

Response to Pre-Bid Queries

Subject: "Supply of 19000 MT 60E1 (UIC 60), 1080HH Grade Rails as per IRS-T-12-2009 (Latest withall A&C slips), for Bengaluru Suburban Rail Project (BSRP)" -

Ref: TENDER NO. KRIDE/BSRP/C2&C4-1080HH/Rail/2024

Sl. No.	Tender Clause Reference	Description of Clause	Clarification / Amendment Proposed by Prospective bidder.	KRIDE response
1	Section III. Evaluation and Qualification Criteria 4.Experience	(ii) Out of the Rails supplied to other countries, 47500 MT of rails supplied should be Head Hardened (HH) in last seven years ending upto 31.12.2023 as per international standards similar to be procured in	<p>Kindly amend it to:</p> <p>(i) Supply of a minimum quantity of 1,90,000 MT of rails (UIC 60 as per IRS – T12- 2009) during last seven years ending upto 31.12.2023, out of which minimum 95000 MT should have been supplied to countries outside the country of production from the proposed Rail manufacturing facility or to India.</p> <p>ii) Out of the Rails supplied to other countries, 4750019000MT of rails supplied should be Head Hardened(HH) in last seven years ending upto 31.12.2023 as per international standards similar to be procured in this contract at least 19000 MT of such supplies should be of UIC 60 or similar rail profile section similar to present tender.</p> <p>i The supplier should have a proven track record of having supplied 60E1 1080HH Rails or R350HT Rails or 1175 HT Rails with satisfactory performance of minimum 3 years in service in regular revenue operation on ballasted / ballast less on any Metro / Railways for a length of at least 12 KM.</p> <p><u>Rationales behind the above:</u></p> <p>1. Prime-Facie it seems, the above eligibility criteria is tailored to support few International Rail manufacturers and keeping established domestic suppliers like JSP and SAIL at bay.</p> <p>2. In past there have been various tender for supply of 1080HH Rails in the country (including DMRC, CMRL, GMRC, MPMRCL, BMRCL, DFCC, USBRL- IRCON, NF Railways, Kolkata</p>	Refer S.no 1 of Corrigendum-01

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			<p>Metro, MMRDA etc)who have never incorporated restrictive eligibility criteria and ensured to provide level playing fieldto domestic manufacturers. This has also helped them realise the most competitive bid.</p> <p>JSP has got approval by RDSO in Mar2020 for 1080HH Grade Rails, since then JSP has supplied</p> <p>i. Over 80,000MT 1080HH Rails to various domestic Metro, RRTS, Indian Railway projects.</p> <p>ii. and pending Work order with JSP for supply of 1080HH Rails is more than 25,000MT.</p> <p>iii. JSP also exported 19,000MT 60E1 R350HT Grade Rails to Iran Railways via State run STC.</p> <p>iv. It is pertinent to note that, JSP is also approved by RDSO for supply of more stringent 60E1 R350HT Grade Rails as per IRS-T-12.</p> <p>3. Railway Board vide Policy No. CT/Policy/01 (Revised March 2023) Clause No-...., states the following, sufficient to prove that the incorporation of Restrictive eligibility criteria is against the established Domestic Rail supplier like JSP and SAIL (Annex-1)</p> <p>a. A "Provisionally Approved Vendor" with an "Existing Rail plant" is technically eligible for full Rail quantity in case of Category-I Rails in a domestic Rail tender.</p> <p>4. Foreign funded previous tenders in India</p> <p>a. EIB funded MP Metro, Pune Metro. JSP has supplied 1080HH Rails</p> <p>b. JICA funded DMRC, JSP is supplying 1080HH Grade Rails</p> <p>Hence, necessary amendment should be done to provide level playing field to established Domestic Rail manufacturer</p> <p>Hence, The eligibility criteria may be amended as per point i) & ii).</p>	

