

NOIDA METRO RAIL CORPORATION LTD.						
Name of Tender - Contract NGNEDDC: "Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km)."						
E-Tender no. - NMRC/Projects/NGNEDDC/2025/415						
ADDENDUM-2 SUMMARY SHEET						
Sr. No.	Volume	Document Name	Clause No./Item No.	Page No.	Addendum/Corrigendum	Remarks
1	Volume-1	NIT	1.1.2	4	Change in Date of Issuing Ammendment, Start Date of Submission, Last Date of Submisison and Opening of Tender.	Replace NIT's Page 4 by 4R.
2	Volume-1	NIT	1.1.3.2	15	Substantially completed work is removed.	Replace NIT's Page 15 by 15R.
3	Volume-1	NIT	1.1.3.2	16	Clarification regarding work eligibility criteria and completion certificate	Replace NIT's Page 16 by 16R.
4	Volume-1	NIT	1.1.3.2	17	Substantially completed work is removed. Exchange Rate is modified	Replace NIT's Page 17 by 17R.
5	Volume-1	NIT	1.1.3.2.1	18	Modification in Additional Requirement (Experience Criteria)	Replace NIT's Page 18 by 18R.
6	Volume-1	NIT	1.1.3.2.1	19	Modification in Additional Requirement (Experience Criteria) and Change in office location	Replace NIT's Page 19 by 19R.
7	Volume-1	NIT	1.1.3.2.1	20	Addition of Educational/Experience Criteria of Supporting Staff for NMRC	Replace NIT's Page 20 by 20R.
8	Volume-1	ITT	Annexure-01	33	Modification in Table-02 of Annexure-01 of ITT	Replace ITT's Page 33 by 33R.
9	Volume-1	ITT	Annexure-01	37	Modification in Educational criteria for Expert HVAC	Replace ITT's Page 37 by 37R.
10	Volume-1	ITT	Annexure-01	39	Correction in Typographical Errors	Replace ITT's Page 39 by 39R.
11	Volume-3	Scope of work	2.1.1 (aa)	8	Modification in office location	Replace Scope of work's Page 8 by 8R.
12	Volume-3	Scope of work	3.9.2	22	Removal of Fabrication Drawing	Replace Scope of work's Page 22 by 22R.
13	Volume-3	Scope of work	5.1	22	Modification in office location	Replace Scope of work's Page 49 by 49R.

14	Volume-3	Scope of work	9.7	66	Removal of REVIT model	Replace Scope of work's Page 66 by 66R.
15	Volume-4	Pricing Document	Annexure-A1		Modification in sr. no. 9 of Annexure-A1	Replace Annexure-01 by Annexure-A1 (R).
16	Volume-4	Pricing Document	Annexure-B1		Removal of '**' of Annexure-B1	Replace Annexure-B1 by Annexure-B1 (R).
17	Volume-5	Standard Documents	Part-5	11	Removal of sr. no. 9 and 13	Replace Part-5/Volume-5's Page 11 by 11R.
18	Volume-5	Standard Documents	Part-5	21 & 22	Removal of Clause D 3.2	Replace Part-5/Volume-5's Page 21-22 by 21R-22R.
19	Volume-5	Standard Documents	Part-5	37	Removal of Stray Current point from Clause D 7.7.1	Replace Part-5/Volume-5's Page 37 by 37R.
20	Volume-5	Standard Documents	Table-1 Part-6	8	Removal of Table-1	Replace Part-6/Volume-5's Page 8 by 8R.
21	Volume-5	Standard Documents	Table-1 Part-6		Addition of Revised Table-1	Addition of Page 8A in Part 6/Volume 5.
22	Volume-5	Standard Documents	Part-6		Addition of Depot Layout	Addition of Page 8B in Part 6/Volume 5.
24	Volume-5	Standard Documents	Part-7		Addition of Design Criteria for OHE	Addition of 14 Pages
25	Reply to the Pre-Bid Queries					

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).**

Name of the Bid	Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).
Approximate Cost	24.21 Crores
Time period of Work	05 years
Type of Bid	Single Stage Two Packet Tender
Method of Selection	QCBS Based Selection
Bid Processing Fee (Non-Refundable)	INR 23,600/- (including 18% GST) (Rupees Twenty-Three Thousand Six Hundred only) through RTGS/NEFT only payable in favour of Noida Metro Rail Corporation Limited
Earnest Money Deposit (EMD)	INR 24,21,000/- (Rupees Twenty-Four Lakh and Twenty-One Thousand only) through RTGS/NEFT only payable in favour of Noida Metro Rail Corporation Limited
Name of the Corporation's official for addressing Queries, clarifications and Pre-Bid Meeting	Executive Director Noida Metro Rail Corporation Ltd., Block-III, 3rd Floor, Ganga Shopping Complex, Sector-29, Noida 201301 Email: nmrcprojects@gmail.com Website: www.nmrcnoida.com, E-procurement portal: http://etender.up.nic.in
Bid Validity	180 days
Bid Language	English
Bid Currency	INR
Start of sale of Tender Document to Bidders	From 18.08.2025 to 18.09.2025 (up to 15:00 Hrs.) on e-procurement portal.
Pre-Bid Conference	04.09.2025 at 11:30 Hrs.
Last date of seeking clarification, if any	05.09.2025 at 17:30 Hrs. (The queries must be sent only to Registered Email provided in the Tender Document)
Last date of issuing amendment, if any	40.09.2025 <b>17.09.2025</b> at 17:30 Hrs.
Start Date & Time of Submission of Bids	44.09.2025 <b>18.09.2025</b> at 10:00 Hrs.
Last Date & Time of Submission of Bids	48.09.2025 <b>25.09.2025</b> at 17:00 Hrs.
Date & Time of Opening of Technical Bids	48.09.2025 <b>25.09.2025</b> at 17:30 hrs.

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- (i) In case of a partnership firm, the beneficial owner is the natural person(s) who, whether acting alone or together, or through one or more juridical person, has ownership of entitlement to more than fifteen percent of capital or profits of the partnership;
- (ii) In case of an unincorporated association or body of individuals, the beneficial owner is the natural person(s), who, whether acting alone or together, or through one or more juridical person, has ownership of or entitlement to more than fifteen percent of the property or capital or profits of such association or body of individuals;
- (iii) Where no natural person is identified under (i) or (ii) or (iii) above, the beneficial owner is the relevant natural person who holds the position of senior managing official;
- (iv) In case of a trust, the identification of beneficial owner(s) shall include identification of the author of the trust, the trustee, the beneficiaries with fifteen percent or more interest in the trust and any other natural person exercising ultimate effective control over the trust through a chain of control or ownership.

"Agent" is a person employed to do any act for another, or to represent another in dealings with third persons

**1.1.1.1 Minimum Eligibility Criteria:**

**A. Work Experience:**

Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed ~~or substantially completed~~ similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below -

**a) Mandatory Eligible Works**

- i. Should have Satisfactorily Completed similar consultancy work for minimum amount received towards the same shall be INR 19.37 Crore in one Contract.

Or

- ii. Should have Satisfactorily Completed similar consultancy work for Minimum amount received towards the same shall be INR 12.10 Crore in two different contracts each.

Or

- iii. Should have Satisfactory Completed similar consultancy work for Minimum amount received towards the same shall be INR 9.68 Crore in three different contracts each.



Similar work: Detail Design Consultancy (DDC) works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&M / Traction works of Elevated / Underground sections, which may include train depot also for Metro Rail /High Speed Rail /Railways/ Regional Rapid Transit System (RRTS)

- i. In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s) **in a single contract**. Works comprising only train depot will not be considered.
- ii. The requirement of designing of Structural/ Architectural/ Building Services including E&M/ Traction works may be satisfied by members of JV/Consortium together or by the sole tenderer bidding as an individual entity. For the purpose of structural design, the proof checking will be treated as equal to the structural design of structures. In case, the above qualifying similar work **s at sr. no. (i), (ii), (iii), (iv) & (vi)** does not include any one (i.e. civil Structural design, Architectural design, Building Services including E&M and Traction works design), of the component(s), then bidder has to submit either one work for each missing component **for a value of at least Rs. 50 lakh**, in addition to similar work experience required vide NIT clause no. 1.1.3.2.A as mentioned above.
- iii. Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction – **25 kV Flexible** (OHE) works as listed below for elevated viaduct/depot/**at grade/underground** for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.

Any of the following–

- a. 25 kV AC Flexible OHE only
- b. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher substations
- c. 25 kV AC Flexible OHE only & SCADA
- d. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher substations & SCADA

**Notes:**

- a. Work experience of only substantial partner (partner with share of 26% or more in the JV/Consortium) shall be considered for evaluating of JV/Consortium.
- b. **Substantially Completed means that the eligible projects should have been completed the 100% Design Work with Satisfactory Performance. Documentary proof such as certificates from client clearly indicating the cost and actual date of completion for such work should be submitted.** Deleted
- c. The tenderer shall submit details of works executed by them in the

Performa prescribed in Appendix-15 & 15A of FOT for the works to be considered for qualification of work experience criteria. Documentary proof such as completion certificates/ ~~substantial completion~~ certificates from client clearly indicating the nature/scope of work, actual completion cost/ value of actually executed works and actual date of completion (in case of completed works) for such work should be submitted. The offers submitted without this documentary proof shall not be evaluated. In case the work is executed for private client, in addition to above, copy of work order, bill of quantities, bill wise details of payment received certified by C.A., T.D.S certificates for all payments received and copy of final/last bill paid by client shall also be submitted.

Any certification or document required to be provided by CA, must contain UDIN thereon and the particulars of certifications must be same as mentioned on document/ verification and submitted to ICAI on its website which can be verified online.

- d. In case of any composite work (work involving other than similar work also), value of successfully completed or substantially completed portion of similar work up to last day of the month previous to the month of tender submission shall be considered for qualification of work experience criteria. In case qualifying work involves General consultancy (GC)/Project management consultancy (PMC), value of only similar work in that work shall be considered.
- e. Deleted.
- f. For completed works, value of work done shall be updated to last day of the month previous to the month of tender submission price level assuming 5% inflation for Indian Rupees every year and 2% for foreign currency portions per year. The exchange rate of foreign currency shall be applicable **as SBI TT Selling Rate on 31.08.2025.** ~~28 days before the submission date of tender.~~
- g. If the above work(s) i.e. "Similar work" comprise other works, then client's certificate clearly indicating the amount of work done in respect of the "similar work" shall be furnished by the tenderer in support of work experience along-with their tender submissions.
- h. Only work experience certificate having stamp of Name and Designation of officer along with the Name of client shall be considered for evaluation.
- i. In case of joint venture / Consortium, full value of the work, if done by the same joint venture shall be considered. However, if the qualifying work(s) were done by them in JV/Consortium having different constituents, then the value of work as per their percentage participation in such JV/Consortium shall be considered.
- j. After opening of financial bids, the work experience credentials (work

experience certificate along with other documents if any) of bidder having highest Total Score shall be sent for verification and certification to the concerned client(s). In case of any concealment or misrepresentation of facts, appropriate action(s) in accordance with Tender Conditions and Suspension/Banning Policy of NMRC shall be taken.

- k. If in a joint venture, foreign partner has done the structural design work/ Architectural work/ E&M Work in their own country and the same has been submitted by the JV towards their technical qualification, it will be considered only when such partner has done the work of the same or larger magnitude in the country other than their own.

1.1.3.2.1 Additional Requirements:

The Tenderer shall also have to comply following requirements to qualify:

- (i) The tenderer shall submit an organization chart together with clear description of the responsibilities of each member within the overall work programme.
- (ii) Deleted.
- (iii) The DDC team shall be headed by a 'Project Leader' who shall have as minimum qualification a bachelor's degree in Architecture or Civil Engineering from a recognized university having relevant experience\* in the concerned field of not less than **15 years out of which 10 05** years as Project Leader with total experience of not less than 20 years and have the experience of handling minimum 03 projects of similar nature and complexity# as Project Leader/ Team Leader (sufficient proof shall be submitted to substantiate the qualification and experience).

Project Leader shall be directly responsible for all design coordination between DDC's (Civil, E&M and Structure) design team as well as coordinating NMRC's system wide requirements. Project Leader shall also coordinate with DDC's Project Manager and shall be the main contact person for NMRC.

The Project Leader must be involved actively in the project execution. He/She will be required to attend all meetings/inspections conducted by NMRC officials. He/She must take prior permission from NMRC for obtaining leave during his tenure as Project Leader. In case the consultant does not follow these instructions, action shall be initiated under the conditions of contract to impose penalty or to terminate the contract.

- (iv) The DDC team for each discipline i.e., Civil, Architectural and E&M shall be headed by 'Team Leaders' who shall have as minimum qualification a bachelor's degree in relevant field (Civil

/ Architecture / Electrical / Mechanical Engineering) from a recognized university of relevant experience\* in the concerned field of not less than 10 years **out of which 05 years** as Team Leader with total experience of not less than 15 years and have the experience of handling minimum 02 **03** projects of similar nature and complexity# (sufficient proof shall be submitted to substantiate the qualification and experience).

**Note: Any one 'Team Leader' may also be designated as 'Project Manager'.**

- (v) Under Team Leader, 'Experts', as indicated in Table-A below, shall be deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university must have minimum 10 years of relevant experience\* in the concerned field **with total experience of not less than 12 years** and should have handled minimum 03 projects of similar nature and complexity# in expert capacity (sufficient proof shall be submitted to substantiate the qualification and experience). The experts shall be mobilized as per the schedule approved by the Employer, and for the durations shown in Table- A below.
- (vi) Under experts, 'Key Members' shall be deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university, must have minimum 07 years of relevant experience\* in the concerned field and should have handled minimum 02 projects of similar nature and complexity# (sufficient proof shall be submitted to substantiate the qualification and experience).
- (vii) The technical proposal will be evaluated based on the capabilities /technical strength of staff proposed to be deployed. At bidding stage, bidder is required to submit CV of Project Leader, Team Leaders of each discipline and Experts proposed for the project. Bids submitted without these CVs shall be considered as non-responsive and liable to be rejected. CV of other key staff and proof regarding qualification and experience of all key staff shall be submitted by the successful Consultant after award of work.
- (viii) DDC is required to establish and maintain its office at **Delhi NCR Noida/ Gr. Noida**, throughout the contract duration.

\* Relevant experience shall be as defined in Clause 1.1.3.2.A as experience of Metro Rail/High Speed Rail / Railways / Regional Rapid Transit System (RRTS).

# Projects of similar nature and complexity shall be as defined in Clause 1.1.3.2.A as Elevated Viaduct & Elevated and/or

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Underground stations of Metro Rail/ RRTS/ High Speed Rail/Railways.

The form of organization structure is prescribed in Fig. 1 below.

**Further, the educational and professional experience required for supporting staff of NMRC, as per Schedule D of Pricing Document, is mentioned as below:**

<b><u>Sr. No.</u></b>	<b><u>Description</u></b>	<b><u>Educational Qualification</u></b>	<b><u>Experience Qualification</u></b>
<b><u>1</u></b>	<b><u>Architect</u></b>	<b><u>B.Arch.</u></b>	<b><u>04 years of relevant experience in similar work as mentioned in 1.1.3.2 A of NIT.</u></b>
<b><u>2</u></b>	<b><u>Document Controller</u></b>	<b><u>Graduate</u></b>	
<b><u>3</u></b>	<b><u>CAD Operator</u></b>	<b><u>Diploma in Civil</u></b>	
<b><u>4</u></b>	<b><u>Surveyor</u></b>	<b><u>Diploma in Civil</u></b>	
<b><u>5</u></b>	<b><u>Design Coordinator</u></b>	<b><u>B.Tech.(Civil) / B.E. (Civil)/ B.Arch.</u></b>	

## 5. Marking and Scoring System

TABLE-1: Establishment of the Firm (Maximum Marks = 30)

(In the case of JV/Consortium, the credentials of partner having highest no. of years after the Establishment will be considered and marks will be assigned accordingly).

Sr. No.	Criteria	Distribution of Marks	Remarks
1.	Number of years after the Establishment of the Firm.	5 to 10 years: 15 marks	Certificate from Auditor / Chartered Accountant shall be submitted. The period shall be considered from the date of certificate of incorporation / Statutory Registration Certificate / Shop Act License Certificate (as the case may be) of the bidder.
		>10 years up to 15 years: 22 marks.	
		>15 years: 30 marks.	

TABLE-2: "Detailed Design Consultancy Experience" (Maximum Marks = 250)

(In the case of JV/Consortium, combined no. of stations in single contract each shall be considered and accordingly marks will be assigned) (For this marking design of elevated stations mean Detail Design of Elevated/Underground Stations involving Architectural, Structural and MEP designs.

Sr. No.	Criteria	Distribution of Marks
1.	Detailed Design Consultancy Services of Elevated/Underground/ <b><u>at Grade</u></b> stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTS/High-Speed/Railways Projects.	Design of elevated/ <b><u>underground/at Grade</u></b> stations of minimum 08-10 in single contract or meeting eligibility criteria: 200 marks
		Design of elevated/ <b><u>underground/at Grade</u></b> Stations of 11-16 No. in single contract: 225 marks
		Design of elevated/ <b><u>underground/at Grade</u></b> stations of 17 or above in single contract: 250 marks

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14	Expert HVAC	1	B.E (Elec)/ <b><u>B.E.(Mech.)</u></b>	12	10	10 years or above of relevant experience:08 Marks
						12 years or above of relevant experience :10 Marks
15	Expert Traction	1	B.E (Elec)	12	10	10 years or above of relevant experience:08 Marks
						12 years or above of relevant experience:10 Marks

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TABLE-4: Employment of Key Personnel with the Firm. (Maximum Marks = 60)

*(In case of JV/Consortium, combined strength of personnel shall be considered and accordingly marks will be assigned)*

Sr. No.	Criteria	Marks Distribution for Min. Key Personnel employed working with bidder	Remarks
1	Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)  (Max = <b>60</b> 55 marks)	5-10 Nos - 20 marks	Certificate including list of employee (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.
		11-15 Nos - 40 marks	
		16-20 Nos - 60 marks.	

*\* Only Key person meeting Eligibility Criteria mentioned in **Clause 1.1.3.2.1 of NIT Section-III A** and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CV's for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CV's for marks against this section.*

TABLE-5: Presentation to Noida Metro and Submission of Document: (Maximum Marks – 50)

Sr. No.	Criteria	Distribution of Marks Grading & Percentage Marks 1. Excellent – 100% 2. Good – 75% 3. Average – 50% 4. Below Average – 25%
1	Presentation to Noida Metro and Submission of Document: The Document shall include Bidder's understanding of the scope of the Assignment, the methodology proposed to be adopted for carrying out the Assignment including quality related aspects, a work plan, and a tentative deployment schedule of Key Experts.  (Max 50 Marks)	Critical Tasks in the Project and Action Plan - 12 Marks
		Similar Works Executed and Challenges Faced & Innovative Approach Suggested to resolve them – 12 Marks
		Green Building Design – 12 Marks
		Timeline and Program Management – 06 Marks
		Quality Intervention & Innovations – 03 Marks
		Quality of Overall Presentation – 05 Marks



requirements;

- y) Attend meetings connected with the Work whenever required; and
- z) Make available their services as and when required during the construction/execution contract: to modify existing designs or drawings as necessary to incorporate site conditions and unforeseen conditions; to assist NMRC's site supervision staff in clarification of queries resulting from the design; to review and confirm "As-Built" drawings prepared by Contractors.
- aa) DDC is required to establish and maintain its office at **Delhi NCR** Noida/Gr. Noida, throughout the contract duration.
- bb) DDC is required to carry out proof checking of all temporary structure and enabling works including construction scheme and method statement proposed by the various contractors.
- cc) NMRC shall be the Employer for this contract. Bidding/tendering for Construction/Execution contracts shall be done by NMRC and NMRC shall be the Employer in contracts so awarded. Bid documents and cost estimates for construction/execution contracts shall be prepared by DDC under this contract for NMRC.

