



डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन

Dedicated Freight Corridor Corporation of India Ltd.  
( A Government of India Under taking )

**Welcomes**  
**All Prospective Applicants**  
**of**  
**Western DFC Phase-I**  
**(Civil & Track Works)**  
**&**  
**All Other Dignitaries**



## Dedicated Freight Corridor Corporation of India Limited (A Government of India Enterprise)

**GOI HAVE DECIDED TO CONSTRUCT DEDICATED FREIGHT CORRIDORS ALONG EASTERN & WESTERN ROUTES TO MEET:**

- THE SURGING NEEDS OF HEAVY MOVEMENT OF COAL FOR POWER PROJECTS;
- CATER TO BOOMING INFRASTRUCTURE CONSTRUCTION REQUIREMENT; AND
- GROWING INTERNATIONAL TRADE.

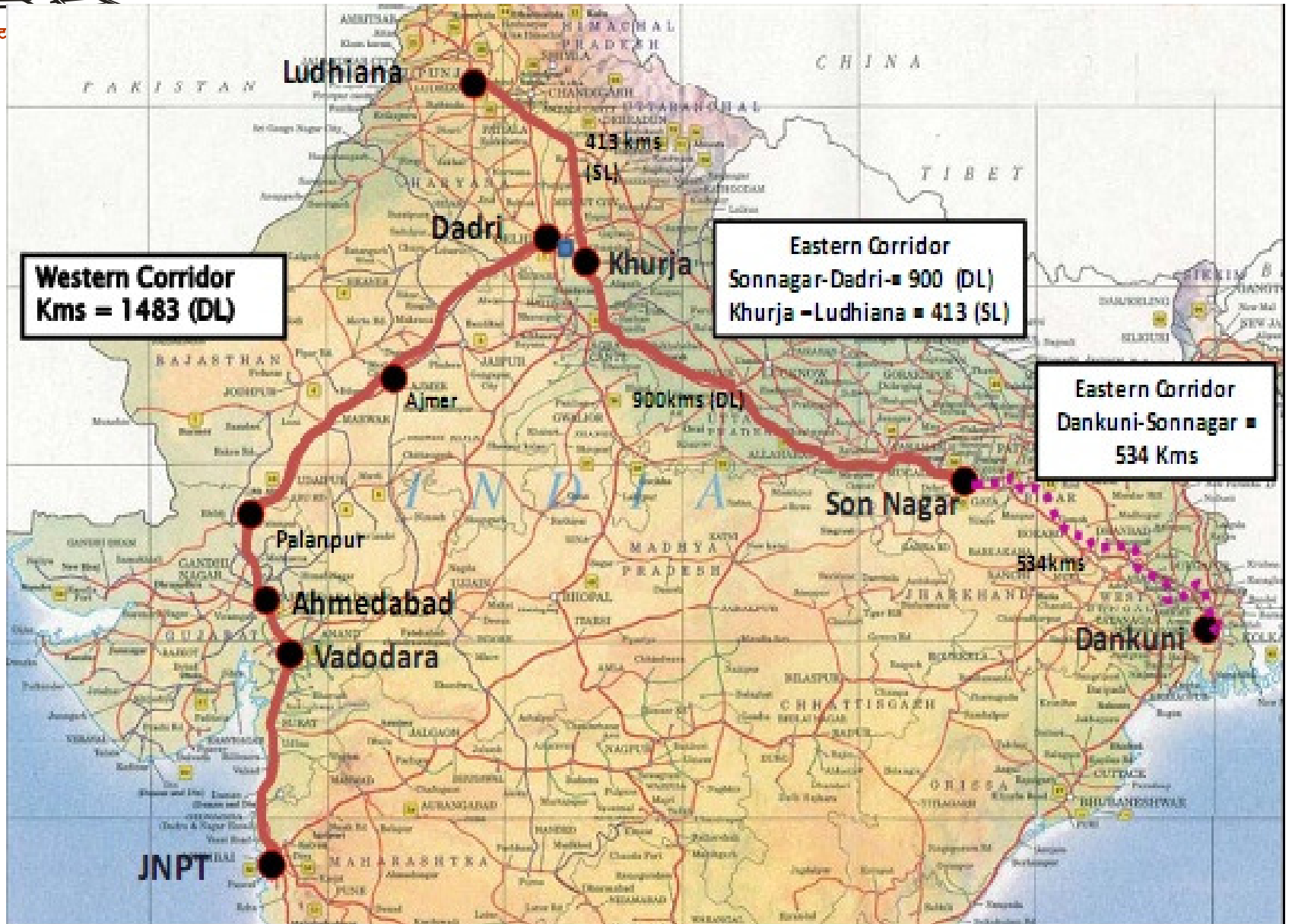
*“DEDICATED FREIGHT CORRIDOR CORPORATION OF INDIA LIMITED” (DFCCIL) WAS CREATED ON 30TH OCTOBER 2006 TO UNDERTAKE PLANNING, DEVELOPMENT, MOBILIZATION OF FINANCIAL RESOURCES AND CONSTRUCTION, OPERATION AND MAINTENANCE OF THE DEDICATED FREIGHT CORRIDORS. Two Corridors are planned at present for construction*

- *THE WESTERN CORRIDOR(WDFC) between JAWAHARLAL NEHRU PORT, MUMBAI & DADRI NEAR DELHI.*
- THE EASTERN CORRIDOR BETWEEN LUDHIANA TO SONNAGAR/ DANKUNI
- *BOTH CORRIDOR ALSO INTERCONNECTED BY KHURJA-DADRI LINK*