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2.	Section-II Bidding Data Sheet (BDS) ITB 14.7 (a) (iii); (b)(ii) and (c)(v) ITB 21.4.1 (Additional Para)	The Total Bid Price is inclusive of all Taxes, Duties, Levies, Royalties (if not provided specifically) also except GST and custom duties	<p>Kindly amend it to:</p> <p>The total price bid inclusive of all taxes, duties, levies, royalties (if not provided specifically) including GST and Custom duties</p> <p><u>Rationales behind the above:</u></p> <ol style="list-style-type: none"> 1. The bid evaluation criteria is not level playing <ol style="list-style-type: none"> a. In case of importer, the custom duty which is also a cost incurred by tenderer is not included in bid evaluation. b. In order to make it equitable for both domestic and international suppliers, total landed cost of Rail at project site should be considered for bid evaluation criteria. 2. Further, As per MoHUA office letter no-K- 14011/2/2020-MRTS and Manual for procurements of Goods (Ministry of Finance) Annex-2, following point is reproduced below, which promotes fair evaluation of the bids "In case both Indian and foreign bidders have quoted in the tender, the comparison of offer would be done on the basis of FOR/FOT destination including all applicable taxes and duties (on the principle of total outgo from procuring entity's pockets). In case there are no domestic bidders, a comparison of offers can be made on the basis of CIF/landed costs since the rest of costs would be the same for all bidders". 3. Also, the GCC of Railway Board vide Clause 56(Annex-3). Following point is reproduced below, which promotes fair evaluation of the bids. Quoted rates should be inclusive of all types of taxes, duties and levies imposed by Central/State Govt. and local bodies such as IGST/ CGST/ SGST/ UTGST, Compensation Cess, Labour Cess, Custom Duty, royalties, and other levies. 	Tender Conditions Prevail.

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3.	Section-II Bidding Data Sheet (BDS) ITB 17.2	Margin of preference not applicable.	Kindly include the DMISP Policy No-P- 40521/2/2017-PP(BE-II) for Public Procurement (Preference to Make in India). Annex-4 This is mandatory for all Government procurement and was also included in Pune Metro HH Rail supply tender which was funded by EIB.	Tender Conditions Prevail.
4.	SECTION-1: INVITATION FOR TENDERS (IFT)	Building and other construction workers welfare: The Bidder shall subscribe 1% of gross amount of each bill payable to him in respect of contract to the building and other construction workers welfare cess as per GO No: LD 300 LET 2006, Bengaluru, dated: 18-01- 2007 (as and when emended). The amount of subscription will be recovered out of payable amount to him in each bill. This component is deemed to have been included in the quoted rate.	Please delete this clause. The building cess is not applicable to JSPL	Refer S.I no 2 of Corrigendum-01

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5.	Section IX: Particular Conditions of Contracts (PCC) GCC 17.1	<p>The standard payment terms subject to recoveries, if any, under the Liquidated Damages Clause in General Conditions of Contract will be under:</p> <p>For Goods Manufactured within the Purchaser's Country: 1)100% payment on receiving of materials at Bengaluru site in good condition and after obtaining Acceptance Certificate from the Purchaser.</p>	<p>Kindly amend it to:</p> <p>100% of total contract/ order value may be released in advance against submission of Bank Guarantee (BG) in the Performa annexed as Annexure-VIII, for 115% of the order value (duly paid for the requisite amount of Stamp duty as applicable) and against Proforma Invoice for the ordered quantity.</p> <p><u>Rationale behind the above amendment request:</u></p> <p>In order to provide a level playing field, and realise the best competitive price and commercial, even Indian Railway PSUs like IRCON, IPRCL, GRIDE etc are offering advance payment against Advance Bank Guarantee of 110-115% of order value. (Tender copies/necessary document attached as Annex-5)</p>	Tender Conditions Prevail.