## **2.2 Contracting strategy for construction**

### **2.2.1 Elevated packages – Civil Works**

The Detail Design Consultant will prepare the Preliminary design for elevated stations and viaduct. Based on the design, Tender Document, Drawings, BOQs, Cost Estimates, Technical Specification shall be prepared by DDC.

For the viaducts, the detailed design of the substructures and superstructure's spans other than U-Girder (including I-Girder, Cross Over, Long Spans, etc.) would be done by the Civil Contractors based on the preliminary designs prepared by Detail Design Consultant. The design of U-Girder shall be provided by NMRC

DDC shall be responsible for proof checking of the Structure Design submitted by the Contractor and Proof Checking & integration of U-Girder design and structure design proposed by the Contractor.

For the stations, DDC shall be responsible for Detailed Architectural, Structural and E&M Building Services of Stations.

Following the award of the construction contracts, the detailed design of Elevated stations will be performed by the DDC. The Detail Design Consultant will have to perform the Detailed Structural Design of Elevated Stations and Proof Checking of Structural Design of the Viaduct substructures and superstructure done by civil contractors.

Post award of civil contracts The Detail Design Consultant will have to perform:

- Proof checking of Viaduct
- Detailed design of Architecture and Structure for stations;

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- Reference standards;
- Design Basis Report
- Design Criteria;
- Interpretation of the geotechnical and hydro geological investigations;
- Identification of the initial geological, geotechnical and construction risks and quantification of the mitigation measures and contingency measures during construction to reduce the residual risks;
- Construction method and construction sequence;
- Applied load cases and design assumptions;
- methods of analysis, which have to be appropriate and valid;
- Geotechnical and structural design of the temporary and permanent works;
- ultimate and service design capacities of all components;
- ~~Fabrication Drawings for all Steel Structure works~~
- Proof checking of temporary works (including scaffolding, shuttering details etc.) to facilitate the construction of permanent works.
- overall stability of the structures in both the short-term and long-term conditions;
- water tightness requirements and proposed technical solutions;
- construction and reinforcement details;
- design of the mitigation measures;
- suitability of the design to the construction methodology adopted by the Contractor;
- integrity of structural member and structures as a whole;
- constructability;
- monitoring design;
- Interface drawings civil works / M&E equipment.

At this stage it is necessary to precisely define and fine tune the main dimension of the structures, with integration of latest information from systems, and others services.

The interpretation of the Survey's Work campaign and its outputs will be incorporated at this stage.

To perform the Detailed Design of Civil Works the main interface features shall be validated as an input as also approved the Preliminary Design of the selected alternative(s).

The following deliverables will be prepared:

issuance of the Certificate of Completion for the construction contract. The DDC shall prepare relevant calculations reconciled with as-built conditions and information necessary for the maintenance of the works.

#### **4.7 Liaison Work**

The DDC shall co-ordinate and liaise with all concerned local authorities and private and Government agencies to obtain approvals, testing and clearances as deemed necessary, depending on the conditions prevalent at site.

#### **4.8 Co-ordination with Contractors & Other Designers**

During the construction phase, the DDC shall be responsible for expeditious implementation of the evolved designs and sorting out any design interface problems with the construction contractors and other contractors working on the section including the depot.

### **5 ORGANISATION OF THE DETAILED DESIGN CONSULTANT**

#### **5.1 General**

The DDC shall establish an efficient organization for carrying out all services according to programme requirements. The organization shall provide effective management of the tasks of the contract including those that must be carried out concurrently by separate disciplines and teams. The organization shall also ensure that all information that becomes available during the design period is directed to the appropriate design teams and effective checking procedures are continuously maintained to ensure that required standards are met. Proper coordination between the different disciplines of DDC will be maintained. All the design and drawings will be certified by all the experts of concerned disciplines like E&M Systems, Fire Detection / Suppression system etc. In addition, all CSD and SEM opening drawings shall be signed by the Project Leader who will be in charge of inter disciplinary coordination.

Upon its appointment, the DDC shall promptly commence setting up its exclusive organization to the satisfaction of the NMRC and in confirmation with the organization chart and work experience requirements given in clause 1.1.3.2 of NIT of this Agreement, and shall be housed in one place at **Delhi NCR** Noida/Gr. Noida at his own cost. All works by the DDC shall be performed in **Delhi NCR** Noida/Gr. Noida unless otherwise approved by the NMRC in advance.

However, DDC has to deploy the supporting staff as mentioned in Schedule D of BOQ to support NMRC for 03 Extension Projects well versed with design aspects and relevant experience for which office space of approximately 50 sqm shall be provided by NMRC in its premises.

The DDC shall furnish the CV's of all the key personnels as identified so in the QA Plan who shall be working on this project along with a detailed organization chart and seek approval. If NMRC judges that the continuation of any person is not in the interest of the project, a written notice will be given to DDC who will promptly remove the person within a week. NMRC can withdraw the approval of such persons if continuation of the person is judged by NMRC.

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).**

- 5 copies of the Design Report;
- 5 copies of the Construction Cost Estimates;
- 5 copies of the Property Development Report.
- 9.4 Submission of Tender Drawings, BOQ's, Cost Estimates and Specifications
  - One full size (A-1) set of mylar reproducible;
  - 1 full size (A-1) set of CD-ROMs;
  - 10 sets of full size (A1) drawings
  - 10 half size (A-3) sets of drawings;
  - 10 sets of Bills of Quantities
  - 10 sets of special specifications
  - 4 sets of Cost Estimates
- 9.5 Submission of Originals
  - 1 half size (A-3) sets of prints of drawings;
  - 1 copy of Construction Cost Estimates;
  - 1 copy of Final Design Summary Report (Vol. 1);
  - 2 sets of CD in AutoCAD format of all drawings;
  - 2 sets of Property Development Report;
  - 3 sets of Quantity Take off Sheets; and
  - 3 sets of CD/DVD for construction cost estimates.
- 9.6 Submission of Construction Drawings
  - 7 sets of all conformed drawings marked "Good for Construction". (A1)
- 9.7 Submission of "As-Built" Drawings
  - 5 sets of "As-Built" drawings prepared by the contractor endorsed by the DDC. (A1)
  - 5 sets of final design summary report.
  - ~~1 Revit/Navis work file for each BIM model generated.~~
- 9.8 Submission of Combined Services Drawings (CSDs)
  - 5 sets of drawings with 6 No. Soft copies in Auto Cad and PDF Format.
- 9.9 Submission of Services Electrical and Mechanical Drawings (SEMs)
  - 5 sets of drawings with 6 No. Soft copies in Auto Cad and PDF Format.
- 9.10 Design Certificate
  - All submissions shall be accompanied by two original copies of a 'Design Certificate' as set out in Attachment D1 hereto and signed by the Contractor and the Designer.

NOTE: The above list is not exhaustive and shall also include revisions in drawings as required in consideration of specific coordination issues and site constraints

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).**

**Annexure - A1**

**(Architectural Detailed Design of Stations)**

S. No.	Activity to be Completed	Stage Payment in percentage of lump sum cost under Item No. 1 of Schedule A	Cumulative Payment	Progress Schedule (Weeks from Notice to Proceed - Project Wise)	Liquidated Damage to be imposed if yes
1	Submission of Project Program including complete list of Deliverables, Schedule of Delivery and Mobilization Schedule of Key Personnel & Staff	1.00%	1.00%	1	-
2	Submission of Concept, Design Alternative and Preliminary Drawings based on tender drawing review, including modifications if any	3.00%	4.00%	3	Yes
3	Delivery of Tender Drawings, Cost Estimates, BOQ and Tender Documents complete for Civil Work as per Volume-3 Scope of works	2.00%	6.00%	4	Yes
4	Approval of Preliminary Design Submission	3.00%	9.00%	-	-
5	Submission of documents to Local Authorities	5.00%	14.00%	12	Yes
6	Approval of documents by Local Authorities	2.00%	16.00%	-	-
7	Delivery of First Design Submission including interchange schemes (As applicable)			-	-
a	Civil	3.00%	19.00%	8	-
b	Architectural Finishes	2.00%	21.00%	8	-
8	Approval of First Design Submission including interchange schemes (As applicable)			-	-
a	Civil	3.00%	24.00%	-	-
b	Architectural Finishes	2.00%	26.00%	-	-
9	Delivery and approval of Tender Drawings, BOQ's, Cost Estimates and Specification			-	-
a	For Signages, Track, S&T contracts etc as per Scope of work	1.00%	27.00%	8	-
9	Delivery of Final Design Submission including interchange schemes			-	-
a	Civil	4.00%	31.00%	16	Yes
b	Architectural Finishes	4.00%	35.00%	18	Yes
10	Approval of Final Design Submission including interchange schemes			-	-
a	Civil	3.00%	38.00%	-	-
b	Architectural Finishes	3.00%	41.00%	-	-
11	Issue of "Good For Construction" Drawings			-	-
a	Civil	18.00%	59.00%	As per approved program	Yes
b	Architectural Finishes	20.00%	79.00%	As per approved program	Yes
12	Acceptance of "Originals" and Design Report				-
a	Civil	4.00%	83.00%		-
b	Architectural Finishes	4.00%	87.00%		-
13	Approval of "As-Built" Drawings				-
a	Civil	4.00%	91.00%		-
b	Architectural Finishes	4.00%	95.00%		-
14	Site Visits **	5.00%	100.00%		-

**Note:**

1. Payment shall be made for each station on Pro-rata basis.
2. The above is the breakup of Annexure-A1 of Schedule A of financial package.
3. Liquidated damages shall be charged @ 0.05% per week delay or part of the week from the lump sum rate of Schedule-A.

\* Payment for this item shall be made in 16 or more (as required by NMRC) equally distributed installments upon submission of updated Project Programs including complete list of Deliverables, Schedule of Delivery and Mobilization Schedule of Expatriate Consultants.

\*\*Payment for this item shall be made @ 1.25% per annum, upon submission of 25 site visit reports made by Team Leaders each year.

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).**

**Annexure B1 - Traction Power Supply (OHE), ASS & SCADA**

**Activity HT1: Detailed Design Consultancy Services for Power Supply & Distribution system, 25 kV OHE Traction Electrification and SCADA system for Noida Metro's 03 Extension Corridors, and Checking of Contractor's submissions.**

**Activity HT-2: The Simulation study for determination of traction equipment sizing, power requirement, voltage-drop, current, rail voltage, temperature, etc.**

S. No.	Activity to be Completed	Stage Payment in % of lump sum amount towards design (Traction & Power Supply portion)	Annexure B1 - Traction Power Supply (OHE), ASS & SCADA	Progress Schedule (Weeks from Notice to Proceed - Project Wise)	Liquidated Damage to be imposed if yes
1	Mobilization of Project team, Presentation of Inception report including Programme and its acceptance by employer as per Scope of Work	5.00%	5.00%	2	Yes
2	Submission of study report of power supply arrangement including Earthing report & Simulation study as per Scope of Work	10.00%	15.00%	7	Yes
3	Acceptance of study reports	5.00%	20.00%	9	Yes
4	First Design Submission as per Scope of Work including details required to submit to Ministry of Railways/ Statutory Authorities	5.00%	25.00%	12	Yes
5	Acceptance of First Design Submission	5.00%	30.00%	-	-
6	Final Design Submission including details required for submission to Statutory/ local authorities				
a)	Technical specifications & drawings for the construct tender, BOQ with take-off sheets, initial construction cost estimates with their rate analysis/basis as per scope of work.	10.00%	40.00%	14	Yes
b)	Other details required in submission including details to be submitted to Statutory/local authorities etc.	5.00%	45.00%	14	Yes
7	Acceptance of final design as per Scope of Work				
a)	Delivery of construction tender documents complete for floating of tender as per Scope of Work	10.00%	55.00%	16	Yes
b)	Completion of process of issue of clarifications/addendums/correction/modifications during tender evaluation stage	5.00%	60.00%	21	-
8	Delivery and Submission of documents for construct contractor such as 'Construction Reference Drawings' and 'Good for construction Drawings' as per Scope of Work.	20.00%	80.00%	as per approved programme	Yes
9	Extending support during construction period as per Scope of Work	10.00%	90.00%	-	-
10	Review of As-Built Drawings submitted by the Construction Contractor and issue of NOC	5.00%	95.00%	-	-
11	Validation of design after commissioning of the system	5.00%	100.00%	-	-

**Note:**

- Liquidated damages shall be charged @ 0.05% per week delay or part of the week from the lump sum rate of Schedule-B.
- The above is the breakup of Annexure-B1 of Schedule B of financial package.

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km)**

	adequate capacity gantry for material handling.			
7	Deleted			
8	Deleted			
9	<del>Electrolytic corrosion prevention.</del>	<p><del>Purpose:</del> Implementation of the system for protection of reinforcements, prevention of corrosion of metallic pipes and structures.</p> <p><del>Design:</del> Design details to be worked out in co-ordination with Designated Contractor's design requirements.</p>	<p><del>Design:</del></p> <ul style="list-style-type: none"> <li><del>Confirm the detailed requirements for stray dc current control.</del></li> <li><del>Review the design from NGNEDD.</del></li> </ul>	
10	Deleted			
11	OCS warning and different types of Indicator Boards in the tunnels, stations and depot.	<p><del>Design:</del> Design details to be worked out in co-ordination with Designated Contractor's design requirements.</p>	<p><del>Design:</del></p> <ul style="list-style-type: none"> <li><del>Confirm the location of OCS warning and Indicator Boards.</del></li> <li><del>Furnish the relevant drawings.</del></li> <li><del>Review the fixing arrangement design from NGNEDD.</del></li> </ul>	
12	Deleted			
13	<del>Platform Insulation at stations.</del>	<p><del>Design:</del> Design details to be worked out in co-ordination with Designated Contractor's design requirements.</p>	<p><del>Design:</del> Confirm the requirement and material specification for safety of passenger/ safe touch potential limit.</p>	

**Interface Specification of Lifts & Escalators Contract**

Item No.	Subject	DDC responsibilities	Design & Built (Civil) Contractors/ Designers' Responsibilities	Remarks
1	Lifts	<p>Design:</p> <ul style="list-style-type: none"> <li>Establish lift</li> </ul>	<p>Design:</p> <ul style="list-style-type: none"> <li>Provide NGNEDD with</li> </ul>	To supply shaft and pit dimension data,

## Section D3 - RAILWAY DESIGN REQUIREMENTS

### **D 3.1. General**

D3.1.1. The Railway Envelope is defined as the extent of works to be constructed to allow installation and operation of the railway equipment.

D3.1.2. The DDC shall be responsible for the design, of a first stage primary concrete. Others will undertake the design of the secondary concrete, trackslabs and trackwork under contracts with the NMRC. A fundamental obligation of the DDC is to co-ordinate and co-operate with the Trackwork DDC and Contractor so that the design of all components of the railway are compatible.

D3.1.3. The design of all railway operating equipment, including signals and signalling cables, the traction power electrification equipment, electrical cables, electrical and mechanical equipment, telecommunication links, etc. that are required for the railway will be undertaken by others under contracts with the Employer. Similar co-ordination and co-operation obligations as expressed in Clause D3.1.2 above apply.

D3.1.4. The DDC shall include in the civil works blind holes, plinths, trenches etc. as required by the Systemwide Contractors. The Systemwide Contractors will supply and fit brackets, nuts and bolts and other fixings for the support of its equipment. The extent and detail of such provisions are to be determined by the DDC making due enquiries, through design co-ordination, from Contractors engaged to provide railway-operating equipment and from the Trackwork DDC. Some details of the likely fixing to be provided are given below but it is stressed that this information may not be complete or comprehensive for the DDC.

D3.1.5. The DDC shall be responsible for co-ordinating his design with other DDCs and with the Employer's Representative and for ensuring that the design incorporates such fixings as are required in order to avoid any necessity for contractors to drill, weld, burn or cut any part of a structure.

#### **D3.1.6. Telecommunication**

DDC shall allow for mounting plates or other agreed fixings for the lineside telephones and associated cables at spacings to be determined by the Systemwide Contractors.

#### **D3.1.7. Setting out**

The DDC shall provide permanent survey monuments and shall provide full details of co-ordinates and levels to the Track work DDC.

#### **D3.1.8. Second pour concrete**

The Trackwork Contractor will carry out the second pour concrete for the trackwork. In this regard, the DDC shall include design of starter bars in the primary concrete pour to facilitate anchorage of the second pour concrete if so required. The DDC shall co-ordinate with the Trackwork DDC as to the size and location of the starter bars. The DDC shall design drainage pipes, channels and catch basins to be in the first pour concrete.

### **~~D 3.2. Stray Current Corrosion Control~~**



- ~~D3.2.1. The DDC shall incorporate into his design precautions to minimise stray current corrosion caused by DC traction power returns through the rails. These requirements do not apply to traction power at 25 kV 50 Hz.~~
- ~~D3.2.2. The Trackwork DDC will design electrical insulation of the Trackwork.~~
- ~~D3.2.3. The DDC's design shall include throughout in situ concrete structures in the vicinity of return rails a longitudinal, continuous, low resistance, electrical path. The DDC shall allow for sufficient longitudinal reinforcement to be electrically bonded, to form an effective stray current interception and collection path.~~
- ~~D3.2.4. The continuous electrical path shall be provided by ensuring full and reliable electrical connection throughout the structure.~~
- ~~D3.2.5. The electrically continuous path shall be provided through the steel reinforcement either by continuous welding of structural reinforcement or by the provision of additional welded mesh reinforcement. Where welded structural reinforcement is used to form a grid, welded cross-connections shall be at a minimum spacing of :-~~
- ~~(a) — for longitudinal bars, 600 mm measured in the transverse direction;-~~
- ~~(b) — for transverse bars, 6 m measured in the longitudinal direction.~~
- ~~D3.2.6. The DDC shall make provision for the monitoring of this continuous electrical path during construction and the DDC will be required to demonstrate to the Engineer during construction that the required electrical resistance has been achieved.~~
- ~~D3.2.7. The continuous electrical path will be made approximately in 100 metre sections. At these sections the DDC shall include in the design, terminals as required from the continuous electrical path through the structures to external connections. The terminals shall be suitable for the connection of 70 mm<sup>2</sup> copper cable. At each connection, four such terminals shall be provided, two of which shall be kept as spares and suitably protected. Similar terminals, spare terminals and connections shall be provided over any joint of the structure.~~
- ~~D3.2.8. General requirements for earthing and bonding the structures are to be determined in liaison with the Systemwide Contractor.~~
- ~~D3.2.9. Cross bonding of the running rails, stray current return cabling etc. will be carried out by the Systemwide Contractor.~~
- ~~D3.2.10. The DDC shall take account in his design of the fact that the Contract will be integrated with others in the Project in respect of the control of stray currents, and may therefore carry stray currents arising from any foreseeable operating condition of the Project.~~

### **D 3.3. Railway Cross Sections and Structure Gauges**

- D3.3.1. The Kinematic Envelope for the rolling stock of the railway and Structure Gauges for straight and curved track will be provided after finalisation of contract.
- D3.3.2. The DDC shall ensure that the proposed size of structure is adequate to contain the equipment, required under Clause D3.1 above, outside the Structure Gauge.

