

Dedicated Freight Corridor Corporation of India Limited
(A Government of India Enterprise)
ADDENDUM NO. 08 Dated 26/10/2018
ADDENDUM /AMENDMENTS TO THE BIDDING DOCUMENT FOR

“PROCUREMENT OF DESIGN, SUPPLY, CONSTRUCTION, INSTALLATION, TESTING AND COMMISSIONING OF 2X25KV AC ELECTRIFICATION, SIGNALLING & TELECOMMUNICATION, E&M AND ASSOCIATED WORKS ON DESIGN-BUILD LUMP SUM BASIS OF KHURJA-PILKHANI SECTION (APPROXIMATELY 220 ROUTE KM OF SINGLE LINE) OF EASTERN DEDICATED FREIGHT CORRIDOR”

ICB No.: HQ/SYS/EC/D-B/Khurja – Pilkhani

Following Amendments are hereby made to the Bidding Document, issued on 14.05.2018 for submission of Stage-1 (Technical Proposal) Bids for 2x25kV, 2x25 kV AC Traction Electrification, Signalling & Telecommunication, E&M and Associated Works (Contract Packages 305), in accordance with ITB 8:

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|----|---|----------|-------------------|------------------------------------|--|--|----|----------------------|---|---|---|---|
| 1 | 1 | - | 157 & 158 of 1271 | Sub Cost Centre 2.2.4.6 & 2.2.4.12 | Train Management System (TMS) and Service & Diagnostics System (S&D) | Replace “Auto Location Huts” with Block Section Huts”. | | | | | | |
| 2 | 2 | 2 | 466 of 1271 | Table 5.2.2 | Train operation plan | <p>Replace the table 5.2.2: Train Operation Plan as under:</p> <p>Table 5.2.2: Train operation plan.</p> <table border="1" style="width: 100%;"> <thead> <tr> <th>SN</th> <th>Train Operation plan</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>The system contractor will prepare the train operation chart considering the traffic requirement given in subsequent para and propose to the engineer for getting approval of DFCCIL. After approval from the engineer the same should be used for conducting electrical stimulation.</td> </tr> <tr> <td>2</td> <td>The section wise total number of trains/day, considering a mix of single train and double train in the ratio of 2:1 are as follows: -</td> </tr> </tbody> </table> | SN | Train Operation plan | 1 | The system contractor will prepare the train operation chart considering the traffic requirement given in subsequent para and propose to the engineer for getting approval of DFCCIL. After approval from the engineer the same should be used for conducting electrical stimulation. | 2 | The section wise total number of trains/day, considering a mix of single train and double train in the ratio of 2:1 are as follows: - |
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| 1 | The system contractor will prepare the train operation chart considering the traffic requirement given in subsequent para and propose to the engineer for getting approval of DFCCIL. After approval from the engineer the same should be used for conducting electrical stimulation. | | | | | | | | | | | |
| 2 | The section wise total number of trains/day, considering a mix of single train and double train in the ratio of 2:1 are as follows: - | | | | | | | | | | | |

