

Dedicated Freight Corridor Corporation of India Limited
(a PSU under Ministry of Railways)
5th Floor, Pragati Maidan, Metro Station Building Complex,
New Delhi-110 001

CLARIFICATIONS ON BID DOCUMENTS

- Ref.: i) Tender No. HQ/EN/EC/Pre(Works)DKAE-DHN dated 28/5/2009**
ii) Tender No. HQ/EN/EC/Pre(Works)DHN-SEB dated 28/5/2009

The DFCC's remarks against the queries asked by various firms regarding the subject bids are placed below for information, guidance and necessary action please.

| SN. | Para No. | Query | Clarification by DFCC |
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| 1 | | Your attention is drawn at the minimum eligibility criteria mentioned at section 3.1 It is mentioned that "The bidder should have completed at least 110 km Final Location Survey or Detailed Engineering Construction Survey for Railway projects/Highway projects in one single contract in the last three financial years". | |
| 2 | | Now your attention is drawn to the fact the identifying the new alignments is undertaken only in Railway, Canal Irrigation and New Pipeline projects, Most of the highway projects undertaken in our country are related to widening of the existing carriageway only. | Not Agreed. The provision of Bid Document should be adhered to. |
| 3 | | Preparation of land acquisition along the fresh alignments is undertaken in canal projects also. In fact the level of precision required in Railways can only be compared with the Irrigation canals only as levels play a major role effective slopes of system. | |
| 4 | | It is therefore requested to include Final Location Survey including land proposals for irrigation projects also as part of pre-qualification. | |
| 5 | | It is also requested that Section 3.3 may be clarified further, cost indicated is the cost of land acquired for cost of consultancy fee received by the intending bidder. | |
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| 6 | VI of Sec-1, 1.5.1 of Sec.-5 | It may please be clarified that only utilities as can be seen on ground and above the ground or below ground but with visible markers at ground level at suitable intervals are included. No subsurface investigation of utilities is involved. | Agreed. No subsurface investigation is required. However, the detailed plan of utilities below ground (like OFC cables, under-ground electrical line crossing etc.) identified from the markers at ground should be collected from concerned offices. |
| 7 | 2 Genl of Sec-1 | It is indicated that Bids received from bidders in whose name bidding documents has been issued will only be considered. What will happen to those bidders who have down loaded the bid document from the net? This Para may kindly be suitably modified. | This instruction is for those bidders who have purchased the bid document from DFCC office after payment of cost of Bid documents. However, the bidders who have downloaded the Bid documents, should enclose the cost of bid document as detailed in para 1.1 of Section 1 of Bid document along with their offer. |
| 8 | 6.4 of Sec-1 | Should the contract amount of Rs. 310 Lakhs have been received in each of the 4 years that is 2006-2007, 2007-2008, 2008-2009 and Proportionate value out of Rs. 310 Lakhs for the part year 2009-2010. If this cost is for all the four years then it is a very low value. Even Rs. 310 Lakhs per year is a very low value. May kindly consider upgrading the qualifying standard suitably for getting quality work. | The amount shown is cumulative. |
| 9 | 7.2 of Sec-1 | Para 7 indicates that Plants and Machinery in Hand and Proposed to be engaged have to be given. Para 7.1 further indicates that Machinery owned and hired is to be given separately. Kindly clarify whether Two separate Annexure T-4 are required to be filled up. The requirement of ownership of equipment indicated in Para 7.2, 7.3 may kindly be considered to be changed to owned/hired. | Yes, The details should be given in two separate Annexure T-4. Not agreed. |
| 10 | 7.6 of Sec.-1 | This Para talks about 4 Civil Engineers with 10 year experience should be available with the bidder. The details of these engineers have to be filled up in Annexure T-6. Their CV have to be filled in Annexure T-6A. It is indicated in Annexure T-6A that Degree or Diploma qualification has to be reported. Does it mean that a Diploma Civil engineer with 10 year experience will also be acceptable? Or degree holding Civil Engineers with 10 years experience | Both will suffice. <i>It is clarified that out of four civil engineers atleast 50% should be Degree holder with 10 years experience.</i> |