### **D 3.4. Clearances**

Structures shall not infringe the clearances specified. See also Clause D3.3.2 above.

Codes.

Cast-in drains shall be used, provided with rodding eyes at every bend. Runoff on viaduct structures and bridges shall be collected through surface drains that shall lead to down drains at the support columns. The down drains shall be connected to a drainage system which shall consist of collection header pipe and manholes which shall discharge to the nearest suitable drainage system. Silt removal shall be provided where necessary.

#### **D 7.7. System wide Requirements**

D7.7.1. Systemwide requirements must be considered in the development of the structural design. Such consideration shall include:

- ~~The incorporation of a stray current corrosion control system~~
- The incorporation of an adequate water drainage system
- The necessary design of reinforcement in plinth and deck so as to avoid interference with and attenuation of the signalling circuits
- Special care taken with the location of gullies in points and crossing areas.
- Provision for future pre-stressing of cable/strands as per IRS code shall be made for all pre-stressed concrete members (External pre-stressing) as indicated in the conceptual drawings.

D7.7.2. Systemwide details are liable to changes as the requirements of various contracts become known and their designs are developed. The DDC shall be responsible for incorporating all Systemwide requirements as they become available.

D7.7.3. All details provided to meet Systemwide requirements shall be subject to the acceptance by the Employer's Representative.

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km)**

**TABLE 1**

**Major Facilities in NMRC Depot cum Workshop**

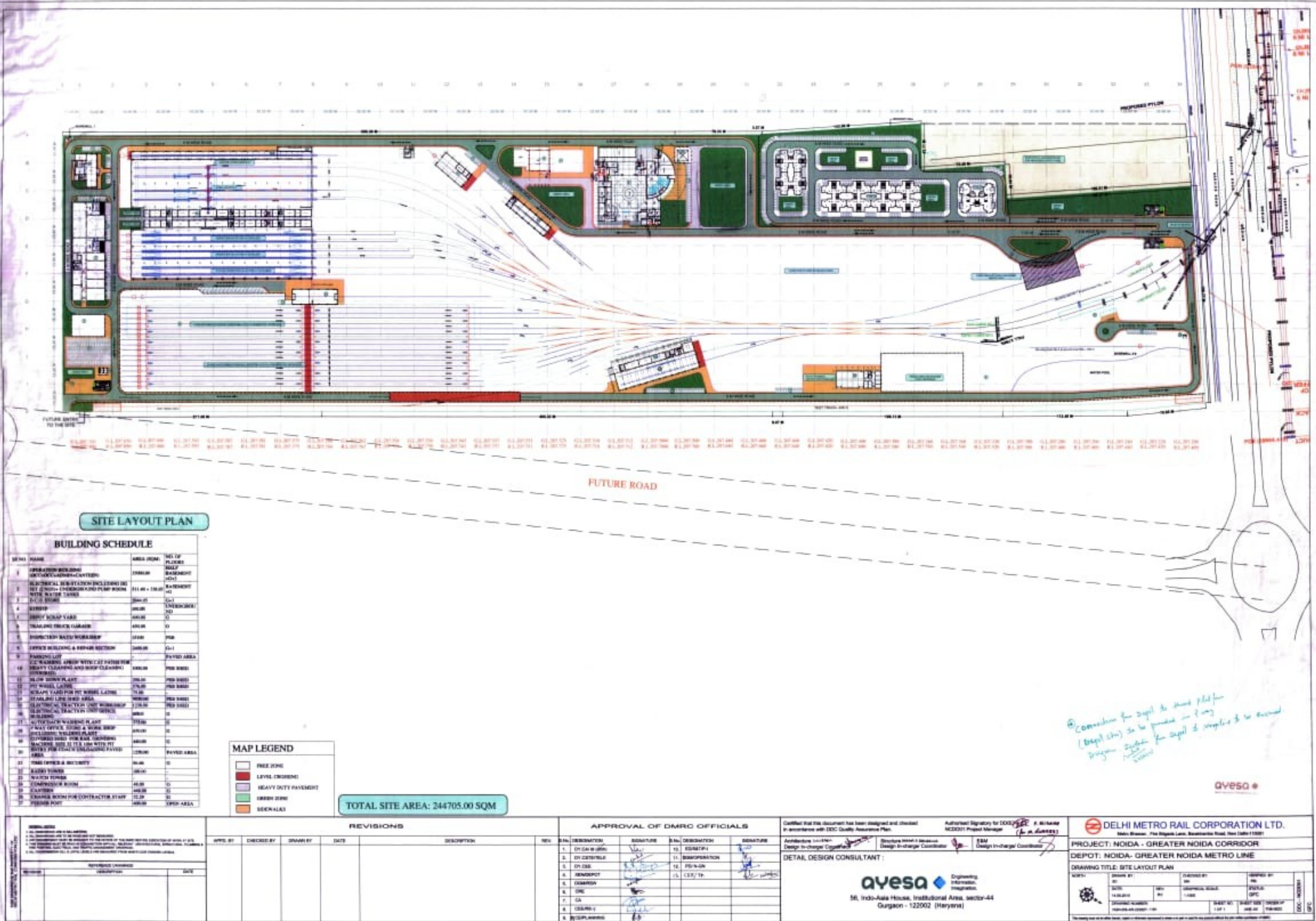
S.no	Description	Facilities	
1	Stabling Lines	13x2=	26 Rakes
2	Stabling Lines (covered)	6x2=	12 Rakes
3	Inspection Bays (for 3 lines)	3	
4	Workshop Bay	4	
5	Workshop Bay (Future)	4	
6	Auto-coach washing plant	4	
7	ETU double storey building	4	
8	Heavy internal cleaning building	4	
9	Emergency building	4	
10	Pit wheel lathe	4	
11	Test track (650 m.)	4	
12	Shunting Neck (CSL 165 m.)	2	
13	ETP/STP	4	
14	P-Way material section (open storage) & cover store	4	
15	Tower wagon shed	4	
16	Engineering Siding (CSL 140 m.)	4	
17	Radio tower	4	
18	D.C.C & S&T	4	
19	U.G Tank	4	
20	O.H Tank	4	
21	R.S.S.	4	
22	Canteen	4	
23	Sub-station	2	
24	Feeding post	4	
25	GWM office	4	
26	Time & Security office	4	
27	DCO store Cum Inflammable & Dangerous item	4	
28	Offices & Repair section building		
29	Contractor's staff Cleaner room		

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km)**

**TABLE 1**  
**Existing Major Facilities in NMRC Depot cum Workshop**

<b><u>S.no</u></b>	<b><u>Description</u></b>	<b><u>Facilities</u></b>
<b><u>1</u></b>	<b><u>Stabling Lines</u></b>	<b><u>16</u></b>
<b><u>2</u></b>	<b><u>Stabling Lines (covered)</u></b>	<b><u>6</u></b>
<b><u>3</u></b>	<b><u>Inspection Bays (for 3 lines) (working)</u></b>	<b><u>4</u></b>
<b><u>4</u></b>	<b><u>Inspection Bays (Future)</u></b>	<b><u>2</u></b>
<b><u>5</u></b>	<b><u>Workshop Bay (working)</u></b>	<b><u>2</u></b>
<b><u>6</u></b>	<b><u>Workshop Bay (Future)</u></b>	<b><u>2</u></b>
<b><u>7</u></b>	<b><u>Auto coach washing plant</u></b>	<b><u>1</u></b>
<b><u>8</u></b>	<b><u>ETU double storey building</u></b>	<b><u>1</u></b>
<b><u>9</u></b>	<b><u>Heavy internal cleaning building</u></b>	<b><u>1</u></b>
<b><u>10</u></b>	<b><u>Pit wheel lathe</u></b>	<b><u>1</u></b>
<b><u>11</u></b>	<b><u>Test track (941.78 m.)</u></b>	<b><u>1</u></b>
<b><u>12</u></b>	<b><u>Shunting Neck</u></b>	<b><u>2</u></b>
<b><u>13</u></b>	<b><u>ETP/STP</u></b>	<b><u>1</u></b>
<b><u>14</u></b>	<b><u>P-Way material section (open storage) &amp; cover store</u></b>	<b><u>1</u></b>
<b><u>15</u></b>	<b><u>Tower wagon shed</u></b>	<b><u>1</u></b>
<b><u>16</u></b>	<b><u>Engineering Siding (CSL 159.60 m.)</u></b>	<b><u>1</u></b>
<b><u>17</u></b>	<b><u>Radio tower</u></b>	<b><u>1</u></b>
<b><u>18</u></b>	<b><u>D.C.C</u></b>	<b><u>1</u></b>
<b><u>19</u></b>	<b><u>O.C.C</u></b>	<b><u>1</u></b>
<b><u>20</u></b>	<b><u>Canteen</u></b>	<b><u>2</u></b>
<b><u>21</u></b>	<b><u>Auxiliary Sub Station (ASS)</u></b>	<b><u>1</u></b>
<b><u>22</u></b>	<b><u>Feeding post</u></b>	<b><u>1</u></b>
<b><u>23</u></b>	<b><u>Time &amp; Security office</u></b>	<b><u>1</u></b>
<b><u>24</u></b>	<b><u>DCO store Cum Inflammable &amp; Dangerous item</u></b>	<b><u>1</u></b>

❖ **Note - It is advised to visit the facility as per Clause A7 of ITT for more information.**



## **NOIDA METRO RAIL CORPORATION LIMITED**

**Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden & Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).**

**CONTRACT NO: NGNEDDC**

**E-tender: NMRC/Projects/NGNEDDC/2025/415**

## **OUTLINE DESIGN CRITERIA**

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## 1.0 OVERVIEW OF THE PROJECT

1.1 This Chapter gives an overview of the Project and the information provided in this Para is for reference only.

1.2 Background: -

Noida Metro Rail Corporation is implementing the following corridor of Noida Metro Rail Project.

S. No.	Corridor Details	Length of Corridor (Kms)	Elevated	
			Stations (E)	RSS
1.	Extension of Aqua Line from Noida Sector - 51 to Knowledge Park V (Greater Noida)	17.435	11	01
2.	Extension of Aqua Line from Noida Sector – 142 to Botanical Garden (Noida)	11.56	08	01
3.	Extension of Aqua Line from Depot Station to Boraki MMTH (Greater Noida)	2.6	02	0
Total- 21				

1.2.1 Trains Comprises will be electric multiple unit (EMU). Modern rolling stock with stainless steel body and VVVF 3 phase drive with regenerative braking has been utilised. The cars are air-conditioned.

1.2.2 Deleted.

1.2.3 25kV single phase ac traction has been utilised with flexible Overhead Equipment (OHE) on elevated section.

1.2.4 'CATC' (Continuous Automatic Train Control System) based on 'CBTC' (Communication based Train Control System) will be provided with Automatic Train Operation (ATO)/Automatic Train Protection (ATP) and ATS (Automatic Train Supervision).

1.2.5 Operation Control Centre

The Operations Control Centre (OCC) is located at Depot. *This information is given only for the guidance purpose.*

## 2.0 DESIGN CRITERIA

The key design criteria that the Contractor shall adhere to are addressed in the following paragraphs.

It should be noted that any design criterion is subject to change, subsequent to review, in the interest of enhancing the System-wide performance, cost and safety.

The DDC may propose improvements in the designs based on the Aesthetics, working experience or financial savings.

## 2.1 Climatic data

The DDC is required to obtain following Data from the relevant Government agencies for the Noida for design purpose:

1.	Temperature	<ul style="list-style-type: none"> <li>➤ Minimum Temperature (ambient)</li> <li>➤ Maximum design temperature (ambient)</li> <li>➤ Mean temperature adopted</li> </ul>
2.	Rainfall	<ul style="list-style-type: none"> <li>➤ Rains occur generally during Monsoon from June to September and occasional showers in December and January are also experienced.</li> </ul>
3.	Humidity	<ul style="list-style-type: none"> <li>➤ Maximum relative humidity - 100%</li> <li>➤ Minimum relative humidity - 10%</li> </ul>
4.	Wind pressure	<ul style="list-style-type: none"> <li>➤ Maximum wind pressure</li> <li>➤ adopted for design - 155 Kg / Sq.m</li> </ul>
5.	Thunder storm	<ul style="list-style-type: none"> <li>➤ The region is subject to thunder during June to September. Isoceraunic level of average 30 thunderstorms per year as per IS2309 may be considered.</li> </ul>
6.	Nature of atmosphere	<ul style="list-style-type: none"> <li>➤ SPM</li> <li>➤ SO<sub>2</sub></li> <li>➤ NO<sub>2</sub></li> <li>➤ RSPM</li> </ul> <p>The expected pollution levels in future are likely to be higher than these figures.</p>
7.	Earthquake	<ul style="list-style-type: none"> <li>➤ Designs as per Zone-4.</li> </ul>

Note: The DDC shall authenticate the above parameters as per local conditions as available from certified/government sources.

## 2.2 Codes and standards

Following codes and standards shall be adopted in that order of procedure:

- a) DMRC codes and standards.
- b) Indian Railway Standards
- c) Indian Standards
- d) International Standards



e) Other national standards

The design and construction of permanent works shall comply with codes of practice and standards current at the time of submission of tender documents. Regulations made and requirements issued by the NMRC and Indian Government and by relevant utility companies shall be followed.

Alternative or additional codes, standards and specifications proposed by the DDC shall be internationally recognised codes and shall be equivalent to or better than, Indian standards issued by the Bureau of Indian standards, subject to being, in the opinion of the Employer's Representative, suitable for incorporation into the specification.

## 2.3 Design philosophy

Traction design shall be based on the following principles

- Materials and design shall be proven by service experience. This shall not preclude the use of improved technology where this may be regarded as a single incremental advance from a proven base, and shall be applied as appropriate to improve quality and reduce maintenance expenses.
- Critical materials shall be readily available from more than one source. As far as possible use of Indigenous product should be encouraged.
- Dimensions of all materials and equipment shall be specified in the System International (SI) units. Standards equipment and components available as an industry standard only in imperial units shall remain specified in imperial units with metric equivalents stated.
- The selection of materials and the OHE, ASS and SCADA design shall facilitate the routine maintenance of the respective systems and replacement of components on the assumption that the NMRC will operate 19 hours per day, every day of the year.
- The NMRC operating requirements for speed, frequency, comfort, and reliability demand tight tolerances and high levels of workmanship and quality during construction, facilitated by an effective construction management programme.

## 2.4 Train Operation Plan

The peak hour train operation plan for year 2021 and 2031 given below:

### PEAK HOUR TRAIN OPERATION PLAN

S.No.	Corridor	Year	Peak hour Headway (min)	No. of Rakes	No. of car per rake	Total No. of Cars
1.1	Depot Station to Noida Sector 51	2028	6	30	4	120
1.2	Noida Sector 51 to Knowledge Park V		12			
1.3	Noida Sector 142 to Okhla Bird Sanctuary		10			
2.1	Depot Station to Noida Sector 51	2031	5.5	31		124
2.2	Noida Sector 51 to		11			

	Knowledge Park V				
2.3	Noida Sector 142 to Okhla Bird Sanctuary	2031	10		
3.1	Depot Station to Noida Sector 51	2041	2.85	57	228
3.2	Noida Sector 51 to Knowledge Park V		5.7		
3.3	Noida Sector 142 to Okhla Bird Sanctuary		6		

6-Car Rake Composition - DT+M+T+M+M+DT and 4 Car Rake Composition – DT+M+M+DT  
DT: Driving Trailer Car, T: Trailer Car, M-Motor Car

For construction of platform the civil tenders have been floated for 6 coach design. Therefore, the designer is to consider 6 cars per train for all the purpose.

## 2.5 Traction power system performance requirement

### 2.5.1 The Traction Power System shall have adequate capacity to meet the performance requirements specified hereunder.

#### **Normal Operating Conditions**

The traction power system is to be designed for the ultimate 6-car train (having 03 motor Car+01Trailer Car+ 02Driving Trailer Car) operation at **headway of 90-seconds corresponding to 40 trains per hour for corridor mentioned under** para 2.4 above.

#### **Emergency operating conditions**

For the complete loss of 1 RSS (out of 2 for a particular corridor), the System shall be able to provide 100% of the peak train services at the headway and train composition given in Para 2.4 above.

#### **Maximum speed**

For design purpose maximum speed potential of the catenary system shall be taken as 120 Kmph.

## 2.5.2 POWER SYSTEMS

While the study for Power supply requirement is to be done for final / designed headway, the power required at the time of Commissioning stage headway is also to be calculated.DDC shall be required to develop and propose the methods and tests to validate the results of simulation after the commissioning.

## 2.6 Overhead line voltage

The traction System shall be designed and constructed to operate in such a way so as to ensure that the Overhead Line System voltage complies with the following requirements:

1. Nominal voltage of OHE : 25kV
2. Maximum voltage of OHE : 27.5kV
3. Minimum continuous voltage of OHE : 19kV

4. Minimum instantaneous voltage of OHE : 17.5kV
5. Occasional maximum voltage for OHE: 31 kV

## 2.7 Auxiliary Power Supply Voltage

The 33 kV auxiliary power supply system shall operate in such a way to ensure that system voltage shall comply with the following requirements:

1.	Normal system voltage	33 kV
2.	Maximum system voltage	36 kV
3.	Minimum voltage under normal feeding	33 kV-5%
4.	Minimum voltage under loss of any one supply	33 kV-10%

## 2.8 Track gauge

Standard Gauge (1435 mm) for both the corridors.

## 2.9 Schedule of Dimensions (SOD)

The SOD will be made available to the DDC within one month of award of work. Any changes in the approved SOD will also be communicated to the DDC time to time.

## 3.0 DESIGN PARAMETERS

### 3.1 Overhead Equipment (OHE)

Presently, NMRC using FOCS system comprising of, 107 sq mm contact wire for main line (Cu-Ag) and depot (CU ETP) and 65 sq.mm Catenary wire. After scrutinizing the failure analysis of the past, DDC shall submit the Techno-economic analysis of the following items based on reliability, maintainability, life cycle cost etc.

- OHE cantilever :- DDC to compare and examine best suitable type of cantilever arrangement among Single Insulator Cantilever (SIC)/ Modular Aluminum / GI conventional etc. based on reliability, maintainability etc.

#### 3.1.1 Normally Tramway type OHE may be used in the depot area, Contact Wire Height

The normal contact wire heights are shown in Table 3.1.1

Table 3.1.1 Contact Wire Height (m)

Item	Height at support (m)
Regulated OHE with 10 cm pre-sag	5.00 ( normal )
Depot inspection lines	5.2 – 5.4 (based on interface requirements)

### 3.1.2 Stagger

Spans and staggers shall be carefully arranged to ensure that the contact wire will never be displaced by more than 200 mm on straight track and 300 mm on curve from the center-line of the pantograph at any point in-span, under the worst operating conditions of the OHE System, the rolling stock and the pantograph.

In calculating the maximum displacement of the contact wire for the stagger, the following shall be taken into account:

- Temperature effect (i.e. the effect of stagger changes due to temperature variation);
- Static and dynamic effect of track tolerances (if they are not included in pantograph sway); and
- Erection tolerance.

### 3.1.3 Span Length

The standard OHE spans adopted in Indian Railways is from 27 meter to 72 meter generally in steps of 4.5 m. Span length shall be suitably designed based on the practices followed on the corridors of NMRC.

### 3.1.4 OHE Masts

Presently NMRC using Conventional masts, as used in Indian railways/Metros. DDC shall submit the techno economical comparison and propose the suitable masts based on reliability, maintainability, life cycle cost, aesthetic etc.

