

Clarifications/Remarks on Queries raised by Bidders

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	Reply
1	NOTICE INVITING E-TENDER Page 10 of 181	9. Last Date and Time of submission of Tender (Online) 17.07.2025 at 15.00 hrs	<p>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.</p> <p>As it is the first of its kind of O&M works contract hence, we also request to kindly allow a second pre-bid meeting to clarify on other items after the clarification issued for the first pre-bid meeting not resolved.</p>	<p>Last Date and Time of submission of Tender is revised to (Online) 24.07.2025 at 15.00 hrs.</p> <p>No Second Pre -Bid meeting will be done.</p>
2	SOR Page 13 of 181	<p>Schedule A (For Manpower for Operation and Maintenance of MPT 56930)</p> <p>Qty-132 Months</p>	<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>We request your kind clarification on the above points and Confirmation of the correct Operation and Maintenance (O&M) period and its arrival to avoid any ambiguity during project execution.</p>	<p>Overall period of completion of work =144 months.</p> <p>And quantity in Schedule A (For Manpower for Operation and Maintenance of MPT 56930) =132 months.</p> <p>No change required in bid document in this regard.</p>

3	<p>SOR</p> <p>Page 13 of 181</p>	<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>Clarification and Request for Reconsideration – Schedule A (Manpower for O&M of MPT 56930) With reference to Schedule A for Operation and Maintenance of MPT 56930, we would like to reconsider the estimation with the followings:</p> <ol style="list-style-type: none"> O&M Cost Assessment (Item No. 1): The latest LAR (Last Accepted Rate) has not been considered in the cost assessment for Item No. 1 under Operation and Maintenance. We request that the updated LAR be taken into account to ensure a realistic and fair estimation. Datamatic 2.0 – Remote Data Analytics Services Package: The cost for the Datamatic 2.0 remote data analytics services package, which is applicable for a 12-year period, has not been considered in the assessment. We kindly request that this cost be reviewed and appropriately included in the overall evaluation. Hydraulic Oil – Request for Exclusion from O&M Cost: We respectfully request that the cost of hydraulic oil be excluded from the O&M cost under Schedule A. It is further requested that the provision of the recommended brand/make of hydraulic oil during the operation period be arranged by the Department/Client, free of cost to 	<ol style="list-style-type: none"> Bidder should quote the rate considering all necessary expenditure to be occurred. There is no change in schedule- A of the bid document. Not required Bidder should quote the rate considering all necessary expenditure to be occurred in it.
---	----------------------------------	--	--	---

			<p>the Contractor, as and when required.</p> <p>Please modify the clause as below:</p> <p>“Operation and Maintenance of DFCCIL owned MPT 56930 Machine. The rate of this item includes all cost of Manpower, taxes, duties, Consumables (which includes all type of filters, lubricants and oils except HSD & Hydraulic Oil) required for smooth Operation and maintenance of Machine. 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>	
4	<p>SOR</p> <p>Page 13 of 181</p>	<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 Northern Railways, then priority order for considering the awarded rate list/LOAs shall be North Central Railway, East Central Railway, Western Railway, North</p>	<p>It is aplicated that the cost considered for spare is too low for 12 years, please reconsidered the cost as per below suggestion or provide the details to arrive the cost.</p> <p>1. Cost Estimation Concerns: We appreciate the inclusion of a comprehensive spare parts supply plan; however, we believe the estimated cost of ₹5 crore over 12 years is significantly underestimated. This amount is expected to cover:</p> <ul style="list-style-type: none"> ○ 6 IOHs (Intermediate Overhauls) ○ 2 POH (Periodic Overhauling) ○ Complete Tamping Unit Overhauling 	<p>1. Bidder should quote the rate considering all necessary expenditure to be occurred. There is no change required in bid in this regard.</p>

