

KHURJA – PILKHANI SECTION
OF
EASTERN DEDICATED FREIGHT CORRIDOR
TECHNICAL PROPOSAL OF CIVIL, STRUCUTRE AND TRACK WORKS:
CONTRACT PACKAGE: 303
RESPONSES TO PRE-BID QUERIES OF THE BIDDERS

Dated : 17.10.2016

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
1.	Part 4 – Reference Document - Volume 3 Geotech data	Geotech details for the major bridge nos. mentioned below is not available: D/MTC 224, D/MTC 269, D/MOZ 59, D/MOZ 61, D/MOZ 81, D/MOZ 90, D/MOZ 104, D/MTC 207, D/MTC 224, D/MTC 286, 154, D/MOZ 25, D/MOZ 37, D/MOZ 30, 210, 219, 227. Please Provide.	All the available Geo-tech data with Employer has been included in Part 4 - Site Data of the Bidding Document. No further data is available and hence cannot be provided.
2.	Part 4 – Reference Document - Volume 3 Geotech data	Hydraulic data for the major bridge nos. mentioned below is not available. 32 & 32A, D/MTC 4, D/MTC 40, D/MTC 139, D/MTC 163, D/MTC 180, D/MTC 182, D/MTC 190, D/MTC 207, D/MTC 212, D/MTC 214, D/MTC 224, D/MTC 237, D/MTC 241, D/MTC 246, D/MTC 269, D/MTC 282, D/MTC 286, 154, D/MOZ 25, D/MOZ 37, D/MOZ 30,	All the available Hydraulic data with Employer has been included in Part 4 - Site Data of the Bidding Document. No further data is available and hence cannot be provided.

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		219, 227. Please provide.	
3.	Part 4 – Reference Document - Volume 5.3 Other Drawings	<ol style="list-style-type: none"> 1) Location and size of Platforms are not clear from the drawings. Please clarify. 2) Depot / Stabling yard layout and details not available. Please provide. 3) The area (land site plan) for housing is not available. Only different housing types have been indicated. Please provide the details. 4) Please confirm whether all new station buildings are typical? 5) Please confirm whether all old station buildings are typical? 6) Please confirm whether Staff Quarters for the type A B C are typical? 7) Please provide numbers of lock gate lodge and their type. 8) Please provide numbers of depot and their type. 9) Please provide numbers of sub depot and their type. 10) Please confirm whether all tanks are typical? 	<ol style="list-style-type: none"> 1.Attention of the Bidder is drawn to Clause 9.0 (1) at Pg. 201 & 202, Volume 4, Section VI, Part 2 of the Bidding Document wherein the size and specification of the platform has been mentioned. 2.Stabling Yard is required to be designed and constructed by the Contractor. The details of the land to be used as a depot are already mentioned in Clause 17.3 (3) (c) at Pg. 235, Volume 5, Section VI, Part 2 and Table No. 11, Volume 1 Sectional Data at Pg. 32, Part 4 of the Bidding Document. 3.The query is not very clear. It appears that the site plan for different housing structures (Quarters) is being sought. In this regard, the attention of the Bidder is drawn to Note 1 & 2, Table No. 14, Volume 1 Sectional Data at Pg. 35, Part 4 of the Bidding Document. The type plans for each type of housing (Quarters) has also been attached in the Bid Document. These plans indicate the exact area to be constructed for each type of Quarter. 4.Typical drawings for the new Station buildings are already attached in the Bid Document. However, the Contractor may please note that development of the Plans & detailed drawings for the buildings is part of the scope of the work, details of which have been included in Appendix 18, Volume 6, Section VI, Part 2 of the

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			<p>Bidding Document.</p> <p>5.No, all old station buildings are not typical.</p> <p>6.The typical drawings for all type of Staff Quarters are attached in Volume 5.3 - Other Drawings, Part 4 of the Bidding Document. However, the Contractor may please note that development of the plans & detailed drawings for the buildings is part of the scope of the work, details of which have been included in Appendix 18, Volume 6, Section VI, Part 2 of the Bidding Document.</p> <p>7.Attention of the Bidder is drawn to Table No. 9 at Pg. 30 of Sectional Data - Volume 1, Part 4 of the Bidding Document where the details of Level Crossings to be extended and Gate Lodges to be constructed have been provided.</p> <p>8.Attention of the Bidder is drawn to Clause 2.0 (6) (h) 1. A. at Pg. 127 & 128, Volume 1, Section VI, Part 2 of the Bidding Document.</p> <p>9.Attention of the Bidder is drawn to Clause 2.0 (6) (h) 1. A. at Pg. 127 & 128, Volume 1, Section VI, Part 2 of the Bidding Document.</p> <p>10. There is no typical plan for the Overhead Water Tank.</p>
4.	General	<p>1) Please provide Plan & Profile Drawings with Yard Layout in Cad format.</p> <p>2) Please provide Digital Terrain model or survey data with ground</p>	<p>1. Bidders may collect CD in AutoCAD format in respect of Project Sheets and GADs of the Bridges from the office of DFCCIL on submission of such request to DFCCIL. However, in case of any difference in AutoCAD drawings and tender drawings in pdf,</p>

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(1)	(2)	(3)	(4)
		<p>levels and coordinates.</p> <p>3) Please provide Feasibility report of the project.</p> <p>4) Please provide AutoCAD files of Plan and profile for service road. Also, please confirm whether drawings provided (Finished road level) are part of tender document?</p>	<p>tender drawings in pdf shall prevail.</p> <p>2. This information is not available, hence cannot be provided.</p> <p>3. Information regarding project mentioned in the bid document is considered sufficient for the consideration of the work.</p> <p>4. Construction of the service road along the alignment for the use of DFCCIL is not part of the scope of the work. There is however a requirement of service roads for Quarters and Stations. The specifications of such roads have been given in Clause 1.3(16), Appendix 18, Section VI, Part 2 of the Bidding Document. Some of the roads to be constructed in ROW / shifted out of ROW have been detailed in Table No. 14 of Part 4 Site Data. The construction of these roads will be governed by provisions of Appendix 1, Volume 6, Section VI, Part 2 of the Bidding Document. No AutoCAD plans and profiles for the same are available.</p>
5.	Part 2, Volume 1 (Page 126,127 & 131), Para 2(c), 2(n) & 2(o) Scope of Works	No mention of time limit for approval process. Please clarify.	It is not feasible to provide time limit for the approval process as it would vary from case to case depending upon the complexity of the issue. Accordingly, the bid document does not provide the time limit for approval process.
6.	Part 2, Volume 4 (Page 188), Para 4.2.9 Design Criteria & Specification	Purchase of Rails - Please clarify.	Please refer Clause 4.2.9, Volume 4, Section VI, Part 2 of the Bidding Document where clear provisions for purchase of rails have been specified.
7.	Part -1, Section II, Bid Data Sheet, ITB 19.1 (page 40 of 443 of Bid Document)	The deadline for submission of First Technical Proposal is 24.10.2016.	Please refer ITB 19.1 and 21.1

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		Please extend the deadline by 3 months i.e. upto 31.01.17	
8.	<p>Part 1 – Bidding Procedure Clause 26.2, Page No. 22 of 443</p> <p>The deadline, for submission of Second Stage bids will be specified in the invitation to submit Second Stage bids, pursuant to ITB 35.1.</p>	<p>ITB Clause No. 35.1 does not exist. As such the dead line for submission of second stage bidding is not in the document.</p> <p>Kindly provide ITB Clause 35.1.</p>	<p>The deadline for submission of Second Stage Bids will be provided during invitation to submit Second Stage Bids.</p> <p>In view of the above, request is not accepted. The provision(s) of Bidding Documents shall prevail.</p>
9.	<p>Part 1 – Bidding Procedure, Section III – Evaluation and Qualification Criteria Clause 2.3, Page No. 46 of 443</p> <p>The Bidder shall propose to arrange the following minimum key personnel during the execution of work for Contract Package No. 303</p>	<p>Technical Bid submission to award of Contract takes substantial time and there are all possibilities that the personnel proposed for this work may not be available by that time.</p> <p>Therefore, it is requested to kindly provide the facility to replace the key personnel with equal qualification criteria.</p>	<p>The CVs are required and shall be evaluated during first stage technical evaluation. However, these key personnel could be replaced, with the approval of the Engineer, at a later stage subject to meeting the requirements of Bid Document.</p>
10.	<p>Part 1 – Bidding Procedure, Section III – Evaluation and Qualification Criteria Clause 2.4, Page 49 of 443 Equipment</p> <p>The Bidder shall demonstrate that it will have access to essential equipment /plants during the execution of Works. The Bidder shall provide ownership / renting / leasing / arrangement details of proposed items of equipment using Form number EQU in Section IV of Bidding Document.</p>	<p>In the table of essential equipment/plant required during construction, the number of equipment/machinery is not mentioned.</p> <p>Kindly provide the required number in the col. Of minimum nos.</p>	<p>Arrangement for key equipment is to be provided by bidder which will be evaluated during 1st Stage Technical Evaluation.</p> <p>The Bidder is required to propose the number of equipment required to complete the work as per his methodology and work programme. Please refer to paragraph 2.2 [Technical Submittals] of Annexure-1 of Section III Evaluation and Qualification Criteria.</p> <p>In view of the above, request is not accepted. The provision(s) of Bidding Documents shall prevail.</p>