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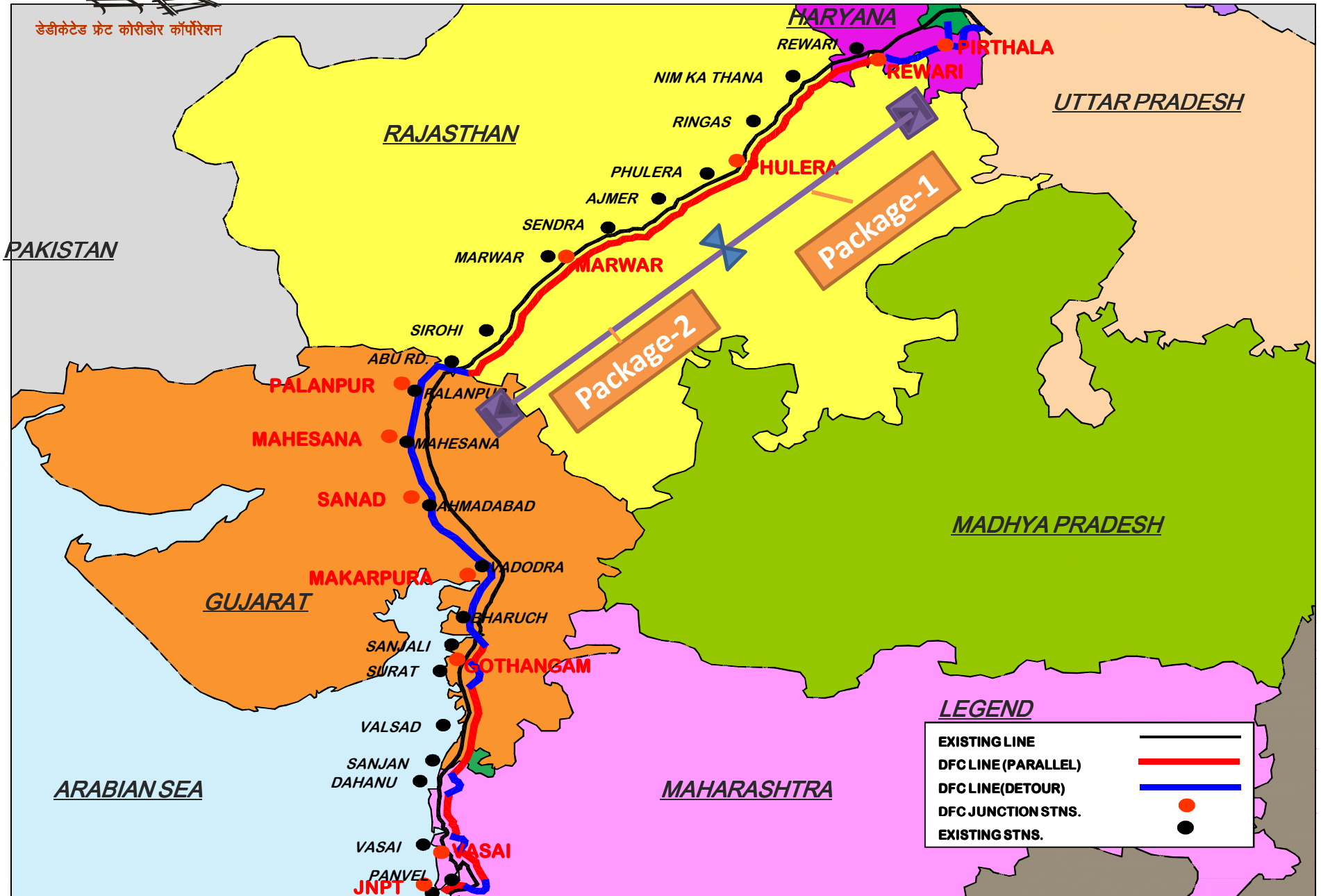
## Dedicated Freight Corridor Routes





# Dedicated Freight Corridor - Western Corridor

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## Dedicated Freight Corridor Western Corridor

### WESTERN CORRIDOR PROJECT IS PROPOSED TO BE IMPLEMENTED IN TWO PHASES

**PHASE I: Rewari-Makarpura(vadodara) 922km.**

**PHASE II:**

**Rewari-Dadri 127km**

**Makarpura(Vadodara)- JNPT(Mumbai) 425km**

Procurement : Goods and Service

Under Procurement for implementation of Phase 1 following contracts are under progress-

- i) Contracts for Engineering Consultancy Services for Construction of Western Dedicated Freight Corridor between Rewari – Vadodara & Vadodara-JNPT and Dadri-Rewari
- ii) **Contract Strategy - Design Built Lump sum Contract**
- iii) **Fund ODA STEP Loan from JICA**
- iv) **In order to meet overall 30% STEP obligation under the Loan agreement, utilisation of Japanese Head Hardened Rails for the entire stretch of main line and points and Crossings is mandatory.**



**Dedicated Freight Corridor Corporation of India Limited**  
**(A Government of India Enterprise)**

**THE PROJECT CONTRACT PACKAGES FOR PHASE-I**  
**FOLLOWING CONTRACT PACKAGES ARE PLANNED FOR IMPLEMENTING**  
**PHASE-I**

<b><u>Package No.</u></b>	<b><u>Contract Package</u></b>
<b><u>1</u></b>	<b><u>Civil, Building and Track Works (Rewari – Ajmer)</u></b>
<b><u>2</u></b>	<b><u>Civil, Building and Track Works (Ajmer – Ikbargarh)</u></b>
<b><u>3</u></b>	<b><u>Civil, Building and Track Works (Ikbargarh – Vadodra)</u></b>
<b><u>3A</u></b>	<b><u>Construction of special Steel Bridges between Palanpur-Makarpura</u></b>
<b><u>4</u></b>	<b><u>Electrical &amp; Mechanical (E&amp;M) Works (Rewari – Vadodra)</u></b>
<b><u>5</u></b>	<b><u>Signal and Telecommunication (S&amp;T) Works (Rewari – Vadodra)</u></b>
<b><u>6</u></b>	<b><u>Plant and Equipment (P&amp;E) for Operation and Maintenance</u></b>
<b><u>7</u></b>	<b><u>Procurement-cum-Maintenance of Electric Locomotives and construction of a new Maintenance Depot and facilities for Electric Locomotives</u></b>



## Dedicated Freight Corridor Western Corridor

### CIVIL, BUILDING AND TRACK WORKS PACKAGE 1:

DESIGN AND CONSTRUCTION OF CIVIL, BUILDING AND TRACK WORKS FOR DOUBLE LINE RAILWAY INVOLVING FORMATION IN EMBANKMENT/CUTTINGS, BRIDGES, STRUCTURES, JUNCTION STATIONS, CROSSING STATIONS, ROAD LEVEL CROSSINGS, SIGN BOARDS, BUILDINGS, BALLAST ON FORMATION, TRACK WORKS, INTEGRATION WITH INDIAN RAILWAY SYSTEM INCLUDING TESTING AND COMMISSIONING ON DESIGN-BUILD (DB) WITH LUMP SUM (LS) PRICE BASIS FOR REWARI – AJMER SECTION (APPROX. 283 ROUTE KM) OF WESTERN DEDICATED FREIGHT CORRIDOR.



## Dedicated Freight Corridor Western Corridor

### CIVIL, BUILDING AND TRACK WORKS PACKAGE 2:

CIVIL, BUILDING AND TRACK WORKS PACKAGE 2: DESIGN AND CONSTRUCTION OF CIVIL, BUILDING AND TRACK WORKS FOR DOUBLE LINE RAILWAY INVOLVING FORMATION IN EMBANKMENT/CUTTINGS, BRIDGES, STRUCTURES, JUNCTION STATIONS, CROSS STATIONS, ROAD LEVEL CROSSINGS, SIGN BOARDS, BUILDINGS, BALLAST ON FORMATION, TRACK WORKS, INTEGRATION WITH INDIAN RAILWAY SYSTEM INCLUDING TESTING AND COMMISSIONING ON DESIGN-BUILD (DB) WITH LUMP SUM (LS) PRICE BASIS FOR AJMER – IKBALGARH SECTION (APPROX. 342 ROUTE KM) OF WESTERN DEDICATED FREIGHT CORRIDOR.