### 3.1.5 Tension and Tension Length

The Contact and catenary tension values shall be reviewed based on design speed. Optimisation of tension length shall be carried out and calculation for tension and speed graph shall be submitted and by DDC. Individual tension lengths shall be designed for crossovers wherever possible.

Techno-economical comparison of Five pulley type/ Three pulley type / Spring type ATDs (standardized design) based on reliability, maintainability, life cycle cost etc. shall be submitted by DDC for main line and depots.

### 3.1.6 Contact Wire Sag

The auto-tensioned simple overhead line system shall be such that the nominal height of the contact wire at mid-span is lower than that at the supports to improve the current collection quality. The amount of this pre-sag on a straight track shall be decided by the DDC based on system calculations or experimental data. On a curved track, it shall be increased to compensate for the cant.

Calculation of dropper schedule shall be submitted by DDC.

### 3.1.7 Maximum Gradient of Contact Wire

The height of the contact wire above the rail level shall normally be the same at each support. If, due to local conditions (such as the transition between main line and depot), a variation in height is necessary, this shall be achieved with as small a gradient as practicable.

The maximum permissible gradients of the contact wire above the rail level shall not exceed 3mm/m on main lines and 10 mm/m on sidings. The relative gradient of the contact wire in two adjacent spans shall not be greater than 1.5 mm/m on main lines and 5mm/m on sidings.

### 3.1.8 Clearances

**The minimum electrical and mechanical clearances shown in Table 3.1.8 shall not be infringed under the worst operating conditions of the overhead line equipment, the rolling stock and pantograph. The values in the right column shall be used only where it is absolutely necessary and prior approval of Engineer as obtained upon review in each case.**

Table 3.1.8 Minimum Electrical Clearances* (mm)		
*{As on 31.03.2019, the following Normal clearances are modified in Draft CEA safety regulations. The clearances should meet the CEA safety regulations as amended and published by GOI at the time of design.}		
Item	Normal	With Permission of Electrical Inspector
25kV Live parts to structure (Vertical)		
- Static	320	250
- Dynamic (passing)	270	200
25kV Live parts to structure (lateral)		
- Static	320	250
- Dynamic (passing)	220	200
Gap at Insulated Overlap between conductors of different electrical sections	500	N.A.
Gap at Uninsulated Overlap	200	N.A.

The values shown in Table 3.1.8 shall be used as a minimum. In the event of additional space being available, the space shall be used to enhance the electrical clearances above the stated values, before consideration is given to increase the system height.

### 3.1.9 Insulators

Proven type composite or porcelain insulator with minimum creepage distance of 1600mm shall be proposed along with the GTP.

### 3.1.10 Clearance at Power Line Crossings

The minimum vertical clearances between the conductors of utility's power line and all the conductors of the OHE shall be as per Indian Railways Traction Manual.

#### 3.1.11 Electrical Sectioning

- OHE shall be divided into electrically isolated sections by provision of interrupters at insulated overlaps and with section-insulator at turnouts. Sectioning shall be provided to permit isolation of OHE in small sections for maintenance or to isolate damaged OHE in case of breakdown/accident and to permit diversion of train from up line to down line and vice-versa.
- The sectioning shall be such that in case of failure of OHE on one track, the faulty section can be isolated quickly and the train (EMU) lying in the healthy section on the same track can either be brought to station or can be taken on the other track through emergency cross-over depending upon the operational requirement. Where practicable, insulated overlaps shall be provided instead of section insulators, for the sake of better dynamic performance.
- ***Following items shall be studied and explored for inclusion in tender, and a life cycle cost comparison studies to be submitted by DDC. After scrutinizing Suitable suggestions of design, make and suppliers of Indian/ international to be submitted by DDC :-***
  - 1) ***Isolators, Interrupters, Load Break Switches at Switching posts ( SSP, SS).***
  - 2) ***Provision of Lightning Arrestors on OHE posts to be examined***
  - 3) ***PT / Capacitive Sensor on OHE posts to be examined. Provision of Blast proof PT arrangements to be explored.***
  - 4) ***Jumpering arrangement and use of PG clamps/fittings etc.***

#### 3.1.12 Earthing and Bonding

##### 3.1.12.1 Overhead Line Equipment Earthing System

DDC shall design a suitable and effective earthing system for the entire OHE system. The present arrangement and requirements specified for the earthing and bonding facilities shall be studied in detail by the DDC and amended. In addition to requirement laid down in IS-3043 and IEEE-80, earthing and bonding shall be provided in accordance with norms laid down in following documents: -

- a) CCITT limits on induced Voltages (60V under normal conditions and 430 Volts under fault conditions).
- b) EN50122 limits on Rail Voltages and touch potential.
- c) AC Traction Manual (ACTM) of Indian Railways/Metro.

##### 3.1.12.2 General Bonding

The bonding shall ensure safety of passenger, equipment, adjacent building, structures and passage of return current back to substation.

### 3.1.12.3 Traction Return Rail Bonding

On the main line, single or both rails of both the tracks shall be utilized as the traction return rails. DDC shall suggest bonding at following locations:

- Special bonding at expansion joints.
- Impedance bond/ ITL/ MET locations.
- Intertrack bonds. etc.
- Power Supply System.

### 3.1.13 General

The requirement of traction power at each substation / section shall be calculated based on the frequency of train services during peak hours with maximum no. of passengers, permissible voltage drop at the farthest end under emergency feed conditions in case of failure of one traction substation and without any curtailment of commuter services, power consumption by train auxiliaries, losses in OHE, local loads at the substations, sectioning and sub-sectioning posts and by the trains moving in the car depot yard.

Similarly the auxiliary power requirement shall be calculated based on the station-wise loads of utilities, lights, fans, lifts and escalators & other essential loads and loads of depots-car sheds / workshops etc. Property Development loads shall also be taken into account. The permissible voltage drop / regulation at the farthest end, in this case, is to be considered taking into account the failure of one main auxiliary substations at a time.

Accordingly the sizing of equipments is to be proposed by DDC, keeping in view the standardization of equipment.

***Optimisation of ASS layout in coordination with E&M DDC shall be taken care of.***

To meet the eventuality of outage of a auxiliary power transformer at ASS, another transformer shall be provided to act as 100% Standby.

The power supply at RSS-cum-TSS shall be received from power supply authority's network either at 220kV or 132 kV or 110 KV or 66 KV. The short-circuit / fault levels of grids at different voltages will be provided to successful bidders

The overhead system is designed for sparkless current collection at all speeds, but a limited degree of sparking may occur and the equipment shall be capable of withstanding the resultant transient effects.

The operation of I.G.B.T. traction units produces range of harmonics into the 25KV supply voltage and the equipment shall be capable of withstanding with these harmonics.

Due to the exposed nature of the system and the prevalence of lightning, frequent short circuits of varying severity are likely to occur and the equipment must be capable of withstanding the effects of such short circuits up to the maximum value of fault current.

***The DDC shall design all necessary surge arrestors to adequately protect the equipment against lightning strikes.***

***DDC Shall compare and suggest provision of phase to phase and phase to ground surge arrestors for Auxiliary Transformers to be included in Transformer specifications.***

#### 3.1.14 Safety

All equipment shall be adequately earthed, insulated, screened or enclosed as may be appropriate to ensure the protection of the equipment and safety of those concerned in its operation and maintenance and also to other NMRC staff or members of the public. The equipment shall comply with the requirements of all relevant statutory acts, rules, regulations and orders. The earthing design shall be as per IEEE 80, IS 3043 and ACTM requirements.

#### 3.1.15 Design Parameters of Sub-stations

##### 3.1.15.1 Substation Layout

One of the primary requirements of a good substation layout is that it should be Aesthetic and economical as possible and the layout should not lead to breakdown in power supply due to faults within the substation, as such faults are more serious than those occurring on the lines away from the substations. While designing the equipment physical layouts, it shall be borne in mind that transformer bays are visible from control room and that sufficient space is available for ease of operation, carrying out service maintenance, transportation and the replacement of faulty equipment, no effect on adjoining equipment in case of any problem to other equipment, efficient performance of equipment and over all their aesthetic values. Location of land and site limitations shall also be one of the important considerations in deciding the type of equipment/layout of the substations.

Gas insulated switchgear (GIS) type substation are envisaged. However, outdoor Switchgear may also be used depending upon land availability and other considerations.

##### 3.1.15.2 Busbar Arrangement

Single bus bar with bus sectioning or double bus bar with bus- coupler may be used. Certain amount of sectionalisation shall also be provided in a substation so as to ensure that in the event of fault, a large power source does not get disconnected. Apart from these, exposure of a substation to atmospheric hazards such as lightning, and industrial pollution etc. and future expansion shall be considered for the type of busbar system.

The size of busbar, pipes, connections, material, and its support on pedestal insulators shall be decided on the load/ fault current to be handled, system voltage and corona loss effect etc. The height of busbar and connections from ground level, minimum clearances with equipment shall be as per Indian Railway Traction Manual (ACTM).

##### 3.1.15.3 Circuit Breakers and Interrupters

The selection of circuit breakers and interrupters, laying down their technical and performance specification shall be done by DDC on the considerations of type of duty they shall be subjected to perform, periodicity of maintenance, operational requirements, reliability and cost of the equipment. 25 kV (single-phase) sides for traction load shall be outdoor type or GIS type. While the 33 kV side for the auxiliary loads shall be indoor type with drawn-out type



circuit breaker control panel. (Either SF6 or vacuum type depending upon the application in elevated or underground stations).

#### 3.1.15.4 Isolators (Disconnect Switches)

Type of the disconnect switches whether vertical break type or horizontal break type shall be decided on the space requirements, **reliability** and its effect on the substation layout. Location and foundation shall be considered on the criteria of easy maintenance accessibility to their contacts.

.The technical rating and performance specification of equipment shall be based on their constructional features, mechanical strength, robustness, vibration level, manual/motorized type, ease of operation, electrical load to be handled during normal/fault conditions and such other parameters.

#### 3.1.15.5 Lightning Protection Equipment

Substation equipment's shall also be protected against travelling waves due to lightning strokes on the line entering the substation by providing Lightning Protection Equipment (LA). The technical rating and performance specification of LA shall be made on the consideration of power frequency over voltages, switching over voltages, lightning voltage and other parameters. Insulation co-ordination shall be done with LA as the focal point.

#### 3.1.15.6 Structures

DDC shall evolve the design depending upon the choice of the busbar arrangement (strain type or rigid type) and possibility of using few numbers of heavy structures or the large number of smaller structures.

Material of the structure commonly used in India shall be steel with hot dip galvanized so as to protect them against corrosion. In the polluted area like Delhi, galvanizing may not prove effective and therefore, in such cases, painting of the structures may be essential.

#### 3.1.15.7 Instrument Transformers

Voltage transformers (VT) of the metal-enclosed encapsulated type shall be preferred but the DDC shall consider the design of other types of VT's also. The primary & secondary windings shall be protected by fuses & they shall have appropriate ratio for their application. For revenue (tariff) metering VT's shall be of class 0.2.

Selection of VT's shall be made considering above all factors including their location, Impulse Level etc.

All the current transformers (CT) shall have a short time current rating of not less than the equivalent fault current of the fault MVA on the system. They shall have appropriate turn ratio, accuracy class and burden in line with functions they are used for. For tariff metering application their accuracy shall be of class 0.2 with suitable burden. For differential protection of transformers and their protection / measurement / indication functions class of accuracy & burden shall be decided & laid down by the DDC while preparing the detail technical specification.

#### 3.1.15.8 Main Power and Distribution Transformers

The 33 kV /415 V distribution transformers for ASS shall be cast resin dry type with all the associated accessories. The transformer shall comply relevant IEC and IS standards and shall incorporate the latest proven design and manufacture for the type of transformers required as currently employed in the industry.

The category of voltage variation shall be of constant flux variable voltage type in accordance with IEC76

The DDC shall work out the capacity and optimization of each type of transformer based on the load they shall be subjected to handle. The transformer shall be suitable in all respects to work continuously at the specified rating under the climatic condition prevailing in India. The transformer shall be capable of operating at their rated power irrespective of the direction of power flow.

The transformer shall be designed for continuous operation at its rated power without exceeding the temperature rise limits for the windings as specified.

The temperature of the transformer winding, & maximum hot spot temperature shall not exceed the specified limits.

The transformer shall be capable of withstanding the mechanical and thermal effects associated with short circuit currents in accordance with the requirements of IEC-76/IS-2026 when operating on any tapping position.

The harmonic voltages of the transformers, particularly the third & fifth harmonics, shall be kept to a low level to minimize possible interference to communication circuits.

The transformers shall be designed with radiators with low noise level, which shall not be more than as specified in the relevant IEC.

### 3.1.15.9 Protective Equipment

Protective equipment shall be designed to disconnect faulty circuits with speed and certainty, without interference with the healthy circuits. Protection shall be immune from transient phenomenon to avoid incorrect operation of the circuit breakers during faults or disturbances on the system.

The relays shall be so arranged that their replacement can be effected quickly and with the minimum amount of labour. The contacts of the relays shall be capable of making and breaking the maximum current which can occur in the circuit which they have to control and shall not be affected by mechanical shock or vibration, or by external magnetic fields consistent with the place or method of mounting.

Fast acting numerical relays shall be used with Compatibility to SCADA systems.

Modern numerical relay specification should be part of the DDC tender. DDC to elaborate the relay specification for every protection.

### 3.1.16 Substation auxiliary facilities

#### 3.1.16.1 Fire protection facilities

DDC shall design a proper fire protection system of sub station for quick and efficient isolation, limitation & extinguishing of fire so as to avoid damage to costly equipment and

reduce chances of serious dislocation of power supply and ensure safety of personnel. The first step in this direction is design of substation layout itself with adequate spacing, fire isolation walls between oil filled equipment, soak / drain pits, approach for quenching etc. as per National Building Code

#### 3.1.16.2 Substation building layout

Deleted

#### 3.1.16.3 Auxiliary supply

The design of auxiliary power supply system shall have following features:

- Design of arrangements for AC supplies single & three phase for internal use in the sub station for several function such as illumination, battery charging, transformer cooling system, breakers & disconnect switch meters, fire protection system, space heaters in cubicles & marshalling kiosks, air-conditioning / ventilation equipment's.
- Reliability of AC supply should be the prime criteria while designing the system standby arrangement.
- Design of D.C. auxiliary power supply system shall consider the requirement for closing and tripping of circuit breakers, emergency lighting, control board indications etc.
- Storage battery arrangement with double set of battery charging rectifier shall be considered with voltage as 110 volts. The battery should be capable of supplying – momentary current required for operation of switch gear, continuous load of indicating lamps, holding coils for relays, contractors etc. and emergency lighting load.

#### 3.1.16.4 Interlocks

- To ensure the safety of equipment & operating personnel & to prevent unauthorised and inadvertent operation of equipment, interlocks of mechanical type or key type or electrical type shall be designed.
- Normally, the interlock between isolators to isolators, isolator to circuit breaker & circuit breaker to circuit breaker shall be designed depending upon the safety and operational requirements.

#### 3.2 Cabling system

. 33kV Cable feeders shall be provided for auxiliary power transmission from Station ASS to various Stations ASS's, There would be requirement of 415V LT Cables, Control Cables and Communication Cable in the Project.

The cabling System shall meet the requirements of IEC and IS standards. low smoke zero halogen (FRLS) type cables shall be proposed with XLPE insulation and metallic sheath/ armouring as applicable for underground and elevated sections respectively. A colour code scheme shall be used for different cables for easy of identifications.

33 kV cables for auxiliary power supply are laid in cable troughs on viaduct. Study on requirement of sheath voltage limiter (SVLs) & verification of bonding in 33 kV & 25 kV cable sheath shall be carried out (33 kV cable for elevated section)

The 33 kV cables are proposed to be laid on cable brackets/ hangers on the parapet walls of viaduct. DDC shall be required to design the cable laying arrangement of viaduct including cable clamps, cleats, cushioning etc. and accordingly suggest and interface with DDC and civil contractor. The specifications of 33kV cables to be designed accordingly keeping into consideration of outdoor atmospheric conditions including UV rays.

Cable length and size for 33 kV feeder for Transformer to be standardised considering VCB switching transients.

### 3.3 SCADA System

The DDC shall prepare design, technical and performance specifications for the supervisory control and data acquisition system monitoring, Control and tele-metering of the entire Power Supply & Traction system.

The SCADA system shall be essentially based on the power management system of master station or a central terminal unit (CTU) installed at the operation control center (OCC) and back-up control center (BCC) and many remote terminal units (RTU) scattered along the railway line and connected to the CTU through line and MODEM.

The basic functions of SCADA system shall be the switching operation of the equipment at the auxiliary power supply stations (ASS) and switching stations e.g. FP/SSP/SP (controlled stations) to monitor the status of equipment and to collect, store and analyze information and data relating to traction and auxiliary power supply. The system shall monitor, record, perform the reporting of network control and exercise the management functions of measurements & statistical data.

#### 3.3.1 Technical Requirements of SCADA System.

The proposed SCADA system shall be generally compatible in respect of speed, protocol, control & monitoring Philosophy etc widely used all over the Metro network

DDC shall design the SCADA for integration of the SCADA of Aqua Line Extension with the existing OCC (NMRC Metro Depot) and BCC (Sector 148 RSS) in such a way so as to have a seamless integration with the existing Aqua Line SCADA network. In case of any compatibility issue on technical grounds, the DDC may design the SCADA accordingly.

SCADA system architecture should be based on latest technology so that it should enhance response time, fault detection of panel and building control for restoration of system with minimal human interface. Scope of Work as per Volume-3 of the tender may be referred.

E-Tender No.: NMRC/Projects/NGNEDDC/2025/415				
Pre-Bid Clarification				
S.No.	Section No./Clause No.	Clause Description	Query of bidder	Reply of NMRC
Query of Agency 01 - Tumas India Private Limited				
1	Page No. 15 NIT Clause 1.1.3.2 Minimum Eligibility Criteria A.Work Experience	<p>i. Should have satisfactorily completed similar consultancy work for minimum amount received towards the same shall be INR 19.37 Crore in one Contract.</p> <p>Or</p> <p>ii. Should have Satisfactorily Completed similar consultancy work for Minimum amount received towards the same shall be INR 12.10 Crore in two different contracts each.</p> <p>Or</p> <p>iii. Should have Satisfactory Completed similar consultancy work for Minimum amount received towards the same shall be INR 9.68 Crore in three different contracts each.</p>	<p>We request to kindly clarify/modify that: It is our understanding that the stipulated criteria shall be deemed to be met if fulfilled by any substantial member of the JV/Consortium, irrespective of whether such member is designated as the Lead Member. Accordingly, we presume that it should be sufficient if any one of the substantial members (holding at least 26% share in the JV/Consortium) complies with the prescribed experience requirement. This will allow JVs/Consortium to pool in their strengths and qualification more effectively. It will encourage wider participation from experienced firms in partnership with other competent firms. Such flexibility is consistent with practices in other government and infrastructure tenders, where eligibility is considered on the basis of any substantial partner. We request you to kindly issue an amendment/clarification to this effect.</p> <p>In reference to Clause 1.1.3.2.A Minimum Eligibility Criteria (Work Experience), the current provision requires the Tenderer to have satisfactorily completed similar consultancy works with minimum amount received towards the same as: INR 19.37 Cr in one contract, or INR 12.10 Cr in two contracts, or INR 9.68 Cr in three contracts. It is requested that the eligibility criteria may please be aligned with the standard practice being followed by Many other Government departments/PSUs, wherein the financial threshold is considered as: 60% of the estimated cost in one similar work, or 40% of the estimated cost in two similar works, or 30% of the estimated cost in three similar works. This will ensure wider participation and uniformity with prevalent government norms.</p>	No change in tender condition.
2	NIT Page No. 16, Para (iv)	In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	Kindly confirm whether this requirement of designing 6.32 km of viaduct and 5 elevated stations can be considered as fulfilled through multiple projects cumulatively, and not necessarily from a single qualifying contract. This will provide clarity and consistency in evaluation.	Refer Addendum-2.