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11.	<p>Part 1 – Bidding Procedure, Section III – Evaluation and Qualification Criteria Clause 4.3, Page 52 of 443 Time Schedule for Completion of Works.</p>	<p>The project length is approximately 222 route km of single railway line which will be a major work and shall take substantial time for completion of the project.</p> <p>In contract agreement on page no. 344 of 443, Clause 1 (iii), under Construction Phase it is mentioned that</p> <p>“Construction work may be avoided during rainy season to avoid erosion and spreading of loose material”.</p> <p>It is suggested that the time of completion 1200 days may be calculated excluding three raining seasons i.e 270 days.</p> <p>As such Construction Period should be 1200+270=1470 days.</p> <p>DFCC may kindly consider for amendment.</p>	<p>Request not accepted. The provision(s) of Bidding Document shall prevail.</p>
12.	<p>Section VI – Employer’s Requirement Volume 3 – Design Procedures and Processes Clause 3.0, Point (1), Page 150 of 443</p> <p>The Contractor is to develop his Definitive Design</p>	<p>Kindly give the status of land required for project work.</p>	<p>The awards for 80% of land have been declared. The disbursement of compensation is in progress.</p>

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	which enables the construction to be done within the land acquired or proposed to be acquired by the Employer for the project.		
13.	<p>Bid Document, Part 2, Section VI, Volume 6, Appendix 13 Clause 11, Page 329 of 443</p> <p>Borrow areas shall be identified and finalized by the Contractor in consultation with the Engineer. Formal agreement between landowners and the Contractor has to be made. Suitability of borrow areas from civil Engineering as well as environmental consideration has to be ensured. Meeting the guidelines/notifications as stipulated from time to time by the Ministry of Environment and Forests and Climate Change (MoEFCC), Government of India, and local bodies, as applicable shall be the sole responsibility of the Contractor. Borrow Area shall not be opened/operated without prior approval of Engineer and Environmental Clearance (EC) from State Environment Impact</p> <p>Assessment Authority as per MoEFCC Rules. The contractor shall obtain necessary clearances including environmental clearances from SEIAA (State Environment Impact Assessment Authority) before opening Borrow area.</p>	<p>The clearance from Ministry of Environment and Forest and climate change (MoEFCC) Govt. of India, State Government department Assessment Authority (SEIAAA) as per rules of MoEFCC and local bodies for the approved borrow area are to be obtained by the Contractor.</p> <p>For obtaining the clearances, from the departments is a very lengthy and time consuming process. In Govt. offices contractor is treated as a business man and profit sharing person and dealt accordingly by the officials.</p> <p>To avoid such lengthy, time consuming costly practice, it is suggested that after the approval of borrow area the case of clearance should be forwarded by the DFCC to MoEFCC & SEIAAA Authorities for speedy action.</p> <p>DFCC may kindly consider to make necessary amendment in</p>	Request not accepted. The provision(s) of Bidding Document shall prevail.

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		this clause.	
14.	<p>Bid Document, Part 2, Section VI, Volume 6, Appendix 13, Point (2) : Land Acquisition/Division Clause 30, Page 343 of 443 Environmental Management Plan (EMP) and Responsibilities:-</p> <p>Point (2):- 829.08 ha. Land will be acquired. Ownership of land within the RoW and at crossing stations, Detours should be confirmed 31526 Nos. of Project Affected Persons (PAPs) identified Resettlement Action Plan to be prepared for the PAPs and provide compensation as per RAP.</p>	<p>Point (2) Land Acquisition cost is to be paid by DFCC. Resettlement Action Plan for Project Affected Persons (PAP's) is to be prepared and compensation to be paid to the PAP's as per RAP. The disbursement of compensation to PAP's be done by DFCC Authority. As regards the cost, the same may please be assessed by Authority and be recovered from the contractor. Contractor may not be involved in the public dealing otherwise construction activities shall be adversely affected.</p> <p>DFCC may kindly consider for amendment in the interest of project work.</p>	Resettlement and any payment thereof is not the responsibility of the Contractor.
15.	<p>Bid Document, Part 2, Section VI, Volume 6, Appendix 13, Point (3): Relocation of Cultural and Religious Properties 110 CPRs Identified. The contractor should ensure that the public consensus and the relocation is completed before construction work is taken up as detailed in Appendix 1 of this Volume.</p>	In Appendix details of Cultural and Religious Properties are not given. Kindly provide the list of CPR for correct assessment of cost relocation of CPR.	The details of all the religious structures to be relocated are given in Part 4, Volume 1 Sectional Details – Table No. 15 Chartered Utility List - Civil Structures of the Bidding Document.
16.	General Plan & Profile, GAD Drawings	To facilitate detail studies, kindly provide soft copies of Plan & Profile, GAD drawings in AutoCAD	Bidders may collect CD in AutoCAD format in respect of Project Sheets and GADs of the Bridges from the office of DFCCIL on submission of such request to

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		format.	DFCCIL. However, in case of any difference in AutoCAD drawings and tender drawings in pdf, tender drawings in pdf shall prevail.
17.	General Feasibility Study/ Detailed Project Report	To have a better understanding on the Project, please provide the Feasibility Study/ Detailed Project Report.	Information regarding project mentioned in the bid document is considered sufficient for the consideration of the work.
18.	General Alignment Drawing and other Building drawings	Request to provide Auto Cad Drawing of full Alignment and Building drawings.	Please refer to response at Serial no. 16.
19.	General Soil Investigation	Please provide bore log locations nearer to bridge pier & abutments.	All borehole logs are available in Part - 4 of the Bidding Documents and have been uploaded on the DFCC website. No further details are available and hence cannot be provided.
20.	General Borehole Location Map	Please furnish Borehole Location Map.	Location of each borehole is identified in the borehole logs, which are available in Part - 4 of the Bidding Documents. No further details are available and hence cannot be provided.
21.	Part 2 Vol 1 Scope of Works/ Pg 131 CRS Approval The works may require mandatory approval from CRS etc,	In our other project i.e. RFO Ganjkhwaja, DFCC has taken the responsibility for getting approval from CRS etc. Bidder requests DFCC to act accordingly by taking CRS Approval on Traffic Block, Power Block & GAD on their part as & where required for the said project.	Request not accepted. The provision(s) of Bidding Document shall prevail.

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22.	General: Clearances/Approvals	In order to complete the project within stipulated Period, we request department to arrange the applicable clearances / approval from the concerned authorities prior to the award of work.	Request not accepted. Provision(s) of Bid Document shall prevail.
23.	General: Details of Foundations	Please provide the Foundation details of existing major bridges to the bidders.	The details are not available, hence cannot be provided.
24.	Hydrology data for different bridges.	HFL as listed in this document will be considered to check the proposed Formation Level (FRL). Is it mandatory to follow the FRL at Bridge as well as embankment location as per the tender drawings? Can it be modified as per calculation (HFL + Clearance / free board + structure depth)?	Formation and other levels indicated in Site Data Part 4 are only indicative. Contractors are required to finalize the alignment design at their end. Attention of Bidders is invited to provisions of Volume 4 – Design Criteria and Specifications, Section VI, Part 2 of the Bidding document.
25.	General Plan and Profile Drawing	Is it mandatory to maintain at least existing Rail Level for the parallel tracks?	Alignment Design shall be governed by the provisions of Volume 4 – Design Criteria and Specifications, Section VI, Part 2 of the Bidding document.
26.	Price Adjustment	We request you to consider the Price Adjustment clause on all track related works including all rail fastenings and fittings.	Request not accepted. Provisions of Bid document will prevail.
27.	General Site Visit	We request department please arrange Common Site Visit along with all bidders for better Understanding /examination of site.	Request not accepted. However, the Bidder may conduct the site visit on their own for better understanding of the site.