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|----|-----------------------------|-------------------------------|--------------------------|---------------------------|---|---|----|-------------------|-------------------------------|--------------------------|---------------------------|----|---------------------|-----------------------------|------------------|---------|---------------------------|------------------|-------|--------------------------|---------|---|----------------------------|--------|---------------|---------|
| | | | | | | <table border="1"> <thead> <tr> <th></th> <th>Section</th> <th>Total Trains Up+Dn</th> </tr> </thead> <tbody> <tr> <td></td> <td>New Khurja – New Pilkhani</td> <td>46</td> </tr> <tr> <td></td> <td>New Pilkhani – New Kalanaur</td> <td>80</td> </tr> <tr> <td></td> <td>New Kalanaur – New Sambhu</td> <td>66</td> </tr> <tr> <td></td> <td>New Sambhu – New Sirhind</td> <td>52</td> </tr> <tr> <td></td> <td>New Sirhind – New Sahnewal</td> <td>36</td> </tr> </tbody> </table> <p>3 A mix of single train and double train in the ratio of 2:1 shall be considered for both Up and Dn train.</p> <p>4 Empty trains can be taken as 33% of the total trains given above.</p> <p>5 Operation time – 20 hours daily. 4 hours have been kept as maintenance requirement.</p> <p>6 Train stoppage – consider stoppage for block section clearing, keeping in view the absolute block signaling system to enable above traffic requirement operation.</p> <p>7 For double Train – 13000 T; For single Train – 6500 T</p> | | Section | Total Trains Up+Dn | | New Khurja – New Pilkhani | 46 | | New Pilkhani – New Kalanaur | 80 | | New Kalanaur – New Sambhu | 66 | | New Sambhu – New Sirhind | 52 | | New Sirhind – New Sahnewal | 36 | | |
| | Section | Total Trains Up+Dn | | | | | | | | | | | | | | | | | | | | | | | | |
| | New Khurja – New Pilkhani | 46 | | | | | | | | | | | | | | | | | | | | | | | | |
| | New Pilkhani – New Kalanaur | 80 | | | | | | | | | | | | | | | | | | | | | | | | |
| | New Kalanaur – New Sambhu | 66 | | | | | | | | | | | | | | | | | | | | | | | | |
| | New Sambhu – New Sirhind | 52 | | | | | | | | | | | | | | | | | | | | | | | | |
| | New Sirhind – New Sahnewal | 36 | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 2 | 2 | 486 of 1271 | Table 7.1.3 | List of Proposed Sub Sectioning Posts (SSP) (Mid-Section) | <p>Replace the table 7.1.3: List of Proposed Sub Sectioning Posts (SSP) (Mid-Section) as under:</p> <p>Table 7.1.3: List of Proposed Sub Sectioning Posts (SSP) (Mid-Section)</p> <table border="1"> <thead> <tr> <th>SN</th> <th>Installation Name</th> <th>Approx. DFCC Chainage (in Km)</th> <th>Parallel/ Detour Section</th> <th>Available Plot Size (sqm)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>New Bulandshahr SSP</td> <td>26.00</td> <td>Parallel Section</td> <td>55mx25m</td> </tr> <tr> <td>2</td> <td>New Gulaothi SSP</td> <td>42.00</td> <td>Parallel Section</td> <td>55mx25m</td> </tr> <tr> <td>3</td> <td>New Pilkhua SSP</td> <td>23.200</td> <td>Meerut Detour</td> <td>55mx25m</td> </tr> </tbody> </table> | SN | Installation Name | Approx. DFCC Chainage (in Km) | Parallel/ Detour Section | Available Plot Size (sqm) | 1 | New Bulandshahr SSP | 26.00 | Parallel Section | 55mx25m | 2 | New Gulaothi SSP | 42.00 | Parallel Section | 55mx25m | 3 | New Pilkhua SSP | 23.200 | Meerut Detour | 55mx25m |
| SN | Installation Name | Approx. DFCC Chainage (in Km) | Parallel/ Detour Section | Available Plot Size (sqm) | | | | | | | | | | | | | | | | | | | | | | |
| 1 | New Bulandshahr SSP | 26.00 | Parallel Section | 55mx25m | | | | | | | | | | | | | | | | | | | | | | |
| 2 | New Gulaothi SSP | 42.00 | Parallel Section | 55mx25m | | | | | | | | | | | | | | | | | | | | | | |
| 3 | New Pilkhua SSP | 23.200 | Meerut Detour | 55mx25m | | | | | | | | | | | | | | | | | | | | | | |

