

Clarifications/Remarks on Queries raised by Bidders in 2nd Pre-bid meeting dated 15.07.2025

Name of Work: - Operation & Maintenance of DFCCIL's One MPT 56930 Machine including supply of spares and other items for 12 years within DFCCIL Network

Ref: RFP No: TDL_EN_TM_56930 dated 18.06.2025

Sl. No	Clause No. & Page No.	Tender Condition	Tenderer's Queries in 2 nd Pre -Bid	DFC Reply
1	NOTICE- INVITING E-TENDER Page 1 of 4	Tender Closing Date Time: 05/08/2025 15:00 at 15.00 hrs	The current submission date is not sufficient to prepare the Tender on time. It is requested to kindly allow at least an additional 4 weeks to prepare and submit the tender after pre-bid queries due to re-work several aspects of the tender submission and costing including, getting Work Done certificate as per Form-2A, Completion Certificate , CA certificate & cost estimation etc as per Tender Document.	Bidder has been given sufficient time, Bid has been uploaded on 18.06.2025 and bid submission date is 05.08.2025. So further Time extension will not be given.
2	SOR Page 13 of 181	Schedule A (For Manpower for Operation and Maintenance of MPT 56930) Qty-132 Months	<p>We have observed a discrepancy in the stated completion periods within the NIT and the Schedule of Rates (SOR) documents. Specifically:</p> <ul style="list-style-type: none"> The overall period of completion is mentioned as 144 months. However, under Schedule-A: Operation and Maintenance of Machine, the completion period is indicated as 132 months. <p>It is understood that the 132 months of operational quantity will be executed over a span of 12 years. The difference appears to be attributable to variations in the actual time required for IOH (Intermediate Overhaul), POH (Periodic Overhaul) and Tamping Unit Overhauling activities, as outlined in Schedules C, D, and E. These schedules may require less time than initially estimated, thereby reducing the execution period for certain components of the project.</p> <p>We seek confirmation or clarification on this understanding, particularly with regard to how the quantities and timelines will be adjusted during execution to ensure alignment with the contractual completion period.</p>	The existing para of bid document is self-explanatory, No change is required in bid document. Bidder should Quote the Rate considering all aspect.

3	SOR Page 13 of 181	<p>Schedule A (For Manpower for Operation and Maintenance of MPT 56930): Operation and Maintenance.....This item also covers the cost of all oils (Except HSD) and filters need to be replaced in IOH and POH schedules and also visit charges of Service Engineers for Preventive Maintenance of Machine and all planned Schedules of maintenance (except IOH and POH) and Breakdown.</p>	<p>With reference to the last pre-bid clarification issued, the response provided regarding the cost assessment for Item No. 1 under Operation and Maintenance does not fully address our concerns.</p> <p>We again request that the latest Last Accepted Rate (LAR) be duly considered in the cost evaluation to ensure a realistic and fair estimation. Specifically, we would like to draw your attention to:</p> <p>LOA No. EDFC FIELD UNIT-ALD-WEST-CIVIL / PRYJW-EN-TM-CGM-2023-04 / 01163050080328 dated 30/06/2023, which pertains to the 2nd year cost for similar works and should serve as a relevant benchmark for the current estimation.</p> <p>We kindly request that this be reviewed and the necessary amendments be made accordingly.</p>	<p>Bidder should quote the rate considering all necessary expenditure to be incurred. There is no change in schedule- A of the bid document required. Bidder should quote the rate considering all necessary expenditure to be incurred.</p>
4	SOR Page 13 of 181	<p>Schedule B (For Supply of Spare parts of MPT 56930 excluding various consumables)</p> <p>Lump Sum Cost of all required spare parts of Machines (excluding all type of consumables) during full contract duration, required for MPT 56930 Machine.</p> <p>The rate for the schedule "B" items will be paid as per the latest awarded rate list/LOA's of Northern Railway for spare parts/consumables of Machines. In case any item is not reflected in rate list/LOAs of</p>	<p>With reference to the last pre-bid clarification issued, the response provided regarding the cost assessment for Item No. 2 under Supply of Spare Parts does not fully address our concerns.</p> <p>As per the clarification provided by DFCCIL, "<i>Bidder should quote the rate considering all necessary expenditure to be occurred.</i>" However, we would like to bring to your attention that there is no provision in the tender documents to quote an above/below percentage against this line item, which limits the bidder's ability to reflect realistic and comprehensive costing in line with actual market conditions and anticipated expenditures.</p>	<p>The existing para of bid document is self-explanatory. Bidder should quote the rate considering all necessary expenditure to be incurred.</p>