		<p>Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.</p> <p>Any of the following–</p> <p>a. 25 kV AC Flexible OHE only</p> <p>b. 25 kV AC Flexible OHE only &amp; 33/11/0.415 kV AC or higher substations</p> <p>c. 25 kV AC Flexible OHE only &amp; SCADA</p> <p>d. 25 kV AC Flexible OHE only &amp; 33/11/0.415 kV AC or higher substations &amp; SCADA</p>	<p>We respectfully submit the following for consideration: Kindly allow OHE design experience in Indian Railway projects (at ground level) to be treated at par with elevated viaduct/depot projects, since the 25 kV AC OHE system is technically identical across Metro, RRTS, High Speed Rail, and Indian Railways.</p>	Refer Addendum-2.
			<p>Kindly remove the restriction of minimum 6.32 km length, and instead consider any completed OHE Detailed Design Consultancy project of relevant nature and scope. The length of the section (6.32 km) does not impact technical capability, as design principles remain the same irrespective of length.</p> <p>The OHE system design standards are the same for elevated and ground-level alignments.</p> <p>These amendments will increase fair competition without diluting technical requirements.</p>	No change in tender condition.
3	NIT Page No. 9 (vii) LEAD PARTNER/ NON-SUBSTANTIAL PARTNERS/ CHANGE IN JV/CONSORTIUM	<p>Each substantial partner in case of JV/Consortium shall have experience of executing at least one work as mentioned in clause 1.1.3.2.A of NIT, which can either be a single composite DDC Contract where value of all components combined is Rs 4.84 Crore or more or a DDC work comprising one or more components where the value of such component(s) is/are Rs 4.84 Crore or more in last seven years.</p>	<p>We request the Authority to kindly consider allowing substantial partners of the JV/Consortium to meet this requirement through cumulative experience across multiple eligible DDC works instead of restricting it to a single contract or component valued at Rs. 4.84 Crore or more.</p> <p>Architectural and E&amp;M works are typically project-specific and often not awarded in such high value under a single contract.</p> <p>Many reputed consultants possess proven experience across multiple projects covering the required components, but the value of each component may be less than Rs. 4.84 Crore individually.</p> <p>Allowing cumulative experience would broaden competition and participation while still ensuring that partners demonstrate adequate and relevant technical expertise.</p>	No change in tender condition.
4	Page No. 34 of ITT TABLE-3: - Key Personnel Marking & Page No. 39 of ITT TABLE-4: Employment of Key Personnel with the Firm	<p>Table 3: 15 Nos. of Key Personnel CV need to be submitted.</p> <p>Table 4: * Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CVs for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CVs for marks against this section.</p>	<p>Kindly clarify whether the limit of 20 CVs includes the 15 CVs specified in Table 3, or whether 20 CVs are need to be submit in addition to those specified in Table 3.</p> <p>We also request to ensure efficient utilization of resources without compromising on quality, we request the Authority to kindly consider reducing the number of Key Personnel from 15 to 5, with combined responsibilities assigned appropriately. This will ensure that qualified experts cover multiple roles, maintaining technical adequacy while allowing greater flexibility in project execution.</p>	<p>The detail of 20 Personnel required in the Table-4 are to be provided based on the 30 Personnel given in Figure-1 of NIT which may include the 15 Personnel listed in Table 3. The scoring in Table-4 requires 20 Personnel on the payroll of the agency for at least one year.</p> <p>Further, for scoring 15 Personnel listed in Table 3, they may or may not be on the payroll for at least one year.</p> <p>No, Change in Tender Condition.</p>

			Also clarify whether the key personnel listed in Table 3 must necessarily be on the bidder's payroll for at least one year, or whether the bidder can propose qualified experts hired from outside specifically for this project. Considering the specialized nature of expertise required, we request that bidders may also be allowed to propose CVs of external experts hired specifically for this project.	
5		The last date & time of submission of bids is 18.09.2025 at 17:00 hrs.	We request the Authority to kindly extend the bid submission deadline by one (01) month. The scope of work is extensive, multidisciplinary (Civil, Architectural, E&M, Traction) and requires substantial coordination. Considerable time is needed for formation of consortium/JV, finalization of Key Personnel CVs, and preparation of compliant technical submissions. An extension will ensure wider participation and higher quality proposals, which will benefit the project.	Refer Addendum-2.
6		Prebid Meeting online link	We respectfully request the Authority to kindly allow the option of attending the Pre-Bid meeting through video conferencing (VC) in addition to physical participation. Allowing participation through VC will ensure wider attendance, enhance transparency, and enable firms across India to seek clarifications effectively. Several government agencies and PSUs have already adopted online/hybrid pre-bid meetings as a standard practice, which has improved participation and competition. We therefore request the Authority to kindly provide video conferencing link/credentials for the pre-bid meeting in addition to the physical venue.	No change in tender condition.
<b>Query of Agency 02 - NPEC Consultancy (P) Ltd.</b>				
6	C.18 Security/ Money (EMD)  Tender Earnest Deposit	C 18.1 The Tenderer shall submit with his Tender a Tender Security for the sum mentioned in NIT in any one of the following forms: (a) Demand Draft / Pay Order / Bank Draft, ' NEFT/ RTGS in favour of 'Noida Metro Rail Corporation Ltd.' payable at Noida, Greater Nodia or New Delhi from a Scheduled Commercial bank based in India.	The Authority is requested to allow the Earnest Money Deposit (EMD) to submit in a form of Demand Draft/ Pay Order / Bank Draw/ NEFT/ RTGS/Bank Guarantee in favour of 'Noida Metro Rail Corporation Ltd. It is also, requested to issue the draft bank guarantee form for submission of Earnest Money Deposit (EMD). In the form of Bank Guarantee or insurance guarantee like other Ministries adopted.	Refer Addendum-1 wherein, as per Clause C18.1 of ITT –  <i>"The Tenderer shall submit with his Tender a Tender Security for the sum mentioned in NIT in any one of the following forms: (a) Demand Draft / Pay Order / Bank Draft/ NEFT/ RTGS in favour of 'Noida Metro Rail Corporation Ltd.' payable at Noida, Greater Nodia or New Delhi from a Scheduled Commercial bank based in India."</i>
7	1.1.3.1 Eligible Applicants	i) In case of JV/ consortium, not more than 03 members are allowed.	Being the project involved 3 Separate corridors along with Depot Works, OHE Works, Traction, MEP, Architecture, Structural and other allied verticals which all services and experts are from different fields and expertise. Having said this, you are kindly requested to review this clause and may please allow 04-05 JV members instead of 03 JV Members for bidding purpose.	No change in tender condition.
8	1.1.3.2 Minimum Eligibility Criteria A. Work Experience	Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below -	You are requested please consider the similar work experience during last ten (10) years instead of last seven (07) years.	No change in tender condition.

9	1.1.3.2 Minimum Eligibility Criteria: A. Work Experience: a) Mandatory Eligible Works	<p>i. Should have satisfactorily completed similar consultancy work for minimum amount received towards the same shall be INR 19.37 Crore in one Contract.</p> <p>Or</p> <p>ii. Should have Satisfactorily Completed similar consultancy work for Minimum amount received towards the same shall be INR 12.10 Crore in two different contracts each.</p> <p>Or</p> <p>iii. Should have Satisfactory Completed similar consultancy work for Minimum amount received towards the same shall be INR 9.68 Crore in three different contracts each.</p>	<p>To encourage Local Indian Firms and in general, all Indian firms have less experience in DDC work. Therefore, considering the Indian firm, we kindly request you to consider the following</p> <p>i. Should have Satisfactorily Completed similar consultancy work for minimum amount received towards the same shall be INR 19.37 Crore in one Contract.</p> <p>Or</p> <p>ii. Should have Satisfactorily Completed similar consultancy work for Minimum amount received towards the same shall be INR 9.68 Crore in two different contracts each.</p> <p>Or</p> <p>iii. Should have Satisfactory Completed similar consultancy work for Minimum amount received towards the same shall be INR 7.26 Crore in three different contracts each.</p>	No change in tender condition.
10	Minimum Eligibility Criteria: A. Work Experience: a) Mandatory Eligible Works	<p>Note:</p> <p>i. In case of joint venture / Consortium, full value of the work, if done by the same joint venture shall be considered. However, if the qualifying work(s) were done by them in JV/Consortium having different constituents, then the value of work as per their percentage participation in such JV/Consortium shall be considered.</p>	<p>We request the Authority to please modify the clause as below:</p> <p>ii. In the case of a joint Venture/ Consortium, the full value of the work executed by the same joint Venture/ Consortium shall be considered. However, if the qualifying work(s) were executed by them in a JV/Consortium with different constituents, the full value of the work executed shall still be considered and receipt of payment will be submitted through Chartered Accounts Certificate.</p>	No change in tender condition.
11	Annexure-01 of ITT — Evaluation and Qualification Criteria TABLE-4	<p>Employment of Key Personnel with the Firm. (Maximum Marks = 60)</p> <p>Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)</p> <p>5-10 Nos - 20 marks</p> <p>11-15 Nos - 40 marks</p> <p>16-20 Nos - 60 marks.</p>	<p>Being an Indian Firm, MEP team generally associated with other firms also. Hence, we request Authority to please modify the clause as below:</p> <p>5-10 Nos - 40 marks</p> <p>11-15 Nos - 60 marks</p>	No change in tender condition.
12	1.1.2 Key Details	<p>Last Date &amp; Time of Submission of Bids</p> <p>18.09.2025 at 17:00 Hrs.</p>	<p>We request the Authority to kindly extend the last date for submission of bids by at least 15 days from the date of issuance of pre-bid query replies.</p>	Refer Addendum-2.
<b>Query of Agency 03 - Egis India Consulting Engineers Pvt. Ltd.</b>				
13	1.1.3 Qualification Criteria: 1.1.3.1 Eligible Applicants:	In case of JV/ consortium, not more than 03 members are allowed.	<p>We understand from the RFP document that the client permitted to form JV/Consortium includes 1 Lead Member + 2 Partners with 1 Sub-consultant.</p> <p>Please Clarify.</p>	No change in tender condition.
14	1.1.3.2 Minimum Eligibility Criteria: A. Work Experience:	<p>a) Mandatory Eligible Works</p> <p>Notes:</p> <p>In case qualifying work involves General consultancy (GC)/Project management consultancy (PMC), value of only similar work in that work shall be considered.</p>	<p>We request to consider the eligible projects of General consultancy (GC)/Project management consultancy (PMC) without keeping the criteria value of works and just relying on design scope/proof checking scope of work in metro and railway projects</p> <p>Kindly confirm</p>	No change in tender condition.



15	1.1.3.2.1 Additional Requirements:	(viii) DDC is required to establish and maintain its office at Noida/ Gr. Noida, throughout the contract duration.	We request the client that we keep the staff at Noida/ Gr. Noida, but we will provide input from their home office. Please Allow.	Refer Addendum-2.
16	1.1.3 Qualification Criteria	(iii) Tenderers shall not have a conflict of interest. All Tenderers found to have a conflict of interest shall be disqualified. Tenderers shall be considered to have a conflict of interest with one or more parties in this bidding process, if: a. a tenderer has been engaged by the Employer to provide consulting services for the preparation related to procurement for an implementation of the project;  b. a tenderer is any associates/affiliates (inclusive of parent firms) mentioned in subparagraph (a) above; or  c. a tenderer lends, or temporarily seconds its personnel to firms or organizations which are engaged in consulting services for or implementation of the project, if the personnel would be involved in any capacity on the same project.	We understand that the selected bidder of DDC will not have conflict of interest and will be able to participate in general consultancy tender to be floated in future Please Clarify.	No change in tender condition.
17	Annexure-01 of ITT – Evaluation and Qualification Criteria 5. Marking and Scoring System	TABLE-3: - Key Personnel Marking (Maximum Marks 160) Note: Bidders are required to submit detailed CVs of the proposed key personnel for each of the key positions as per the format given in Appendix-5. The copies of self- attested degree certificates must be enclosed with the CV to substantiate the fulfillment of minimum qualifications. The proposed key personnel are also required preferably to submit a service certificate issued by the Employer to substantiate the fulfillment of work experience. In case of any discrepancy found during the bid evaluation process, Noida Metro can verify the said declaration/part of the declaration from the owners of the project. Any such wrong declaration by the personnel found during verifications, Noida Metro has the right to reject such bids.	We would like to kindly request that the copies of self-attested degree certificates be submitted along with the CVs at the time of bidding, to substantiate the fulfillment of the minimum qualification requirements. However, with regard to the service/experience certificates, we respectfully request that these may be allowed to be submitted at the time of negotiation or contract signing. Please Allow.	No change in tender condition.
18	5. Marking and Scoring System TABLE-3: - Key Personnel Marking Page 36 & 37	Minimum Educational Qualification Expert E&M Building Works - B.E(Elec) Expert Fire Services - B.E (Elec) Expert HVAC - B.E (Elec)	It is requested to consider the education criteria as for following positions: Expert E&M Building Works - B.E(Electrical)/B.E.(Mechanical)/ B.E.(Electronics)	No change in tender condition.
			Expert Fire Services – Any graduate Engineer/ Diploma holder	No change in tender condition.
			Expert HVAC - B.E(Electrical)/B.E(Mechanical)/ B.E.(Electronics)	Refer Addendum-2.
19	Cl. No C12/Page No16 Vol -01	C12. Staffing Schedule and Related Details C12.1 The Tenderer shall submit with his Tender (Appendix-4 of Form of Tender) a staffing schedule containing the names, qualifications, professional experience and corporate affiliation of all proposed personnel and experts of this work as required in Figure-1 of clause 1.1.3.2.1 of NIT & Annexure-01 of ITT. Details shall be included for all such personnel whether directly employed or engaged on a consultancy. The submission shall include a provisional management structure and organisation chart showing areas of responsibility,	We understand that requirement of personnel as per Figure-1 is for the project design work and manpower to be deployed in DDC office at Noida for design and associated Supervision. In this regard, kindly clarify below queries: (1) Generally, in design projects, input of design professionals is not required continuously but in phases. Also, that input of certain design professionals is	Refer Clause 1.1.3.2.1, Figure-01 & Table-A of NIT with Note and Clause 2.1.1 (aa) of Scope of work.  Further, the Supporting Staff required as per Schedule D of Pricing Document will assist NMRC and the penalty will be deducted for the non-deployment of Supporting Staff.

		relative seniorities and lines of reporting. The proposed staffing plan shall be in conformity with the Annexure-01 of ITT and Figure-1 of NIT.	<p>required in staggered/intermittent manner or required minimal at early stage and significant in later design stages. If such design professionals with staggered input are mobilised at early stage, they may remain unutilised for certain period.</p> <p>(2) The deployment of Design Personnel as per Figure-1 Organization Structure should be deployed as per design programme and demobilised when design stage is complete and delivered successfully.</p> <p>3) The Design team for such project shall also require many additional Design Professional (like Sr/Jr Design Engineers Structure/MEP/Architect etc) and Support staffs like Quality Controls Engineers, Geotechnical Expert, Document controllers who are situated at our/Consultant's head/regional offices.</p> <p>(4) Further, in case of deployment at Noida, the man-months for each Design Personnel is not mentioned in RFP in Annexure-D1 of Pricing Document, Vol-04. Man-months for each personnel as mentioned in Figure-01 Organization Structure will bring clarity on requirement of Project Personnel against which the mentioned penalty to be calculated.</p> <p>(5) Rate of penalty for each personnel as mentioned in Figure-01 Organization Structure is not mentioned in Annexure-D1 of Pricing Document, Vol-04.</p> <p>In view of above, it is requested to kindly modify this Figure-1 for limited Organization at Noida office comprising three Design Coordinators of Architectural, Structure &amp; MEP domain at site.</p>	No change in tender condition.
20	Annexure-D1 of Pricing Document/Vol-04	<p>Annexure D1 - Deployment of Supporting staff</p> <ol style="list-style-type: none"> <li>1. Architect</li> <li>2 Document Controller</li> <li>3 CAD Operator</li> <li>4 Surveyor</li> <li>5 Design Coordinator</li> </ol> <p>Note: The payment for deployment of Staff shall be made as per the actual deployment, on the basis of man month rate quoted. If the deployment of the Experts is not made or delayed for whatever reasons, a deduction of 1.5 times the man month rate shall be made for the duration of delay. Further, if the Staff is not deployed as per the agreed schedule and for the agreed duration, a deduction of 1.5 times the man month rate shall be made.</p> <p>Example - In case of absence of Architect for 'X' days, the penalty will be calculated as below -</p> <p>Deduction =</p> $1.5 \times ('X' \text{ days}) / ((\text{days in that particular month}) \times (96 \text{ month})) \times 31\% \text{ (i.e., Payment Percentage in case of Architect} \times (\text{Amount Quoted by Bidder in Schedule D}))$	<p>Kindly clarify:</p> <p>1) The deduction mentioned is only applicable for Architect, Document Controller, CAD Operator, Surveyor and Design Coordinator.</p> <p>It is also requested to kindly limit the total penalty under the Contract to 10% of the Contract Value.</p>	No change in tender condition.
21	SPECIAL CONDITIONS OF CONTRACT (SCC)/CI-5//Page-3/Vol-02	<p>16. Delays and Liquidated Damages</p> <p>16.1. Time is the essence of the Contract. It shall be the bounden duty of the DDC to strictly adhere to the time for performance of various services indicated in the Contract. In case of delays without valid reason the DDC shall be liable to</p>	<p>Kindly clarify that:</p> <p>1) No Penalty is applicable for delay to the DDC in case the delay is not attributable to the DDC.</p>	No change in tender condition.

		pay liquidated damages as given in SCC. The maximum limit of Liquidated Damages shall be 10% of the Fixed Lump Sum Price of the Contract. 16.2. Liquidated damages shall be imposed as described in Special Conditions of Contract.	It is requested to kindly limit the total gross penalty under the Contract to 10% of the Contract Value.	
22	Missing Clause	Termination by Consultant Clause is missing. HIGH RISK!	Termination clause is one sided, where only client can terminate the contract. We suggest that the Consultant shall also have rights to terminate the contract, by giving a notice of 30 days, in following circumstances: If the client fails to pay monies due to the Consultant, and the Consultant has sent a demand notice asking for payment If the client is in breach of any of the terms of the Contract If the client becomes bankrupt/ insolvent  If as a result of force majeure, work is suspended for a period of more than 60 days.	No change in tender condition.
23	Page no. 14, Clause 33.9.2	Arbitration: It is stated that, <i>33.9.1. Number of Arbitrators: The arbitral tribunal shall consist of:</i> <i>i. Sole Arbitrator in cases where the total value of all claims in question added together does not exceed Rs. 2.00 crores;</i> <i>ii. 3 (Three) arbitrators in all other cases.</i> <i>33.9.2. Procedure for Appointment of Arbitrators: The arbitrators shall be appointed as per following procedure:</i> <i>i. In case of Sole Arbitrator: Within 60 days from the day when a written and valid demand for arbitration is received by MD/NMRC, NMRC will forward a panel of 03 names to the DDC. The DDC shall have to choose one Arbitrator from the panel of three, to be appointed as Sole Arbitrator within 30 days of dispatch of the request by NMRC. In case the DDC fails to choose one Arbitrator within 30 days of dispatch of the request of NMRC then MD/NMRC shall appoint anyone Arbitrator from the panel of 03 Arbitrator as sole Arbitrator.</i> <i>ii. In case of 3 Arbitrators:</i> <i>a) Within 60 days from the day when a written and valid demand for Arbitration is received by MD/NMRC, NMRC will forward a panel of 5 names to the DDC. The DDC will then give his consent for any one name out of the panel to be appointed as one of the Arbitrators within 30 days of dispatch of the request by NMRC.</i> <i>b) NMRC will decide the second Arbitrator. MD/NMRC shall appoint the two Arbitrators, including the name of one Arbitrator for whom consent was given by the DDC, within 30 days from the receipt of the consent for one name of the Arbitrator from the DDC. In case the DDC fails to give his consent within 30 days of dispatch of the request of NMRC then MD/NMRC shall nominate both the Arbitrators from the panel.</i> <i>c) The third Arbitrator shall be chosen by the two Arbitrators so appointed by the parties out of the panel of 05 Arbitrators provided to the DDC or from the larger panel of Arbitrators to be provided to them by NMRC at the request of two appointed Arbitrators ( if so desired by them ) and who shall act as Presiding Arbitrator. In case of failure of the two appointed Arbitrators to reach upon consensus within a period of 30 days from their appointment, then, upon the</i>	Arbitration clause seems to be one sided. We suggest that in case a dispute cannot be resolved amicably, it shall be referred to Sole Arbitrator, appointed with mutual consent of parties, irrespective of the amount or nature of Dispute. The process of arbitration shall be conducted as per Arbitration and Conciliation Act, 1996.	No change in tender condition.