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6.	Notes of Bidding Form Nos. 17 ; 18 & 19	In order to promote healthy competition among the bidders it is requested that Bidding Forms -17, 18 & 19 may incorporate the request as mentioned in the adjacent column	Bidder quoting with manufacturers authorisation, for inputs for manufacturing rails from its group company, can use Credentials of the group company.	Refer S.no 12 of Corrigendum-1
7.		Rail length is specified as 25 m long rails	It is suggested to accept 18 m long rails so that inland transportation from port of discharge to K-Ride storage sites can be transported swiftly. All major intracity urban rail projects in India have so far imported 18 m rails.	Tender Conditions Prevail
8.	Section VII. Schedule of Requirements	<p><u>Delivery DAP Bengaluru, Date</u></p> <p>Earliest Delivery Date - For - 9000 MT Delivery DAP at Bengaluru 6 months from date of Establishment of Letter of Credit for foreign bidders.</p> <p>Latest Delivery Date – For - 10000 MT Delivery DAP at Bengaluru 12 months from date of Establishment of Letter of Credit for foreign bidders.</p>	<p>Transportation of Rails from Port of discharge to storage sites at Bengaluru is highly time consuming, therefore delivery dates may be amended as follows:</p> <p>Earliest Delivery Date – For - 9000 MT Delivery DAP at Bengaluru 9 months from date of Establishment of Letter of Credit for foreign bidders.</p> <p>Latest Delivery Date – For - 10000 MT Delivery DAP at Bengaluru 12 months from date of Establishment of Letter of Credit for foreign bidders.</p>	Refer S.No 3 of Corrigendum-01
9.	Section III. Evaluation and Qualification Criteria 4.Experience	Supply of a minimum quantity of 1,90,000 MT of rails (UIC 60 as per IRS – T12- 2009) during last seven 5 years ending upto 31.12.2023, out of which minimum 95000 MT should have been supplied to countries outside the country of production from the proposed Rail manufacturing facility or to India.	<p>UIC 60 as per IRS -T12-2009 is an Indian Standard and used only in India, thus in order to have unrestrictive condition for foreign rail manufacturers it is requested to amend the clause as follows:</p> <p>Supply of a minimum quantity of 1,90,000 MT of rails during last seven years ending upto 31.12.2023, out of which minimum 95000 MT should have been supplied to countries outside the country of production from the proposed Rail manufacturing facility or to India.</p>	Refer S.no 01 of Corrigendum-01

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10.	BDS	The Project Site(s)/Final Destination(s) is: along the proposed alignment of corridor 2 and corridor 4 and Soladevanahalli Depot of BSRP Project as instructed by Engineer in Bengaluru (India).	<p>K-RIDE shall ensure as follows:</p> <p>Place of storage shall have a clear motorable road till the last point, road shall have sufficient area for loaded trailers to move in and move out after discharge of rails.</p> <p>K-RIDE shall be responsible to provide properly levelled, well drained stacking area bearing very good strength.</p>	Tender conditions prevails.
11.	BDS	ITB 14.8 (Additional Para) (b)	Payment of Custom Duty is a statutory compliance and K-RIDE shall pay entire custom duty directly to Indian Customs, it shall be responsibility of supplier to provide challan for the payment of custom duty to K-RIDE at least two working days in advance. K-RIDE may directly remit online payment to customs.	The custom duty shall be paid by the Supplier and reimbursement will be made by KRIDE on production of documentary evidence. GST will be paid as applicable.
12.	PCC	Quoted price shall comprise, cost of supply of Goods including transportation, transit insurance loading, unloading and stacking.	Wooden sleeper shall be permitted to be used as spacers to be used between the rails during stacking at K-RIDE Storage Site at Bangalore.	Refer S.no 5 of Corrigendum-01
13.	Section IV, Bidding Forms Form no 29	We hereby declare / We hereby jointly and severally declare that the submission of this Bid confirms that no agent, middleman or any intermediary has been, or will be engaged to provide any services, or any other item or work related to the award and performance of this Contract.....	<p>Foreign supplier with no office in India may finalize local service provider after the contract is won, under such circumstances It is humbly requested to replace the clause under "Bidding Form No. 29" with under said text:</p> <p>As and when required, on demand of purchaser, the bidder shall provide the details of commissions, gratuities, or fees have been paid or are to be paid with respect to the bidding process or execution of the Contract.</p>	Tender condition prevails
14.	Section IX: Particular Conditions of Contract (PCC)	For goods manufactured outside the Purchaser's Country, the Supplier shall be entirely responsible for all taxes, stamp duties, license fees, and	No TDS is applicable on import of rails, this shall be categorically confirmed by purchaser.	Refer S.no 9 of Corrigendum-01

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	GC 18.1	other such levies imposed outside the Purchaser's Country in addition to the all (<u>also including statutory deductions viz TDS towards Income Tax and GST, Labour cess</u>), except all the central, state, local taxes, duties, levies, cess and GST as applicable in the Purchaser's Country; incurred until the delivery of the contracted goods to the purchaser.		
15.	Section VII – Supply Requirement – Clause 5.7 : Post Dispatch Inspection	In addition to the pre-dispatch/pre-shipment inspection, the material / supplies shall also be physically inspected by Purchaser/its representative/its authorised inspecting authority at Bengaluru at temporary storage areas after taking delivery from the port to check for any damages during transit / shipment. The material, which is classified as damaged shall be rejected. The supplier shall be immediately advised about the damaged material for his verification within 15 days of such intimation, if he so desires.	Atmospheric rust cannot be considered as a defect. Details of inspection / tests to be performed at or near storage areas by Purchaser/its representative/its authorized inspecting authority should be agreed with rail supplier at the time of order. A 3rd party should be involved to assess the non-conformity (if any) on the rails upon arrival at the final sites.	Tender conditions prevail.
16.	Section IV: Bidding Forms	Bidding Forms as follows are not suitable for procurement of HH Rails:	Information required under the Bidding Forms as mentioned below requires information and details of Civil / Construction contracts. These forms are not suitable and relevant for Contracts / Tenders related to Import of HH Rails, these	Refer SI No 08 of Corrigendum-01