		Northern Railways, then priority order for considering the awarded rate list/LOAs shall be North Central Railway, East Central Railway, Western Railway, North Western Railway and Central Railway. The payment will be made as per the rate list of brands which actually has been used in Machine).		
5	SOR Page 14 of 181	<p>Schedule C (POH of Machine)</p> <p>Manpower - Lump Sum manpower cost required for Periodic Overhaul of MPT 56930 including all T & P and equipment's required for executing POH successfully. In this rate cost of tamping unit overhauling is also included.</p> <p>Note- During operation of this item, item No.1 of Schedule A items will not be operated</p>	<p>With reference to the last pre-bid clarification issued, the response provided regarding the cost assessment for Item No. 3 under POH (Periodic Overhaul) of the machine does not fully address our concerns. We seek further clarification on the following key points:</p> <p>a. It is our understanding that machine availability will be considered during the POH period, and therefore, the monthly Operation & Maintenance (O&M) billing under Schedule-A should continue during this time.</p> <p>However, we would also like to bring to your kind attention that during the POH period, the O&M staff are only engaged in limited activities, as they are not specialized for POH-related tasks. Given this, we believe it is appropriate to allow monthly billing under Schedule-A to ensure continuity and fairness in compensation during this period.</p> <p>We respectfully request an amendment to the relevant clause to clearly allow the contractor to raise monthly O&M bills during the POH execution period.</p> <p>b. Clarification on Resumption of O&M Billing Post-POH</p> <p>Additionally, we seek clarification on the following point:</p>	<p>During POH, IOH, Tamping overhauling schedule A will not be operated. Payment will be made during this period in the respective schedule. No change in bid document is required in this regard.</p>

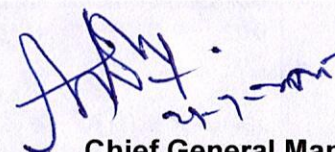
			<p><i>Once the POH work is completed and the machine is handed back for O&M, it is understood that Schedule-A will be reactivated, and payment will be made based on the remaining days of that month.</i></p>	
6	SOR Page 14 of 181	<p>Schedule D (IOH of Machine)</p> <p>Manpower - Lump Sum manpower cost required for Intermediate Overhaul of MPT 56930 including all T & P and equipment's required for executing IOH successfully.</p> <p>Note- During operation of this item, item No.1 of Schedule A items will not be operated</p>	<p>With reference to Schedule D covering the Intermediate Overhaul (IOH) of MPT 56930, we seek clarification on the following point:</p> <p><i>Once the IOH work is completed and the machine is handed back for O&M, it is understood that Schedule-A will be reactivated, and payment will be made based on the remaining days of that month under item no-1 Operation and Maintenance.</i></p>	Yes, agreed.
7	SOR Page 14 of 181	<p>Schedule E (OH of Tamping units)</p> <p>Manpower - Lumpsum manpower and other associated logistic cost required for overhauling of Entire Tamping unit of MPT 56930 machine. The cost of tools and plant required for doing overhauling and cost of transportation of tamping bank from DFCCIL premises to Contractor's workshop and back (if needed)</p> <p>Note- During operation of this item, item No.1 of Schedule A items will not be operated.</p>	<p>With reference to the last pre-bid clarification issued, we respectfully submit that the response provided regarding the cost assessment for Item No. 5 under Overhauling (OH) of Tamping Units does not fully address our concerns. We seek further clarification and reconsideration of the cost assessment based on the following key points:</p> <ol style="list-style-type: none"> 1. Machine Availability and O&M Billing: <i>Once the Overhauling of Tamping units work is completed and the Tamping unit is handed back for O&M, it is understood that Schedule-A will be reactivated, and payment will be made based on the remaining days of that month under item no-1 Operation and Maintenance. Kindly confirm if this understanding is correct.</i> 2. Request for Cost Reconsideration: We would like to know that the tamping unit overhauling is a highly specialized task performed by technical 	<ol style="list-style-type: none"> 1. Agreed, if the case is submitted during contract period.