		<p>request of either or both parties, the Presiding Arbitrator shall be appointed by the Managing Director / NMRC, Uttar Pradesh.</p> <p>d) If one or more of the Arbitrators appointed as above refuses to act as Arbitrator, withdraws from his office as Arbitrator, or vacates his/their office/offices or is/are unable or unwilling to perform his functions as Arbitrator for any reason whatsoever or dies or in the opinion of the MD/NMRC fails to act without undue delay, the MD/NMRC shall appoint new Arbitrator /Arbitrators to act in his/their place except in case of new Presiding Arbitrator who shall be chosen following the same procedure as mentioned in para (ii)(c) above. Such re-constituted Tribunal may, at its discretion, proceed with the reference from the stage at which it was left by the previous Arbitrator(s).</p> <p>e) NMRC at the time of offering the panel of Arbitrator(s) to be appointed as Arbitrator shall also supply the information with regard to the qualifications of the said Arbitrators nominated in the panel along with their professional experience, phone nos. and addresses to the DDC.</p>		
24	Page no. 19, Clause 36	<p>Insurance: It is stated that, The DDC shall affect and maintain Professional Indemnity Insurance for the amount in India Rupees equal to the contract value payable to DDC in respect of design to be carried out by, or on behalf of them. The DDC shall produce evidence of coverage of the Professional Indemnity Insurance before any payment is released. The insurance which shall ensure the DDC's liability by reason of professional negligence and errors in the design of the works, shall be valid from the date of commencement of works, until two years after commissioning of work. It is a deemed accepted condition of contract that the DDC indemnifies and save harmless NMRC from and against all claims and proceedings on account of infringements of patents rights, design, trademark name etc.</p> <p>The Employer will not issue final payment certificate until the DDC has produced evidence that coverage of Professional Indemnity Insurance has been provided for the aforesaid period.</p> <p>In the professional indemnity insurance policy, the deductible amount shall not be more than 5% of AOA limit.</p>	<p>We understand that Professional Indemnity Insurance and other insurances may be procured under the Umbrella Policy procured by the Consultant. An insurance certificate may be obtained from the Insurer, evidencing coverage of project under the Insurance policy.</p> <p>Further, following other insurances shall also be procured under the project:</p> <p>Third party liability insurance having coverage upto INR 10 lakh Office package policy Workmen Compensation insurance</p>	No change in tender condition.
<b>Query of Agency 04 - Ardanuy India Pvt. Ltd.</b>				
25	1.1.3. Qualification Criteria sub clause 1.1.3.1	<p>(viii) Participation by Subsidiary Company / Parent Company with credential of other Company</p> <p>a. Applicant in the capacity of a Subsidiary Company as a single entity is not permitted to use the credential of its Parent Company and/or its Sister Subsidiary Company/ Companies unless the Applicant participates in tender as JV/Consortium with its Parent Company and/or its Sister Subsidiary Company/ Companies as a member(s) in JV with minimum 26% participation each (as substantial member) for such member(s).</p> <p>b. Applicant in the capacity of a Parent Company as a single entity is not permitted to use the credential of its Subsidiary Company/ Companies unless the Applicant participates in tender as JV/Consortium with its Subsidiary Company/ Companies as a member(s) in JV with minimum 26% participation each (as substantial member) for such member(s). Purchase Preference to Local Suppliers/Preference to Make In India</p>	<p>We request client to allow Subsidiary company to use the credential of Parent company by providing undertaking that the parent company will provide full technical support. This practice is adopted by other Metro departments also.</p>	No change in tender condition.

26	Page No 98 of RFP, Table 3 Sr. No. 6 to 15	Minimum post qualification Experience after Minimum Qualification (years) – 12 years Minimum Post Qualification Relevant Experience after Minimum Qualification (years) – 10 years	We request client to amend the Minimum years to 10 years experience after Minimum Qualification and 8 years relevant experience after Minimum Qualification.	No change in tender condition.							
27	Page No 98 of RFP, Table 3 Sr. No. 15	Expert Traction should be B.E (Electrical)	We request client to consider B.E/BTech in Electrical/Computer Science. As Expert Traction role require experience in simulation study and B. Tech in Computer Science candidates are good in Simulation studies	No change in tender condition.							
28	Page No. 31 of Volume 3 Scope of Work, Clause no. 3.11		Tentative locations of RSS in Noida Sector 51 to KP – V corridor is not given. We request to kindly provide the same.	Tentative location of RSS in Noida Sector 51 to KP – V is at Near Noida Sector – 123 station and GSS at 400/132kV Sec-123 Noida.. During the detailed design stage, the locations of RSS and GSS may be reviewed/ fine-tuned and finalized based on the updated status of power supply/ Sub-stations of UPPTCL.							
29	Page No. 5 of Volume 3 Scope of Works, Clause No. 2.1		Kindly provide the list of ASS per station in all the 3 corridors	1 nos. Auxiliary sub-stations (ASS) is envisaged to be provided at each station with two dry type cast resin transformers (33/0.415kV) are proposed to be installed at the stations (one transformer as standby) with their associated HT & LT switchgear.							
30	Page No. 31 of Volume 3 Scope of Work, Clause no. 3.11	Power Supply Arrangement	Details of Train operation plan for Traction Simulation Study are not defined, please provide operation plan (headways) to understand the no. of scenarios	S.No.	Corridor	Year	Peak hour Head way (min)	No. of Rakes	No. of car per rake	Total No. of Cars	Peak hour Head way (min)
				1.1	Depot Station to Noida Sector 51	2028	6	30	4 CAR	120	6
				1.2	Noida Sector 51 to Knowledge Park V		12				12
				1.3	Noida Sector 142 to Okhla Bird Sanctuary		10				10
				2.1	Depot Station to Noida Sector 51	2031	5.5	31	124	5.5	
				2.2	Noida Sector 51 to		11			11	

				<table><tr><td></td><td>Knowl edge Park V</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>2.3</td><td>Noida Sector 142 to Okhla Bird Sanct uary</td><td>2031</td><td>10</td><td></td><td></td><td></td><td>10</td></tr><tr><td>3.1</td><td>Depot Statio n to Noida Sector 51</td><td></td><td>2.85</td><td></td><td></td><td></td><td>2.85</td></tr><tr><td>3.2</td><td>Noida Sector 51 to Knowl edge Park V</td><td>2041</td><td>5.7</td><td>57</td><td></td><td>228</td><td>5.7</td></tr><tr><td>3.3</td><td>Noida Sector 142 to Okhla Bird Sanct uary</td><td></td><td>6</td><td></td><td></td><td></td><td>6</td></tr></table>		Knowl edge Park V							2.3	Noida Sector 142 to Okhla Bird Sanct uary	2031	10				10	3.1	Depot Statio n to Noida Sector 51		2.85				2.85	3.2	Noida Sector 51 to Knowl edge Park V	2041	5.7	57		228	5.7	3.3	Noida Sector 142 to Okhla Bird Sanct uary		6				6
	Knowl edge Park V																																											
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3.3	Noida Sector 142 to Okhla Bird Sanct uary		6				6																																					
31	Page No. 31 of Volume 3 Scope of Work, Clause no. 3.11	Power Supply Arrangement	Apart from Traction Simulation & Load flow studies, please provide details of other studies which needs to be carried out i.e Harmonics, EMI/EMC etc.	Apart from Traction simulation & Load flow study, studies such as EMI/EMC, Harmonics, RAMS, Earthing & Bonding etc. need to be carried out. Along with these studies, during detailed design, the DDC need to perform the studies as per the design and statutory requirements.																																								
32	Volume 5	Standard Documents	Outline Design Criteria not found for Traction & OHE works	Refer Addendum-2.																																								
Query of Agency 05 - 3TI PROGETTI ITALIA Ingegneria Integrata S.p.A.																																												
33	Table – A - Additional requirements of NIT page 22, Volume -1 - NIT		please clarify if the required Experts should be Indian or International? Furthermore, should the mobilization period specified in the table to be referred to the deployment in India? If yes, is the mobilization period referred to man month deployment?	Kindly refer Table A and Para mentioned below on Page no. 22 of NIT. No change in tender condition.																																								
34	Table 4 - Employment of Key Personnel with the Firm, page 39 of Volume -1 – ITT		given that the maximum number of Experts to be propose is 15, please clarify the assignment of marks as specified in the Remarks column. Is the evaluation criteria referred to the Experts proposed in the tender? If so, should it be revised to 15? If otherwise, kindly specify what it is meant with “Key Personnel employed working with bidder”.	30 nos. of Key Personnel are mentioned in the Fig no. 1 – Organization Structure of NIT. Bidder may submit the details of these 30 Personnel for obtaining marks as per the criteria provided in Table-4 of Annexure-01 of ITT.																																								

35	TABLE-2: Detailed Design Consultancy Experience, page 33 of Annexure-01 of ITT document – Evaluation and Qualification Criteria		we would like to ask a relaxation of the requirements allowing the bidders to cumulate the number of elevated stations developed in multiple contracts in order to get the maximum score in providing Detail Design for no. 17 Elevated Stations instead of having all of them in 1 single contract.	No change in tender condition.
36	Project Duration specified in Volume-3 – Scope of works, Chapter 1.1		it is stated that “These extension corridors have to be realized within the next 5 years”. Please provide a detailed Design time schedule of the Detail Design Consultancy assignment.	Refer the point (b) of Note of Clause 1.1.1 of NIT and Progress Schedule (Project Wise) from Pricing Document.
<b>Query of Agency 06 - Intercontinental Consultants and Technocrats Private Limited</b>				
37	Vol. -1 Page 22	Table- A (As per para (v) of additional requirements of NIT clause 1.1.3.2.A	Could you please clarify whether the mobilization is to be on a continuous or intermittent basis? Additionally, kindly specify the required unit (weeks /months /years) for the mobilization period.	Kindly refer Table A and Para mentioned below on Page no. 22 of NIT. The mobilization period is in month. No change in tender condition.
38	Cl. 2.2.2 and 2.2.3, Scope of Works, Vol. -3 Page 9	<p>Clause 2.2.2 Elevated Packages – Traction Works</p> <p>The DDC shall prepare the preliminary &amp; definitive design for the Traction work, Power Supply,....</p> <p>Clause 2.2.3 Elevated packages – Building Services</p> <p>The DDC shall prepare the preliminary &amp; definitive design for the Elevated Stations....</p>	<p>The detailed scope of the Design Consultant's responsibilities relating to “Elevated Packages – Traction Works” and “Elevated Packages – Building Services” after the award of the construction contracts requires clarification.</p> <p>Please specify the expected involvement and deliverables post-award for these works.</p>	Please follow Scope of Work of Tender document.
39	Cl. 2.5, Vol. -3 Page 10	<p>Clause 2.5 Input for interface</p> <p>The basic interface inputs will be provided at the time of preliminary design, in stages. Survey Maps and Plot Size of each station shall be made available in NMRC on AutoCAD. Any survey required outside the station land will have to be carried out by DDC.</p>	<p>We understand that any additional survey works to be paid extra by NMRC.</p> <p>Kindly clarify and confirm</p>	Refer Clause 16 of SCC. No change in tender condition.
40	Drawings	Legend of every drawings	The legend provided in the drawings is not legible. Kindly provide a legible and consistent legend in all drawings.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
41	Drawings	Detail of road at every crossing	Please provide details of roads at every crossing, including level, slope, right-of-way, etc.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
42	Additional Point	Geotechnical report	Please provide the geotechnical report. It is also noted that all borehole locations are away from the proposed alignment. Kindly clarify.	DPR alignments are provided in the Tender for reference purpose only. Geotechnical Survey Report carried out by NMRC will be provided to the successful bidder along with the NTP of the respective projects.
43	Additional Point	Detail of existing metro viaduct at every crossing of existing metro viaduct	Please provide details of the existing metro viaduct wherever the proposed viaduct crosses it.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.

44	Drawings	Approx. Chainage 7+400, Sheet no 11 of 25 of Noida Sector 51 to Gr. Noida Knowledge Park – V Metro Corridor	Please provide details of the bridge and the hydrological details of the Hindon River.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
45	Drawings	Approx. Chainage 7+000, Sheet no 11 of 17 of Botanical Garden to Noida Sector - 142	Please provide details of the flyover at this location.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
46	Drawings	Approx. Chainage 10+700, Sheet no 16 of 17 of Botanical Garden to Noida Sector - 142	Please confirm if the entire shaded part is bridge and provide details how the metro viaduct is planned considering the presence of the existing bridge. Also provide the water body.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
47	Drawings	Proposed Sector 142 Station, Sheet no 16 & 17 of 17 of Botanical Garden to Noida Sector - 142	From the drawing, it is understood that the proposed metro station is planned to be integrated on either side of the existing metro station. For the UP line, the level is raised above the existing station level, whereas for the DN line, it remains at the same level. Kindly confirm this interpretation.	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
48	Drawings	Proposed Junpat Station, Sheet no 02 of 04 Extension of Aqua Line from Depot Station to Boraki	Please note the proposed Junpat Station is positioned at a road junction, which may cause significant issues to divert traffic during construction stage and traffic congestion during permanent stage. It is advisable to relocate the station further from the junction to mitigate these issues.  Kindly clarify	DPR alignments are provided in the Tender for reference purpose only. Topographical & Aerial Survey will be provided to the successful bidder along with the NTP of the respective projects.
49	Addendum 1	It is mentioned in Addendum 1 that "Corridors from Noida Sec-51 to Knowledge Park-V (17.435 km) and Noida Sec-142 to Botanical Garden (11.56 km) are optional and may not be executed."	We understand that after award of the work to DDC there is a possibility of curtailing the scope of DDC by removing the Item 1 & 2 (which is more than 90% of the scope of work).  In this scenario our understanding is that DDC will negotiate the fee in case of the mentioned scope of work reduction. Kindly clarify.	Refer Note of Clause 1.1.1 of NIT as per Annexure-1.  Further, Refer the Pricing Document wherein the Price to be Quoted are separately bifurcated in the 03 Extension Corridor.
50	1.1.3.2 Minimum Eligibility Criteria: Volume 1 NIT Page no. 15	Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below	We understand the "substantially completed" means works which are 80% completed as on date of invitation of tender.  Kindly confirm	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.
51	1.1.3.2 Minimum Eligibility Criteria: Volume 1 NIT Page no. 15  And	Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission..  Detailed Design Consultancy Services of Elevated/Underground stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RRTS /High-Speed / Railways Projects.- 250 marks	We understand successfully completed or substantially completed similar work(s), during last Ten (10) years would be considered for both the criteria's.  Kindly confirm.	As per clause 1.1.3.2 A – "Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below –"  As per Annexure-01 of ITT – "Detailed Design Consultancy Services of Elevated/Underground/at Grade stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RRTS/High-Speed/Railways Projects."



	Annexure-01 of ITT – Evaluation and Qualification Criteria Page no. 31			No change in tender condition.
52	Clause no.5 of ITT - Marking and Scoring System  Page no. 33	TABLE-2: “Detailed Design Consultancy Experience	<p>This conditions may be met by consultants with experience in Similar work i.e Detail Design Consultancy (DDC) works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&amp;M / Traction works of Elevated / Underground sections, which may include train depot also for Metro Rail /High Speed Rail /Railways/ Regional Rapid Transit System (RRTS)</p> <p>Kindly confirm our understanding is correct.</p>	Kindly refer clause no 1.1.3.2 (A) (a) of NIT. No change in tender condition.
53	1.1.3.2 Minimum Eligibility Criteria: Volume 1 NIT Page no. 16	Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.	<p>It is requested to relax this condition as Traction is a specialized field done by specialized firms.</p> <p>Kindly allow post tender association with the relevant firms to meet this condition. However, the credentials of such possible associate can be submitted at the bidding stage without including them in JV.</p> <p>This may kindly be considered please.</p>	No change in tender condition.
54	1.1.3.2 Minimum Eligibility Criteria: Volume 1 NIT Page no. 16	Bidder has to submit either one work for each missing component, in addition to similar work experience required vide NIT clause no. 1.1.3.2.A as mentioned above.	Kindly define the value of such additional work of the missing component.	<p>DDC shall submit single additional work for each missing component i.e. Civil Structural Design, Architectural Design, Building Services including E&amp;M and Traction works design having minimum value of Rs. 50 Lakh.</p> <p>Refer Addendum–2.</p>
55	NGNEDDC/Volume-1/NIT; Page 18	1.1.3.2.1 Additional Requirements:  (iv) Team Leaders’ who shall have as minimum qualification a bachelor’s degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university	<p>The Consultants would like to submit that there is a discrepancy between the two clauses. As per Clause NGNEDDC/Volume-1/NIT (Page 18), the minimum educational qualification is specified as a “Bachelor’s Degree in a relevant field”, whereas Clause NGNEDDC/Volume-1/ITT (Page 34) mentions the minimum qualification as “M.E. / M.Tech. (Structure)”.</p> <p>The Consultants understand that a Bachelor’s Degree in a relevant field is the minimum requirement for the said position, and Master Degree (M.E. / M.Tech. - Structure) qualification is an added advantage or a preferable requirement not mandatory.</p> <p>This may please be confirmed.</p>	No change in tender condition.
56	NGNEDDC/ Volume-1/ ITT, Page no. 34	Table-3: - Key Personnel Marking 1. Team Leader Structure M.E. / M Tech. (Structure)		
57	NGNEDDC/Volume-1/NIT; Page 18	1.1.3.2.1 Additional Requirements:	The Consultants would like to submit that there is a discrepancy between the two clauses. As per Clause NGNEDDC/Volume-1/NIT (Page 18), the minimum	No change in tender condition.

