or surplus excavated earth/soil.	Tender Conditions prevail.																								
11	Part 4: FINANCIAL BID & BILL OF QUANTITIES PRICING SCHEDULES:	<p>2.6.1Item No. 6: Supply of buffer stop (Friction type) for Main Line forTrack for Broad gauge. 2.6.2Item No. 6: Supply of buffer stop (Friction type) for Depot Linesfor Broad gauge.</p>	Bidder understands this is a special requirement for the Manufacturing and design of 35 Kmph Buffer. Kindly Confirm the sliding distance of each type of Buffer stop.	Refer Corrigendum 01 S.no 16																								
12	Part 2: C2-Track-Section VII - Appendix-1 OFFICE ACCOMMODATION EQUIPMENT AND PERSONNEL		The bidder understands that the employer will allocate land for the employer's office at no cost to the bidder. Please clarify the same.	No land will be provided by the Employer for construction of Employer's office. Bidder has to make his own arrangements. However, in case any land available in IR/ BBMP, bidder can make use of the land by paying lease/ rental charges to respective authority.																								

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13	Part 2: Employers' Requirement – Vol.2	6.6 Buffer Stops On main lines Broad Gauge <ul style="list-style-type: none"> • Weight of empty train is equal to 252 tonnes for 6-car train set without passengers. • Weight of train is equal to 400 tonnes for 6-car train set with passengers • Impact velocity for main line & test Track: 25 km/h • Impact velocity for depot line: 10 km/h. 	Bidder requests to provide the sliding distance of each type of Buffer stop	Tender conditions prevail.																								
14	Part 2: Employers' Requirement – Vol.2	6.70 Concrete Plinth (Ballastless Track) 6.7.1 General Ballastless Track shall be with reinforced concrete plinth (cast in situ/precast) on viaduct section. 6.7.2 Concrete The concrete shall be of M35 grade as per the Indian Standard IS-456 – 2000.....as per approved Metro quality procedure and mix design. Use of SCC (Self compacting concrete) is the preferred choice for second pour concrete.) with the prior approval of Engineer.	Bidder request to confirm: If the Line Items specify M-35 Grade Concrete, then where should SCC (self-compacting concrete) - the preferred choice for second-pour concrete with the prior approval of the Engineer - be utilized?	Refer Corrigendum 01 S.no 18																								
15		The Bidder shall provide details of the proposed personnel and their experience records using Forms PER-1 and PER-2 included in Section IV, Bidding Forms.	PER-1 and PER-2 format not available in tender documents	Please read as " FORM 4"																								
16		The Bidder shall provide further details of proposed items of equipment using Form EQU in Section IV, Bidding Forms.	EQU format not available in tender documents.	Please read as " FORM 8"																								
17	BOQ_223532 -	<table border="1"> <thead> <tr> <th>Sr.No</th> <th>Item Description</th> <th>Unit</th> <th>Quantity</th> </tr> <tr> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Supply of Balastless Track Fastening System for KRIDE, BSRP as per Technical Specifications</td> <td></td> <td></td> </tr> <tr> <td>1.1</td> <td>Base plate assembly with 2 anchor bolts per Rail seat</td> <td>Set</td> <td>24000</td> </tr> <tr> <td>1.2</td> <td>Base plate assembly with 4 anchor bolts per Rail seat</td> <td>Set</td> <td>29000</td> </tr> <tr> <td colspan="4" style="text-align: center;">Total for BLTF -</td> </tr> </tbody> </table>	Sr.No	Item Description	Unit	Quantity	A	B	C	D	1	Supply of Balastless Track Fastening System for KRIDE, BSRP as per Technical Specifications			1.1	Base plate assembly with 2 anchor bolts per Rail seat	Set	24000	1.2	Base plate assembly with 4 anchor bolts per Rail seat	Set	29000	Total for BLTF -				<p>Please note that Fastening system is used in track based on Straight and curved track with certain radius cut offs. There are systems approved by MOR / RDSO which are only with 2 Holes, hence the BOQ should be on the basis of Straight Track and curved track.