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| | | have only to be fielded. Will qualifying requirement be satisfied if out of many Civil Engineers available with us we give the name of 4 Degree Holding Civil Engineers with 10 years experience? | |
| 11 | 2.1 vi of Sec.-4 | It is presumed that permission to enter land of Railway as well as of other Govt. Deptt and private owners to be obtained by DFCCIL. The cost of the same including any compensation being borne by the DFCCIL. This may kindly be confirmed. | It has to be done by the Consultant. However, DFCC will assist in getting the requisite permission wherever required. |
| 12 | 16.2 of Sec-4 | First line of the Para reads as “Further DFCC shall not honour any claim arising out of any in any” It is felt that intention is to write “Further DFCC shall not honour any claim arising out of any increase in any”. This may be confirmed. | Inadvertently the word “increase” has been left. The corrected para shall read as under : <i>“Further DFCC shall not honour any claim arising out of any increase in any of the prevailing statutory duties, taxes, levies, octroi, etc. At the time of quoting/bidding contractor should bear the above fact in mind.”</i> |
| 13 | 1.1.8 of Sec-5 | For the parallel portion, after such a long period after opening of the existing bridges, GADs may not be available. What may be available is Completion/As Built Drawings. It may be confirmed that it is those drawings which have to be collected and will be used as guidance GADs for new line construction. In case any Completion/ As Built drawing is not available the same will have to be developed to the extent possible at a Rate and method agreed by DFCC. This may also be confirmed. For the detour portion it is understood that for developing bridge drawings no soil investigation and hydrological study is to be done and no approvals of the concerned authorities is to be taken. This may be confirmed. It may also be clarified if any Level Crossings will be permitted in the detour portion, or all road crossings have to be converted to Road Under Bridge/ Road Over Bridge. For Super Structure have any standard drawing been finalized, or only type of superstructure is required to be shown? | <i>Either GAD or completion drawing or as built drawing may be collected from the concerned offices of Railways and used as guidance for provision of adjoining bridges on DFC line. There is no need to develop GAD for the existing bridges.</i> <i>Whatever required for indicating the spanning arrangement in detour portion shall be carried out by Consultant and he should submit the same in support of the proposal.</i> <i>There will be no level crossing in Detour.</i> |
| 14 | 1.2.1 of Sec.-5 | It may be confirmed that for designing curves provisions of Indian Railways Permanent Way Manual will be used. | <i>“The curve should be designed for 100 KMPH and maximum degree of curvature to be adopted for DFC construction shall be</i> |

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| | | Maximum permissible speed for which curves have to be designed may be specified. | <i>limited upto 2.5 Degree. Provisions of Indian Railways Permanent Way Manual will be used to calculate the speed."</i> |
| 15 | 1.2.1 of Sec.-5 | In 10 th and 11 th line of this Para there is a mention of CC muttams. Size of these muttams may be specified. | Muttams should be of 150 x 150 x 150mm with suitable wooden peg inserted in between. |
| 16 | 1.2.1 of Sec.-5 | What details of curves will have to be engraved on Concrete Pillars may be specified. This information is needed for bidding. If only T1, J1, J2 and T2 have to be engraved on the Pillars, It can be done without much difficulty. | Agreed only T1, J1, J2 and T2 should be engraved on the Pillars. |
| 17 | 1.4.1 of Sec.-5 | DFCC format for preparation of land acquisition proposal may be made available. The sentence Land acquisition proposal should be both for area required for DFC construction" is not clear. | Amended para will be read as under : <i>"Contractor/firm shall prepare land acquisition proposal in five copies in the format given by DFCC as per Railways (Amendment) Act, 2008 for Special Railway Projects. Land acquisition proposal should be for area of land required for DFC construction."</i> |
| 18 | 1.5.1 of Sec.-5 | It is indicated that kilometer wise plan has to be made for utilities which have to be shifted. It may be confirmed that such plans can be made as strip plan is indicated in Para 1.5.2 page 45 of 133 and Para 5.1 (xi) Page 48 of 133 and separate 256 plans (For 256 Km) have not to be made. | It should be done as per scope of work detailed in para 1.5 and 5 of Special Condition of Contract (Section 5 of the Bid Document). |
| 19 | 1.5.1 of Sec.-5 | It may be confirmed that utility relocation plans prepared in consultation with concerned authorities will not have to be got formally approved by those authorities. It may also be confirmed that all travel and stay cost involved in such consultation with concerned authorities can be quoted as part of Schedule Item 5 Page 54 of 133. It may also be confirmed that for each utility to be shifted a separate plan will be made and such relocation has not to be shown in Strip Map to be made in compliance of Para 1.5.2 page 45 of 133. | It should be done as per the provisions of para 1.5 of Special Condition of Contract (Section 5 of the Bid Document). |
| 20 | 3 of Sec.-5 | It may be confirmed that no approval of Engineering Scale Plan of Jn. Stations will have to be obtained from Zonal railways. This provision may be deleted from Schedule Item 9 Page 56 of 133. | It should be done as per the provisions of the Bid Document. |
| 21 | 3 of Sec.-5 | It may be pointed out that it is very rare that an existing station has been made as per approved Engineering Scale Plan. It | It should be done as per the provisions of the Bid Document. |