		(v) Under Team Leader, 'Experts', as indicated in Table-A below, shall be deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil/Architecture/ Electrical/ Mechanical Engineering) from a recognized university	educational qualification is specified as a "Bachelor's Degree in a relevant field". However, Clause NGNEDDC/Volume-1/ITT (Page 35) mentions the minimum qualification as M.E. / M.Tech. (Structural Engineering) for the positions of Expert Viaduct Design and Expert Station Design, and M.E. / M.Tech. (Geotechnical Engineering) for the position of Expert Geotech & Foundation Design. The Consultants understand that a Bachelor's Degree in a relevant field is the minimum requirement, and Master Degree qualification is an added advantage or a preferable requirement not mandatory. This may please be confirmed.	
58	NGNEDDC/ Volume-1/ ITT, Page no. 35	Table-3: - Key Personnel Marking 6. Expert Viaduct Design M.E. / M Tech. (Structure Engineering) 7. Expert Station Design M.E. / M Tech. (Structure Engineering) Expert Geotech & Foundation Design M.E. / M Tech. (Geotech)		
59	NGNEDDC/ Volume-1/ ITT, Page no. 35	Table-3: - Key Personnel Marking Expert Geotech & Foundation Design M.E. / M Tech. (Geotech)	The Consultants request the Client to consider Master Degree in Soil Mechanics / Foundation Engineering also with the existing requirement. This may please be considered and confirmed.	No change in tender condition.
60	NGNEDDC/ Volume-1/ ITT, Page no. 34-37 <i>Marks 160)</i>	<i>Table-3: - Key Personnel Marking (Maximum Marks 160)</i> 1. Project Leader 2. Team Leader Structure 3. Team Leader Architecture 4. Team Leader E&M 5. Team Leader Traction 6. Expert Viaduct Design 7. Expert Station Design 8. Expert Geotech & Foundation Design 9. Expert Architect Station Layout 10. Expert Architect Finishing 11. Expert Plumbing 12. Expert E&M Building Works Expert Fire Services	The Consultants understand that only the CVs of Key Personnel for which evaluation points (160 Marks, Table-3) are provided in the RFP (Pages 34–35) are required to be submitted at the bidding stage.  The CVs of additional experts as per Table– A (Page-22, Volume-1/NIT) and Key Members as per Clause (vi) (Page-19; Volume-1/NIT) are not required at the proposal stage and will be submitted after the award of the project and before mobilization.  The same may please be confirmed	No change in tender condition.
61	NGNEDDC/Volume-1/NIT Page No. 22	<i>Table – A (As per Para (v) of Additional Requirements of NIT Clause 1.1.3.2.A)</i> 1. Expert Viaduct Design 2. Expert Station Design 3. Expert Geotech & Foundation Design 4. Expert Architect Station layout 5. Expert Architect Finishing 6. Expert Plumbing 7. Expert E&M Building Works 8. Expert Fire Services 9. Expert HVAC		

		Expert Traction		
62	NGNEDDC/Volume-1/NIT; Page No. 19	(vi) Under experts, 'Key Members' shall be deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university....		
63	Clause 2.1.1(aa) of TOR, Page 8	DDC is required to establish and maintain its office at Noida/Gr. Noida, throughout the contract duration.	Consultants with offices in Delhi may be allowed to operate from existing office facilities and not required to open an office in Noida or Greater Noida. This may kindly be considered.	Refer Addendum-02.
64	Clause 16 of GCC & Clause 4 of the SCC Liquidated Damages	Liquidated damages shall be levied as per the rate given in Volume-04 Pricing Documents for not achieving the respective key date.  The maximum limit of Liquidated Damages shall be 10% of the Fixed Lump Sum Price of the Contract.	In this regard, it is suggested that the maximum limit of 10% of Contract Value towards Liquidated Damages is very high and the Client may kindly consider to reduce this figure to 5%, which is normally kept in all projects funded by renowned agencies like World Bank, ADB and Other State Govt. etc.  Further, in case of delay, due to the reason not attributable to the Consultant, the Consultant shall not be liable to pay any penalty.	No change in tender condition.
65	Clause No.18 of GCC, Abandonment, Suspension or Termination by Notice of NMRC	The Clause No.18 of GCC pertaining to Abandonment, Suspension or Termination by Notice of NMRC	The Given Clause is one sided, the Consultant should also have right to Terminate Contract.  The following suggestion may be incorporated in this Clause:-  The Consultant may terminate this Contract, by not less than thirty (30) calendar days' written notice to the Client, in case of the occurrence of any of the events specified below:-  (a) If the Client fails to pay any money due to the Consultant pursuant to this Contract and not subject to any dispute within forty-five (45) calendar days after receiving written notice from the Consultant that such payment is overdue.  (b) If, as the result of Force Majeure, the Consultant is unable to perform a material portion of the Services for a period of not less than sixty (60) calendar days.  (c) If the Client fails to comply with any final decision reached as a result of arbitration.  (d) If the Client is in material breach of its obligations pursuant to this Contract and has not remedied the same within forty-five (45) days (or such longer period as the Consultant may have subsequently approved in writing) following the receipt by the Client of the Consultant's notice specifying such breach.	No change in tender condition.

66	Clause No.3 of SCC, Date of Commencement	The date of Commencement for all 03 Extension Corridor Projects shall be the date of Notice to Proceed for that particular Project issued by NMRC.	The Consultant needs time to mobilize their staff on the project site. Hence, the Client may kindly provide at least 2-3 weeks to the Consultant to commence their services from the date of issue of Notice to Proceed.	No change in tender condition																				
67	Clause No. 33.9.2 GCC, Appointment of Arbitrators	As per Clause No. 33.9.2 of GCC, the arbitrators shall be appointed as per following procedure:  In case of 3 Arbitrators: a panel of 5 names shall be forwarded to the DDC by NMRC and DDC shall select one name out of panel. NMRC will decide the second Arbitrator.  Third Arbitrator shall be chosen by the two Arbitrators.	It is unfair on the part of the NMRC not to allow DDC to nominate arbitrator of their choice. It is, therefore, suggested that one name of Arbitrator should be given by DDC and one name of Arbitrator should be given by NMRC. Third Arbitrator shall be chosen by two selected Arbitrators.	No change in tender condition																				
68	Vol. -1 Page 22	Table- A (As per para (v) of additional requirements of NIT clause 1.1.3.2.A List of Experts	As this is a Detailed Design Consultancy project, the Consultants understand that full- time input for the said experts in Noida/Greater Noida is not necessary. However, these experts will visit the site on an as-needed basis, while the coordinator under these experts will be based full-time in Noida/Greater Noida. The Client is requested to consider and confirm the same.	No change in tender condition.																				
69	Clause A1 of ITT, Page 4	As per Clause A1 of ITT, "Detailed Project Reports (DPR)s of the above 03 extension corridors has been prepared, which may be consulted in office of Executive Director..."	We request to provide the copy of the DPR for consultant's reference.	No change in tender condition.																				
70	NIT	Last Date & time of Submission of the bids : 18.09.2025 (17:00 hrs).	It is requested that the date of submission of the proposal may please be extended and a period of at least 3 weeks i.e till 10 Oct 2025, may please be granted for the preparation of the proposal from the date of issue of clarifications so that our Experts can prepare a comprehensive proposal addressing all the issues of the RFP document / ToR.	Refer Addendum-2.																				
<b>Query of Agency 06 - AECOM India Private Limited</b>																								
71	NIT, 1.1.1, Page 3R	Corridors from Noida Sec-51 to Knowledge Park V (17.435km) and Noida Sec-142 to Botanical Garden (11.56 km) are optional and may not be executed	<p>We understand the description of proposed corridors in the given NIT includes:</p> <table border="1"> <thead> <tr> <th>S. No.</th><th>Description of Corridor</th><th>Total Length (Km)</th><th>Station (In Nos.)</th><th>RSS (in Nos.)</th></tr> </thead> <tbody> <tr> <td>1.</td><td>Extension of Aqua Line from Noida Sector - 51 to Knowledge Park V (Greater Noida)</td><td>17.435</td><td>11</td><td>1</td></tr> <tr> <td>2.</td><td>Extension of Aqua Line from Noida Sector - 142 to Botanical Garden (Noida)</td><td>11.56</td><td>8</td><td>1</td></tr> <tr> <td>3.</td><td>Extension of Aqua Line from Depot Station to Boraki MMTH (Greater Noida)</td><td>2.6</td><td>2</td><td>0</td></tr> </tbody> </table> <p>thus the NIT and Scope of work include all three corridors, whereas in the addendum as per the note first two corridors might not be executed, therefore we would like to request NMRCL to kindly clarify if the proposed corridors will not come into design phase and execution, than the value and scope of services will be reduced accordingly and how the consultant will be paid as the proposed cost will be of all three corridors.</p>	S. No.	Description of Corridor	Total Length (Km)	Station (In Nos.)	RSS (in Nos.)	1.	Extension of Aqua Line from Noida Sector - 51 to Knowledge Park V (Greater Noida)	17.435	11	1	2.	Extension of Aqua Line from Noida Sector - 142 to Botanical Garden (Noida)	11.56	8	1	3.	Extension of Aqua Line from Depot Station to Boraki MMTH (Greater Noida)	2.6	2	0	<p>Refer Note of Clause 1.1.1 of NIT as per Annexure-1.</p> <p>Further, Refer the Pricing Document wherein the Price to be Quoted are separately bifurcated in the 03 Extension Corridor.</p>
S. No.	Description of Corridor	Total Length (Km)	Station (In Nos.)	RSS (in Nos.)																				
1.	Extension of Aqua Line from Noida Sector - 51 to Knowledge Park V (Greater Noida)	17.435	11	1																				
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3.	Extension of Aqua Line from Depot Station to Boraki MMTH (Greater Noida)	2.6	2	0																				

			Please Provide the Clarification.	
72	1.1.3.2 Minimum Eligibility Criteria, Page no 17	Notes : Completed or Substantially Completed	We understand the substantial projects are being referred where the design phase of DDC work is completed and 80% or more contract fee is received by the consultant, kindly confirm	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.
73	Table-3, Key Personnel Marking page 36	Expert Plumbing, Expert Fire	We request client to kindly accept the minimum qualification of Expert Plumbing with Graduate (B.E) in Mechanical Engineering / Civil / Electrical as well.  And Expert Fire with Graduate (B.E) in Mechanical Engineering / Electrical as well.	No change in tender condition.
74	Table-4, Employment of Key Personnel with the Firm, page 39	Certificate including list of employees (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.  Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CV's for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CVs for marks against this section	We understand for the evaluation purpose, a detailed list of employee signed by Head HR and certified by CA should suffice the requirement of client for substantiating employment of key personnel with the firm, the other requirement such as Latest Form-16 of employee ad latest PF return/challan of employees should be relaxed as these are confidential documents of each employee having salary and other details, thus we request the client to kindly accept the list of employees substantiate by Head HE and CA, if required we can also provide undertaking signed by authorised representative, Kindly Confirm.  We request client to kindly provide the details of Section III-A, we also understand for the bid submission only list of employees is to be provided, and the consultants are not required to submit CVs. Kindly Confirm	No change in tender condition.  For Section-III A, refer Addendum-2.
75	SCC, page 4,	Unless otherwise stated in Special Conditions of Contract, a. After preliminary scrutiny and certification by the Engineer, payment of 80% of the certified interim amount shall be made by the Employer within 07 days. The amount certified shall account for all deductions, including statutory deductions, recoveries for advances and any amounts due from the contractor. The balance 20% shall be paid within 28 days, from the date of the preliminary certification of the bill by the Engineer. b. Next 80% interim payment shall be made only after 100% payment of preceding interim payment certified has been completed. c. The employer shall pay the amount certified in the final payment certificate within 56 days from the date of issue of certificate.	We understand that the consultant will be paid 80% of the certified interim amount shall be made by the employer within 07 days of submission and next 20% will be paid within 28 days form the date of the preliminary certification of the bill by the engineer. For the next 80% interim payment, we request to consider the bill without final approval of preceding payment as that may hold up consultants' payment and which will eventually impact cash flow of the company.	No change in tender condition.
76	General	Advance Payment	We request client to kindly provide 5% of advance payment against the BG submission as that will help consultant for initial deployment and mobilization without impacting the cash flow.	No change in tender condition.

77	Clause 2.1.1, Page 8	aa) DDC is required to establish and maintain its office at Noida/Gr. Noida, throughout the contract duration.	We request the client to kindly allow consultants having offices in Delhi/NCR region to work form their respective offices, as that will save additional cost for the consultant. Kindly Confirm	Refer Addendum-2.																																										
78	Schedule A, Detailed Design of Elevated Stations and Viaduct, Volume 4, pricing document	<table><tr><th colspan="6">Schedule A - Detailed Design of Elevated Stations and Viaduct</th></tr><tr><th>Sr. No.</th><th>Schedule</th><th>Description</th><th colspan="3">Percentage Proportions</th></tr><tr><td></td><td></td><td></td><td>Noida Sec-51 to Knowledge Park-V</td><td>Noida Sec-142 to Botanical Garden</td><td>Depot Station to Boraki</td></tr><tr><td>1</td><td>Schedule A1</td><td>Architectural Detailed Design of Stations</td><td>4.85%</td><td>6.30%</td><td>1.80%</td></tr><tr><td>2</td><td>Schedule A2</td><td>Structural Detailed Design of Stations</td><td>11.35%</td><td>14.75%</td><td>4.15%</td></tr><tr><td>3</td><td>Schedule A3</td><td>E&amp;M Detailed Design of Stations</td><td>5.10%</td><td>8.25%</td><td>1.80%</td></tr><tr><td>5</td><td>Schedule A4</td><td>Structural Proof Checking of Viaduct</td><td>23.05%</td><td>15.55%</td><td>3.05%</td></tr></table>	Schedule A - Detailed Design of Elevated Stations and Viaduct						Sr. No.	Schedule	Description	Percentage Proportions						Noida Sec-51 to Knowledge Park-V	Noida Sec-142 to Botanical Garden	Depot Station to Boraki	1	Schedule A1	Architectural Detailed Design of Stations	4.85%	6.30%	1.80%	2	Schedule A2	Structural Detailed Design of Stations	11.35%	14.75%	4.15%	3	Schedule A3	E&M Detailed Design of Stations	5.10%	8.25%	1.80%	5	Schedule A4	Structural Proof Checking of Viaduct	23.05%	15.55%	3.05%	As we understand the length of Noida Sec 51 to Knowledge Park V is 17.435 km with 11 elevated stations whereas Aqua Line from Sector 142 to Botanical Garden is 11.56 km with 8 stations, whereas in the schedule A the percentage proportion for payment for Noida Sec 142 to Botanical Garden is provided more as compared to Noida Sec-51 to Knowledge Park V, thus we request NMRCL to kindly confirm and clarify the percentage proportion for Schedule A as per respective corridors,	The Percentage Proportion given in the Pricing Documents for the 03 Corridors is based on the Estimated Cost in the DPR of the 03 corridors respectively.
Schedule A - Detailed Design of Elevated Stations and Viaduct																																														
Sr. No.	Schedule	Description	Percentage Proportions																																											
			Noida Sec-51 to Knowledge Park-V	Noida Sec-142 to Botanical Garden	Depot Station to Boraki																																									
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5	Schedule A4	Structural Proof Checking of Viaduct	23.05%	15.55%	3.05%																																									
79	Last Date & Time of Submission of Bids, NGNEDDC/Volume-1/NIT	18.09.2025 at 17:00 Hrs.	We request NMRCL to kindly provide 3 weeks extension for submission of tender from current date i.e. 18th Sep 2025.	Refer Addendum-2.																																										
80	NGNEDDC/Volume-1/NIT, Page 4	Earnest Money Deposit (EMD): INR 24,21,000/- (Rupees Twenty-Four Lakh and Twenty- One Thousand only) through RTGS/NEFT only payable in favour of Noida Metro Rail Corporation Limited	We request client to kindly accept the EMD in the form of BG as that will reduce the upfront payment of EMD amount, as BG is widely accepted mechanism from all the esteemed client like NMRCL, thus we request you to kindly accept the EMD in the form of BG.	Refer Addendum-2.																																										
Query of Agency 07 - ENIA DESIGN PRIVATE LIMITED																																														
81	NIT / 1.1.2 / Page-4	Earnest Money Deposit (EMD) INR 24,21,000/- (Rupees Twenty-Four Lakh and Twenty- One Thousand only) through RTGS / NEFT only payable in favour of Noida Metro Rail Corporation Limited	We request you to kindly give exemption on submission of EMD for MSME registered bidders applying solely or in JV with another MSME Firm/ Company.	No change in tender condition.																																										
82	1.1.3 / viii / a) / Page-11	Applicant in the capacity of a Subsidiary Company as a single entity is not permitted to use the credential of its Parent Company and/or its Sister Subsidiary Company/ Companies unless the Applicant participates in tender as JV/Consortium with its Parent Company and/or its Sister Subsidiary Company/ Companies as a member(s) in JV with minimum 26% participation each (as substantial member) for such member(s).	We request you to kindly allow the following: “A Subsidiary Company, registered / incorporated in India, shall be allowed to participate by using the financial and technical credentials of their parent / holding company having not less than 90% share in the subsidiary company”. This was also allowed in many earlier tenders by Nagpur Metro, Pune Metro, Chennai Metro, NHAI, etc. [Reference Tenders can be provided (if required)] So, we suggest you kindly allow the same.	No change in tender condition.																																										
83	1.1.3.2/ A Page 15	Work Experience:  Tenderer’s (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below –  a) Mandatory Eligible Works  i. Should have Satisfactorily Completed similar consultancy work for minimum amount received towards the same shall be INR 19.37 Crore in one Contract. Or	We understand that the stations which are fully operational can be considered as successfully completed works.	100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.																																										

		<p>ii. Should have Satisfactorily Completed similar consultancy work for Minimum amount received towards the same shall be INR 12.10 Crore in two different contracts each. Or</p> <p>iii. Should have Satisfactory Completed similar consultancy work for Minimum amount received towards the same shall be INR 9.68 Crore in three different contracts each.</p>		
84	1.1.3.2/ iv Page 16	In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	We understand that in a JV/Consortium, it is acceptable if one partner has experience in viaduct works and the other has experience in elevated works. Kindly Confirm	Refer Addendum-2.
85	1.1.3.2/ vi Page 16	Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.	We request you to kindly allow to use the experience of sub consultant for this criterion.	No change in tender condition.
86	1.1.3.2.1 / Vii / Page 19	<p>The technical proposal will be evaluated based on the capabilities /technical strength of staff proposed to be deployed. At bidding stage, bidder is required to submit CV of Project Leader, Team Leaders of each discipline and Experts proposed for the project. Bids submitted without these CVs shall be considered as non-responsive and liable to be rejected.</p> <p>CV of other key staff and proof regarding qualification and experience of all key staff shall be submitted by the successful Consultant after award of work.</p>	We request you to kindly accept the CV(s) of only the Project Leader, Team Leader Structure, Team Leader Architecture, Team Leader E & M, Team Leader Traction at bidding stage. For rest of the Experts, their pen profiles including their qualification & total experience can be shared. Kindly Accept/ Confirm.	No change in tender condition.
87	1.1.3.2.1 / Viii / Page 19	DDC is required to establish and maintain its office at Noida / Gr. Noida, throughout the contract duration.	We request you to revise this clause as: DDC is required to establish and maintain its office at Noida/ Gr. Noida / Anywhere in Delhi throughout the contract duration.	Refer Addendum-2.
88	B Financia l Standing \ Page 22	<p>T1–Liquidity:</p> <p>(i) In Case of JV- Requirement of liquidity is to be distributed between members as per their percentage participation and every member should satisfy the minimum requirement.</p>	As you know that Average Annual Turnover, Bid Capacity, and a positive Net worth are essential criterion for evaluating Financial Capabilities of the Bidder, we request you to kindly revise this clause as: In Case of JV: - Liquidity of all members of JV will be considered combinedly	No change in tender condition.
89	B Financial Standing / Page 23	<p>T3 - Net Worth:</p> <p>In Case of JV- Net worth will be based on the percentage participation of each Member.</p>	As you know that Average Annual Turnover, Bid Capacity, and a positive Net worth are essential criterion for evaluating Financial Capabilities of the Bidder, we request you to kindly revise this clause as: In Case of JV- Net worth of all members of JV will be considered combinedly	No change in tender condition.
90	Point 2/ (Sr. No 5) Page 30	<p>First Stage: Technical Evaluation:</p> <p>Presentation to NMRC and Submission of Document: The Document shall include Bidders understanding of the Scope of the Assignment, the</p>	We request you to kindly take the presentation in a separate stage from the qualified bidders only after their technical evaluation.	No change in tender condition.