## Dedicated Freight Corridor Western Corridor

### MAJOR ELEMENT OF WORKS & STRUCTURAL FEATURES

Structure	Package-1: 283 km (Rewari – Ajmer)	Package-2: 342 km (Ajmer – Ikbargarh)
<b>1. Civil Works</b>		
- Cutting	1.72x10 <sup>6</sup> cum	1.24x10 <sup>6</sup> cum
- Embankment	8.63x10 <sup>6</sup> cum	10.47x10 <sup>6</sup> cum
- Blanket	2.22x10 <sup>6</sup> cum	2.92x10 <sup>6</sup> cum
- Sub-grade	3.04x10 <sup>6</sup> cum	4.31x10 <sup>6</sup> cum
- Important bridges	-	11 nos.
-Viaduct	1 No.	-
- Major bridge	15 nos	83 nos
- Rail flyover	3 nos	1 nos
- Minor bridge	270 nos	505 nos
- ROB	4 nos	2 nos
- RUB	75 nos	60 nos
- Railway crossing	109 nos.	80 nos.



## Dedicated Freight Corridor Western Corridor

### MAJOR ELEMENT OF WORKS & STRUCTURAL FEATURES - Continued

Structure	Package-1: 283 km (Rewari – Ajmer)	Package-2: 342 km (Ajmer – Ikalgarh)
<b>2. Building Works</b>	Approximate Area 15,500 sqm.	Approximate Area 18,200 sqm.
- Junction Station	3 Locations Approximate Area 6,900* sqm	1 Location Approximate Area 2,900 sqm
- Crossing Station	6 Locations Approximate Area 8,600 sqm	10 Locations Approximate Area 15,300 sqm
- Maintenance Depot, MMU, Sub-Depots etc.	At Junction and Crossing Stations as provided in the Bid Documents	At Junction and Crossing Stations as provided in the Bid Documents
- Quarters & Offices	At Junction and Crossing Stations (Approximate Area 30,500 sqm)	At Junction and Crossing Stations (Approximate Area 32,000 sqm)
<b>3. Track Works</b>		
- Ballast	1.55x10 <sup>6</sup> cu.m	1.87 x10 <sup>6</sup> cu.m
- Route Km	283 Km	342 Km



## Dedicated Freight Corridor Western Corridor

### PROJECT FEATURES WESTERN CORRIDOR – PHASE I - PACKAGE 1 & 2

No.	Description	Features
0	<b>Alignment</b>	
		Ikbalgarh – Ajmer - Rewari
1	<b>Route length</b>	
	<b>Total Length Package 1 &amp; Package 2</b>	625 km
2	<b>Gradient</b>	
	<b>Ruling Gradient</b>	1 in 200 (5/1000) -Compensated for Curves
	<b>Steepest Gradient in Yards [Compensated for Curves]</b>	1 in 1200 (0.83/1000) 1 in 400 (2.5/1000) in exceptional case
3	<b>Standards of Construction</b>	
	<b>Gauge</b>	1,676 mm
	<b>Rails</b>	Head Hardened rails 60 kg for the entire stretch of Mainline and Points & Crossings are to be procured from Japan which is mandatory
	<b>Sleepers</b>	PSC 1660 nos./km for Main Line & 1,540 nos./km for loop line & sidings
	<b>Points &amp; crossings</b>	60 Kg rails, 1 in 12 with Thick-Web Curved Switches and CMS crossings on PSC fan shaped sleepers Minor Loop Lines and Non-running lines, 1 in 8 ½ with Thick-Web Curved Switches and CMS crossings on PSC fan shaped sleepers
	<b>Ballast 65 mm Size</b>	350 mm cushion
	<b>Maximum Train Speed</b>	100 km/h
	<b>Type of Traffic and Axle Load</b>	Double Stack Container(DSC) movement with 25 tonne axle load(At Present)



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## Dedicated Freight Corridor Western Corridor

### PROJECT FEATURES WESTERN CORRIDOR – PHASE I - PACKAGE 1 & 2 - Continued

No.	Description	Features
4	<b>Formation</b>	
	<b>Bank Width for Double Line</b>	<b>13.5 m</b>
	<b>Slope of Embankment</b>	<b>2H: 1V</b>
	<b>Cutting width for Double Line</b>	<b>15.9 m (12.9 m+ 2x1.5 m extra for side drains)</b>
	<b>Slope of Cutting</b>	<b>1:1</b>
	<b>Blanketing</b>	<b>0.60 m Depth</b>
	<b>Sub-Grade (Maximum)</b>	<b>1.0 m Depth</b>
5	<b>Curves</b>	
	<b>Maximum Degree of Curvature</b>	<b>2.5 degree curve (700 m radius)</b>
	<b>Curve Compensation</b>	<b>At the rate of 0.04 % per degree of curvature</b>
6	<b>Moving dimensions</b>	
	<b>Vertical MMD</b>	<b>7.1 m for Double Stack Container(DSC)</b>
7	<b>Vertical SOD</b>	
		<b>8.43/8.05 m for DSC</b>
8	<b>Track centers</b>	
	<b>Between Two Tracks of DFC</b>	<b>6.0 m</b>
	<b>Minimum Distance Between Existing Track and DFC</b>	<b>7.0 m 6.0 m (in exceptional cases)</b>



## Dedicated Freight Corridor Western Corridor

### PROJECT FEATURES WESTERN CORRIDOR – PHASE I - PACKAGE 1 & 2 - Continued

No.	Description	Features
9	<b>Bridges</b>	
	<b>Standard of Loading</b>	<b>32.5 Tonne Axle Load, 12.13 Tonne/m Trailing Load</b>
	<b>Total no. of Important Bridges</b>	<b>11 (Total Length-2326m)</b>
	<b>Total no. of Major Bridges</b>	<b>98 (Total Length-4165m)</b>
	<b>Total nos of Viaduct</b>	<b>1 no.(total length-1108m)</b>
10	<b>Road crossings</b>	
	<b>Total no. of Road Under Bridges (New)</b>	<b>135</b>
	<b>Total no. of Railway Crossing</b>	<b>189</b>
	<b>Total no. of Road Over Bridges (ROB)</b>	<b>6</b>
11	<b>Rail flyover</b>	
	<b>Total No of Rail Flyover</b>	<b>4</b>
12	<b>Stations</b>	
	<b>No. of Crossing Stations Double line</b>	<b>16</b>
	<b>No. of Junction Stations</b>	<b>4</b>
	<b>No. of Terminal Stations</b>	<b>0</b>
13	<b>Tunnel</b>	
	<b>Number of Tunnels</b>	<b>0</b>



## Dedicated Freight Corridor Western Corridor

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### **PROJECT FEATURES WESTERN CORRIDOR – PHASE I - PACKAGE 1 & 2 - Continued**

No.	Description	Features
14	<b>Land required</b>	
	Track	3,329 ha
	ROBs	2 ha
	Total	3,331 ha
15	<b>Detour Route</b>	
	<b>Total length of Detour Route</b>	<b>7 Km (approximately)</b>
16	<b>Signalling System</b>	
	Type of Signalling	Automatic Signalling Using AF Track Circuit with Advanced TPWS
	Section Length on double line	2 Km Between Stations 1 Km Nearby Station
17	<b>Train Traction System</b>	
	Type of Train	Electric
	Electrification System	25 KV AC
	Type of Feeding system	AT Feeding System (25kVx2)
18	<b>Train operation</b>	
	Operation Type	One manned operation without brake van
	<b>Maximum Speed</b>	<b>100 km/h</b>
	Traffic Capacity	
	<b>Double Line</b> <b>Single Line (Connecting Lines)</b> <b>Maintenance Block – Double/Single Line</b>	<b>140 nos. per day in each direction</b> <b>25 nos. per day in each direction</b> <b>4 hours</b>