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| | | will therefore not be prudent to attempt making a modified Engineering Scale Plan of existing IR Station. What can be practically done is to prepare an alteration proposal of the available Engineering Scale Plan for the existing station where any changes are needed for making DFCC alignment. Such alterations also cannot be got approved from Zonal Railways as it is a very time consuming process and requirements will undergo change up to construction stage. This course of action may be confirmed. It may be pointed out that there is not Schedule Item for preparation of Engineering Scale Plan of the Existing Station. | |
| 22 | 7.1 (ii) of Sec.-5 | It may be confirmed that such reductions of quoted rates will only be applicable if additional work comes up during original contract period that is 9 months. After 9 months if additional work is to be done it can be done at mutually agreed rate. | It should be done as per the provisions of the Bid Document. |
| 23 | 9.2.3 of Sec.-5 | Trivial error of “and certification” being printed two times may be corrected. | Agreed. |
| 24 | Schedule Item 1 of Sec.-6 | As reference is given to Indian Railway code of Engineering Department also in addition to Special Conditions of tender, hence it may be confirmed that following works have not to be done <ul style="list-style-type: none"> • Preparation of GADs in parallel alignment • Soil Investigation and Hydraulic Investigation • Survey of longitudinal profile and cross section of water courses. | Necessary data required for finalisation of Bridge proposal shall be collected by the Consultant. |
| 25 | Schedule Item 4 of Sec.-6 | It may be confirmed that all expenditure in getting Khasra and Khatoni will be reimbursed. For some expenditure receipts may not be available. This reimbursement will be over and above bid value. | It should be done as per the provisions of the Bid Document. |
| 26 | Schedule Item 7 of Sec.-6 | It may be confirmed that no Electrical and Signal estimate has to be made. | Agreed. |
| 27 | Annexure T-2 and | It may be confirmed that Works done for other than Government Department and PSUs can also be included in these | The details of works done for Government Department and PSUs are only required to be filled in Annexure T-2. However, |

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| | T-3 | Annexure along with relevant certificates. | additional details can be given in Annexure T-3. |
| 28 | Annexure T-4 | Please refer S. No. 4 above and confirm that Two Annexure T-4 have to be submitted one for Machinery owned and other for Machinery hired | Already clarified above. |
| 29 | Annexure T-6 | It may confirmed that support personnel will not be included in Annexure. It may also be confirmed that if any Key personnel is Hired for this project who is not a regular employee of the Consultancy Company, his name will also not be included in this Annexure. | Agreed. |
| 30 | 6.4 of Sec-1 | You have not mentioned any multiplying factor for different financial years to evaluate the total amount for work done in previous financial year at par with current year. The factors used for different departments for different years are 1.10, 1.21, 1.33, 1.46 and 1.61 for 2008-09, 2007-08, 2006-07, 2005-06 and 2004-05 respectively. It may please be clarified. | No multiplying factor has been considered by DFCC. |
| 31 | 6.3 of Sec-1 | Regarding preparation of land plan and making of necessary land acquisition, proposals for notification under various sections of Indian Land Acquisition Act of 1894 with latest amendments etc. An organisation, which have completed single highway project having value more than 50 lacs including preparation of LA plans, should be permitted for this bid. Please clarify the same. | The consultant has to prepare the land acquisition proposals for Gazette notifications under section 20A of Indian Railway Amendment Act, 2008. The consultant has to fulfil the minimum eligibility criteria for preparation of Land Plan, Land Acquisition Proposal as per clause 6.3 of Section 1 of the bid document. |
| 32 | 1.1.9 of Sec-5 | Section 5, 1.1.9 : Since the alignment of DFC is not finalised detailed alignment drawing has to be prepared between Items (1) and (2) of SOQ and got it approved by DFCCIL. Either this has to be mentioned in either of the items or a separate item has to be made. | Item No. 1 & 2 of SOQ (Sec.-6) is self explanatory. Indicative proposed alignment of DFCC is given in the bid document at Annexure III and the consultant has to do the detailed engineering Construction survey on this alignment. |
| 33 | | Old underground utilities outside the railway ROW would be a problem. The railways will have documents on utilities within ROW and DFC should be able to help us in getting the data. | The consultant has to identify the utilities which are above ground and which are falling within the proposed DFCC ROW. For further details please refer clause 1.5 of Section 5 of the Bid Document. |
| 34 | | Has DFC formulated any time frame for each phase of work? | As per the Bid Document para 5 of Section 5 Consultant has to submit time table for various deliverables. |