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28.	General Approved vendor / Manufacturers List	We request you to provide list of approved vendor/ manufacturers for specialized items if any.	DFCC does not maintain any approved list of suppliers / manufacturers.
29.	Part 2 Volume 4, Clause 2.3.3, Page 171 of 443 Geotechnical Investigations The Contractor shall carry out additional subsurface investigations along the alignment which may include boring, sounding, trial pits, sampling, field and laboratory testing etc. as required to supplement and confirm the geotechnical information.	We feel that only confirmatory and additional geotechnical investigation may be sufficient for verification purposes. However, we require your confirmation if it is mandatory to conduct geophysical testing in addition to carrying out geotechnical investigations.	In addition to the requirement of Clause 2.3.3 at Pg. 171, Volume 4, Section VI, Part 2 of Bidding document, the Bidders may refer to Clause 3.3 and its sub paragraphs at Pg. 180 and 181, Volume 4, Section VI, Part 2 of Bidding document. Provision(s) of Bidding Document shall prevail
30.	Part 4 / Volume 5.3 Site Detail / Other Drawings	The Drawings of the Type – II and Type – III Quarters are not legible. Kindly provide the legible drawings.	The drawings of Type II & III Quarters available with Employer have been provided in Part-4 Site data. The bidders may purchase the Hard Copy of Bidding Documents for better clarity.
31.	Part 4 / Volume 5.3 Site Detail / Other Drawings	The title of the Drg. No. DFC/2016/BPD is “MINIMUM BALLAST PROFILE SINGLE LINE B.G. FOR STRAIGHTS AND CURVES” while the drawing shows the indicative site plan of Bharat Petroleum depot falling on alignment of EDFC in Saharanpur yard to be relocate. Kindly clarify	Please refer to Addendum No. 2 dated dd.mm.2016.
32.	Part 2/ Volume 4, Clause 3.1 (15), Page 176 of 443 Reinforced Soil Walls/ Structures: Reinforced soil walls/structures should be designed in accordance with any of the following standards/guidelines - BS	Reinforced Soil walls to be designed as per any of BS 8006-1-2010, FHWA GEC-011 codes. However, there is no provision of Seismic analysis in BS codes. Kindly mention the codes to be	Provisions of Bidding Document are clear and sufficient for the seismic design.

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	8006 – 1:2010, FHWA GEC-011. The design requirements.....	referred to for Seismic analysis.	
33.	Part 2/ Volume 3, Clause 2.0 Page 148-149 of 443 Requirements During the Design Phase	Please clarify that total length and span arrangement of the bridges, ROBs, RUBs and RFO can be modified during preliminary and final design stage as per actual site requirement and for cost optimisation.	<ul style="list-style-type: none"> • GADs of the RFOs are indicative. The span arrangement can be altered to suit the site conditions. • The opening of RUBs shall be governed by Clause 3.1 (34) at Pg. 179, Volume 4, Section VI, Part 2 of the Bidding Document. • For other bridges, the Bidders may refer to Clause 3.0 of Volume 4, Section VI, Part 2 of the Bidding Document.
34.	Part 4 Sectional details, Volume 5.2	Please confirm whether the type of superstructure/substructure can be modified or not?	GADs, are indicative and for guidance only. Any type of superstructure/sub structure meeting the Design requirements stipulated in Bid document can be adopted by Contractor.
35.	Part 2/ Volume 4, Clause 5.1 (7), Page 200 of 443 The layout of Crossing station buildings and service buildings like IMD, IMSD, shall be as included in Site Details, Part 4 of the Bidding Documents. The contractor shall develop the layout, architectural plan and elevation and detailed design and drawings of various facilities as brought out in the relevant drawings of station building, service building and residential quarters. The General Arrangement drawings will be approved by Engineer and consented by employer.	Key plans, location plan etc are not provided which would be required to determine the exact location and area where Station building, IMD, IMSD, Railway Quarters and Staff Quarters are to be built.	The Bidder may refer to Appendix 18, Volume 6, Section VI, Part 2 of the Bidding Document wherein the approximate chainages for all type of station buildings, IMD and IMSDs have been indicated. The stations where the railway quarters, staff quarters and Gate Lodges are required to be constructed have also been indicated. However, the exact site for construction of these structures will be identified by the Contractor with the approval of the Engineer.
36.	Part 4, Volume - 5.4 Site Detail /Yard Plans (ESP)	Platform locations not shown in the all yard plans. Kindly provide the required details	Attention of the Bidder is drawn to Clause 9.0 (1) at Pg. 201 & 202, Volume 4, Section VI, Part 2 of the Bidding Document wherein the size and specification of the

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			platform has been mentioned.
37.	Part 4, Volume - 5.4 Site Detail /Yard Plans (ESP) 303_Volume_- 5.4__ESP 3 of 11 303_Volume_- 5.4__ESP 4 of 11 303_Volume_- 5.4__ESP 8 of 11	No yard detail shown in yard plan of New Mohiuddinpur, New Merut cantt and New Deoband. Please provide the yard plan of the same which contain all details of yard.	The question is not properly understood. Fact remains that all the requisite details have been shown in the Yard Plans of these stations.
38.	Part 2 / Volume 4, Clause 4.8 (2), Page 197 of 443 Contractor may refer IR drawing RDSO RT-6902 for 60 kg, RT-6922 for 60 kg, which are under trial. Contractor may refer above drawings and other relevant drawings for Switch Expansion Joints. Proven designs from reputed manufacturers giving satisfactory performance on heavy haul operating environment similar to DFC can also be considered for adoption	It is requested that you may kindly provide the name of the manufacturers whose design is giving satisfactory performance on heavy haul operating environment and has been adopted in DFCCIL projects.	This is part of the Bid preparation process to be undertaken by the Contractor(s).
39.	Part 2 / Volume 4, Clause 4.12, Page 199 of 443 Design of the friction type buffer stops shall be of the type that is being adopted by heavy haul railways operating under similar conditions as on DFC."	Kindly share the name of the manufacturer of Friction buffer stop, whose buffer stops are already used in DFC projects.	This is part of the Bid preparation process to be undertaken by the Contractor(s).
40.	Part 2 / Volume 4, Clause 4.1.1 (7), Page 183 of 443	The list of the RDSO drawings given, these drawings are for speed potential of 30 KMPH with 1673 mm gauge but DFCC requirement is 55 KMPH speed potential with 1676 mm gauge as such drawings are to be modified. It is not mentioned that	The detailed design of Turnouts to the specification mentioned in the Bidding Document is the responsibility of the Bidder / Contractor.

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		<p>when the drawings are modified by the contractor for the required speed potential then who will certify the authenticity of the speed potential of the drawings. It is requested that DFCCIL may kindly mention the suitable RDSO drawing no. of 55 KMPH speed potential with 1676 mm gauge.</p>	
41.	<p>Part 2 / Volume 4, Clause 4.4.1 (3), Page 189 of 443</p> <p>The Contractor shall be responsible for the detailed design manufacturing and assembling of the turnouts and derailing switches suitable for above requirements. The Contractor shall also be responsible for design, manufacture and installation of track fixture required for the interlocking arrangements. Necessary coordination with the Signalling & Telecommunication Contractor will be done by the Contractor.</p>	<p>It is mentioned that the contractor shall be responsible for detailed design manufacturing and assembling of Turnouts & derailing switches suitable for above requirement i.e. 55 KMPH speed potential, but it is not mentioned that who will give approval for its correctness as per safety norms for DFCC track & RDSO approval. It is requested that approved RDSO drawing no. be provided.</p>	<p>Please refer to response at Serial no. 40.</p>
42.	<p>Part 2 / Volume 6, Clause 1 (3), Page 273 of 443</p> <p>In compiling its Works Programme and in all subsequent updating and reporting, the Contractor shall make provision for the time required for co-ordinating and completing the design, construction, procurement, manufacture, supply, installation, testing, commissioning and integrated testing of the Works.</p>	<p>The works programmes of all interfacing subcontractors need to be made available for the CST Contractor to be able to prepare the integrated works programme.</p>	<p>The Bidders are requested to refer to Appendix 3, "Design And Construction Interfaces", Volume 6, Section VI, Part 2 of the Bidding Document.</p>

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43.	<p>Part 2 / Volume 6, Clause 5 (7), Page 271 of 443</p> <p>Any additional costs arising to the Contractor due to his late and/or improper interfacing with the other contractors and/or Indian Railways, shall be to the Contractor's account. Such improper interfacing shall include, but not be limited to:</p> <p>a) Late provision of interfacing information b) Failure to adhere to agreed interface c) Changing an interface after it has already been agreed and signed off</p>	<p>We request that the CST Contractor may be made responsible as detailed out in this sub clause, only when similar provisions as in clause 5(7) (a), (b) and (c) are included in the the RFP / Contract of the interfacing contractor.</p>	<p>Provisions(s) of the Bidding Document shall prevail.</p>
44.	<p>Part 2 / Volume 4, Clause 4.4.1 (3), Page 189 of 443</p> <p>The Contractor shall be responsible for the detailed design manufacturing and assembling of the turnouts and derailing switches suitable for above requirements. The Contractor shall also be responsible for design, manufacture and installation of track fixture required for the interlocking arrangements. Necessary coordination with the Signalling & Telecommunication Contractor will be done by the Contractor.</p>	<p>It is to be made mandatarly for the signalling contractor that it may provide in a timely manner as per the CST contract Work Programme, all signalling schematics, cable and fixture details in desired format, so as to accommodate interlocking arrangements in track fixtures.</p>	<p>The Bidders are requested to refer to Appendix 3, "Design And Construction Interfaces", Volume 6, Section VI, Part 2 of the Bidding Document.</p>
45.	<p>Part 2 / Volume 4, Clause 4.4.1 (3), Page 189 of 443</p> <p>The Contractor shall be responsible for the detailed design manufacturing and assembling of the turnouts and derailing switches suitable for above requirements. The Contractor shall also be</p>	<p>Please advise if turnouts meeting International standards shall be allowed.</p>	<p>The requirements for the turnouts have been specified in Clause 4.4 of Volume 4, Section VI, Part 2 of the Bidding Document. Any turnout whether Indian or International meeting this criteria will be acceptable.</p>