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| | | | | | | <table border="1" data-bbox="1160 201 1960 520"> <tr> <td data-bbox="1167 209 1240 280">4</td> <td data-bbox="1240 209 1480 280">New Meerut Cantt SSP</td> <td data-bbox="1480 209 1637 280">53.220</td> <td data-bbox="1637 209 1778 280">Meerut Detour</td> <td data-bbox="1778 209 1960 280">55mx25m</td> </tr> <tr> <td data-bbox="1167 280 1240 363">5</td> <td data-bbox="1240 280 1480 363">New Mansoorpur SSP</td> <td data-bbox="1480 280 1637 363">110.1</td> <td data-bbox="1637 280 1778 363">MOZ Detour</td> <td data-bbox="1778 280 1960 363">55mx25m</td> </tr> <tr> <td data-bbox="1167 363 1240 440">6</td> <td data-bbox="1240 363 1480 440">New Deoband SSP</td> <td data-bbox="1480 363 1637 440">34.740</td> <td data-bbox="1637 363 1778 440">MOZ Detour</td> <td data-bbox="1778 363 1960 440">55mx25m</td> </tr> <tr> <td data-bbox="1167 440 1240 520">7</td> <td data-bbox="1240 440 1480 520">New Tapri SSP</td> <td data-bbox="1480 440 1637 520">100.00</td> <td data-bbox="1637 440 1778 520">Parallel Section</td> <td data-bbox="1778 440 1960 520">55mx25m</td> </tr> </table> <p data-bbox="1160 555 1263 580">NOTES:</p> <ol data-bbox="1205 608 2056 1294" style="list-style-type: none"> Chainage 49.695 Km of Parallel section is taken as 00.00 Km of Meerut Detour. Chainage 67.760 Km is the end point of Meerut Detour. Chainage 86.920 Km of Parallel section is at the Chainage 67.760 Km of Meerut Detour. Chainage 111.994 Km of Parallel section is taken as 00.00 Km of MOZ Detour. Chainage 42.765 Km is the end point of MOZ Detour. Chainage 152.231 Km of Parallel section is at the Chainage 42.765 Km of MOZ Detour. Reference point at parallel section Chainage 169.41 Km has been redesignated as 98.297 Km of DFCCIL Chainage. Reference point at DFCCIL Chainage 120.899 Km has been redesignated as 00.00 Km of DFCCIL Chainage in Pilkhani-Kalanur section. Sketch no. GC/DFCC/Route Plan/CP-305) is attached depicting Chainage points. | | | | | 4 | New Meerut Cantt SSP | 53.220 | Meerut Detour | 55mx25m | 5 | New Mansoorpur SSP | 110.1 | MOZ Detour | 55mx25m | 6 | New Deoband SSP | 34.740 | MOZ Detour | 55mx25m | 7 | New Tapri SSP | 100.00 | Parallel Section | 55mx25m |
| 4 | New Meerut Cantt SSP | 53.220 | Meerut Detour | 55mx25m | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | New Mansoorpur SSP | 110.1 | MOZ Detour | 55mx25m | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6 | New Deoband SSP | 34.740 | MOZ Detour | 55mx25m | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | New Tapri SSP | 100.00 | Parallel Section | 55mx25m | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|----|------------------------|--------------|-------------------------------|--------------------------|---|---|----|-------------------|--------------|-------------------------------|--------------------------|---|--------------|----|-------|------------------|---|--------------|-----|-------|------------------|---|------------------------|-----|-------|------------------|
| 4 | 2 | 2 | 487 of 1271 | Table 7.1.4 | List of Proposed TSS, SP & SSP up to next TSS of Sahnewal-Pilkhani Section (CP-304) | <p>Replace the table 7.1.4: List of Proposed TSS, SP & SSP up to next TSS of Sahnewal-Pilkhani Section (CP-304) as under:</p> <p>Table 7.1.4: List of Proposed TSS, SP & SSP up to next TSS of Sahnewal-Pilkhani Section (CP-304)</p> <table border="1"> <thead> <tr> <th>SN</th> <th>Installation Name</th> <th>Installation</th> <th>Approx. DFCC Chainage (in Km)</th> <th>Parallel/De tour Section</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>New Pilkhani</td> <td>SP</td> <td>117.7</td> <td>Parallel Section</td> </tr> <tr> <td>2</td> <td>New Kalanaur</td> <td>SSP</td> <td>9.420</td> <td>Parallel Section</td> </tr> <tr> <td>3</td> <td>New Jagadhari Workshop</td> <td>TSS</td> <td>24.30</td> <td>Parallel Section</td> </tr> </tbody> </table> | SN | Installation Name | Installation | Approx. DFCC Chainage (in Km) | Parallel/De tour Section | 1 | New Pilkhani | SP | 117.7 | Parallel Section | 2 | New Kalanaur | SSP | 9.420 | Parallel Section | 3 | New Jagadhari Workshop | TSS | 24.30 | Parallel Section |