			<p>experts and highly skilled manpower at the OEM's premises.</p> <p>For reference, under our current SCR Letter of Acceptance (LOA), the cost for tamping unit overhauling for MPT is approximately INR 85 lakhs, with:</p> <ul style="list-style-type: none"> • Manpower cost alone accounting for INR 21–22 lakhs • Logistics costs of approximately INR 1.20 lakhs (to & fro) <p>In view of this, we request a reconsideration of the cost of Overhauling of tamping Unit.</p> <p>3. We also request clarification on the following:</p> <ul style="list-style-type: none"> • How the manpower cost component under Schedule-E (SOR) was for tamping unit overhauling derived? • Which Zonal Railway or PSU LAR (Last Accepted Rate) was considered in finalizing these rates? <p>Understanding the basis of cost derivation will help all stakeholders ensure fairness and transparency in the bidding process.</p>	<p>2. Bidder should quote the rate considering all necessary expenditure to be incurred,</p> <p>3. Bidder should quote the rate considering all necessary expenditure to be incurred.</p>
8	SOR Page 15 of 181	(iv) If due to any reason any machine is not to be operated for 15 or more days in continuation, then only 30% payment of item as per Schedule A shall be made and O & M Contractor will be free to demobilize up to 70% Staff deployed for O & M of Machine.	<p>With reference to the last pre-bid clarification issued, we respectfully submit that the response provided against this clause does not fully address our concerns. We seek reconsideration and request for deletion of this clause based on the following key points:</p> <p>1. Clause Does Not Safeguard the Contractor's Interests: The clause appears unilateral and biased, offering no protection or support to the contractor in cases where non-operation is not attributable to the contractor. In an O&M framework, the contractor's obligation is to ensure machine readiness and efficient manpower deployment—not to control operational permissions or constraints such as track blocks or fuel</p>	<p>1. The existing bid document clause is self-explanatory.</p>

			<p>availability. We respectfully seek clarification on the specific reasons for non-operation that would trigger this clause.</p> <p>2. The nature of the O&M contract demands deployment of skilled, trained, and technically proficient manpower. These personnel are not general laborers but are specifically trained for specialized railway machinery. In view of the above, we propose that the clause in question be removed to safeguard the integrity and effectiveness of the long-term O&M project.</p> <p>3. Frequent demobilization and remobilization of staff disrupts operational efficiency, and it risks loss of trained manpower and impacts continuity of service. In addition, it imposes additional administrative and logistical burdens on the contractor</p> <p>4. Furthermore, we propose that the maximum allowable timeline for non-operation be clearly defined. Additionally, the contractor should be informed at least 45 days in advance about any such extended non-operation period, as per the current practices of the purchaser. This would allow the contractor to assess feasibility and decide whether to continue O&M deployment, ensuring better planning and avoiding sudden disruptions.</p> <p>In view of the above, we propose that this clause be deleted in its entirety. Removing this provision will help safeguard the viability and integrity of the long-term O&M arrangement.</p>	<p>2. No change in bid document is required in this regard.</p> <p>3. Bidder should quote the rate considering all necessary expenditure to be incurred.</p> <p>4. The existing clause of bid document is self explanatory, no change in the existing CI of Bid document is required.</p>
9	<p>ITT</p> <p>1.3.13(i)- Eligibility Criteria</p> <p>Page 28 of 181</p>	<p>(A) Technical Eligibility Criteria</p> <p>a) Bidder must have experience of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date.</p>	<p>With reference to the last pre-bid clarification issued, we respectfully submit that the response provided against this clause does not fully address our concerns</p> <p>We seek further clarification on the following key points</p> <p>Bidder must have experience of operation of one or more On-Track Machine(s) for Minimum duration of 12 months in India as on tender opening date and Definition of Eligible projects i.e. "Operation and/or Maintenance of On-Track Machines (including supply of spare parts & consumables) in Railway</p>	<p>The existing clause of bid document is self-explanatory</p>