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(1)	(2)	(3)	(4)
	responsible for design, manufacture and installation of track fixture required for the interlocking arrangements. Necessary coordination with the Signalling & Telecommunication Contractor will be done by the Contractor.		
46.	<p>Part 2 / Volume 5, Clause 14.14, Page 228 of 443</p> <p>While doing earthwork, Contractor shall make provisions of suitable RCC pipes at the following locations at his own cost including the cost of pipes:-</p> <p>i) At Level Crossing Gates</p> <p>a) 2X200mm dia RCC pipes across the Formation near the gate lodge.</p> <p>b) 1X200mm RCC pipe across the road surface on both sides near the lifting barriers.</p> <p>ii) At Crossing Stations</p> <p>a) 2X200mm dia RCC pipes across the Formation near the centre line of the station yard.</p> <p>b) 1X200mm RCC pipe at both ends of the station yard near the facing points for the loop lines.</p> <p>iii) At Yards of IR, as required</p> <p>a) 2X200mm RCC pipe at both ends of the station yard near the facing points for the loop lines.</p> <p>b) 1X200mm RCC pipe at both ends of the station yard near the outermost cross overs.</p>	<p>We understand that the exact chainage for RCC pipes to be inserted for S&T Cables shall be made available by the S&T Contractor as per the Work Programme of the CST contractor. Kindly confirm.</p>	<p>The Bidders are requested to refer to Appendix 3, "Design And Construction Interfaces", Volume 6, Section VI, Part 2 of the Bidding Document.</p>
47.	<p>Part 2.0 / Volume 4, Clause 5.1, Page 199 of 443</p>	<p>General</p> <p>1. Please confirm if backup supply is required for staff quarters or not.</p> <p>2. Please confirm the existing</p>	<p>1. No backup supply is required for staff quarters.</p> <p>2. Attention of Bidders is drawn to Clause 2.0(6) (h), Volume 1, Section VI, Part 2 of the Bidding Document for electrification of Quarters for DFCCIL and IR.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		source of power Supply, Voltage level at which supply is available. If power supply is at a distance from proposed site then please indicate the distance.	
48.	<p>Part 2.0 / Volume 6, Clause 29 a & 29 b, Page 342 of 443</p> <p>Electromagnetic compatibility a) The Contractor shall be responsible for the detailed co-ordination of his Design and construction activities and shall take lead in the management of Electromagnetic Compatibility (EMC) concerning to his works. b) The Contractor shall be responsible for protection from electromagnetic interference. Contractor's EMC responsibilities shall include but not be limited to the following: i. Provision of all information reasonably required by the interfacing with Parties in timely and professional manner at all times. ii. The Contractor shall co-ordinate with the Engineer on all matters concerning EMC relating to works that may affect the IR operation of the existing route and pay special attention to the EMC protection of international, national, regional, private and IR telecommunication, radio and TV nets where such work shall be carried out in accordance with IR rules and regulations.</p>	<p>1. We believe EMC compliance and design matters related to telecom, radio, TV networks to be under the scope of system-wide contractor. Kindly confirm. 2. Kindly elaborate and confirm the scope of works, if any that the CST Contractors is expected to carry out in term of coordination on all matters related to EMC on account of Indian Railway Operations on existing route.</p>	<p>1. EMC compliance is the responsibility of the CST Contractor for his Works only. 2. The requirement for this purpose will vary as per the nature of the work proposed to be carried out in the vicinity of the IR tracks or at other locations. As such, this is matter of detailed methodology to be adopted by the contractor during execution of the work.</p>
49.	<p>Part 2 / Volume 6, Clause 1.3 (2), Page 381 of 443</p>	<p>1. Please confirm existing Source of Water Supply. In case it is Surface</p>	<p>This data is not available, hence cannot be provided. The Bidders may collect the data through site visit.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	All civic amenities including water supply, sewer, rain water harvesting, parking of vehicles and landscape matching with the surrounding environment.	Water then please indicate distance from proposed site. 2. Existing Water Quality Data, if any. 3. Please provide information on Disposal of existing Sewerage System (Septic Tank/ existing municipal STP) for design integration. 4. Please provide information on Disposal of existing Solid Waste with which proposed system can be integrated.	
50.	Part 2 / Volume 4, Clause 4.0, Page 182 of 443 Track Design Criteria	The center to center distance of loop lines and sidings i.e. Hot Axle Overrun, Tower wagon, Machine siding & Hot axle siding are not mentioned in ESP's of NEW ROHANKALAN and NEW DAURALA crossing station. It is requested to kindly provide the same.	This is part of the design activity to be carried out by the CST Contractor as per relevant design standards mentioned in Appendix 16, Volume 6, Section VI, Part 2 of the Bidding Document.
51.	Part, Section II, Bid Data Sheet, / Page 41, Clause ITB 19.1 The deadline for submission of First Stage Technical Proposal is Date : 24.10.2016	As this is Design and Build Tender and the first stage Technical proposal involves to submit details of specialized items, it is requested that the submission date may please be extended by at least 45 more days i.e upto 8.12.2016	Please refer to response at Serial no. 7.
52.	Part 4, Volume – 3 Geotechnical Reports	Most of the DFCC chainages mentioned in the sectional data do not match with the DFCC chainages	Exact location may be specified to verify the difficulty being encountered by the Bidder in this regard. With a generic observation, it is not possible to verify this