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| 35 | | What will be methodology to be followed for the surveying (e.g. any connection with the GTS bench marks to be established or not Leveling Accuracy, Any standard Field Description codes, specification for the DGPS, etc.)? Format of the deliverables? | Please refer Section 5 of Bid Document. |
| 36 | 1.1.4 of Sec-5 | Section 5, 1.1.4 : Contractor should submit Km wise strip map showing all Topographical features - duly geo referenced in the corridor up to 50m on either side of the proposed alignment during the survey." Whether these drawings are to be supplied in soft copies or along with hard copies, are to be clarified before the offer could be prepared. In case of the hard copies Drawing Scale, Paper size, No. of Drawings, B&W or Colour, Paper/Tracing etc. are to be stated. | Both Soft and three Hard copies are required to be submitted. Hard copies should be on legible size in Black & White and Colour combination to be submitted. |
| 37 | 1.3.4 of Sec-5 | Section 5, 1.3.4 : After the completion of Land Plan and Land Acquisition Proposal Contractor shall submit a strip plan showing various physical features existing on the land to be acquired like presence of structure, no of floors, land use pattern, well, trees, gardens, etc." whether any tracing cloth and/or Vandyke Map to be prepared is to be clarified beforehand. | No tracing Cloth and/or Vandyke Map is required and the work should be done strictly as per provision of Bid Document. |

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| 38 | 6.3 of Sec-1 | As per the clause 6.3 of minimum eligibility criteria at page no. 13 of tender document the "bidder should have experience in preparation of land plan and making of necessary land acquisition proposals for notification under various sections of Indian Land Acquisition Act of 1894 with latest amendment or Railway (Amendment) Act, 2008 and should have completed at least one similar single work involving preparation of Land Plan and Land Acquisition proposals are integral part of infrastructure projects. No separate fee is associated with these plans. Even in the work order and completion certificates client does not mentions a separate fee for these plans. Consequently, we request you to remove this clause from the minimum eligibility criteria. This will result in healthy competition and more number of bidders bidding for this project. | Not agreed. |
| 39 | | Section 1 : Invitation of Bids Please clarify and provide details of the previous studies that will be made available prior to commencement of the assignment. | No such details are available. |
| 40 | | The objective of survey may be indicated particularly in respect of : i) Whether this survey is proposed to be used for tendering purposes for procurement of works, or for final sanction of the project. ii) Whether the work shall be procured as 'Item Rate' or Design and Build' contracts. | As specified in Bid Document. Not Applicable. |
| 41 | | The issues relating to survey are : i) The term "Detailed Engineering Construction Survey" is not defined in Engineering Code. The only term is 'Final location Survey'. Do we presume these terms are synonymous? ii) Please clarify if the design criteria and details of geotechnical investigations previously carried out shall be provided for the design of foundation and sub structure of | Yes. No such details are available. |