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		<p>1) Form No. 9 (Quality Assurance Form)</p> <p>2) Form No.21 (Specific / Similar Works Experience)</p> <p>3) Form No. 25(Letter of Undertaking Regarding Confidentiality of Bid Information)</p>	<p>Bidding Forms are as follows:</p> <p>1) Form No. 9 (Quality Assurance Form)</p> <p>2) Form No. 21 (Specific / Similar Works Experience)</p> <p>3) Form No. 25(Letter of Undertaking Regarding Confidentiality of Bid Information)</p> <p>Purchaser is requested to review aforementioned forms and may delete them from Bid Document.</p>	
17.	Section Initiation for Tenders S.N. 6, Cost of the tender documents	INR. 50,000/- (Inclusive of 18% GST) Non-Refundable	Understand we have to pay INR 50,000 (inclusive of GST) as a non- refundable tender fee, we checked the tender documents but could not find the bank account of employer for us to make online payment. Appreciate if you can share the same.	For payment of tender fee, Please refer Clause ITB 19.1(e) of BDS and KRIDE website tender section.
18.	Section 1- Initiation for Tenders S.N. 8, Last date and time for submission of bids online	04/11/2024, IST 15:00 hrs	As due date for tender submission is immediately after Diwali Festival holidays, we request K-Ride to kindly consider extending bid submission date by 1 week so that there is no difficulty in submitting all required information/documents etc	Tender condition prevails
19.	Section 1- initiation for Tenders Notes . 14, Validity of the tender	The tenders shall remain valid for a period of 180days after the submission deadline prescribed by the Employer.	We suggest if K-Ride can consider shortening the validity of tender period from 180 days to 90 days.	Tender condition prevails
20.	Section 1- initiation for Tenders	The Bidder shall subscribe 1% of gross amount of each bill payable to him in respect of contract to the	We are a foreign bidder and supplier of Rails hence it should not be applicable in our case. Further, we have supplied HH Rails to Bangalore Metro Project Phase-2 (Buyer Bangalore Metro Rail Corporation) and such charges were neither deducted	Refer S.I no 02 of Corrigendum-01

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	Notes. 23, Building and other construction workers welfare	building and other construction workers welfare cess as per GO No LD 300 LET 2006, Bengaluru, dated: 18-01-2007 (as an when emended). The amount of subscription will be recovered out of payable amount to him in each bill. This component is deemed to have been included in the quoted rate.	from our bill nor charged separately by BMRL to us.	
21.	Section II- Bidding Data Sheet ITB 14.7 (a)(iii); (b)(ii) and (c)(v)	As per Delivery At Place (DAP) terms as defined in Incoterms, all the charges i.e. Packing, Loading, Inland, freight, Terminal charges. Insurance, loading on Vessel, freight, Arrival Charges to be borne by supplier and responsibility to carry the material upto destination with supplier. The unloading, stacking and handling over the materials also to be done by supplier at destination and any other local taxes, levies, Cess payable as per GST, as applicable in the purchaser's country are to be borne by supplier.	We understand K-Ride want material under DAP, Bengaluru, however as per our knowledge under DAP conditions the responsibility of custom clearance (Including payment of custom duties/taxes/GST), port handling, storage is the responsibility of the buyer, however in this tender K-Ride is using DAP, Bengaluru as Delivery term (INCOTERM 2020) and also asking supplier to do custom clearance, port handling & storage of cargo at Port. In our view both conditions contradict each other hence we would like to have K-Ride clarification on the same.	Tender conditions prevail.
22.	Section II- Bidding Data Sheet ITB 14.8, b) Supply from		We understand custom duties & GST are not part of price evaluation (means K-Ride will not calculate the final price by adding custom duties & GST to reach to L-1 price. However, on the other hand K-Ride asked contractors to first pay these duties & GST and K-Ride will reimburse the same. Since K-Ride being the project owner and operator, the imports will be in the name of K-Ride hence we ask K-Ride	The custom duty shall be paid by the Supplier and reimbursement will be made by KRIDE on production of documentary evidence.