| SN | Installation Name | Installation | Approx. DFCC Chainage (in Km) | Parallel/De tour Section | | | | | | | | | | | | | | | | | | | | | | |
| 1 | New Pilkhani | SP | 117.7 | Parallel Section | | | | | | | | | | | | | | | | | | | | | | |
| 2 | New Kalanaur | SSP | 9.420 | Parallel Section | | | | | | | | | | | | | | | | | | | | | | |
| 3 | New Jagadhari Workshop | TSS | 24.30 | Parallel Section | | | | | | | | | | | | | | | | | | | | | | |
| 5 | 2 | 3 | 756 of 1271 | Sub-Clause 1.4.1 (1) | Scope of Works | <p>Add the following para after last sentence of the Sub-Clause 1.4.1 (1):</p> <p>“This shall also include all necessary signalling alterations/replacements in Design, Drawings, Signalling Works, Power Supply arrangement and SM control terminal etc. at New Khurja Jn Station (Built under system contract CP-104 / CP-105) and New Pilkhani Station (Built under system contract CP-304)”.</p> | | | | | | | | | | | | | | | | | | | | |
| 6 | 2 | 3 | 756 of 1271 | Sub-Clause 1.4.1 (2) | Scope of Works | Replace “Khurja” with “New Khurja Jn” and “Pilkhani” with “New Pilkhani” in Sub-Clause 1.4.1 (2). | | | | | | | | | | | | | | | | | | | | |
| 7 | 2 | 3 | 764 of 1271 | Sub-Clause 2.2.4 (b) | Control System – System Requirement | Delete the words “including modified Automatic Signals of mid-section” from para 2.2.4(b) | | | | | | | | | | | | | | | | | | | | |
| 8 | 2 | 4 | 962 of 1271 | Sub-Clause 5.3.9.13(2) | Network Management System | Delete “Sub-Clause 5.3.9.13(2)(h)” from Sub-Clause 5.3.9.13(2) | | | | | | | | | | | | | | | | | | | | |
| 9 | -DELETED- | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 10 | 3 | - | 1250 of 1271 | Sub-Clause 20.6 (b) (i) | Arbitration | Add the following after “1996”: “, as amended by the Arbitration and Conciliation (Amendment) Act 2015 or any statutory amendment thereof.” | | | | | | | | |
| 11 | 3 | - | 1255 of 1271 | Sub-Clause 13.8 | Annexure-I to Appendix to Tender Price Adjustment | Delete Annexure – I to the Appendix to Tender in its entirety and replace with the attached Annexure – I (Revised) to Appendix to Tender. | | | | | | | | |
| 12 | 4 | - | 14 | Sub Clause 1.4 (c), sr. no. 3 | General Supply Diagram | Please refer attached Drawing No. GC/DFCC/PS/GSD/305, Rev. 1 | | | | | | | | |
| 13 | 4 | - | - | - | Access Schedule for “Formation and Track of CP-303” | Add new item 9 in PART 4 reference document; “9. ACCESS SCHEDULE FOR FORMATION AND TRACK OF CP-303” | | | | | | | | |
| 14 | 2 | 1 | 341 of 1271 | 12.23.1 | Deliverable Documents | SN-13 of the table is replaced as under: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 5%;">13</td> <td style="width: 25%;">Operational Safety Case</td> <td style="width: 5%;">P</td> <td style="width: 5%;"></td> <td style="width: 5%;"></td> <td style="width: 5%;">U</td> <td style="width: 5%;"></td> <td style="width: 40%;">Second report shall be submitted within 7 days after the completion of safety validation test.</td> </tr> </table> | 13 | Operational Safety Case | P | | | U | | Second report shall be submitted within 7 days after the completion of safety validation test. |
| 13 | Operational Safety Case | P | | | U | | Second report shall be submitted within 7 days after the completion of safety validation test. | | | | | | | |
| 15 | Part 2 | 2 | 502 of 1271 | 8.4 (3) (a) | Contact Wire | Please add the following at the end of the para: “The Contact Wire will be of BC type (Round Bottom).” | | | | | | | | |
| 16 | Part 2 | 2 | 510 of 1271 | 8.18.1 (1) (d) | Insulators | Replace entire para with the following: “Porcelain insulators as per RDSO specification No. TI/SPC/(OHE)/INS/0070 shall be provided at all locations except at polluted locations and LC Gates where insulators as per RDSO Specification No. TI/SPC/OHE/INSCOM/1071 shall be used. The locations where polluted zone type of insulators is to be installed shall be proposed after survey and shall be installed with the approval of Engineer.” | | | | | | | | |
| 17 | Part 2 | 2 | 518 of 1271 | 10.2.2 (A) (1) | Scope of works | Replace sub para with the following: “(1) Operator Work Stations (2 Nos.) at OCC for entire Sahnewal-Pilkhani-Khurja Section.” | | | | | | | | |