		<p>Western Railway and Central Railway. The payment will be made as per the rate list of brands which actually has been used in Machine).</p>	<p>Based on our prior experience:</p> <ul style="list-style-type: none"> ○ IOH material cost is typically in the range of ₹70–75 lakhs per cycle ○ POH cost, as observed in other Railway zones, is approximately ₹3–4 crore <p>Additionally, as the machine is out of warranty, parts usage will increase, and the actual cost will be higher. We request either a detailed cost breakdown to justify the ₹5 crore estimate or a reconsideration of the cost based on actual historical data and projections.</p> <p>2. Spares Delivery Timeline: We request that the maximum permissible time for arranging and supplying spare parts be specified as 15 days from the date of requirement to ensure minimal disruption to machine availability.</p> <p>3. Variation Clause Clarification: Kindly confirm that no deductions will be applied if the quantity or value of spare parts exceeds the allowed 25% variation limit, especially considering the dynamic nature of maintenance requirements over a 12-year period.</p> <p>4. AMC Period Clarification: We also request clarification that the Annual Maintenance Contract (AMC) period will follow the Indian Railway financial year (January to December) rather than being counted from the date</p>	<p>2. Noted.</p> <p>3. Will be dealt as per contract clause no.42 in the bid documents.</p> <p>4. Not agreed.</p>
--	--	---	---	---

			of contract award. This is essential to align with existing Railway practices and ease of recordkeeping.	
5	SOR Page 14 of 181	2. Any replacement/ repair to electronic circuitry of Machine and Datamatic of Machine has to be done only by authorized Engineer of OEM with OEM recommended parts. In case OEM has not authorized anyone for same, then in that case by OEM only.	<p>We would like to bring to your attention that, as the OEM of MPT track maintenance machines, we do not have any authorized representative for supplying recommended parts for electronic circuitry and Datamatic to PSU and private sectors. To safeguard the integrity of this tender and ensure proper machine maintenance, we request you to kindly consider the following:</p> <p>The Bidder or Lead Partner (in the case of a JV) should have a valid Memorandum of Understanding (MoU) with the Manufacturer/OEM of the track maintenance machines required for this project.</p> <p>This provision will ensure that only authorized bidders with access to genuine parts and technical support can participate, which is crucial for the proper functioning and maintenance of these machines.</p>	Noted.
6	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>With reference to Schedule C covering the Periodic Overhaul (POH) of MPT 56930, we request the following clarifications to ensure alignment of scope, responsibility, and payment terms:</p> <p>a. Cost Duplication – Tamping Unit Overhauling: Kindly confirm whether the cost for tamping unit overhauling has already been included and will be</p>	<p>a. It is additional temping unit overhauling , in addition to Tamping Unit Overhauling during POH.</p>

		<p>Note- During operation of this item, item No.1 of Schedule A items will not be operated</p>	<p>paid under Schedule E (Overhauling of Tamping Units). If so, we request that this cost not be duplicated under Schedule C to avoid any overlap or confusion in billing.</p> <p>b. Machine Availability and O&M Billing During POH: It is our understanding that machine availability will be considered during the POH period, and hence, the monthly Operation & Maintenance (O&M) billing under Schedule A will continue during this time. Kindly confirm if our interpretation is correct.</p>	<p>b. During POH, IOH, Tamping overhauling - schedule A will not be operated.</p>
7	<p>SOR</p> <p>Page 14 of 181</p>	<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>Machine Availability and O&M Billing During IOH: It is understood that machine availability will be considered during the IOH period, and accordingly, the monthly Operation & Maintenance (O&M) billing under Schedule A will continue. Kindly confirm if this understanding is correct.</p>	<p>Not agreed .</p> <p>During operation of this item, item No.1 of Schedule A items will not be operated</p>

			This clarification is essential to accurately determine the financial and operational planning for the IOH schedule.	
8	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 Schedule E, which pertains to the overhauling of the entire tamping unit of the MPT 56930 machine, we submit the following for your kind consideration:</p> <ol style="list-style-type: none"> 1. Machine Availability and O&M Billing: It is understood that machine availability will be considered during the tamping unit overhauling period, and therefore, the monthly Operation & Maintenance (O&M) billing under Schedule A will continue. Kindly confirm if this understanding is correct. 2. Overhauling Location and Expertise: The tamping unit overhauling is a highly specialized task performed by technical experts and highly skilled manpower at the OEM's premises or authorized workshops. This should be considered while assessing the manpower and logistic costs involved. 	<ol style="list-style-type: none"> 1. Not agreed , It will be dealt as per existing bid document. 2. Yes.