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	outside the Purchaser's country is on DAP basis of Incoterms 2020		to pay Custom Duties & GST, we as contractor will facilitate and share how much custom duties & GST to be paid to Custom Authorities. Since these cost are reimbursable in nature it should be paid by K-Ride directly. Still If K-Ride insist bidder to pay such duties & taxes on their behalf then please confirm to reimburse the duties & taxes within 7 days from raising Invoice & Bill of Entry copy (Because there is no reimbursement date mentioned in the tender document).	GST will be paid as applicable.
23.	Section I- Instruction to Bidder ITB 1.1	The successful Bidder has to establish its Office at Bangalore, if it does not have at present. The cost and expenses for setting up the said office(s) will be deemed to have been included in the Quoted Contract Price by bidder and no separate/extra/additional amount is payable by Employer.	We have our offices in Delhi, Mumbai, Bangalore and a Chennai and basically are operating from this offices. The PIC for this project is located in Delhi office and will be coordinating from there.	Tender conditions prevails.
24.	Section VII. Schedule of Requirements 1. List of Goods and Delivery Schedule		We understand under the contract the contractor after award of contract must deliver the cargo to site which is along proposed alignment of Corridor 2 and Corridor 4 and Soladevanahalli Depot, Bengaluru. We request you to kindly share how much quantity is required to be delivered along proposed alignment of Corridor 2 and 4 and Soladevanahalli Depot respectively to calculate the correct logistics cost. Further, please share the complete address where such rails are to be delivered (specially corridor 2 & 4). We request you to kindly accept receipt of Rails at Soladevanahalli Depot only since bidder responsibility is to unload & stack, in the past we had faced lot of difficulties in delivering the rails at the alignment due to poor road conditions. Further your required rails are 25 meters (80 feet), all and all we have around 100 feet of trailer maneuvering along alignment are big challenges and will very low productivity.	Refer S.No 03 of Corrigendum -01

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25.	Section VIII: General Conditions of Contract GCC 29.2 Warranty	Subject to GCC Sub-Clause 22.1(b), the Supplier further warrants that the Goods shall be free from defects arising from any act or omission of the Supplier or arising from design, materials, and workmanship, under normal use in the conditions prevailing in the country of final destination.	<p>Pleas definite the responsibility of the Supplier under the warranty to be as follows, which is based on UIC 860 Clause 3.1.</p> <p>"If, during the warranty period, any rails need to be withdrawn from service owing to a fracture or other defect, a check inspection in conjunction with the Manufacturer shall be carried out, followed if necessary, by a laboratory examination, or else just the laboratory examination shall be undertaken.</p>	Tender conditions prevails.
26.	Section II - Bidding Data Sheet ITB 34.5		Please note since contractor has to bring rails at depot in Bengaluru and there is no port nearby, we have to either. Use Chennai Port or similar ports which are quite a distance from your site hence we request K-Ride to permit unloading/stacking operations 24x7 with no working restrictions.	It is preferred that, unloading and stacking of rails to be carried out between Sun rise and Sun set of the day to ensure safe working conditions. If Supplier desires to carryout unloading and stacking operations 24X7, they shall arrange adequate light arrangements during night and safe working conditions at his own cost. All such arrangement is inclusive of the accepted cost.
27.	Section IX: Particular Conditions of Contract (PCC) 29.5	The Supplier shall replace any defective supplies covered by the Warranty within 2 (two) Months of being notified by the Purchaser of the occurrence of such defects	Considering our location (Japan), there is no possibility to replace of defective rails within 2 month. The schedule for replacement should be discussed and agreed between the parties in case of such occurrence.	Tender Conditions prevail
28.	Section IX: Particular Conditions of	The prices charged for the Goods supplied and the related Services performed shall not be adjustable.	considering the whole schedule of the project, where the last lot should be dispatched from manufacturing country at least 1 year later from bid submission date, we have to consider Price Adjustment for raw materials such as Iron Ore and	Tender Conditions prevail