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| | | <p>bridges.</p> <p>iii) The terms of reference in respect of the obligatory points, junction arrangements at station locations with existing railway, track standards, standards of construction, speeds may be advised.</p> <p>iv) Please confirm that typical standard designs of superstructure, box culverts etc. for DFCC loading shall be provided by DFCC. It is understood that the Loading standards, FSD/MMD standards of construction are different for DFCC as compared to Indian Railways.</p> <p>v) In clause 1.2.2 concrete pillars of 150 x 150 x900mm are specified. Item 6 of schedule of Quantities (SOQ) specifies different sizes & shapes. Please clarify and provide specifications for the same. Please confirm that supply of pillars is a paid for in item 6 of SOQ and item 2 of BOQ include the cost of installing them.</p> <p>vi) Experience of Land Acquisition plans for amendments of Railway Act 2008 may not be possible during the last three years. Moreover, the specific assignment for LA plans preparation is very few and generally linked to projects. This requirement needs to be modified.</p> | <p>Kindly refer to Indian Railway Manuals.</p> <p>Agreed.</p> <p>As specified in the Bid Document.</p> <p>As specified in the Bid Document.</p> |
| 42 | | <p>Land Acquisition Plans : Please confirm that the land to be acquired is with or without borrow areas. Whether land within IR boundary is to be excluded from land Plans for acquisition purposes.</p> | <p>As specified in the Bid Document.</p> |
| 43 | | <p>Please clarify that provision of RE have to be made in designs but actual RE survey is not envisaged. The schedule of dimensions for DFCC is expected to be provided by DFCC.</p> | <p>Agreed.</p> |

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| 44 | | Technical Evaluation: It is noted that there is no weightage for Technical and there is only a threshold qualifying requirements. The evaluation criteria for number and type of works for which details are to be furnished in Clause 6.5 to 6.6 of ITB are not specified. | Minimum eligibility criteria has been specified in the Bid Document. |
| 45 | | Geotechnical Investigations: Please clarify that these are not part of the scope. | As specified in Bid Document. |
| 46 | | DFCC's approvals : Whether DFCC will appoint an 'Engineer' to review & get the surveyed alignment refined and give final approval. | As specified in the Bid Document. |
| 47 | 7.6 of Sec.1 | It is difficult to produce Experience certificate of all the key personnel's this requirement may please be dropped. | As specified in the Bid Document. |
| 48 | 7.7 of Sec.1 | Format of the Declaration may be provided. | Consultant shall prepare his own declaration. |
| 49 | Sec-4 | Section 4 : General Condition of Contract : Item 4.0 & 5.0 : Not matching with scope of work. | Not agreed. |
| 50 | 4 of Sec-5 | Section 5 : Special Condition of contract and Specifications : Kindly clarify the extant of details to be given in DPR for Bridge, RUB/ROBs, Rail Flyover etc. | As specified in the Scope of work. |
| 51 | 6 Sec-5 | Total time of Nine months is also inclusive of approval time? | Yes. |
| 52 | | Annexure T-4 – List of Equipment & Annexure T-4 – List of Computers & Software: Instead of photocopies of invoices for these items, ownership declaration from the consultant may be accepted. | Not Agreed. |
| 53 | | Request for a Pre-bid conference: To expedite all the issues being clarified would help in submission of responsive proposals. | Not Agreed. |
| 54 | 7 of Sec- 1 | The Plant and Machinery indicated is required to be necessarily owned by the bidder or it could be with associated expert also. | As per Bid Document |
| 55 | 10 of Sec.-1 | The completion period of Nine Months is inadequate and real working period would be only six month as during monsoon no field work would be possible in three wet months. It should | Not Agreed. Completion period will be as per Bid Document. |

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| | | be minimum of fifteen (15) months for acceptable quality of work | |
| 56 | 1.1.2 of Sec- 5 | How many alternative alignment in detour portion would be necessary? Normally not more than three alternatives should be needed. | As per Bid Document |
| 57 | 1.1.4 of Sec- 5 | Normally two geo reference viz distance from existing track and levels should suffice in parallel track, X, Y, Z coordinates may be needed only for detours. | As per Bid Document |
| 58 | 1.1.8 of Sec- 5 | It would be much easier for DFFCI to collect plans and other data of existing bridges and these could be supplied to consultant for use. | As per Bid Document |
| 59 | 1.3.1 of Sec- 5 | Preparation of land plans on Auto Cad will be different propositions as plots of land on ground are irregular and it may not be possible to transfer them on Auto Cad. | Not Agreed. |
| 60 | 1.3.2 of Sec- 5 | Number of trees in field are so large that collecting coordinate of each tree in field would be a different task besides being time consuming. It may suffice if Grove areas are identified and number of trees mentioned for each area. | As per Bid Document |
| 61 | 3.0 of Sec- 5 | It would be better if existing Yard plans jointly checked by Civil, Electrical and Signaling Depts are made available to the Consultants instead of survey afresh by them. | Work has to be carried out in accordance with scope of work and description of items in Bid Document. |
| 62 | 5 (vi) of Sec- 5 | Are Gazette Notification under Section 20A of IR Act to be managed by Consultants? | All requirements for notification under section 20A of Railway (Amendment)Act, 2008 as described in Bid Document has to be done by Consultant. However, Gazette notification will be managed by DFCC. |
| 63 | 7(ii) of Sec- 5 | This is against established practice of negotiation of rates for quantities beyond 25%. Normal rates should continue for the entire quantity. | Not Agreed. |
| 64 | Item 3 of Sec-6 | It may not be possible to prepare land plan on Auto Cad as commented in item 6 above. | Not Agreed. |
| 65 | Item 4 of Sec- 6 | The preparation of Land Plans for Section 20A of IR act needs only Khasra details. Khatauni details are needed for Section20E, notification. | As per Bid Document |
| 66 | Item 5 of Sec.-6 | It would be advisable not to consider trees as utilities because of sheer number in field. The trees can be | As per Bid Document |