			<p>3. Request for Cost Reconsideration: We have enclosed the South Central Railway (SCR) LOA for your reference, which provides the applicable rates for tamping unit overhauling. We kindly request that the cost for this schedule, as well as for Schedule B (Spare Parts), be reconsidered in light of this data to ensure alignment with prevailing market and Railway-approved rates.</p>	<p>3. Not agreed, it will be dealt as per existing bid document.</p>
9	<p>SOR Page 15 of 181</p>	<p>(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>	<p>The scope of work necessitates the engagement of a trained, specialized, and skilled workforce rather than daily wage workers. Maintaining continuity with a technical team is crucial for the successful execution of long-term O&M projects.</p> <p>Our internal policy mandates the retention of technical personnel throughout the duration of projects to ensure consistency and quality in service delivery.</p> <p>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>However, we request that this clause be excluded.</p>	<p>Not agreed , it will be dealt as per existing bid document.</p>
10	<p>SOR Page 15 of 181</p>	<p>3. Penalties and counter Penalties as per Chapter:</p>	<p>We kindly request you to provide detailed definition/clarification regarding the Availability and Non-Availability</p>	<p>Please refer clause 1.12 of Page 81 of 181 of the bid document.</p>

		<p>1.13 Penalty on contractor for no availability of Machine If more than 30 working days in a 6 months are lost on account of contractor, the payment of LS Item of schedule A of SOR will be reduced proportionally. For example, if a machine is available for only 130 days, the reduced payment will be = (130/150) X the monthly payment shown in items of schedule A of SOR.</p>	<p>conditions of the machine under the scope of Operation and Maintenance.</p>	
11	<p>ITT</p> <p>Page 15 of 181</p>	<p>1.3.1 Introduction Location O & M Works are to be executed anywhere in the jurisdiction of DFCCIL and the O & M contractor shall be bound to execute the work without any extra cost. In exceptional circumstances Machines may be asked to Operate on Indian Railway network also without any extra cost.</p>	<p>However, DFCCIL reserves right to change the site of work anywhere in the jurisdiction of DFCCIL, it is requested to please clarify that which jurisdiction will pay the submitted bill at the time of transfer the machine from one to another. Machines may be asked to Operate on Indian Railway network is totally different from DFCCIL and we cannot directly deal with Railway for getting block and who will be certified the work and payment.</p>	<p>DFCCIL will provide details during operation if required.</p>
12	<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. 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</p>	<p>We request DFCCIL to please refer Tender EDFC_CGM_UMB_TM_2024_3 for Technical Eligibility Criteria shall be as follows:</p> <p>(A) Technical Eligibility Criteria: The tenderer must have successfully completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited</p>	<p>Not agreed, there is no change in existing clause of 1.3.13 (i) "Eligibility Criteria" of bid document.</p>

		tender value. The details of this requirement is summarised as under.....	<p>a) Three similar works each costing not less than the amount equal to 15% of advertised value of the tender</p> <p style="text-align: center;">OR</p> <p>b) Two similar works each costing not less than the amount equal to 20% of advertised value of the tender</p> <p>c)</p> <p style="text-align: center;">OR</p> <p>d) One similar work costing not less than the amount equal to 30% of advertised value of the tender.</p> <p style="text-align: center;">AND</p> <p>The Bidder or lead Partner (in case of JV) should have valid MoU with Manufacturer/OEM of track machines required for this work are to be covered either by bidder himself being OEM or having MOU with OEM. The bids without MOU with OEM(s), covering the track machines required for this work will be summarily rejected. Post tender change of OEM is not allowed.</p> <p>Note: - The Contractor should have experience of Operation & Maintenance of Any Track Tamping Machine as given in Schedule for a minimum period of 24 month (02 years) in Indian Railway's network including PSU's (Proof of the said quantum of work must be submitted).</p>	
13	ITT 1.3.13(i) Eligibility Criteria	<p>(A) Definition of Similar works: -</p> <p>1. Operation and/or Maintenance of On-Track Machines (including supply of spare parts &</p>	<p>Please appreciate that the scope of work is highly technical requiring experience and expertise of trained, specialized and skilled workforce. This is to ensure quality and efficient operation and maintenance of the</p>	Not agreed , there is no change in existing clause of 1.3.13 (i) " Eligibility Criteria " of bid document..