# Comparative Earth work-Contract Package-I

Sector	CPM	Total Length(m)	Average Height of Bank(m)		Average depth of Cutting (m)		
			Proposed Alignment DFCC	IR	Total length(m)	Proposed Alignment DFCC	IR
12	JP	28979	1.5	1.1	9060	1.0	0.91
13	JP	70342	3.1	1.8	11260	1.32	1.39
14	JP	73160	2.6	1.2	33460	1.41	0.9
15	JP	31970	1.8	1.1	10290	0.44	0.47
15	RE-Dadri	14866	3.6	2.3	1040	0.51	0.25
<b>Overall Average</b>		<b>219317</b>	<b>2.5</b>	<b>1.5</b>	<b>65110</b>	<b>0.94</b>	<b>0.79</b>

# Comparative Earth work-Contract Package-II

Sector	CPM	Total Length(m)*	Average Height of Bank(m)		Average depth of Cutting (m)		
			Proposed Alignment DFCC	IR	Total Length (m)	Proposed Alignment DFCC	IR
9	All	60777	2.1	1.4	12260	1.0	1.05
10	All	96159	3.6	2.0	5100	1.2	1.44
11	All	97830	3.7	2.3	4269	5.4	5.04
12	All&JP	53220	2.6	1.6	11220	0.9	0.84
<b>Overall Average</b>		<b>307985</b>	<b>3.0</b>	<b>1.8</b>	<b>32849</b>	<b>2.1</b>	<b>2.09</b>





## Dedicated Freight Corridor Western Corridor

### BRIEF SCOPE OF WORK

- THE FIRST TWO PACKAGES OF THE DEDICATED FREIGHT CORRIDOR – PHASE I BETWEEN IKBALGARH AND REWARI COMPRISING OF 283 KM AND 342 KM ROUTE LENGTHS ARE TO BE CONSTRUCTED AS DOUBLE LINE ELECTRIFIED TRACK WITH 2 X 25 KV AC, 50 HZ, OVERHEAD CATENARY SYSTEM, CAPABLE OF OPERATING AT A MAXIMUM TRAIN SPEED OF 100KM/H WITH AN INITIAL AXLE LOAD OF 25.0 TONNES. **FORMATION AND BRIDGE STRUCTURE ARE TO BE PROVIDED FOR 32.5 TONNES AXLE LOAD AND TRACK STRUCTURE FOR 25 TONNES AXLE LOAD.**
- THE CONTRACTOR SHALL UNDERTAKE THE DESIGN, CONSTRUCTION, MANUFACTURE, SUPPLY, INSTALLATION, TESTING AND COMMISSIONING OF THE CIVIL, STRUCTURES, BUILDINGS AND TRACK WORKS INCLUDING AND WITHOUT LIMITATION, THE DESIGN, CONSTRUCTION, REMOVAL OF ANY TEMPORARY WORKS AND MAINTENANCE & RECTIFICATION OF DEFECTS APPEARING IN THE PERMANENT WORKS IN THE MANNER AND TO THE STANDARDS WITHIN THE TIME STIPULATED BY THE CONTRACT.
- THE SYSTEM DESIGN AND ITS INSTALLATION SHALL BE CARRIED OUT THROUGH OTHER CONTRACTS WHICH INCLUDES ELECTRIFICATION OF THE LINE, NEW SIGNALING AND CONTROL SYSTEMS, NEW TELECOMMUNICATION SYSTEM, SCADA CONTROL SYSTEM AND PROCUREMENT OF ELECTRIC LOCOMOTIVES AND CONSTRUCTION OF DEPOT.
- THE DESIGN OF ALL THE WORKS WILL BE OPERATIONALLY COMPATIBLE WITH THE OTHER INDIAN RAILWAYS (IR) SECTIONS CONNECTING TO THE DFC.
- THE EMPLOYER MAY DECIDE TO TAKE OVER THE CONSTRUCTED SECTIONS FROM THE CONTRACTOR IN A PHASED MANNER, IF PROVIDED IN THE CONTRACT.



## Dedicated Freight Corridor Western Corridor

### PERMANENT WORKS

- THE PERMANENT WORKS SHALL COMPRISE OF BUT NOT LIMITED TO THE DESIGN, CONSTRUCTION, MANUFACTURE, SUPPLY, INSTALLATION, TESTING AND COMMISSIONING OF:
- TRACK SUBSTRUCTURE INCLUDING DRAINAGE, EMBANKMENTS, CUTTINGS, BLANKETING, BALLAST, BRIDGES (MAJOR/MINOR), UNDERPASSES, OVERPASSES, ETC.;
- TRACK SUPERSTRUCTURE INCLUDING BUT NOT LIMITED TO SETTING OUT, BENCHMARKING, RAIL AND SLEEPERS WITH FASTENINGS, RAIL SLAB WHERE NECESSARY, TURNOUTS, BUFFER STOPS, EXPANSION JOINTS, TRACK SIGNAGE, LEVEL CROSSING, ROAD SIGNAGE, ETC.;
- ROAD OVERPASSES AND UNDERPASSES INCLUDING APPROACH RAMPS, SUBSTRUCTURES, SURFACING, DRAINAGE FACILITIES, GUARDRAILS AND LIGHTING IN URBAN AREAS;
- ROAD CONNECTIONS FOR THE ROADS AFFECTED BY THE RAILWAY LINE AND RELEVANT FACILITIES;
- REMODELING OF LEVEL CROSSING GATES, APPROACH ROADS AND DUTY HUT OF EXISTING INDIAN RAILWAYS NETWORK LOCATED ON DFCC ALIGNMENT;
- CONSTRUCTION OF SERVICE ROAD ALL ALONG THE DFC ALIGNMENT;
- PLATFORMS INCLUDING DRAINAGE, FENCING, PAVEMENT, ETC.;



## Dedicated Freight Corridor Western Corridor

### PERMANENT WORKS - Continued

- JUNCTION STATIONS AND CROSSING STATIONS WITH BUILDINGS AND YARD COMPLEXES INCLUDING FENCING, DRAINAGE, SEWERAGE, CRANE-AGE, AND SAFETY EQUIPMENT;**
- BUILDINGS, DRAINAGE, SEWERAGE, OFFICES, STORES, HEATING, CRANE-AGE, LIGHTING, E&M SERVICES AND CAR PARKING, OFFICE EQUIPMENT AND FURNITURE AS KITCHENWARE, BATHROOMS, BEDS ETC., INSTALLATION AND SAFETY EQUIPMENT FOR ON-DUTY MAINTENANCE STAFF INCLUDING ITS FENCING;**
- SIGN BOARDS;**
- RELOCATION OF ELECTRIC LINES OF 33 KV OR LESS WITHIN THE ROW; AND**
- ANY OTHER ACTIVITY CONNECTED WITH THE CONSTRUCTION AND COMMISSIONING OF RAILWAYS.**