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		given in the geotechnical reports which makes it a difficult task to correlate the structures and review the reports. Please clarify	statement.
53.	Part 4, Volume – 5.2 Bridge GADs	In some bridge drawings like RFOs with Br. no. 1, 2, 3 & 4 and Major Bridges with Br. no. 11 & 85, solid/cantilever return whereas in others splayed wing wall has been provided. Is it mandatory to provide splayed wing wall and/or solid cum cantilever return wall. Further, please clarify whether we can provide straight return wall/cantilever return wall for smaller height of bridge.	Attention of the Bidder is drawn to Clause 3.1 (3) at Pg. 174, Volume 4, Section VI, Part 2 of the Bidding Document.
54.	Part 4, Volume – 5.2 Bridge GADs	Weep holes have been provided @1000mm c/c staggered way both Horizontally and vertically as mentioned in the drawings. However, as per IRC-78:2014, these are provided in one or two lines above ground level.	Attention of the Bidder is drawn to Clause 3.1 (3) at Pg. 174, Volume 4, Section VI, Part 2 of the Bidding Document and also to the relevant design standards mentioned in Appendix 16, Volume 6, Section VI, Part 2 of the Bidding Document.
55.	Part 4, Volume – 5.2 Bridge GADs	In many of the major bridges like Br. no. 11, 32 & 32A, D/MTC-1, 4, 190, 214, 224, 237, 286, 154, D/MOZ-25, 30, 61, 71, 81, 104, major RUBs Br. no. 219, 227, D/MTC-114, 146 etc., the key plan has shown that structures are in skew but the plan of GAD it has been shown as right bridge. It may be clarified whether	Bridge No. 219, 227 & D/MTC-114 are not Major Bridges. Regarding the balance number of Bridges mentioned by the Bidder, it is confirmed that all these bridges are skew bridges. The actual construction whether in skew or perpendicular will depend upon the site conditions at the time of detailed design to be undertaken by the Contactor with the consent of the Engineer.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		structures are to be provided in right or skew direction.	
56.	Part 4, Volume – 5.2 Bridge GADs	Minimum distance of abutment and piers from existing track in case of RFOs and RUB are not mentioned in the GAD. Please clarify, whether the span arrangement shown in the GAD is fixed or may change as per design requirement.	The minimum distance of the abutments and piers from the existing track will be decided as per the provisions of Schedule of Dimensions of EDFC and Good Engineering practices. The span arrangement can be changed subject to the provisions of Clause 3.1, Volume 4, Section VI, Part 2 of the Bidding Document.
57.	Part 4, Volume – 5.2 Bridge GADs	In the key plan drawing, it is seen that the structures have skew angle more than 45o at many of bridge/structure like D/MTC-40, 139, 163, 180, 182, 207, 212, 217, 241, 246, 282, D/MOZ-4, 90 etc. Please clarify whether bridges are to be designed as per actual skew angle or there is some restriction on skew angle or right.	It is confirmed that all these bridges are skew bridges. The actual construction whether in skew or perpendicular will depend upon the site conditions at the time of detailed design to be undertaken by the Contactor with the consent of the Engineer.
58.	Part2, Volume 4, Clause 3.2 at Pg 180	Seismic devices required to be provided are costly. Can we do with seismic arrestor only.	Attention of the Bidder is drawn to Clause 3.4 at Pg. 181, Volume 4, Section VI, Part 2 of the Bidding Document which mentions the criteria for seismic analysis and design for bridges. Any seismic device meeting this criterion will be acceptable.
59.	Part2 / Section-VI / 2 Bridge GAD's	The status of approval of GADs of ROB, RFO or RUBs may be indicated.	Attention of the Bidder is drawn to Clause 3.10 at Pg. 182, Volume 4, Section VI, Part 2 of the Bidding Document which describes the responsibility of the Contractor(s) in this regard.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
60.	Part-4 / Volume - 5.4 ESP 5 of 11	In the ESP of New Mansurpur station shows dismantling of Goods Platform and extension of Platform. Please clarify if these are in the scope of CST contractor	Dismantling of Goods Platform and extension of the Platform is not in the scope of the CST Contractor. Please refer to Addendum No. 2 dated dd.mm.2016.
61.	Part -1/Section III, Evaluation and Qualification Area (Page 56/443) The bidder shall submit the following documents,..... (d) Outline Risk Management Plan	It is requested that the bidder at this stage may be allowed to submit only Outline Safety Plan, Quality Plan and Environment Plan. The Outline risk Management Plan may be submitted to the Client by the bidder who is awarded the contract (contractor).	Request not accepted. The provision(s) of Bidding Documents shall prevail.
62.	Part 1, Section IV, Bidding Form, Price Schedule 2.1, Contract Price Weightage for Interim Payments for Survey, Investigation, Design, Setting out and As Built Drawing 1. Survey 1(a) Site survey and finalization of alignment. 1.Geotechnical/ Hydrological Investigations 1(b) Site data collection, Detailed Geotechnical and Hydrological investigations and report submission - Weightage - 10% & 5. Completion Drawings (5) As Built Drawings - Weightage - 20%	We request you to kindly modify the cost centre weightage as follows: 1(a) Survey from 5% to 10% and 1(b) – Geotechnical / Hydrological Investigations from 10% to 25% As per our experience in similar projects, the contractor incurs significant cost on item 1(a) & 1(b) as against the receivables of 5% & 10% respectively. The same leads to negative cash flow. To adjust the balance, As built drawings weightage of 20% may be reduced to 5%. Request you to kindly amend this schedule as per the Annexure - A to this pre-bid queries	Request not accepted. The provision(s) of Bidding Documents shall prevail.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
63.	<p>Part 1, Section IV, Bidding Form, Price Schedule 2.5, Contract Price Weightage for Interim Payments for Track Works and Ballast.</p> <p>Ballast supplying and laying.... S. No 1, 6 and 8</p> <p>In respect of payment for supply and laying of ballast under stage payment for S. No. 1, 6 and 8 above, payment to an extent of 70%, 30% and 30% respectively of the total payment due for that item will be made for supply of ballast.</p>	<p>For better cash flow and to facilitate interim payment without violating contractual clauses, request you to kindly include a separate item for the supply of Ballast and amend this schedule as per the Annexure - A to this pre-bid queries</p>	<p>Request not accepted. There is already a provision for payment for supply of Ballast in terms of Note No. 3 below the table of Price Schedule 2.5 which permits payment for supply of Ballast.</p>
64.	<p>Part 1, Section IV, Bidding Form, Price Schedule 2.5, Contract Price Weightage for Interim Payments for Track Works and Ballast.</p> <p>In respect of rails and concrete sleepers brought by the Contractor to the site for incorporation in the Permanent Works, the Contractor shall be paid 80% of the respective sub-cost centre as per above schedule against an Indemnity Bond and balance 20% shall be paid when these materials are put to use as per the Employer's Requirement</p>	<p>As per price schedule 2.5 Contract Price Weightage for Interim Payment for Track works and Ballast, there are stages of payments for Supply of Rails and Sleepers according to which the payments shall be limited to 80% against Indemnity bond till these materials are put to use.</p> <p>According to CI GC/PC 14.3 (c) provision of deduction of retention money@ 10% from interim payment is already available in the contract. Further stage payments impose an unnecessary financial burden on the contractor.</p> <p>Hence, we request you to kindly release 100% payment on account of supply of Rails and Sleepers to facilitate better cash flows.</p> <p>Hence we request you to amend</p>	<p>Request not accepted. The provision(s) of Bidding Documents shall prevail.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		this clause as per Annexure - A to this pre-bid queries	
65.	Part 1, Section IV, Bidding Form, Price Schedule 2.2, Contract Price Weightage for Interim Payments for Earthwork	<p>For better cash flow for the project, we request you to</p> <p>(i) kindly split the cost center weightage for the payment of Blanket in stages of 50% of the required thickness as followed in WDFC contracts.</p> <p>(ii) kindly split the cost center weightages of Stage payment for item no (4) for longitudinal/cross drains, retaining structures.... ;as depicted in Annexure - A to this pre-bid queries.</p> <p>We request for some of these changes because as per the present price schedule, the activities which are to be carried out at the end of the construction cycle are combined with the activities which are generally carried out in the earlier phases. The above changes may help the contractor to maintain better cash flow.</p>	<p>This is acceptable in respect of the splitting of the payment for Blanketing in view of the fact that blanketing is a costly item. However, this is not acceptable for splitting up of Longitudinal Drains, Pitching etc.</p> <p>Please refer to Addendum No. 2 dated dd.mm.2016.</p>
66.	Part 1, Section IV, Bidding Form, Price Schedule 2.3 & 2.4, Contract Price Weightage for Interim Payment for Bridges (Minor) & Bridges (Major)	<p>For better cash flow, request you to kindly amend this schedule as per the Annexure - A to this pre-bid queries</p> <p>We request for some of these</p>	<p>Please refer to Addendum No. 2 dated dd.mm.2016 for Price Schedule 2.3. However, no change is proposed in Price Schedule 2.4.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		changes because as per the present price schedule, the activities which are to be carried out at the end of the construction cycle are combined with the activities which are generally carried out in the earlier phases. The above changes may help the contractor to maintain better cash flow.	
67.	<p>Part 1, Section IV, Bidding Form, Price Schedule 2.7, Contract Price Weightage for Interim Payment for Quarters, Stations and other Service Buildings</p> <p>Note (4) 50% of the Payment in respect of the Engineer Accommodation will be released after completion of the building. Balance 50% will be paid after supply of Furniture and other requirements of the Engineer Accommodation.</p>	Request you to amend this clause as: "80% of the Payment in respect of the Engineer Accommodation will be released after completion of the building. Balance 20% will be paid after supply of Furniture and other requirements of the Engineer Accommodation" in line with the actual cost composition.	Request not accepted. The provision(s) of Bidding Documents shall prevail.
68.	<p>Part 3 Section VIII. PC-Appendix to Tender/GC - 14.3/pg no.427</p> <p>Percentage of Retention - 10%</p>	We request you to replace the retention amount by bank guarantee of equivalent amount on quarterly basis as agreed in WDFC contracts.	Request not accepted. Provisions of Bid document shall prevail.
69.	<p>Part 2, Section VI, Volume 4, Cl.2.3.2 (2) Pg. no. 7 of 40 Scope of Works</p> <p>Width of embankment</p>	The minimum width in embankment in single line specified in Bid document is 7600mm, whereas in SOD of EDFC the minimum width in embankment for single line is 8100mm and states that the same can be reduced to 7600mm with	Attention of Bidders is invited to Para 2.3.2(1) at Pg. 169 & 170, Volume 4, Section VI, Part 2 of the Bidding Document, which mentions the minimum width of Formation to be adopted by the Contractor.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		approval of Railway Board (Cl. 1.11 Pg. no. 6 SOD-DFC). Kindly confirm if the approval for reducing the minimum width from 8100mm to 7600 mm has been obtained from the Railway Board.	
70.	CP_303_VOL-5 303_Volume_5.1__Project_Sheet 1 of 4	We request you to kindly provide the existing formation level and Distance Between Existing Main Track & Proposed Adjacent Track of DFC for parallel portion In Project Sheet No. 7	This data is not available, hence cannot be provided.
71.	CP_303_VOL-5 303_Volume_5.1__Project_Sheet 4 of 4	In Project Sheet Nos. 184 & 185, DFCC ROW at the existing Saharanpur yard is not notified in the indicative Plan & profile pdf drawings. Kindly provide.	Sufficient land is available in Saharanpur Yard to lay the proposed DFCC track. Please also refer to the indicative Yard Plan of Saharanpur provided in Part 4 Site Data.
72.	CP_303_VOL-5 303_Volume_5.1__Project_Sheet 4 of 4	Distance between proposed curve Nos. 146 & 147 is observed to be less than 50m. Kindly confirm the minimum criteria to be adopted for distance to be maintained between two consecutive horizontal curves as the same has no reference in Employer's Requirement.	Provisions of the IRPWM should be followed in this regard.
73.	CP_303_VOL-5 303_Volume_5.1__Project_Sheet 1 of 4 Curve Details	In Project Sheet No. 30, It is observed that Curve details of Curve No. 27 are not mentioned. We request you to kindly provide the same.	Please refer to Addendum No. 2 dated dd.mm.2016.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
74.	CP_303_VOL-5 303_Volume_-_5 Drawings	We request you to kindly provide the Auto Cad version of all the drawings.	Please refer to response at Serial no. 16.
75.	Part 2, Section VI, Volume 4, Cl.4.1.3 (11) pg. no. 22 of 40 Scope of works	As per Cl. 4.1.3 (11), Vol 4, Part 2, turnouts are not permitted in the transition curves whereas, we understand from yard plans and profiles that in New Bulandshahr yard, turnout are there in the curve transition portion. Kindly clarify.	As per IRPWM which is a part of Design Standards, Appendix 16, Volume 6, Section VI, Part 2 of the Bidding Document Turnouts are not permitted in the Transition curves and the Bidder will be required to design the alignment accordingly.
76.	Part 2 Employer's requirement Section IV, Vol. IV- Point No. 4.1.6 (2) - Page no. 185 of 443 Formation levels at Level Crossings - to keep rail level of DFC track same as that of IR track	At certain locations where LC is proposed, in order to maintain the same level as IR at the DFCC track, the HFL criteria (freeboard over HFL) at nearby waterway structures (MIBs/MJBs) needs to be sacrificed. Therefore, it is requested to you to kindly convey the order of precedence for the governing condition, viz. Level at LC and freeboard at MJB/MIB.	To cover such exigencies, the Bid Document provides relaxation of Freeboard/Vertical Clearance at Obligatory Points. The Bidder may please refer to Para 3.3(8), Vol. 4 at Pg. 180 – 181 of 443 of the Employers Requirement.
77.	General	Kindly provide the width of DFCC ROW at regular intervals of 20m.	The width of DFCC Right of Way has already been included in the Plan and Profiles. Please also refer response to S. No 16.
78.	Volume-2, Part-2, page-173, Clause 2.3.6 (2), Item-Drainage at Yard	The Bidder proposes to provide an open arrangement for cross drainage works at track crossings.	Request not accepted. The provision(s) of Bidding Documents shall prevail.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	Cross Drainage Arrangement	Kindly confirm	
79.	<p>303_Volume_-5.4_ESP 3 of 11 (8-New Mohiuddinpur) 303_Volume_-5.4_ESP 4 of 11 (10-New Meerut cant) 303_Volume_-5.4_ESP 8 of 11 (18-New Deband)</p> <p>Crossing station yard layouts</p>	In tender document, yard layout sheets for new Mohiuddinpur, New Meerut Cantt and New Deobad are not available. Request you to kindly provide the same.	Please refer to response at Serial no. 37.
80.	<p>303_Volume_-5.4_ESP 3 of 11 To 303_Volume_-5.4_ESP 11 of 11 And Part 2 Volume 4, Design Criteria and Specifications clause no 4.1.3 (11)</p> <p>Yard layouts and As far as possible, the turnouts should be avoided in the circular curves. Turnouts are not permitted in the transition curves.</p>	In yard layouts, number of turnouts is coming in curve portion. In some location it is difficult to locate whether this turnout is in circular or in transition curve. Therefore for detailed reviewing we request you to kindly provide the file in DWG format (Auto cadd file).	The Yard Plans are not available in DWG / AutoCAD Format. However, this is a matter of alignment design which is the responsibility of the Bidder / Contractor.
81.	<p>303_Volume_-5.4_ESP 3 of 11 To 303_Volume_-5.4_ESP 11 of 11 And Part 2 Volume 1, Scope of Works clause no 2.0 (6)(I) Works in station area and yards</p> <p>Yard layouts and Contractor shall validate the yard plans provided in the bidding document. The necessary yard remodelling for the existing Indian Railways yard at Saharanpur for successful implementation of the project is part of the Scope of the Work. For this purpose, shifting of Points and Crossings,</p>	In New khurja yard layout, modification is there but scope is not clear. Please clarify the existing yard modification scope.	No Yard modification of any of the existing lines of the existing Khurja City Station of Indian Railways is included in the scope of the CST Contractor.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	provision of new loops as also dismantling the existing IR lines may also be required to be done. Shifting of existing OHE works, signalling gears and provision of new signalling gears in the yards are not part of the Scope of Works.....		
82.	<p>Part 3, Section VIII, Particular Conditions, Sub-clause 4.12 Unforeseeable Physical Conditions</p> <p>In this Sub-Clause, "physical conditions" means man-made or natural physical conditions including sub-surface and hydrological conditions which the Contractor encounters at Site during the execution of the Works. Except as otherwise stated in the Contract: (a) the Contractor accepts total responsibility for having foreseen all difficulties and physical conditions; and (b) the Contract Price shall not be adjusted to take account of any unforeseen physical conditions.</p>	The Contractor cannot be held responsible for any unforeseen difficulties as he cannot foresee any such conditions at this stage. Also in case of any such conditions encountered by him at the later stage, he should get reimbursement of any expenditure incurred in the project along with reasonable extension of time for completion.	Request not accepted. The provision(s) of Bidding Documents shall prevail.
83.	<p>Part 1, Key Personnel (9) Alignment Expert Page No. 89 of 443</p> <p>Diploma in Civil Engineering and experience in Railways alignment</p>	It is to request to relax this Clause to Diploma in Civil Engg. and Experience in Railways / Highway alignment.	Request not accepted. The provision(s) of Bidding Documents shall prevail.
84.	<p>Part 2, Volume 1, Scope of Works; Clause No. 2.0 (c); Page 126 of 443</p> <p>Construction / Modification of Road Over Bridges</p>	It is observed that, at site Govt. Deptt. does not entertain private agencies. Therefore, it is requested that obtaining sanction from the other deptt. may be deleted from Contractors Scope of Work.	Requested not accepted. Provision(s) of Para 2.0(6)(n) at Pg. 131, Volume 1, Section VI, Part 2 of the Bidding Document, which describes the responsibility of the Contractor in this regard will prevail.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response						
(1)	(2)	(3)	(4)						
	<p>The work includes modification of 1 (one) ROB. It also includes modification of the approach roads and temporary diversion of roads wherever required. The Contractor shall Design and Construct ROB to accommodate the DFC alignment as per the Schedule of Dimensions (SOD) of Eastern DFC. The location and other details have been provided in Site Details - Part 4; Bidding Document. The responsibility of obtaining necessary sanction/clearance of the concerned authorities before undertaking the work rests upon the Contractor. The documentation, if the same become necessary, may be provided by DFCC to enable the contractor in obtaining such sanctions. No claim for delay or compensation from the Contractor on this account shall become tenable.</p>								
85.	<p>Part 2, Volume 1, Scope of Works; Clause No. 2.0 (i) Page 129 of 443</p> <p>Boundary Walls, Approach Roads, Fencing & Other Miscellaneous Works</p> <p>The scope of work shall also include construction of boundary walls, overhead (service) tanks, water supply, drainage, sewerage, approach road and other allied works, as per requirement.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Contract Package Number</th> <th style="text-align: center;">Length of the boundary wall(s)</th> <th style="text-align: center;">Length of Fencing</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">303</td> <td style="text-align: center;">18 Km*</td> <td style="text-align: center;">5 Km**</td> </tr> </tbody> </table>	Contract Package Number	Length of the boundary wall(s)	Length of Fencing	303	18 Km*	5 Km**	<p>It is requested to clarify whether land required to such purpose shall be provided by DFCC</p>	<p>Clause 4.0 (10), Volume 3, Section VI, Part 2 may please be referred. The land for permanent works shall be arranged by the Employer at his cost.</p>
Contract Package Number	Length of the boundary wall(s)	Length of Fencing							
303	18 Km*	5 Km**							