	Page 29 of 181	<p>consumables) in Railway Sector in any country of the world."</p> <p style="text-align: center;">Or/and</p> <p>2. 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>complex track machines owned by DFCCIL. Further the scope of work is predominantly linked to proper maintenance of the track network to accomplish required parameters resulting in safe operation directly related to safety of public and property at large.</p> <p>The workforce is required to be rigorously trained in the operation & maintenance of the specified on-track machines and its competency must be certified. Untrained & non-skilled operation shall lead to unforeseen risks & costs towards the maintenance of tracks and more specifically specialized on-track machine.</p> <p>Accordingly, prior technical experience of tender on-track machines along with competency certificate for operation & maintenance of same is envisaged to ensure experienced & earnest participation."</p> <p>Please consider/ modify the clause requirement as below:</p> <p>Definition of Similar work shall mean:</p> <p>1. Operation and Maintenance of On-Track Machines (including supply of spare parts & consumables) in Railway Sector in any country of the world."</p> <p style="text-align: center;">Or/and</p> <p>2. Work of Mechanized Track Maintenance and/or Laying of New Track and/or Renewal of existing track using Track Machine (s) anywhere in</p>	
--	----------------	--	---	--

			Railway Sector in any country of the world	
14	16.(4) Performance Guarantee Page 47 of 181	<p>As per clause provisions in present terms it states that PBG in full is to be valid till completion of contract.</p> <p>However, during the contract, Contractor is being asked to submit PBG @ 10% of the original contract value.</p> <p>We kindly request clarification on whether the values for PBG should be calculated inclusive or exclusive of GST. Given that GST is a statutory levy and not part of the contractor's realizable value, its inclusion significantly affects the amount of the bank guarantees required.</p>	<p>Suggested clause:</p> <p>The purpose of PBG is for due and faithful performance of the contractual obligations as stated.</p> <p>However, under present tender conditions, Contractor is required to submit PBG for the whole contract value shall be required to be submitted in the form of Bank Guarantee.</p> <p>We propose that the value of the PBG be calculated excluding GST, as follows:</p> <p><i>"The value for Performance Guarantee Bond (PBG) shall be computed on the net contract value, excluding GST, as the guarantees are intended to secure performance of contractual obligations and not tax liabilities."</i></p>	Not agreed , no change existing clause of 16. (4) Performance Guarantee in bid document.
15	GCC Page 55 of 181	<p>46.A PRICE VARIATION CLAUSE:</p> <p>i) All items of Schedule A, Schedule C, Schedule-D and Schedule - E of Form -4 the PVC will be calculated with the following Formula:</p> <p>$P = P_o / 100 \{ 15 + 80 \times (B_1/B_2) + 5 \times (A_1/A_2) \}$</p>	<p>Please note that incorporation of indices for Railway locomotives doesn't safeguard against actual increase in input costs for the Contractor. The current Index is under the commodities basket of "transport equipment" and does not represent the costs related to special purpose machines with specified functions like track maintenance machines. This index mainly represents costs related to locomotives as transport equipment.</p>	Not agreed , no change in existing PRICE VARIATION CLAUSE of bid document.

			<p>The track maintenance machine being not a transport equipment is rather covered under the basket of "Manufacture of Machinery and Equipment" with specific index no.1.3.18.14 for "special-purpose machinery".</p> <p>Accordingly please modify RBI indices to 1.3.18.14 "special-purpose machinery".</p>	
16	<p>CHAPTER-V SCC</p> <p>Page 74 of 181</p>	<p>(a) Contractor's obligations:</p> <p>iii) Ensuring availability of Machines for working 25 days in month (150 days in a half year) except during IOH, POH and Tamping unit Overhauling periods.</p>	<p>Any kind of schedule maintenance mentioned in maintenance manual as well as in latest IRTMM are integral parts of operation and maintenance and it shall not be excluded from availability of machine except daily maintenance. Hence it is requested to kindly amend this clause.</p> <p>Please consider/ modify the clause requirement as below:</p> <p>Ensuring availability of Machines for working 25 days in month (150 days in a half year) except during 100 Hrs, 200/250 Hrs, 1000 Hrs, IOH, POH and Tamping unit Overhauling periods.</p>	<p>The existing Contract clause is self-explanatory .</p>
17	<p>CHAPTER-V SCC</p> <p>Page 75 of 181</p>	<p>(a) Contractor's obligations:</p> <p>xxv) The cost of all Manpower and Service Engineer (including of OEMs) required for all doing schedules of maintenance prescribed in OEM Maintenance Manuals are included in agreed rates of all items of Schedule A, C, D and E of SOR of this RFP.</p>	<p>Upon review of the BOQ against the scope of work, we find that the rate considered is quite low. Given that Intermediate Overhauling (IOH), Periodic Overhauling (POH), OEM's Equipment (example Engine & ZF gear Box) Overhauling are highly manpower-driven and dependent on service engineers, it is challenging to accurately predict the time frame required for their completion.</p>	<p>Not agreed, no change in existing CLAUSE of bid document. Bidder should quote their rate considering all the expenditure.</p>