## Dedicated Freight Corridor Western Corridor

### UTILITIES IN THE PROJECT AREA

THE UTILITIES HAVE GENERALLY BEEN IDENTIFIED AS PART OF THE FIELD DATA COLLECTION BY THE EMPLOYER. HOWEVER, THERE IS ALWAYS POSSIBILITY OF SOME OF THE UNIDENTIFIED UTILITIES TO BE FOUND DURING THE CONSTRUCTION PERIOD. THESE UTILITIES SHALL BE RELOCATED AS DETAILED BELOW:

- ALL THE TREES (MORE THAN 300MM GIRTH), STRUCTURES, CHARTED OVER GROUND AND UNDERGROUND UTILITIES E.G. WATER PIPE LINE, SEWERAGE PIPE LINE, SIGNALING OR COMMUNICATION CABLES, ELECTRIC LINES (OTHER THAN 33 KV AND LESS OVERHEAD ELECTRIC LINES) SHALL BE REMOVED / RELOCATED / MODIFIED BY THE EMPLOYER THROUGH RELEVANT OWNERS.
- ALL TREES (OF GIRTH 300MM OR LESS), UNCHARTED UTILITIES (IF ANY) AND ELECTRIC LINES OF 33KV OR LESS WITHIN THE RIGHT OF WAY SHALL BE REMOVED /RELOCATED AS PART OF THIS DESIGN AND BUILT CONTRACT.



## Dedicated Freight Corridor Western Corridor

### **INTERFACE COORDINATION**

IKBALGARH - REWARI SECTION SHALL BE ELECTRIFIED WITH 2X25 KV SYSTEMS AND PROVIDED WITH AUTOMATIC SIGNALING. THE CIVIL, BUILDING AND TRACK WORKS CONTRACTOR(S) APPOINTED THROUGH THIS PQ EXERCISE FOLLOWING THE TWO ENVELOPE BIDDING PROCESS SHALL BE REQUIRED TO INTERFACE, COORDINATE AND COOPERATE WITH THE PROJECT WIDE SYSTEMS CONTRACTORS ENGAGED TO EXECUTE THE SIGNALLING, TELECOMMUNICATIONS, ELECTRIFICATION AND SCADA WORKS IN SUCH A WAY THAT COMPLETE RAILWAY SYSTEM IS COMMISSIONED SUCCESSFULLY IN A TIMELY MANNER. THE CIVIL, BUILDING AND TRACK WORKS CONTRACTOR(S) ARE EXPECTED TO PROVIDE THE SYSTEMS CONTRACTORS THE NECESSARY ACCESS ON THE TEMPORARY ROADS CONSTRUCTED BY THEM TO ENABLE THE SYSTEMS CONTRACTORS TO UNDERTAKE THEIR COMPONENT OF WORK. ANY OTHER COSTS INVOLVED OTHER THAN THE ACCESS ROAD, THE PARTIES WILL NEGOTIATE COST SHARING ARRANGEMENTS AMONGST THEMSELVES. DETAILED INTERFACING REQUIREMENTS SHALL BE PROVIDED IN THE BID DOCUMENTS.



## **Dedicated Freight Corridor Western Corridor**

### **INVITATION FOR PRE-QUALIFICATION**

- **APPLICATIONS FOR PRE-QUALIFICATION FOR PACKAGE 1 AND 2 HAVE BEEN INVITED BY DFCCIL ON NOVEMBER 18, 2011.**
- **SUBMISSION OF APPLICATIONS BY APPLICANTS TO DFCCIL : - [28.12.2011](#)**

## Section V. List of Eligible Countries of Japanese ODA Loans

Eligibility for the Provision of Goods, Works and Services in JICA-Financed Procurement

- (1) The Eligible Nationality of the Supplier(s)/ Applicant and all partners constituting the Applicant shall be the following:
  - (a) **Japan in the case of the prime contractor; and**
  - (b) **All countries and areas in the case of the sub-contractor(s).**
- (2) **With regard to (1) above, in case where the prime contractor is a joint venture, such joint venture will be eligible provided that the nationality of the lead partner is Japan, that the nationality of the other partners is Japan and/or India and that the total share of work of Japanese partners in the joint venture is more than fifty percent (50%) of the contract amount.**
- (3) With regard to (1) and (2) mentioned above,
  - (a) **For goods and services, (i) the prime contractor or, in the case of a joint venture, the lead partner and other partners regarded as the Japanese partners shall be nationals of Japan or juridical persons incorporated and registered in Japan, and which have their appropriate facilities for producing or providing the goods and services in Japan and actually conduct their business there; and (ii) in the case of a joint venture, the partners except Japanese partners shall be nationals of India or juridical persons incorporated and registered in Japan or India, and which have their appropriate facilities for producing or providing the goods and services in Japan or India and actually conduct their business there.**
- (4) **Procurement of the following components from Japan is mandatory under this Package;**  
**Head Hardened Rails for the entire stretch of Main Line and Points & Crossings**
- (5) The eligible local manufacturing company would be regarded & counted as of Japanese origin ,in case it satisfies the conditions laid down as [per Para 5.(i)(ii) & (iii) at page-61 of PQ document)
- (6) With regard to Goods procured from the eligible development Partner's Manufacturing companies, the eligible company would be regarded & counted as of Japanese origin ,in case it satisfies the conditions laid down as [per Para 6.(i)(ii) & (iii) at page-62 of PQ document)

# Conflict of interest(COI)

## COI

ITA-4.3- An Applicant shall not have a conflict of interest. All Applicants found to have a conflict of interest shall be disqualified from participating in this prequalification process. An Applicant may be considered to have a conflict of interest with one or more parties in this prequalification process if:

- (a) an Applicant has been engaged by the Employer to provide consulting services for the preparation related to procurement for or implementation of the project;
- (b) an Applicant is any of its associates/affiliates (inclusive of parent firms) mentioned in subparagraph (a) above; or
- (c) an Applicant lends, or temporarily seconds its personnel to firms or organizations which are engaged in consulting services for the preparation related to procurement for or implementation of the project, if the personnel would be involved in any capacity on the same project.

## Requirement

ITA-4.3(PDS)- As part of the Application for Pre-qualification, the Applicant shall submit an undertaking from each of the proposed Partners and Sub-contractors / Sub-consultants, duly signed by their Authorized Signatories, that they do not have any conflict of interest under the provisions of Clause ITA 4.3 (a), (b) & (c).



# Conflict of Interest Contd...

**As per information provided by E&S Consultants, Following firms are currently associated with E&S Consultants**

**1.M/s Wilbur Smith Associates, India**

**2. M/s DHI(India) Water & Environment Pvt. Ltd**

**3.M/s Scott Wilson India Pvt. Ltd**

**4.CH2M Hill (India) Pvt. Ltd**

**5.Consulting Engineering Services(India) Pvt, Ltd(CES)**

Plus

29.1(c ) (PDS) – the Employer shall not consider prequalification of any applicant by omitting any ineligible partner / Sub-contractor/ Sub-consultant , included in the application for Prequalification.

