

ARE04A Contract - Reply to Bidder Queries (Set-3)

SI no	Part/ Section No	Clause No.	Original Bid Condition	Bidder's queries	CMRL Response										
1	Section VI C: ERTS – CMC of RS & DM&P	1.6.21 (New) of Part 2, Section VIC: ERTS CMC of RS& DM&P	<p>The Contractor shall execute an Asset Refresh Programme to restore original appearance (commensurate with the time of commencement of CMC period) of the car exterior and interior. Minimally, the following scope of tasks shall be carried out on the all trainsets under the Asset Refresh Programme:-</p> <p>a) Refurbishment of Floor b) Re-painting of saloon and cab interior c) Buffing and polishing of stainless-steel surfaces including seats</p> <p>The Contractor shall plan the Works such that they are completed no later than three (3) months prior to the end of the CMC period.</p>	<p>Justification: The recent scope addition vide Addendum-2 for Asset Refresh Programme will encounter following challenges: - It would be difficult for any bidder to predict quantum of Asset Refreshment at bid stage. - Asset Refreshment depends on usage of the metro cars in revenue service during the CMC period which again is not predictable at bid stage. Not all above 3 activities (floor, re-painting, buffing & polishing) will be required to be carried out for all trainsets. It will be dependent on the health of individual trainsets and that can be decided only after conducting Asset Refurbishment Audit at the end of 15 years. - This will lead to either over or under estimation of the refreshment scope which in turn will inflate the base cost of CMC. - Except Delhi Metro, none of the metro corporation have carried out Asset Refreshment activity till date.</p> <p>As a recent return on experience(REX), DMRC has awarded the contract for refurbishment of its oldest fleet (RS1) in the year 2021 after 18 years (approx.) of operation of these fleets. It can also be seen that all the above three activities were not carried out across all the fleet. DMRC assessment of the refurbishment requirement and the estimate for RS1 fleet can be accessed as it is available in public domain (Contract 'DMRC/RSWC/SPD-178').</p> <p>Hence, it is proposed that the assessment for the Asset Refreshment shall ideally be carried out before the mid-life stage and accordingly decide the scope and quantity of refreshment.</p> <p>Recommendations In view of above, we propose following: (a) to delete this requirement from the CMC scope. (b) CMRL to carry out Asset Refreshment assessment during mid-life stage and accordingly decide the scope and quantity of refurbishment in order to be cost effective. (c) Separate contract shall be negotiated and awarded for the above scope.</p>	<p>Refer Sr. No. 16 of Addendum 03</p> <p>The Bidder's request for deletion of the Asset Refreshment Programme is not accepted, however, for clarity stated Addendum is issued to define the expected scope more precisely.</p>										
2	Section VIII Particular Conditions (Part B: Specific Provisions)	Sl. No. 21 PCC to GCC Clause No. 4.1	<p>4.1.4 CMC Obligations: The Contractor's obligation under this Contract shall also include 'Comprehensive Maintenance Contract' (CMC) for Rolling Stock and Depot Plant & Machinery as defined under Part 2, Section VI C, ERTSCMC RS and DM&P & PC 4.25 of Part 3-PCC.</p> <p>It is clarified that all maintenance activities falling due from the time of delivery of the trainsets, until completion of the CMC Period shall be completed by the Contractor. Further no CMC Assets, shall fall due for any major maintenance or overhaul activity including replacement/ renewal within 18 months after the Expiry of the CMC Contract Period. Such Works is deemed to have been included in the quoted Lumpsum Price</p>	<p>Justification: The CAMC Obligation scope addition vide Addendum-2 will have following challenges: - CMC coverage will further increase from 17.7 years to 19.2 years (effectively it will be treated like 20 years CMC programme). - Due to this additional 18 months phase, substantial overhaul requirement during this period, will have to be preponed to ensure all the activities are completed within the contract timeframe of 17.7 years. - Above preponement of maintenance activities would lead to repetition of the same activity within assets design life, approximately between 30th and 32nd year thereby increasing the overall life cycle cost. This cost can be avoided by carrying out overhaul activities at their due time instead of compulsory preponement because of the said clause. This is not only increasing CMC project cost but also increasing the overall life cycle cost which would be additional burden on employer. - Attention is drawn specifically to Bhopal & Indore Tender wherein after a number of discussions, the customer allowed the overhauls during 16th to 20th year be quoted as an option and at least one time overhaul to be done in the contract period. The relevant clauses are reproduced below for ready reference:</p> <p><u>Volume II, PC, Part B: Special Provisions, PC 13.3.1 (1) (215 of 244) & Corrigendum-3, S. No. 64 (27 of 133)</u> The Employer is entitled to increase the Comprehensive Maintenance Period to enable the Contractor for completion of major overhauling of Rolling Stock systems / sub-systems as per scheduled maintenance programme, subject to maximum of 5 (five) years, each for Bhopal and Indore. This will be applicable to Rolling Stock scope only. The Employer's decision about the period of extension shall be final and binding on the Contractor. The Employer may exercise the option on any day before 180 days of the scheduled completion of DLCMP. The Contractor shall be required to execute the extended DLCMP at the _____ s and at the price as given below:</p> <table border="1"> <tr> <td>Year 16</td> <td>180%</td> </tr> <tr> <td>Year 17</td> <td>90%</td> </tr> <tr> <td>Year 18</td> <td>110%</td> </tr> <tr> <td>Year 19</td> <td>100%</td> </tr> <tr> <td>Year 20</td> <td>130%</td> </tr> </table> <p><u>Volume III Part 1: ERGS-RS, 1.1.5 (3rd sentence (11 of 397)</u></p> <p>The Contractor shall ensure that major overhaul (except mid-life refurbishment related activities) of all the systems of Rolling Stock have been performed at least once during the contract period (including extension of 5 years as per PC 13.3.1(1)).</p> <p>Hence it is requested to allow the overhauls/replacement/renewal activity beyond 18 months of CMC as an option. Further this requirement shall be applicable to rolling stock scope only.</p> <p>Recommendation: In view of above, we propose: - to remove this clause from the base offer and add additional years to cover these overhauls activities as an option and - this option shall be applicable to Rolling Stock scope only.</p>	Year 16	180%	Year 17	90%	Year 18	110%	Year 19	100%	Year 20	130%	<p>Refer Sr. No. 17 of Addendum 03</p>
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3	Section VI-A (ERTS - RS)	9.6.9. (ii)	<p># Note: 24hrs is the minimum duration of Sleep Mode condition which must be achieved (and demonstrated by the Contractor) before the battery charge depletes to the level where the voltage supervision orders a full shutdown of the train. Battery voltage supervision shall always be available when the train is in Sleep Mode.</p>	<p>Justification: Bidder would like to inform that sleep mode of 24 hrs is on higher side and it is leading to oversizing of the battery there by increasing the cost & weight of the car. Normally 06 hrs sleep mode is considered in GoA4 as per rex from other projects like ML3, DMRC RS10, RS17, Bhopal/Indore. However, in ARE03A we have agreed for 16 hrs of sleep mode hence we request to consider 16hrs sleep mode for current tender.</p> <p>Amendment Requested: # Note: 16hrs 24hrs is the minimum duration of Sleep Mode condition which must be achieved (and demonstrated by the Contractor) before the battery charge depletes to the level where the voltage supervision orders a full shutdown of the train. Battery voltage supervision shall always be available when the train is in Sleep Mode.</p>	<p>Tender Condition Prevails.</p>										