</p> <p>In this regard, please note that RDSO / Ministry of Railways (MOR) has already approved our "Re-engineered 2 Hole Design Pandrol Double Resilient Baseplate Assembly System (PDRBA) Assy. 21166" under Para 4.6 of Annexure C2 as a re-engineered / modified system of already approved PDRBA Assy. 13145 (approved by MOR in 2010). The earlier approved PDRBA 13145 system uses either 2 or 4-M27 Anchor bolts, where 2 bolts are used for straight tracks and flat curves and 4 bolts are used for sharper curves to bear additional lateral forces. The Re-engineered 2-Hole Drg. no. 21166 PDRBA fastening system continues to use 2-M27 bolts for straight tracks/flat curves like the earlier one. To meet the additional lateral forces for sharper curves, it includes 2-M33 bolts in place of 4-M27 bolts wherein the diameter of Anchor Bolts. Detailed Anchor bolt calculations as required for tangent and curved tracks shall be submitted for subject project for necessary approval.</p>	Tender Conditions prevail
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18	Section III EQC Pg.12 and 13, clause 3.8, Supply of Ballastless fastening system:	"..... The proposed fastening system must have satisfactory performance on established Metro Rail System or on Mainline of Indian Railways. The Bidder shall submit the technical details, test reports to substantiate the compliance of performance & criteria."	<p>Please note that RDSO / Ministry of Railways (MOR) has already approved our "Re-engineered 2 Hole Design Pandrol Double Resilient Baseplate Assembly System (PDRBA) Assy. 21166" under Para 4.6 of Annexure C2 as a re-engineered / modified system of already approved PDRBA Assy. 13145 (approved by MOR in 2010).</p> <p>Similar 2 x M33 system has got proven track record in Singapore of more than 30 years, in Dhaka Metro too where trains are in operation since Dec'22.</p> <p>Re-engineered 2 Bolt PDRBA 21166 is already installed in Bhopal and Indore Metros of MPMRCL wherein more than 200K sets has been supplied and trial of priority portions has already been completed.</p> <p>We thus request KRIDE to amend the fastening performance / provenness related clauses accordingly as per above to enable us to propose MOR/RDSO approved "Re-engineered 2 Hole PDRBA 21166 system" to Contractors for subject tender.</p>	Tender Conditions prevail																								

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19	Part-2 Employer's Requirements Annexure-Q	<p><u>Part 2: Employers' Requirement</u> <u>Annexure – Q:</u> <u>6. CROSSINGS</u></p> <p>6.5 The wheel load transfer surfaces of all CMS crossings for main lines (ballastless and ballasted turnouts) shall be artificially hardened by explosive depth hardening to achieve a minimum hardness of 340BHN before installation.</p> <p>6.6 All the crossing bodies including diamond of scissors cross-overs as mentioned in schedule of requirement shall be explosively depth hardened. However, explosive depth hardening for Turnouts shall be done only for main line.</p> <p>6.7 The CMS crossings for ballasted turnouts in depot shall be same as the corresponding CMS crossings for ballastless turnouts except for the requirement of explosive hardening, which shall be as per Para 5(5) above.</p>	<p>This is in reference to tech spec in above referred major tender invited by KRIDE. In the technical specifications, the scope item mentions 'explosive depth hardening for turnouts shall be done only for main line'.</p> <p>EDH stands for Explosive Depth Hardening of the CMS crossings. We would like to draw your attention to the fact that based on RDSO's recommendation to close trials and discontinue EDH CMS crossings, Railway Board has accepted that due to high failure rate of the EDH CMS Crossings on the India Railways Mainline during trials, use of CMS crossings with EDH shall be discontinued and it is not recommended for further use.</p> <p>In view of the above, KRIDE may like to review the requirement of Explosive Depth Hardened (EDH) CMS crossings as provided in the subject major tender. This will help in getting reliable and proven CMS crossings without spending inordinately higher cost on EDH and also open competition to major established manufacturers of Turnouts in India.</p>	Tender Conditions prevail