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	<p>* The length of the boundary wall(s) given in above table does not include the length of the boundary walls to be provided for the quarters, station buildings and service buildings which will be as per Employer's Requirement.</p> <p>** The length of fencing given in above table does not include the fencing to be provided for segregating the DFC alignment from the IR alignment at the existing Indian Railway Yards.</p> <p>2. Length of approach roads in connection with providing access to the stations, quarters or within the colonies shall be 24km respectively. The exact location shall be decided by the Engineer. This length does not include the diversion of the roads presently existing within the ROW; such diversions shall be done as part of the work to be carried out to fulfil the requirements for Diversions of Chartered Utilities as detailed in Part-4 of the Bidding Document. It also does not include the diversions / provision of the approach roads as may become necessary in connection with the extension of the level crossings or provision of new RUBs, the work of which shall be carried out as part of employer's requirements as detailed in Part-4 of the Bidding Document.</p>		
86.	<p>Part 2, Volume 1, Scope of Works; Clause No. 2.0 (j) Page 129 of 443</p> <p>Removal/ Relocation of Utilities / Trees Removal/ Relocation of Utilities / Trees. The Contractor shall remove/relocate all Utilities (chartered and</p>	<p>Kindly clarify whether the blocks required for shifting any facility, will be provided by DFCC.</p>	<p>All Blocks required for shifting of Utilities will be arranged by the Contractor as per provision of bid document.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	<p>uncharted) or trees (as per Employer requirement) coming in the way of designed alignment except the following:</p> <ul style="list-style-type: none"> • Signalling installations; • Telecommunication installations belonging to IR • Electrical utilities above 33 kV; <p>All Electrical crossings shall be laid underground and may have to be crossed under IR track also. Methodology for dealing with all types of utilities are detailed in Part 2 "Employer's Requirement, Section VI, Volume 6, Appendix 1 - Utilities". All chartered utilities Electrical, Signalling & Telecommunication and Civil Structures etc. are listed in Site Details - Part 4; Bidding Document.</p>		
87.	<p>Part 2, Volume 1, Scope of Works; Clause No. 2.0 (I); Page 130 of 443</p> <p>Works in Station area and yards</p> <p>Contractor shall validate the yard plans provided in the bidding document. The necessary yard remodelling for the existing Indian Railways yards at Saharanpur for successful implementation of the project is a part of the Scope of the Work.</p> <p>For this purpose of shifting of Points and Crossings, provision of new loops as also dismantling the existing IR lines may also be required to be done. Shifting of existing OHE works, signalling gears and provision of new signalling gears in the yards are not a part of the Scope of Works. All the bridges, culverts and the entire embankment and cutting in DFC as well as</p>	<p>It is requested that after validation of yard plan, the necessary sanction of the IR/CRS would be obtained by DFCC</p>	<p>Request not accepted. Provision(s) of Para 2.0(6)(n) at Pg. 131, Volume 1, Section VI, Part 2 of the Bidding Document, which describes the responsibility of the Contractor in this regard will prevail.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	upto connection to IR Yards shall be constructed for “DFC loading (32.5 tonnes axle load)”. Track shall be constructed for an axle load of 25 tonnes. The work in IR yard shall be as per IR standards. Contractor shall Design, construct and provide on DFCC alignment – Yard complex with track, fencing, platforms, water supply, Friction buffer stops, signages, station building drainage, sewerage, safety equipment’s or any other facility as detailed in the Employer’s Requirement. Contractor would be required to work with other Contractors in the yards for signalling, electrification and other requirements.		
88.	<p>Part 2, Volume 4, Bridge Design Criteria Clause No. 3.0 (17) Page No. 177 of 443</p> <p>All bridges shall have provision of guard rails as per relevant IR provisions</p>	Kindly clarify if guard rail would be required to be provided on Box culvert / minor bridges also.	Guard Rails on Bridges are to be provided as per the provisions of IR P. Way Manual. Please also refer the provisions of Clause 3.1(17), Volume 4, Section VI, Part 2 of the Bidding Document.
89.	<p>Part 2, Volume 4, Bridge Design Criteria Clause No. 3.0 (38) Page No. 179 of 443</p> <p>Construction of RFO – The GADs of the RFOs are indicative. However, the RFOs shall be constructed to cater for the provision of an adequate opening for tracks (including future requirement) and the carriageways as indicated in the GAD of each RFO. The bidder may please note that the drawing of the RFO shall require the approval of the Zonal Railway.</p>	Kindly clarify whether approval of Zonal Railway would be obtained by DFCC.	It is clarified that the approval of GADs of RFOs from Zonal Railway would be obtained by the Contractor. In this regard, attention of the Bidder is invited to Clause 3.10, Volume 4, Section VI, Part 2 of the Bidding Document.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
90.	<p>Part 2, Volume 4, Track Design Criteria Clause No. 4.0 (7) Page No. 183 of 443</p> <p>Indian Railways has developed drawings for 25.0 ton axle load for various track components, which are under trial. Contractor may consult these drawings and if the Contractor is satisfied that it meets the Employer's requirement, he may use the same or the alternatives already agreed by the Employer during First Stage Technical Bid evaluation. List of RDSO drawings (appended below). -----</p>	<p>It is requested that RDSO reference for loading of 25 ton axle load for point & crossing / derailing switch may also be given.</p>	<p>Points & Crossings and derailing switches will have to be designed by Bidder / Contractor as per the requirements mentioned in Clause 4.4, Volume 4, Section VI, Part 2 of the Bidding Document.</p>
91.	<p>Part 2, Volume 4, Clause No. 4.12; Page No. 199 of 443</p> <p>FRICION BUFFER STOPS</p> <p>Properly designed Friction type Buffer Stops will be provided in the station yards at the end of overrun lines and at buffer ends provided at the station. These friction buffer stops for over run line will be designed for a train load of 6500 tons, coasting at a speed of 10 Kmph. At other locations, the design of friction buffer stops will be site dependent and shall take into account the maximum vehicle mass, probable impact speed and available stopping distance at the location etc. Design of the friction type buffer stops shall be of the type that is being adopted by heavy haul railways operating under similar conditions as on DFC.</p>	<p>Please confirm whether the Criteria provided is also for dead end to be provided at the hot axle siding / machine siding etc. if not the specification for such location be also given.</p>	<p>This criterion also applies for such locations.</p>
92.	<p>Part 2, Volume 4, Clause No. 10.0; Page No. 202 of 443</p>	<p>Kindly provide the RDSO reference for height gauge drawings.</p>	<p>This is a matter of detailed design to be decided by the Contractor with the approval of the Engineer.</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	<p>Level Crossing design criteria All level crossings on the alignment requiring extension on DFCC alignment or modifications to the existing level crossings on IR alignment shall comply with the provisions of chapter IX of IRPWM in all respects which includes –height gauges, track structure, type and width of road, fencing, clearances, rumble strips, gradient, drainage, construction of gate lodges if required etc., except equipment for level crossing. Alteration of the existing lifting barriers or provision of new lifting barriers shall be the responsibility of another contractor. However, necessary co-ordination with the other contractor shall be done by the Contractor. The road of the level crossing shall be connected to adjacent approach roads after suitable profiling of surface. The plan including methodology of work on IR level crossings shall be approved by the Engineer before commencement of works at site.</p>		
93.	<p>Part 2, Volume 4, Scope of Work , Para 2.0 (1), (Volume –1), Page-124 of 443</p> <p>The Contractor shall undertake the Design, construction manufacture, supply, installation, testing and commissioning of the Civil, Structure and Track works of the track system as define in Para 1.0 above. Land for all permanent works will be acquired by DFCCIL at their cost. The cork includes without limitation, the design, construction and removal of any temporary works and</p>	<p>What is the status for land acquisition of length in Parallel section of 107.058 Km and in detour length of 112.925Km Kindly Specify?</p>	<p>Please refer to response at S. No. 12</p>