# Banning of Business

## ITA 4.7(PDS)

- The Applicant shall be considered in-eligible if any of its Partners and / or Sub Contractors / Sub Consultants included in the Application for Prequalification has been banned for business with Ministry of Railways along with any of its attached and subordinate offices through an order issued by Ministry of Railways as per list available on Web site ( <http://www.indianrailways.gov.in/railwayboard> ) of Civil Engg. Directorate of Railway Board pertaining to Banning of Business, with the Banning being valid as on the last date of submission the PQ Application.
- The Applicant / each partner of the joint venture or association including the proposed sub-contractors, sub-consultants shall submit an undertaking to this effect duly signed by their authorized signatory along with the Application for prequalification.

# General definitions

## ITA 4.1 (PDS)

- For the purpose of this pre-qualification document the following definition shall apply:
- **'Applicant'** : It is the collective single entity consisting of **'Prime Contractor'** with its **'Sub-contractor(s) & Sub-consultants'**
- **'Prime Contractor'** may be single entity or **'a joint venture or partner in JV'** or **'association or its member'** excluding **Sub Contractor'** & **Sub Consultants** with the formal intent, as evidenced by a letter of intent, to enter into an agreement or under an existing/pre-existing agreement
- **'Partners'** : **Prime Contractor** or in case where the **Prime Contractor** is a joint venture or association , **'Partners'** would include all the constituent members of the joint venture or association.
- **'Authorised Signatory'**: For the purpose of this pre-qualification, the **Authorised Signatory** shall mean the person authorized to sign on behalf of **Partner / Sub-contractor/ Sub consultant** under a **Power of Attorney** and supported by a resolution from the respective **Board of Directors**

# Credentials

## ITA 24.1 (PDS)

- The Credentials of Associates, Parent Companies or Sister Companies shall not be considered unless they are part of joint venture / association.
- Both in case of 100% owned SPVs as well as subsidiaries, with respect to (a) Technology (b) Financials and (c) Intellectual Property Rights, the parent company can aggregate these for the purpose of qualification criteria so long as the parent company prepares a consolidated balance sheet that includes the financials of these subsidiaries and SPVs.
- However, this will not be permitted in case of clause no. 4.2(b) of Section III i.e. experience in key activities undertaken by subsidiaries (including 100% SPVs) will not qualify as experience of Parent Company unless the subsidiaries (including 100% SPVs) are also part of the Consortiums /Joint Venture/Association.
- Rules for Rounding off Numerical Values : While evaluating the quantitative credentials of the Applicant, the decimal values shall be rounded off to the next higher digit e.g a figure of say 14.1 shall be rounded off to 15 for evaluation purpose.

# Documentary Evidence in support of experience

## ITA 14.1(PDS)

The Applicant shall also submit Documentary evidence / Client's Certificates in support of the Applicant's claim of the Experience (General and Specific) in respect of each contract as included in Section IV, Application Forms In case of the works / financial situations involving foreign currencies, the same shall be converted to USD by first converting it to Japanese Yen and then to USD by applying the foreign exchange rate as specified in Section III : Qualification Criteria and Requirements.

The experience certificate issued by the Engineer acting on behalf of the Client shall also be considered provided the documentary evidence, establishing the appointment of the said Engineer by the Client. is also submitted along with the experience certificate issued by the said Engineer,

In case of PPP projects, the Concessionaire can give experience certificate in respect of the EPC/ Construction Contractor. However such certificate will need to be countersigned by the concerned Public Authority who has granted the concession clearly indicating the name, designation and official address of the signing authority



# Check List

- From Page no-40 to 42 of PQ document, you would find a detailed Check List which would have to be mandatorily filled in as per given format. Under Column marked Reference, details of page number of PQ application being submitted would have to be specifically referred



## Dedicated Freight Corridor Western Corridor

### PRE-QUALIFYING CRITERIA

**TO PRE-QUALIFY, THE APPLICANTS MUST MEET THE FOLLOWING KEY QUALIFYING CRITERIA EITHER AS SINGLE ENTITY OR AS JOINT VENTURE**

<p><b>FINANCIAL PERFORMANCE (COMMON FOR ALL PACKAGES)</b> SUB CLAUSE 3.1</p>	<p><b>FOR THE LAST FIVE (5) YEARS APPLICANT TO DEMONSTRATE THE CURRENT SOUNDNESS OF THE APPLICANT'S FINANCIAL POSITION AND ITS PROSPECTIVE LONG TERM PROFITABILITY.</b></p> <p><b>APPLICANT'S NET WORTH CALCULATED AS THE DIFFERENCE BETWEEN TOTAL ASSETS AND TOTAL LIABILITIES SHOULD BE POSITIVE FOR TOTAL OF FIVE (5) YEARS.</b></p> <p><b>THE TOTAL LIABILITIES INCLUDE LONG-TERM AND SHORT TERM LIABILITIES.</b></p>
<p><b>AVERAGE ANNUAL CONSTRUCTION TURNOVER (PER PACKAGE)</b> SUB CLAUSE 3.2</p>	<p><b>MINIMUM AVERAGE ANNUAL CONSTRUCTION TURNOVER OF US\$ 250 MILLION, CALCULATED AS TOTAL CERTIFIED PAYMENTS RECEIVED FOR CONTRACTS IN PROGRESS OR COMPLETED, WITHIN THE LAST FIVE (5) YEARS.</b></p> <p><b>TO BE PREQUALIFIED FOR BOTH PACKAGES, THE APPLICANTS MUST COMPLY THE MINIMUM AVERAGE ANNUAL CONSTRUCTION TURNOVER 500 MILLION USD.</b></p> <p><b>THE AVERAGE ANNUAL CONSTRUCTION TURNOVER RELATED TO ALL ACTIVITIES CONSISTING OF BUILDING/ ASSEMBLING /ERECTION OF PHYSICAL ASSETS, TRANSPORTATION INFRASTRUCTURE, MANUFACTURING PLANTS, PIPE LINES, POWER PROJECTS, TRANSMISSION LINES, STEEL STRUCTURE, RAILWAY PROJECT, REFINERIES ETC.</b></p>





## Dedicated Freight Corridor Western Corridor

### PRE-QUALIFYING CRITERIA - Continued

#### **NOTES/CLARIFICATIONS:**

#### **SUB CLAUSE 3.2: AVERAGE ANNUAL CONSTRUCTION TURNOVER (PER PACKAGE)**

#### **IN CASE OF JOINT VENTURE/ASSOCIATION:**

- **ATLEAST ONE PARTNER MUST MEET 40% OF THE REQUIREMENT;**
- **EACH PARTNER MUST MEET 25% OF THE REQUIREMENT;**
- **THE LEAD PARTNER SHOULD HAVE MAXIMUM FINANCIAL STAKE AMONGST THE OTHER JV PARTNER/S OR ASSOCIATION PARTNER/S IN THE JV AGREEMENT FOR THE PROJECT;**
- **THE INDIVIDUALS OR FIRMS IN A JOINT VENTURE OR ASSOCIATION SHALL BE JOINTLY AND SEVERALLY LIABLE; AND**
- **THERE IS NO LIMITATION ON NUMBER OF JV PARTNERS.**