		<p>b) Eligible projects executed: Total value of all Eligible Projects work done during last 05 years and current year ending last day of month previous to the one in which tender is invited should be minimum 0.5 times of advertised tender value. The details of this requirement is summarised as under.....</p> <p>Definition of Eligible Projects: "Operation and/or Maintenance of On-Track Machines (including supply of spare parts & consumables) in Railway Sector in any country of the world." Or/and Work of Mechanized Track Maintenance and/or Laying of New Track and/or Renewal of existing track using Track Machine (s) anywhere in Railway Sector in any country of the world.</p>	<p>Sector in any country of the world." seems not to be co-related.</p> <p>We therefore seek confirmation or clarification on the following:</p> <ul style="list-style-type: none"> <i>Is it correct to understand that a bidder who has work experience in the railway sector in any country of the world (as defined under 'Eligible Projects') must also independently demonstrate operation experience of On-Track Machines in India for a minimum duration of 12 months as of the tender opening date?</i> <i>Or, does international experience under the definition of 'Eligible Projects' suffice for meeting the eligibility criteria?</i> <p>Kindly clarify this aspect, as it is critical for evaluating eligibility and preparing bid accordingly.</p>	
10	<p>CHAPTER-V SCC</p> <p>Page 76 of 181</p>	<p>1.6 GENERAL REQUIREMENTS</p> <p>1.6.1 The O & M Contractor has to execute the work of Operation & Maintenance of various Track Machines which will be deployed over pan DFC network as per the instructions of DFCCIL. During the</p>	<p>With reference to the last pre-bid clarification issued, we respectfully submit that the response provided against this clause does not fully address our concerns.</p> <p>We would like to know that Operation and Maintenance team of specific Track Machine does not competent to O&M of various Track Machines because they specialised in their own area.</p>	<p>Agreed. Necessary amendment in existing clause of bid document will be done.</p>

		<p>execution of the contract HSD is to be provided by DFCCIL free of cost to the O & M Contractor at Stabling siding. The cost of all consumables, manpower and other logistics required for operation and maintenance of machines are included on contract price excluding cost of HSD oil.</p>	<p>The Operation and Maintenance (O&M) team of a specific Track Machine is technically trained and specialized only in the operation and maintenance of that particular type of machine. These personnel are not generally equipped or qualified to handle other categories of Track Machines, as each type demands distinct technical expertise, skill sets, and OEM-specific knowledge.</p> <p>Given this practical limitation, we request deletion or suitable amendment of the above clause.</p>	
11	General	<p>1. NIT HEADER</p> <p>Advertised Value: 37,31,51,336.00</p>	<p>With reference to the last pre-bid clarification issued, we respectfully submit that the response provided against this clause does not fully address our concerns.</p> <p>We would like to again bring to your kind attention the standard requirement that:</p> <p><i>"For tenders having advertised value more than Rs 20 crore wherein eligibility criteria includes bid capacity also, the tenderer will be qualified only if its available bid capacity is equal to or more than the total bid value of the present tender."</i></p> <p>We kindly request you to add the Bid Capacity clause accordingly in the tender documents.</p>	<p>No change in bid document is required in this regard.</p>



Chief General Manager/Tundla
For & on behalf of DFCCIL