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response												
(1)	(2)	(3)	(4)												
	<p>diversions of utility services both of IR and other impacted authorities as defined in the rectification of defects appearing in the Permanent Works in the manner and to the standards within the time stipulated in the Contract. The details of the works required to be carried out are provided in the ensuring paragraphs. Detailed location is as given below:-</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: center;">Contract Package</th> <th colspan="2" style="text-align: center;">Existing Railway KM</th> <th rowspan="2" style="text-align: center;">Approx total route length</th> <th rowspan="2" style="text-align: center;">Remarks</th> </tr> <tr> <th style="text-align: center;">From</th> <th style="text-align: center;">To</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">303</td> <td style="text-align: center;">Km-1367.00 (on Ghazia bad-Aligarh Line of NCR)</td> <td style="text-align: center;">Km-187.500 (on Saharanpur-Ambala Line of NR)</td> <td style="text-align: center;">219.983* (SL)</td> <td style="text-align: center;">Parallel Length (SL)-107.058 Km Detour length (SL)-112.925 Km</td> </tr> </tbody> </table>	Contract Package	Existing Railway KM		Approx total route length	Remarks	From	To	303	Km-1367.00 (on Ghazia bad-Aligarh Line of NCR)	Km-187.500 (on Saharanpur-Ambala Line of NR)	219.983* (SL)	Parallel Length (SL)-107.058 Km Detour length (SL)-112.925 Km		
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94.	<p>Part 2, Volume 1, Requirement of River training, Page-126 of 443, Para (b)</p> <p>There is no important Bridge in the Contract Package. The work also includes modification of the existing Road Over Bridges and Foot Over Bridges as per the details mention in the list provided in site details, Part 4 of Bidding Documents. Signification portion of the work is required to be done close to the existing Indian Railways running lines. Adequate safety of these</p>	<p>Kindly Specify/ Clarify the location where the river training work is required.</p>	<p>River Training Works are a part of the detailed design of the Bridge to be undertaken by the Contractor with the approval of the Engineer and as such, these details cannot be provided at this stage.</p>												

