Dedicated Freight Corridor Corporation of India Limited

(A Government of India Enterprise)

ADDENDUM NO. 21 Dated 16/05/2018

ADDENDUM /AMENDMENTS TO THE BIDDING DOCUMENT FOR

"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 SAHNEWAL – PILKHANI SECTION (APPROXIMATELY 175 ROUTE KM OF SINGLE LINE) OF EASTERN DEDICATED FREIGHT CORRIDOR"

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

Following Amendments are hereby made to the Bidding Document, issued on 08.06.2017 for submission of Stage-1 (Technical Proposal) Bids for 2x25kV, 2x25 kV AC Traction Electrification, Signalling & Telecommunication, E&M and Associated Works (Contract Packages 304), in accordance with ITB 8:

<table>
<tr><th>SN</th><th>Part No.</th><th>Vol. No.</th><th>Page No.</th><th>Clause No.</th><th>Item</th><th>Amendments in the Bidding Document</th></tr>
<tr><td>153</td><td>2</td><td>2</td><td>481 of 1309</td><td>Table 5.2.2</td><td>Train operation plan</td><td>
Replace the table 5.2.2:Train Operation Plan as under:

Table 5.2.2: Train operation plan

<table>
<tr><th>SN</th><th>Train Operation plan</th></tr>
<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 simulation.</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:-
<table>
<tr><th>Section</th><th>Total Trains Up+Dn</th></tr>
<tr><td>New Khurja – New Pilkhani</td><td>46</td></tr>
<tr><td>New Pilkhani – New Kalanaur</td><td>80</td></tr>
<tr><td>New Kalanaur – New Sambhu</td><td>66</td></tr>
<tr><td>New Sambhu – New Sirhind</td><td>52</td></tr>
<tr><td>New Sirhind – New Sahnewal</td><td>36</td></tr>
</table>
</td></tr>
<tr><td>3</td><td>A mix of single train and double train in the ratio of 2:1 shall be considered for both Up and Dn train.</td></tr>
<tr><td>4</td><td>Empty trains can be taken as 33% of the total trains given above.</td></tr>
<tr><td>5</td><td>Operation time – 20 hours daily. 4 hours have been kept as maintenance requirement.</td></tr>
<tr><td>6</td><td>Train stoppage – consider stoppage for block section clearing, keeping in view the absolute block signaling system to enable above traffic requirement operation.</td></tr>
<tr><td>7</td><td>For double Train – 13000 T; For single Train – 6500 T</td></tr>
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</td></tr>
</table>

SN	Part No.	Vol. No.	Page No.	Clause No.	Item	Amendments in the Bidding Document
154	2	2	482 of 1309	5.5	System Requirements	**Replace the contents of sub clause 5.5.1 (6) with the following:** (6) For failure of one TSS, the system shall be able to support 100% train service under normal and emergency feeding conditions. The regeneration figure shall be considered zero for simulation purpose. For Traction Power Simulation consider wind speed of 0.5 m/s and Power factor of 0.95.
155	2	4	1038 of 1309	8.4.6	Interoperability Requirements (MTRC)	**Replace the contents of Sub clause 8.4.6.1 with the following:** Intelligent Network (IN), Network Sub System (NSS) and Base Station Subsystem (BSS) being provided under this contract shall comply with the inter-operability requirements for mobile equipment (Cab Radio & Hand Portable as per EIRENE specifications) to be supplied under this contract, in use over Indian Railways and to be supplied for other GSM-R networks of DFCCIL. Bidder shall submit final NOBO certificate at design stage.

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