			<p>In light of the above, we humbly request a reconsideration of the rate under the subject tender item No. A, C, D and E of SOR.</p> <p>Additionally, we request you to specify IOH and POH work under this long-term contract for better rate assessment, particularly under Item No. C & D of the Schedule of Rates (SOR).</p>	
18	<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 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>reply: 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>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>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>	<p>Not agreed, no change in existing CLAUSE of bid document.</p>

		It is requested to delete this clause or amend accordingly.		
19	CHAPTER-V SCC Page 76 of 181	<p>1.6 GENERAL REQUIREMENTS</p> <p>1.6.2 The O & M Contractor is responsible for ensuring the availability of machines for 8 hour every day for Machine working (which might be increased by up to 2 to 3 hours depending on traffic condition over DFCCIL during operation). During the maintenance shift, the stipulated Scheduled Maintenance and preventive checks of Machines of all assemblies (like engines, generators, electrical control system etc.) or sub-assemblies (various water & HSD oil pumps, sensors etc.) as specified by OEM in Various OEM/Machine Manufacturer Maintenance manuals to ensure its upkeep shall be carried out.</p>	<p>It is understood that Engine and ZF gear box overhauling or replacement shall be in the scope of DFCCIL.</p> <p>Please clarify.</p>	The existing Contract clause is self-explanatory
20	CHAPTER-V SCC Page 77 of 181	<p>1.6.8</p> <p>All tools and plants, drawings, manuals which are supplied by the DFCCIL to O & M Contractor free of cost for use along with the Machines shall be handed over back to DFCCIL in working conditions after expiry of the contract period to DFCCIL authorized personnel.</p>	<p>It is never possible to handover back each and everything to DFCCIL in good/working condition after completion of 12 years of contract.</p> <p>So it is requested to please amend this clause accordingly.</p>	Not agreed , no change in existing CLAUSE of bid document is required.

21	CHAPTER-V SCC Page 78 of 181	1.7 MAINTENANCE OF TRACK MACHINE 1.7.7 Routine maintenance of undercarriage systems shall also be undertaken by the contractor. All Workshop facilities to be arranged by contractor including repair of under frame system and for wheel turning.	It is requested to please modify the clause as below. 1.7.7 Routine maintenance of undercarriage systems shall also be undertaken by the contractor. All Workshop facilities to be arranged by contractor except for repair of under frame system and for wheel turning.	Not agreed , no change in existing CLAUSE of bid document is required.
22	CHAPTER-V SCC Page 79 of 181	1.9 SPARE PARTS 1.9.5 The Contract scope cover the overhauling of Engine of Machine. The Manpower cost required for overhauling of engine is covered in rates of items of schedule A of SOR of this RFP. The payment corresponding to cost of various spare parts utilized in doing engine overhauling will be done through Schedule B of SOR.	We would like to clarify that we are not an Original Equipment Manufacturer (OEM) for engines, and engine overhauling does not fall within the scope of our business operations. Accordingly, such activities should be considered beyond the responsibilities of the contractor. We respectfully request that this requirement be brought under the obligations of DFCCIL.	There is no change in Bid documents cl 1.9.5. is required. Bidder may quote the rate considering all expenditure occur in it.
23	CHAPTER-V SCC Page 82 of 181	1.14 Requirement of Track machine staff The contractor will provide competent staff for operation and maintenance of track machine. 1.14.3 For overall supervision, control and management of Machine and work, O & M contractors shall deploy one qualified graduate engineer having Degree in Civil/Mechanical/Electrical/Industrial engineering along with overall working experience of 8 years . If contractor is not able to initially	We would like to emphasize that the scope of work outlined is highly technical, requiring the expertise of a specialized, skilled workforce with experience in on-track machines and services. The nature of this task demands individuals who possess both technical knowledge and hands-on experience. Due to the specific qualifications and experience required, it is understood that such specialized personnel may not always be readily available in the market. Therefore, we kindly request your consideration of graduate engineers, holding a Degree or Diploma in Civil, Mechanical, Electrical, or Industrial	There is no change in Bid documents cl no 1.14 .3 is required .