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	lines at all times during the execution of the work is of paramount importance. The Contractors should therefore take adequate measures to protect the Indian Railways bank by sheet piling or any other suitable protection measures. The work also includes the construction of river training works the required locations.		
95.	Part-2 , Volume 1, Table type of Building, Page-128 of 443, (B. for IR)	Kindly clarify what is Residential Quarters for IR –Type II 20	Out of total of 67 Residential Quarters of Type II, 20 Quarters are to be constructed as per Drawing No. NCR HQE (P) Plan No. P-49-2004 and remaining 47 Quarters are to be constructed as per Drawing No. DCW/CE/R/17/82, which is clearly mentioned in the table referred by the Bidder.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response								
(1)	(2)	(3)	(4)								
	<p>For IR</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Type of Building</th> <th style="text-align: center;">Contract Package 303</th> </tr> </thead> <tbody> <tr> <td>Residential Quarters for Indian Railways-Type II 20 as per Drawing no. (NCR HQE (P) Plan No. P-49-2004 and 47 as per Drawing No.DCW/CE/R/17/82</td> <td style="text-align: center;">67</td> </tr> <tr> <td>Residential Quarters for Indian Railways-Type III (as per Drawing no-DCW/CE/R/18/82)</td> <td style="text-align: center;">6</td> </tr> <tr> <td>Station building, Service buildings and other miscellaneous works</td> <td>The station/ location wise details of station buildings, service buildings and miscellaneous works to be carried out by CST Contactor at each station/location of existing IR, are detailed in Site Details-Part 4: Bidding Document.</td> </tr> </tbody> </table>	Type of Building	Contract Package 303	Residential Quarters for Indian Railways-Type II 20 as per Drawing no. (NCR HQE (P) Plan No. P-49-2004 and 47 as per Drawing No.DCW/CE/R/17/82	67	Residential Quarters for Indian Railways-Type III (as per Drawing no-DCW/CE/R/18/82)	6	Station building, Service buildings and other miscellaneous works	The station/ location wise details of station buildings, service buildings and miscellaneous works to be carried out by CST Contactor at each station/location of existing IR, are detailed in Site Details-Part 4: Bidding Document.		
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96.	<p>Part 4, ESP Drawings, Volume –5.4</p> <ol style="list-style-type: none"> 1. 3 of 11. 2. 5 of 11. 3. 8 of 11. 4. 10 of 11. 	Drawings are not readable. Kindly provide us the AutoCAD Drawings.	The Yard Plans are not available in AutoCAD Format. However, Bidder can purchase hard copy of the Bidding Document from DFCCIL.								

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	5. 18 of 11 6. 22 of 11.		
97.	Index Plan APL-3, Volume –1, Part-4, Section Data, Page-6 of 60 APL-3 Contract-Package -305	Kindly advise if the section is for 303 or 305.	The given section is for Contract Package 303. Please refer to Addendum No. 2 dated dd.mm.2016.
98.	Sectional Data, Volume – 1, Page-35 of 60 APL-3 Contract-Package - 305, Station, Sharanpur, Other Building Area-1382	Kindly advice what is the type of building at sharanpur for which an area of 1382 required.	These “Other buildings” are buildings other than Quarters. The Yard Plan of Saharanpur gives the details of the Buildings required to be reconstructed.
99.	Bid Data Sheet, ITB 11.1 (j),Page 4 of 8 Add new ITB 11.1 (j) as follows: “In case, the Bidder wishes to replace any specialist sub-contractor(s) already approved by Employer through Pre-qualification process, the Bidder shall submit the details establishing compliance of the proposed specialized sub-contractor with the requirement specified in the Prequalification document.”	We understand that Bidder can replace specialized subcontractor at any time during the bid process with a subcontractor having similar experience. Please confirm?	The bidder can request for replacement of specialized sub-contractor(s) during the Bid process. In this regard attention of the bidder is invited to ITB 27.1(j) at Pg. 41 of 443, Section II, Part 1 of the Bidding Document.
100.	Bid Data Sheet, ITB 19.1 Page 5 of 8 The deadline for submission of First Stage Technical Proposals is: Date: 24.10.2016 Time: 15:00 Hrs	Since the scope of work is huge, we request you to provide additional one month for submission of First Stage Technical proposal i.e till 24/11/2016	Please refer ITB 19.1 and 21.1
101.	Section VIII. Particular Conditions – Appendix to Tender, page 1 of 9 Right of Access to the Site- The Employer shall	Please let us know the current status of land acquisition.	The awards for 80% of Land have been declared. The disbursement of compensation is in progress.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	give Right to access to, and possession** of Site to the Contractor as per following schedule subject to the Contractor providing Performance Security in terms of Sub-Clause 4.2 of Conditions of Contract.		
102.	Section VIII. Particular Conditions – Appendix to Tender, page 4 of 9 Percentage of Retention -14.3 (c): 10 (Ten) per cent	It is standard practice to retain 5% amount from RA bills. Hence we request you to consider retention money as 5%.	Request not accepted. Provision(s) of the Bid Document shall prevail.
103.	Vol. 5.4 ESP Many of the Plans provided are in JPG format and not opening easily because of huge size.	Please provide all the plans in PDF and Autocad format.	The ESPs have been uploaded either in the JPEG Format or PDF Format. The JPEG Format can easily be converted to PDF Format on any computer by the Bidder himself. ESPs are not available in AutoCAD Format and hence cannot be supplied in this Format.
104.	Sub-Clause 18.5 Professional Indemnity Insurance. We presume that a Policy will be procured for initial first year and can further be renewed every year for 7 years.	Please confirm.	No, Professional indemnity insurance will not be accepted year wise, the insurance shall be in full force and effective from the Commencement date of work until 3 years after the expiry of Defect Notification Period as per Sub Clause 18.5 of Particular Conditions, Section VIII, Part – 3 of the Bid Document.
105.	Design Reinforced Soil Walls /Slopes and other earth retaining structures may be used in RUBs as well as RFOs, but shall not be designed as an alternative to the abutments or the Wing walls / Return walls.	Kindly clarify the provision.	Please refer to Addendum No. 2 dated dd.mm.2016.
106.	Design	Kindly clarify.	No ROB is required to be constructed for Contract Package 303.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
	For ROBs is it mandatory to provide PSC girders or shall the circular for railways insisting on composite girder be applicable.		
107.	<p>Design</p> <p>Please confirm whether the bridges with span more than 45m i.e. 48m, 49m, 61m, 91m are to be made ballasted. For such large span bridge the standard is to use steel sleeper on steel deck without the deck slab and ballast.</p>	Please confirm.	Provision of Ballasted Deck for all the Bridges other than RFOs is mandatory. In this regard, the provision of Clause 3.1(9) at Pg. 175 of 443, Volume 4, Section VI, Part 2 of the Bidding Document may please be referred to.
108.	<p>Section III Evaluation and Qualification Criteria; 2. Qualification 2.1 Updation of Information ITB 11.1 (j): Replacing the specialized sub-contractor</p> <p>The Bidder and any subcontractors shall continue to meet the criteria used at the time of prequalification and shall give an undertaking to this effect. The Bidder shall fill up Form number ELI 1.1 and ELI 1.2 included in Section IV, Bidding Forms, Part 1 of Bidding Documents.,</p>	<p>The Bidder has been prequalified with a specialized subcontractor 'x' for track works meeting the required qualification criteria of 220TKM in one year (12 continuous months) as required during Pre-Qualification under "Qualification Criteria and Requirements"</p> <p>In case the successful bidder completes* 220TKM of track linking in 12 continuous months in other ongoing projects of the successful bidder at a date before the commencement of track linking works in CP 303 project, kindly confirm that the successful bidder need not employ the specialist subcontractor 'x' for track linking works and is eligible to carry out the works in his own.</p>	No, this is not permissible.

S.N.	Reference to Bidding Document	Clarification Sought by the Bidders	DFCCIL Response
(1)	(2)	(3)	(4)
		*completes in line with the Note mentioned in 4.2(b) (iii) Mechanized Track Laying or Mechanized Track Relaying, Section III: Qualification Criteria and Requirements of Pre-qualification document.	
109.	<p>Part 4, 303_Volume_-_5.4_ ESP 3 of 11 to 303_Volume_-_5.4_ ESP 11 of 11 and Part 2, Volume 4, Design Criteria and Specifications clause no. 4.4.1 (b) and 4.4.5 (2)</p> <p>Yard Layouts And 4.4.1 (b) Crossing Angle (on main lines and loop lines) 1 in 12 And 4.4.5 (2) All crossings on the DFC shall be 1 in 12 weldable Cast Manganese Steel (CMS) {manufactured from Austenitic Manganese Steel as defined in IRS:T 29-2000} crossing for turnouts. Contractor may refer Indian Railways drawing no. RDSO/T-6412, which is under trial.</p>	<p>As per the referred yard layout plans, 1 in 8.5 turnouts are proposed to be installed in loop lines (for Hot Axle sidings).</p> <p>However the referred clauses 4.4.1 (b) and 4.4.5 (2) of design criteria and specifications states all crossings in the DFC shall be 1 in 12 weldable CMS.</p> <p>Kindly clarify the same.</p>	<p>The Crossing Angle on sidings and other lines shall be 1 in 8.5.</p> <p>Please refer to Addendum No. 2 dated dd.mm.2016.</p>
110.	<p>Part 4 _ Reference _ docs, 2.0_EA_Railway_Volume I-040316, Pg. no. 9 & 10 Earthwork quantity</p>	<p>As per Cl. 2.4.7, total earthwork quantity required for the project is stated to be 0.17 billion cum whereas in clause 2.1, Table No. 2.1, Sr. No. 7(d), earthwork quantity is mentioned as 0.017 billion cum.</p>	<p>The estimation for quantity of Earthwork should be based on the details given in Part 4: Volume 5.1 of the Bidding Document wherein a detailed Plan and L-Section of the proposed line has been appended.</p>