#### **EXCHANGE RATE FORM FIN 3.2:**

**THE FOREIGN EXCHANGE RATE SHALL BE TTS RATE OF BANK OF TOKYO MITSUBISHI –UFJ(BTMU) AS ANNOUNCED ON 28 DAYS PRIOR TO FINAL SUBMISSION DATE OF APPLICATION FOR PRE-QUALIFICATION.**



## Dedicated Freight Corridor Western Corridor

### PRE-QUALIFYING CRITERIA - Continued

<p><b>GENERAL CONSTRUCTION EXPERIENCE</b> SUB-CLAUSE 4.1</p>	<p><b>EXPERIENCE UNDER CONSTRUCTION CONTRACTS IN THE ROLE OF CONTRACTOR, MANAGEMENT CONTRACTOR, OR SUBCONTRACTOR, <sup>1</sup> FOR AT LEAST THE LAST <u>FIVE (5) YEARS</u> PRIOR TO THE APPLICATION SUBMISSION DEADLINE, AND WITH <u>ACTIVITY IN AT LEAST NINE (9) MONTHS IN EACH YEAR.</u></b></p>
<p><b>SPECIFIC CONSTRUCTION EXPERIENCE</b> SUB-CLAUSE 4.2 (a)</p>	<p><b>EXPERIENCE EXCLUSIVELY IN THE ROLE OF PRIME CONTRACTOR OR PARTNER, IN EXISTING OR PAST JV "IN AT LEAST (A) TWO (2) CONTRACTS OF 150 MILLION USD EACH OR (B) THREE (3) CONTRACTS OF 100 MILLION USD EACH WITHIN THE LAST TEN (10) YEARS, (PRIOR TO THE APPLICATION SUBMISSION DEADLINE) THAT HAVE BEEN SUBSTANTIALLY COMPLETED OR HAVE RECEIVED TAKING-OVER CERTIFICATE FOR WHOLE OF THE WORKS AS THE RESULT OF SUCCESSFULLY AND SUBSTANTIALLY COMPLETED AND THAT ARE SIMILAR TO THE PROPOSED WORKS. THE PROJECTS SHALL BE CONSIDERED TO HAVE BEEN SUBSTANTIALLY COMPLETED IF THE APPLICANT HAS RECEIVED PAYMENT AGAINST THE WORKS DONE TO THE EXTENT OF 90% OR MORE OF THE CONTRACT VALUE</b></p> <p><b>THE SIMILARITY SHALL BE BASED ON THE PHYSICAL SIZE, COMPLEXITY, METHODS/TECHNOLOGY OR OTHER CHARACTERISTICS AS DESCRIBED IN SECTION VI, SCOPE OF WORKS. THE WORKS PERTAINING TO RAILWAYS, HIGHWAYS, SEA/AIR PORTS, DAMS/ HYDROELECTRIC POWER PROJECTS (HPP), AND IRRIGATION PROJECTS SHALL ONLY BE CONSIDERED. IN ADDITION TO THE ABOVE, THE BUILDING WORKS EXECUTED IN THERMAL POWER PROJECTS, HEAVY INDUSTRIES AND REFINERIES SHALL ALSO BE CONSIDERED.</b></p>



## Dedicated Freight Corridor Western Corridor

### PRE-QUALIFYING CRITERIA - Continued

<p><b>SPECIFIC CONSTRUCTION EXPERIENCE</b> SUB-CLAUSE 4.2 (b)</p>	<p><b>FOR THE ABOVE OR OTHER CONTRACTS EXECUTED DURING THE PERIOD STIPULATED IN 4.2 (a) ABOVE, A CONSTRUCTION EXPERIENCE, AS PRIME CONTRACTOR, MANAGEMENT CONTRACTOR, OR SUBCONTRACTOR, IN THE FOLLOWING KEY ACTIVITIES:</b></p> <ol style="list-style-type: none"><li>(1) MINIMUM 4X10<sup>6</sup> CUM OF EARTH FILL IN ANY ONE YEAR (CALENDAR YEAR OR FINANCIAL YEAR);</li><li>(2) MINIMUM 100,000 CUM CONCRETE OF BRIDGES/FLYOVER/CULVERTS IN ANY ONE YEAR CALENDAR YEAR OR FINANCIAL YEAR)</li><li>(3) BUILDING HAVING TOTAL FLOOR AREA OF MINIMUM 12,000 SQM IN ANY ONE YEAR CALENDAR YEAR OR FINANCIAL YEAR); AND</li><li>(4) MINIMUM 110 KM OF MECHANIZED TRACK LAYING IN ANY ONE YEAR CALENDAR YEAR OR FINANCIAL YEAR);</li></ol> <p><i><u>(Mechanise Track Laying means:- 'Laying or Re-Laying of Rail Panels of 260meters or more welded by mobile/stationery Flash Butt Welding Plant under control conditions in depots. Track linking by use of portals, cranes, rail threader, track laying machines &amp; use of temping machines, dynamic track stabilizers, shoulder ballast compacters for making track fit for traffic movement.'</u>)</i></p> <p><b>NOTE: TO BE PREQUALIFIED FOR BOTH PACKAGES, THE APPLICANTS MUST COMPLY EXPERIENCE IN KEY ACTIVITIES TWO TIMES, THE ABOVE INDIVIDUAL KEY EXPERIENCE.</b></p>
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## Dedicated Freight Corridor Western Corridor