		<p>deploy the qualified supervisor as above, or provide a replacement within 15 days, a penalty of Rs. 2,00,000/- per month (for part of month- on pro rata basis) per supervisor duly updated for PVC applicable duly updated for PVC applicable for items of schedule of A of SOR or part thereof will be imposed. Dy.CPM/DFCCIL is also empowered to stop the work with associated penalties under a situation of shortage of qualified track supervisors.</p>	<p>Engineering, combined with a minimum of 5 years of overall working experience in related fields.</p> <p>Please amend the clause accordingly.</p> <p>1.14.3 For overall supervision, control and management of Machine and work, O & M contractors shall deploy one qualified graduate engineer having Degree or Diploma in Civil/Mechanical/Electrical/Industrial engineering along with overall working experience of 5 years. If contractor is not able to initially deploy the qualified supervisor as above, or provide a replacement within 15 days, a penalty of Rs. 2,00,000/- per month (for part of month- on pro rata basis) per supervisor duly updated for PVC applicable duly updated for PVC applicable for items of schedule of A of SOR or part thereof will be imposed. Dy.CPM/DFCCIL is also empowered to stop the work with associated penalties under a situation of shortage of qualified track supervisors.</p>	
24	<p>CHAPTER-V SCC</p> <p>Page 86 of 181</p>	<p>1.27 Warrantee / Defect Liability Period</p> <p>1.27.4 If it becomes necessary for the Contractor to replace or renew any defective portion/part/spare until the expiration of six month from the date of such replacement or renewal or until the end of the above mentioned period whichever is later.</p>	<p>Please note in present form clause provisions for revolving warranty which is not applicable.</p> <p>Please appreciate that warranty shall be max of 06 months from the date of receipt of spare, irrespective of repair/ replacement during the warranty period.</p> <p>Please modify the clause accordingly.</p>	<p>There is no change in Bid documents cl no 1.27.4 is required.</p>
25	<p>CHAPTER-V SCC</p>	<p>1.33 CONSUMPTION OF HSD OIL BY MACHNIE</p>	<p>Consumption of HSD oil always depends on machine idle, working and running time as well as machine rpm. Hence it is not</p>	<p>There is no change in Bid documents cl no 1.33 is required . bidder may Quote the rate considering all factor during Bidding.</p>

	Page 88 of 181	<p>HSD oil for track machine working will be supplied by DFCCIL. However, actual consumption of HSD oils should not be more than 5% (individual day) and 2.5% (on monthly average) of rated HSD requirement per hours by OEM. If this limits shoots, then contractor has to do engine overhaling even if not due as per schedule in order to bring the HSD consumption with prescribed limits mentioned above in this clause.</p>	<p>possible to figure out that consumption of HSD oils should not be more than 5% (individual day) and 2.5% (on monthly average) of rated HSD requirement per hour. So, it is requested to please delete this clause.</p> <p>Kindly consider that opening and closing of HSD shall jointly signed by DFCCIL engineer and contractor's supervisor on daily basis for the purpose of recording consumption of HSD.</p>	
26	General	<p>1. NIT HEADER</p> <p>Advertised Value: 37,31,51,336.00</p>	<p>With reference to the eligibility criteria applicable to tenders with an advertised value exceeding ₹20 crore, we would like to bring to your attention the standard requirement that:</p> <p>“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.”</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. Bid capacity clause is not added in this Bid.</p>