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	Contract (PCC) PCC 13.1 Delivery (DAP) - Invoicing Procedure	Bidder shall quote a fixed price for the entire supplies on a "single responsibility basis such that the total Bid price covers all Supplier's obligations mentioned in or to be reasonably inferred from the Bid Documents. Varying or differential rates for part of supply are not permitted.	<p>Coking Coal. Please confirm the following formula is acceptable.</p> <p><Price Adjustment Formula></p> <p>Base Unit Price + ((X-Y) x 1.7+ (A-B) x 0.9] = Adjusted Unit Price</p> <p>X = Iron Ore Price, 3 month average of 4-6 months before shipment.</p> <p>Y = Iron Ore Price, price referred at the time of bidding.</p> <p>A = Coking Coal Price, 3 month average of 4-6 months before shipment.</p> <p>B = Coking Coal Price, price referred at the time of bidding.</p> <p>Iron Ore Index = Platts; IODEX Iron Ore, 62% Fe \$/DMt, CFR CHINA Coking Coal Index = Platts; Prem Low Vol HCC FOB Australia Usage rate.</p> <p>Iron Ore 1.7ton per 1ton of steel rail</p> <p>Coking Coal 0.9ton per 1ton of steel rail</p>	
29.	Section III - Evaluation and Qualification Criteria 4.1 2) Experience	Details should include a performance certificate from Employer/Purchaser which should include purchase order details, name of purchaser, the railway projects / MRTS Project, where used/being used, the design speed and axle load of the section, quantity of rails supplied and period of supply. The details of address, contact person, e-mail is also to be furnished. These rails should be in use for three years or more on such railway/MRTS system in operation and performance shall be satisfactory for	Kindly accept Invoice copies as the verification of the performance records to the works executed for private client outside India, as those documents designated in the tender condition is not customary issued.	Tender Conditions prevail

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		which a certificate issued by respective railway/MRTS system should be submitted by the bidder.		
		<p>Details of Shipping and other Documents to be furnished by the Supplier are:</p> <p>(a) copies of the Supplier's invoice showing Goods' description, quantity, unit price, and total amount;</p>	Kindly accept issuance of "vi. Certificate of Origin" and "v. Inspection Certificate" later than the arrival of the goods. Those documents will be issued by a party other than the Supplier, thus we cannot guarantee that those document can be received by the Purchaser before arrival of the goods.	Tender Conditions prevail
30.	Section IX: Particular Conditions of Contract (PCC) GC 13.1	<p>i) original and copies of the negotiable, clean, on-board bill of lading marked "freight prepaid" and copies of non-negotiable bill of lading;</p> <p>ii) copies of the packing list identifying contents of each package;</p> <p>(iii) insurance certificate;</p> <p>(iv) Manufacturer's or Supplier's warranty certificate;</p> <p>(v) inspection certificate - issued by the nominated inspection agency, and the supplier's factory inspection report; and (vi) certificate of origin.</p>	In case we are awarded, please consider appointing Bureau Veritas or SGS as the inspection agency to issue the "v. Inspection Certificate" as those agencies has an extensive track record of inspecting rails at our nominated Manufacturer's factory.	Third party inspection agency will be appointed by KRIDE.
31.			We have been supplying HH Rails to various Metro's, DFC, as a foreign entity, no where TDS is deducted from our bill.	TDS will be deducted as applicable.

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32.			We would be using wooden dunnage to stack the material at your site, this is a standard practice across India to stack material by wooden dunnage's (including NCRTC, where stacking of Rails was done by using wooden dunnage's).	Refer reply under Sl.no. 12 above.
33.	Section IX: Particular Conditions of Contract (PCC) GCC. 27.1	Third party inspection cost to be borne by supplier including costs of the inspection, traveling and accommodation costs complete in all respects. Quoted rate must Include these elements also.	Please confirm if Third Party Inspection charges are to be directly paid by K-RIDE to TPI Agency or it is to be paid by Contractor.	Refer S.no 11 of Corrigendum-01
34.			TENDER NO. KRIDE/BSRP/C2&C4-1080HH/Rail/2024 for Supply of 19000 MT 60E1 (UIC 60), 1080HH Grade Rails as per IRS—T-12-2009 (Latest with all A&C slips). For the above Tender Inquiries It is mentioned that Delivery should be on DAP/Bengaluru basis. However, our overseas can offer and supply on FOB/CFR/CIF/CIF ICD basis. Please let us know if it is acceptable to you.	Tender conditions prevail.