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| 18 | Part 2 | 5 | 1113 of 1271 | 4.8.2 | THE EQUIPEMENT AND FACILITIES FOR AUXILIARY SCADA | Replace entire para with the following: The video wall for displaying the traction SCADA at OCC for Khurja-Pilkhani section shall be provided by the Contractor CP-305. |
| 19 | Part 2 | 5 | 1151 of 1271 | 10.1 (5) | SCOPE | Replace entire para with the following: (5) The video wall for displaying the traction SCADA at OCC for the Khurja-Pilkhani Section shall be provided by the Contractor under Contract Package CP-305, as specified in PS Vol 3 of the Employer's Requirement. |
| 20 | Part 2 | 4 | 1026 of 1271 | 11.5.2.1.1(9) | Fixed Box type IP Cameras (Shutter Speed) | Replace "1 to 1/100000" with "1 to 1/10000" |
| 21 | Part 2 | 4 | 1035 of 1271 | 12.3.7(1) | Technical Requirement | Replace "Input Voltage Range (Single phase): 230 V AC (+10%, -20%)" with "Input Voltage Range (Single phase): 165 V-260V AC". |
| 22 | Part 2 | 4 | 1036 of 1271 | 12.3.7(2) | Technical Requirement | Replace "Input Frequency: 50 Hz + / - 5 %" with "Input Frequency: 50 Hz + / - 2 Hz." |
| 23 | Part 2 | 2 | 488 of 1271 | Table 7.3.2 | Rated Secondary Voltage 55 KV / 2X 27 KV | In the S.No 4 of Table 7.3.2 replace " 55 kV / 2X 27 kV" with " 55 kV / 2X 27.5 kV" and where ever it exists in the Bid document. |
| 24 | 2 | 5 | 1185 of 1271 | Clause 17.5.3 | Road & Culverts | Replace the text "bitumen concrete (BC)" in the second line of the clause with "Reinforced Cement Concrete (RCC)" |
| 25 | 2 | 2 | 439 of 1271 | 3.2.4 (9) | Design by Computer Simulation | In Para, the word "BEC" is to be replaced by " BEC (If required)" And also in para 3.3.1 (5)(d), 3.3.1 (7), 6.2.2, 6.2.3, 6.3 (2)(e), 8.1.1 (3) (c), 8.9, 8.20.1, 8.20.4(3), 8.21.1, 18.4.1(1)(f) |
| 26 | 2 | 2 | 479 of 1271 | 6.10 (1) | Galvanisation of all outdoor steel works | Replace the content of clause 6.10(1) with the following: Steel Structure for outdoor TSS, SSP, ATS (if any) and those required for support of overhead equipment, all Small Parts Steel (SPS) works shall be hot dip galvanised as per RDSO's specification no. ETI/OHE/13 (4/84 or latest). The zinc coating specified in the equipment specification if any will also be considered and most stringent zinc coating out of the two will be applicable as approved by the Engineer. The polluted areas shall be |

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| | | | | | | identified as a result of pollution mapping by the contractor and approved by the Engineer, where the zinc coating shall be 1000 gm/m2 on steel structures. In case of need to use nonstandard SPS at special locations to be fixed to the steel structure, these shall be with clamps to avoid drilling of galvanised mast sections. |
| 27 | 2 | 2 | 505 of 1271 | 8.8 | Flexible Droppers | Replace the content of 1st sentence of clause 8.8 with the following: "Flexible droppers shall be of minimum nominal cross section of 10 sq mm and shall confirm to DIN 43138". |
| 28 | 2 | 4 | 989 of 1271 | 7.5.6.3 | Block Wiring | Please add the following at the end of the para: "PSTN connection shall be provided by the Employer". |
| 29 | 2 | 4 | 1035 of 1271 | 12.2.2 | Design Requirements | Replace entire para with the following: Provision of suitable Earth Leakage Detector and Alarms shall be made for all the power supplies (except where the - 48 V DC power supply is used) at each location (OCC, Stations, GSM-R Locations, LC Gate Locations, etc.). |

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