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| | | accounted for during joint inspection of DFCCI and forest Deptt prior to construction. Any trees coming in land owner's areas will be automatically accounted in compensation. | |
| 67 | Item 5 of Sec.-6 | Normally all Departments whose utilities are needed to be relocated will ask for funds for inspection, survey and approving relocations plans. It is necessary that these funds are reimbursed to consultants. Moreover, getting relocation plans approved within the time frame laid down is extremely difficult. | As per Bid Document |
| 68 | Item 6 of Sec.-6 | Do numbers of pillars including both 150 x 150 mm pillars. Normally a uniform rate for them should be provided as main cost incurred in their provision goes to transportation and fixing in field. | As per Bid Document |
| 69 | Item 7 of Sec-6 | Detailed quantities of bridges are based on GADs of bridges which in turn are based on geological and hydraulic data. Will DFCCI provide GADs and Geological Data as these items do not figure in schedule of quantities? Incidentally Geotechnical surveys cannot be done till alignment and sections are finalized. | Necessary data required for finalisation of Bridge proposal shall be collected by the Consultant. |
| 70 | | It would be necessary for DFCCI to have a Notification issued by Railway Board under Section 11/12 of Indian Railway Act, 1989 before start of field work to avoid Law and order problems faced by field teams and disturbance to land mark like pillars by field owners after their provisions. | Work should be carried out as per provisions of Bid document. |
| 71 | 1.3 OF Sec.-1 | Eligible Bidders : "No Joint Venture or Consortium is permitted". Scope of work is very vast and pertain to diverse fields of expertise. As such it may not be possible for any single entity to meet the requirement stipulated for eligibility. It is, therefore, suggested that JV may please be permitted with the following provisions : 1. Minimum eligible criteria shall be met by the Lead Partner of the JV. 2. JV partners shall sign an MoU clearly describing their respective | Not Agreed. |

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| | | responsibilities for execution of the work with an undertaking that the parties in the JV shall be jointly and severally liable for the successful completion of the work. Further, the partners shall execute a detailed JV agreement in the event of a successful bid before signing the contract and it shall become a part of the contract for the work to be signed with DFCCIL. This MoU shall be attached with the Bid submitted by the JV. | |
| 72 | 6.1 & 6.2 of Sec-1 | Minimum Eligibility criteria : It is presumed that Detailed Engineering Survey carried out for preparation of DPR for Highways Projects shall meet the requirement. This may please be confirmed. | Agreed. |
| 73 | 6.8 of Sec-1 | Certificates : “Certificates from private individuals shall not be accepted”. It is presumed that certificates issued by reputed private firms/organizations shall be accepted. This may please be confirmed. | Not Agreed. |
| 74 | 1.4.1 of Sec-5 | Land acquisition proposal : The following stance at the end of this clause is not very clear : “Land Acquisition proposal should be both for area of land required for DFC construction.” This may please be amplified. | This should be read as : <i>“Land Acquisition proposal should be for area of land required for DFC construction.”</i> |
| 75 | 6 of Sec-5 | Time Schedule : The time allowed for the work is Nine months including Monsoon. Rains are very heavy in the project area and monsoon is approaching fast and will be at peak at the time of award of the contract. In view of this, the time of Nine Months may be allowed excluding the monsoon period. | Not Agreed. |

(S.K. Pathak)
GM/Engg.III
For and on behalf of DFCCIL