### PRE-QUALIFYING CRITERIA - Continued

<p><b>GENERAL DESIGN EXPERIENCE</b>  <b>SUB-CLAUSE 4.3</b>  <b>(a)</b></p>	<p><b>EXPERIENCE EXCLUSIVELY IN THE ROLE OF PRIME CONTRACTOR, SUBCONTRACTOR, DESIGN CONSULTANT OR SUB-DESIGN CONSULTANT IN AT LEAST TWO (2) DESIGN CONTRACTS OF US\$ 650,000 WITHIN THE LAST TEN (10) YEARS, THAT HAVE BEEN SUBSTANTIALLY COMPLETED OR HAVE RECEIVED TAKING-OVER CERTIFICATE FOR WHOLE OF THE WORKS AS THE RESULT OF SUCCESSFULLY AND SUBSTANTIALLY COMPLETED AND THAT ARE SIMILAR TO THE PROPOSED WORKS. THE PROJECT SHALL BE CONSIDERED TO HAVE BEEN SUBSTANTIALLY COMPLETED IF THE APPLICANT HAS RECEIVED PAYMENT AGAINST THE WORK DONE TO THE EXTENT OF 90% OR MORE OF THE CONTRACT VALUE.</b></p> <p><b>THE SIMILARITY SHALL BE BASED ON THE PHYSICAL SIZE, COMPLEXITY, METHODS/TECHNOLOGY OR OTHER CHARACTERISTICS AS DESCRIBED IN SECTION VI, SCOPE OF WORKS. THE WORKS PERTAINING TO RAILWAYS, HIGHWAYS, SEA/AIR PORTS, DAMS/ HYDROELECTRIC POWER PROJECTS (HPP), AND IRRIGATION PROJECTS SHALL ONLY BE CONSIDERED. IN ADDITION TO THE ABOVE, THE BUILDING WORKS EXECUTED IN THERMAL POWER PROJECT, HEAVY INDUSTRIES AND REFINERIES SHALL ALSO BE CONSIDERED.</b></p>
<p><b>SPECIFIC DESIGN EXPERIENCE (PER PACKAGE)</b>  <b>SUB-CLAUSE 4.3</b>  <b>(B)</b></p>	<p><b>FOR THE ABOVE OR OTHER CONTRACTS EXECUTED DURING THE PERIOD STIPULATED IN 4.3 (a) ABOVE, A MINIMUM DESIGN EXPERIENCE IN THE KEY ACTIVITIES:</b></p> <p><b>(1) SHOULD HAVE DESIGNED RAILWAY / HIGHWAY ALIGNMENT, EMBANKMENT IN SIMILAR NATURE (PHYSICAL SIZE, COMPLEXITY AND METHOD FORMS; AND</b></p> <p><b>(2) SHOULD HAVE DESIGNED AT LEAST 5 MAJOR BRIDGES / FLYOVERS / ROBS / RUBS OF SIMILAR NATURE AS PROPOSED.</b></p> <p><b>NOTE: TO BE PREQUALIFIED FOR BOTH PACKAGES, THE APPLICANTS DESIGN EXPERIENCE IN KEY ACTIVITIES WILL BE SAME THAT OF ONE PACKAGE.</b></p>



## Dedicated Freight Corridor Western Corridor

### Working Conditions, Availability of Manpower & Material

<b>WORKING SEASON</b>			
<b>SECTION</b>	<b>DURATION OF RAINFALL</b>	<b>RAINFALL IN MM</b>	<b>WORKINGH SEASON</b>
<b>REWARI - IKBALPUR</b>	<b>JULY - SEPTEMBER</b>	<b>SCANTY RAINFALL 400 TO 450 MM</b>	<b>ALMOST 11 MONTHS</b>

#### AVAILABILITY OF CONSTRUCTION MATERIAL

- **EARTHFILL MATERIAL** : IN GENERAL, EARTH FILL MATERIAL WILL BE AVAILABLE WITHIN REASONABLE LEAD. HOWEVER, IT NEEDS TO BE TIED WITH LOCAL FARMERS/LAND OWNERS BY CONSTRUCTION FIRMS .
- **BALLAST**: GOOD QUALITY STONE BALLAST QUERIES ARE AVAILABLE WITHIN REASONABLE LEAD OF THE PROPOSED WDFC ROUTE. SOME OF THE QUARRIES ARE LOCATED NEAR THE FOLLOWING LOCATIONS:  
  
MAHENDERGARH, NEEM KA THANA, KUND, RINGUS, RENWAL, KALWAD, CHANDBAZI, NARAINA, SOJAT ROAD, BAR, JABAIBANDH, SIROHI ROAD, AND MORTHALA
- **MANPOWER**: SKILLED, SEMI-SKILLED, UNSKILLED WORK FORCE AVAILABLE ALONG THE ALIGNMENT.
- **APPROACH**: IN MOST OF THE ALIGNMENT EXCEPT AT A FEW LOCATIONS, KUCHA/PUCCA ROADS (ALL WEATHER ROADS) ARE AVAILABLE ALONG THE ALIGNMENT.

# Corringendum to PQ

Sr no	Original reference	Revised reference
1	9 <sup>th</sup> line from top “Invitation to Prequalification No:2010/WC/Ph.1/PQ	9 <sup>th</sup> line from top on page-4 should read as “Invitation to Prequalification No:2011/WC/Ph.1/PQ
2	Line no-1 from top “Submission of Bids(by Bidders):09- 03-2012”	1 <sup>st</sup> line from top on page-6 should read as “Submission of Bids(by Bidders):10-06- 2012”

# Encapsulation of earlier Q&A session

S No.	Questions raised	Client response
1	The work is to be executed in India, we are forming a Joint Venture/Consortium with Japanese party as a Lead member of consortium and we are mentioning official address of consortium in India, whether it is acceptable	Yes
2	kindly confirm that the submission certificates duly certified by Client (mentioning work experience) does not required to be endorsed by public notary and/or Indian Embassy/ <b>Hague Convention</b> apostille for the lead Partner.	Public notary and/or Indian Embassy/ <b>Hague Convention</b> apostille certification for the lead Partner is not required.
3	Kindly specify the maximum no of JV partners allowed	No limitation.

# Encapsulation of earlier Q&A session..

S No.	Questions raised	Client response
4	Kindly clarify if the PQ documents can be purchased by any one member on behalf of JV	Yes
5	Whether the entire land required for the development of corridor, including stations and detours is in the possession of the employer (DFCCIL).	DFCCIL has acquired more than 90% of the land required (ROW) for these two packages. It is envisaged that the land required for these two packages will be in possession of DFCCIL before the DB Contractor is in position
6	Whether post bidding the work shall be awarded to a single lowest bidder in both the packages.	Yes, provided they qualify for both the packages



# Encapsulation of earlier Q&A session..

S No.	Questions raised	Client response
7	<p>The Applicant does not have any litigations which may negatively impact to its performance of this project, however, there are several small litigations which does not affect for this project. Even in case it is obvious that all pending litigation (including arbitration) in total represents very small comparing with the Applicant's net worth and do not affect to the execution of the contract(s), is it still required to list up all litigation cases? Please kindly consider waiving such requirement in the above case.</p>	<p>Applicant is required to list all of pending litigations (including arbitration) in the construction contracts.</p>

# Encapsulation of earlier Q&A session..

S No.	Questions raised	Client response
8	In case qualifying works have been executed in joint venture, we understand credit proportionate to % participation in JV or as per actual scope shall be considered. Please confirm	Yes, Please quantify on an actual work execution basis in a JV.
9	Reference to Building Floor Area Experience, please clarify how experience will be calculated in one year (calendar or financial) because unlike earthwork or concreting, construction of buildings in terms of floor area or built-up area cannot be month-wise / year wise calculated unless you allow linear interpolation. For example, can a building of 42000 SQ Mt constructed in 21 months be considered as “24000 SQ Mt in 12 months” considering linear interpolation? Please clarify.	Yes

# Encapsulation of earlier Q&A session..

S No.	Questions raised	Client response
10	In case the applicant who would like to participate both Contract Package 1 and 2 (CTP-1 and CTP-2), do we have to pay only INR 10,000/-?? Or we have to pay INR 20,000/-??	Please pay INR 10,000 only.
11	Experience related to Key activities, can it be met by adding the experiences of different partners? Experience related to key activities would be two times for both the packages?	Yes,  Yes



**THANKS**