		Methodology Proposed to be adopted for carrying out the Assignment including Quality-  Related Aspects, the Work Plan, and a tentative Deployment Schedule of Key Experts. – 50 Marks																																																												
91	Table 3 (i)/ Page 34	<table><tr><th>Position</th><th>Min Post Qualif .Exp</th><th>Min Post Qualifi. Relevant Exp</th><th>Relevant Exp</th></tr><tr><td rowspan="2">Project Leader</td><td rowspan="2">20</td><td rowspan="2">15</td><td>15 Yrs or above of relevant exp :14 Marks</td></tr><tr><td>20 Yrs or above of relevant exp :16 Marks</td></tr><tr><td rowspan="2">Team Leader Structure</td><td rowspan="2">15</td><td rowspan="2">10</td><td>10 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>15 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader Architecture</td><td rowspan="2">15</td><td rowspan="2">10</td><td>10 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>15 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader E&amp;M</td><td rowspan="2">15</td><td rowspan="2">10</td><td>10 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>15 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader Traction</td><td rowspan="2">15</td><td rowspan="2">10</td><td>10 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>15 Yrs or above of relevant exp :11 Marks</td></tr></table>	Position	Min Post Qualif .Exp	Min Post Qualifi. Relevant Exp	Relevant Exp	Project Leader	20	15	15 Yrs or above of relevant exp :14 Marks	20 Yrs or above of relevant exp :16 Marks	Team Leader Structure	15	10	10 Yrs or above of relevant exp :09 Marks	15 Yrs or above of relevant exp :11 Marks	Team Leader Architecture	15	10	10 Yrs or above of relevant exp :09 Marks	15 Yrs or above of relevant exp :11 Marks	Team Leader E&M	15	10	10 Yrs or above of relevant exp :09 Marks	15 Yrs or above of relevant exp :11 Marks	Team Leader Traction	15	10	10 Yrs or above of relevant exp :09 Marks	15 Yrs or above of relevant exp :11 Marks	<p>The relevant experiences of the personnels are on higher side, kindly revise these as:</p> <table><tr><th>Position</th><th>Min Post Qualif .Exp</th><th>Min Post Qualifi. Relevant Exp</th><th>Relevant Exp</th></tr><tr><td rowspan="2">Project Leader</td><td rowspan="2">18</td><td rowspan="2">8</td><td>8 Yrs or above of relevant exp :14 Marks</td></tr><tr><td>18 Yrs or above of relevant exp :16 Marks</td></tr><tr><td rowspan="2">Team Leader Structure</td><td rowspan="2">12</td><td rowspan="2">7</td><td>7 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>12 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader Architecture</td><td rowspan="2">10</td><td rowspan="2">6</td><td>6 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>10 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader E&amp;M</td><td rowspan="2">10</td><td rowspan="2">6</td><td>6 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>10 Yrs or above of relevant exp :11 Marks</td></tr><tr><td rowspan="2">Team Leader Traction</td><td rowspan="2">10</td><td rowspan="2">6</td><td>6 Yrs or above of relevant exp :09 Marks</td></tr><tr><td>10 Yrs or above of relevant exp :11 Marks</td></tr></table> <p>We request you to kindly give extension in submission date of “at least Three weeks after the reply to pre-bid queries”.</p>	Position	Min Post Qualif .Exp	Min Post Qualifi. Relevant Exp	Relevant Exp	Project Leader	18	8	8 Yrs or above of relevant exp :14 Marks	18 Yrs or above of relevant exp :16 Marks	Team Leader Structure	12	7	7 Yrs or above of relevant exp :09 Marks	12 Yrs or above of relevant exp :11 Marks	Team Leader Architecture	10	6	6 Yrs or above of relevant exp :09 Marks	10 Yrs or above of relevant exp :11 Marks	Team Leader E&M	10	6	6 Yrs or above of relevant exp :09 Marks	10 Yrs or above of relevant exp :11 Marks	Team Leader Traction	10	6	6 Yrs or above of relevant exp :09 Marks	10 Yrs or above of relevant exp :11 Marks	No change in tender condition.
Position	Min Post Qualif .Exp	Min Post Qualifi. Relevant Exp	Relevant Exp																																																											
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92	NIT / 1.1.2 / Page-4	Last Date & Time of Submission of Bids: 18.09.2025 at 17:00 Hrs.	We request you to kindly give extension in submission date of “at least Three weeks after the reply to pre-bid queries”.	Refer Addendum-2.																																																										
Query no. 08 – BARSYL																																																														
93	Vol1 NIT.ITT&FOT Pg no 10 of 116	(vii) LEAD PARTNER/ NON-SUBSTANTIAL PARTNERS/ CHANGE IN JV/CONSORTIUM  a. Indian Contractor/Indian Subsidiary of JV/Consortium must be the Lead Partner. Also lead partner must be substantial partner in the JV/Consortium i.e. it should have a minimum of 48% participation in JV/Consortium. Each substantial partner in case of JV/Consortium shall have experience of executing at least one work as mentioned in clause 1.1.3.2.A of NIT, which can either be a single composite DDC Contract where value of all components combined is Rs 4.84 Crore or more or a DDC work comprising one or more components where the value of such component(s) is/are Rs 4.84 Crore or more in last seven years.	We request the client to consider the following a. Indian Contractor/Indian Subsidiary of JV/Consortium must be the Lead Partner. Also lead partner must be substantial partner in the JV/Consortium i.e. it should have a minimum of 48% participation in JV/Consortium. Each substantial partner in case of JV/Consortium shall have experience of executing at least one work as mentioned in clause 1.1.3.2.A of NIT, which can either be a single composite DDC Contract where value of all components combined is Rs 4.84 Crore or more or a DDC work comprising one or more components where the value of such component(s) is/are Rs 4.84 Crore or more	No change in tender condition.																																																										



		The tenderer shall submit details of above works in the Performa of Appendix-15 & 15A of FOT etc. as per Notes of Clause 1.1.3.2.A of NIT.	in last ten (10) years. The tenderer shall submit details of above works in the Performa of Appendix-15 & 15A of FOT etc. as per Notes of Clause 1.1.3.2.A of NIT. Kindly Consider	
94	Vol1 NIT.ITT&FOT Pg no 16 of 116	1.1.3.2 Minimum Eligibility Criteria: A. Work Experience: Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission	We request the client to Consider as follows: 1.1.3.2 Minimum Eligibility Criteria: A. Work Experience: Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last Ten (10) years ending last day of the month previous to the month of tender submission	No change in tender condition.
95	Vol1 NIT.ITT&FOT Pg no 16 of 116	Similar work: Detail Design Consultancy (DDC) works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&M / Traction works of Elevated / Underground sections, which may include train depot also for Metro Rail /High Speed Rail /Railways/ Regional Rapid Transit System (RRTS)	We request the client to consider the following Similar work: Detail Design Consultancy (DDC) works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&M / Traction works of Elevated / Underground sections/at-grade stations for Railway experience, which may include train depot also for Metro Rail /High Speed Rail /Railways/ Regional Rapid Transit System (RRTS). Kindly Consider	No change in tender condition.
96	Vol1 NIT.ITT&FOT Pg no 19 of 116	Clause 1.1.3.2.1 Additional Requirements * Relevant experience shall be as defined in Clause 1.1.3.2.A as experience of Metro Rail/High Speed Rail / Railways / Regional Rapid Transit System (RRTS). # Projects of similar nature and complexity shall be as defined in Clause 1.1.3.2.A as Elevated Viaduct & Elevated and/or Underground stations of Metro Rail/ RRTS/ High Speed Rail/Railways	We request the client to consider the following * Relevant experience shall be as defined in Clause 1.1.3.2.A as experience of Metro Rail/High Speed Rail / Railways / Regional Rapid Transit System (RRTS). # Projects of similar nature and complexity shall be as defined in Clause 1.1.3.2.A as Elevated Viaduct & Elevated and/or Underground stations/ at-grade stations of Metro Rail/ RRTS/ High Speed Rail/Railways. Kindly Consider	No change in tender condition.
97	Vol1 NIT.ITT&FOT Pg no 23 of 116	Table – A (As per Para (v) of Additional Requirements of NIT Clause 1.1.3.2.A) The mobilization period for Expert position is defined in the table The mobilization of all Experts shall be in modules approved by the employer and the duration shall be normally not less than one month at dda time.	We request the client to consider the following The mobilization of all Experts shall be in modules approved by the employer and the deployment shall be on intermittent basis on mutual agreement with the client. This would ensure the experts are available on site as required during key stages, and their mobilization times would be better utilised. Kindly Consider.	No change in tender condition.
98	Vol1 NIT.ITT&FOT Pg no 43 of 116	VOLUME-1 Instructions to Tenderer (ITT) (The majority of the key staff shall be regular members of the firm for at least one year).	We request the client to consider the following (The majority of the key staff shall be On-roll/ 6 Months with firm Kindly Consider	No change in tender condition.
99	Vol1 NIT.ITT&FOT Pg no 66 of 116	TABLE-3: - Key Personnel Marking S. No 4; Position: Team Leader E&M Qualification: B.E./B.Tech. (Elec)	We request the client to consider the following S. No 4; Position: Team Leader E&M Qualification: B.E./B.Tech. Elec/ Mechanical/Electronics/ Civil Engineering Kindly Consider	No change in tender condition.

100	Vol1 NIT.ITT&FOT Pg no 66 of 116	TABLE-3: - Key Personnel Marking  Sr. No 8; Position: Expert Geotech & Foundation Design  Qualification: M.E./ M. Tech. (Geo tech)	We request the client to consider the following Sr. No 8; Position: Expert Geotech & Foundation Design Qualification: M.E./ M. Tech. (Geo tech/ Soil Mechanics/Rock Mechanics/ Foundation Kindly Consider	No change in tender condition.								
101	Vol1 NIT.ITT&FOT Pg no 67 of 116	TABLE-3: - Key Personnel Marking  S. No 12; Position: Expert E&M Building Works  Qualification: B.E./B.Tech. (Elec)	TABLE-3: - Key Personnel Marking S. No 12; Position: Expert E&M Building Works Qualification: B.E./B.Tech. (Elec/ Mechanical/Electronics/ Civil Engineering Kindly Consider	No change in tender condition.								
102	Vol1 NIT.ITT&FOT Pg no 67 of 116	TABLE-3: - Key Personnel Marking  S. No 13; Position: Expert Fire Services  Qualification: B.E./B.Tech. (Elec)	TABLE-3: - Key Personnel Marking S. No 13; Position: Expert Fire Services Qualification: B.E./B.Tech. (Elec/ Mechanical/Electronics/ Civil Engineering Kindly Consider	No change in tender condition.								
103	Vol1 NIT.ITT&FOT Pg no 68 of 116	TABLE-3: - Key Personnel Marking  S. No 14; Position: Expert HVAC  Qualification: B.E./B.Tech. (Elec)	TABLE-3: - Key Personnel Marking S. No 14; Position: Expert HVAC Qualification: B.E./B.Tech. (Elec/ Mechanical/Electronics/ Civil Engineering Kindly Consider	Refer Addendum-2.								
104	Vol1 NIT.ITT&FOT Pg no 69 of 116	TABLE-3: - Key Personnel Marking  Note: Point 4- Relevant experience for key personnel will be working in Design of Metro Stations (Elevated/Underground) & Viaduct	We request the client to consider the following Point 4- Relevant experience for key personnel will be working in Design/Design review of Metro Stations (Elevated/Underground)/at-grade stations of Railways & Viaduct. Kindly Consider	No change in tender condition.								
105	Vol1 NIT.ITT&FOT Pg no 69 of 116	TABLE-3: - Key Personnel Marking  Note: Point 6- Not more than 25% of proposed CVs in bid document will be allowed for substitution at the time of deployment. The substituted CVs shall meet the minimum qualifying criteria or shall be better qualified than the minimum qualification criteria	We would like to bring to the notice of the client that an Addendum 1 has been issued which refers that mentioned Corridors from Noida Sec-51 to Knowledge Park-V (17.435 km) and Noida Sec-142 to Botanical Garden (11.56 km) are optional and may not be executed.  In this regard, we request the client to remove the replacement criteria, as since the quantum of work depends on approvals of the corridors, the availability and mobilization of the team will depend on the schedule of work, which is not fixed currently. Kindly Consider	Refer Note of Clause 1.1.1 of NIT as per Annexure-1.  Further, Refer the Pricing Document wherein the Price to be Quoted are separately bifurcated in the 03 Extension Corridor.								
106	Vol1 NIT.ITT&FOT Pg no 70 of 116	TABLE-4: Employment of Key Personnel with the Firm. (Maximum Marks = 60)  (In case of JV/Consortium, combined strength of personnel shall be considered and accordingly marks will be assigned) <table><tr><th>Sr. No.</th><th>Criteria</th><th>Marks Distribution for Min. Key Personnel employed working with bidder</th><th>Remarks</th></tr><tr><td>1</td><td>Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)  (Max = 55 marks)</td><td>5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.</td><td>Certificate including list of employee (Maximum 20 Nos.) from Auditor/Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.</td></tr></table> <small>* Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CV's for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CV's for marks against this section.</small>	Sr. No.	Criteria	Marks Distribution for Min. Key Personnel employed working with bidder	Remarks	1	Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)  (Max = 55 marks)	5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.	Certificate including list of employee (Maximum 20 Nos.) from Auditor/Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.	i. Section-III A appears to be missing from the document. Kindly provide a copy or clarify where this section can be found, as it is critical to understand the eligibility criteria for the key personnel. Please confirm  ii. We understand that the Key Personnel are referred to the Figure 1 mentioned in the Page no 21 of NIT Please clarify if our understanding is correct	i. Refer Addendum-2.  ii. Yes, Detail of Key Personnel is attached as per clause 1.1.3.2.1 of NIT and Figure-01 of NIT.
Sr. No.	Criteria	Marks Distribution for Min. Key Personnel employed working with bidder	Remarks									
1	Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)  (Max = 55 marks)	5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.	Certificate including list of employee (Maximum 20 Nos.) from Auditor/Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.									

107	Volume 2 Clause 8 of SCC Pg 25 of 43	Time for Payment Point C  The employer shall pay the amount certified in the final payment certificate within 56 days from the date of issue of certificate.	We request the client to consider the following The employer shall pay the amount certified in the final payment certificate within 45 days from the date of issue of certificate. Kindly Consider	No change in tender condition.																										
108	Volume 3 Pg no 10 of 70	2.5 Any survey required outside the station land will have to be carried out by DDC.	We request the client to clarify if the cost for any survey required outside station land will be borne by consultant or the same will be paid by NMRC on actual basis Please clarify	Refer Clause 16 of SCC. No change in tender condition.																										
109	Volume 3 Pg no 34 of 70	iii. Ministry of Railway (RDSO) Approvals, as applicable	In reference to the requirement for Ministry of Railway (RDSO) Approvals, could you please clarify whether the costs for obtaining these approvals are to be borne by the bidder, or the same will be paid by NMRC Please clarify	Refer Clause G (iii) of 3.11 of Scope of Work. The fee for obtaining RDSO Approvals will be borne by NMRC.																										
110	Volume 1 NIT Clause 1.1.2 Key details Page 4 of 116	Last Date & Time of Submission of Bids: 18.09.2025 at 17:00 Hrs.	We request the client to provide an additional three (03) weeks for submission of bid from the date of receipt of pre bid responses Kindly Consider	Refer Addendum-2.																										
111	Volume 1 NIT Clause 1.1.3.2.1 Additional Requirements Page 19 of 116	viii. DDC is required to establish and maintain its office at Noida/ Gr. Noida, throughout the contract duration.	We kindly request the client to consider Delhi NCR as the office location for the entire contract duration, as several consultants have their offices in this region, which would facilitate smooth project execution directly from their premises. Kindly Consider	Refer Addendum-2.																										
112	Volume 4 Pricing Document Schedule D - Deployment of Supporting Staff Page 18 of the PDF	<div><div>Contract NGNEDDC: Detail Design Consultant (DDC) for Civil, Architectural and E&amp;M works including Traction works for Elevated Sections of Extension Projects of Aqua Line from Noida Sec-51 to Knowledge Park-V, Noida Sec-142 to Botanical Garden &amp; Depot Station to Boraki including augmentation of existing depot and RSS works (31.595 km).</div><div><div>Annexure D1 - Deployment of Supporting Staff</div><table><tr><th>S. No.</th><th>Description</th><th>Man-Months Deployment</th><th>Payment Percentage</th><th>Cummulative Payment Percentage</th></tr><tr><td>1</td><td>Architect</td><td>96</td><td>31.00%</td><td rowspan="5">100%</td></tr><tr><td>2</td><td>Document Controller</td><td>96</td><td>16.00%</td></tr><tr><td>3</td><td>CAD Operator</td><td>48</td><td>10.50%</td></tr><tr><td>4</td><td>Surveyor</td><td>48</td><td>11.50%</td></tr><tr><td>5</td><td>Design Coordinator</td><td>96</td><td>31.00%</td></tr></table></div></div>	S. No.	Description	Man-Months Deployment	Payment Percentage	Cummulative Payment Percentage	1	Architect	96	31.00%	100%	2	Document Controller	96	16.00%	3	CAD Operator	48	10.50%	4	Surveyor	48	11.50%	5	Design Coordinator	96	31.00%	We Kindly request to help us with the education qualification, professional experience and relevant experience required for supporting staff. In order to provide a well-versed staff.	Refer Addendum-2.
S. No.	Description	Man-Months Deployment	Payment Percentage	Cummulative Payment Percentage																										
1	Architect	96	31.00%	100%																										
2	Document Controller	96	16.00%																											
3	CAD Operator	48	10.50%																											
4	Surveyor	48	11.50%																											
5	Design Coordinator	96	31.00%																											
Query no 09 - Assystem India Limited (AIL)																														
113	Volume 1 – 5. Marking and scoring system	Table -2 Detail design consultancy experience;	Please clarify if the project credential provided for marking and scoring should be other than the project credential submitted for Minimum eligibility criteria.	No, same credentials can be used for qualifying Minimum eligibility criteria and QCBS Scoring Stage.																										
114	Clause C2.4, Vol-1, Page No.11	Sufficient proof shall be submitted to substantiate the qualification and experience of staff deployed.	We kindly request the removal of the obligation to submit 'Experience Certificates' for projects claimed as prior expertise by experts. Unfortunately, experts do not possess copies of these certificates, as they typically contain confidential project details and obtaining them from previous employers poses a significant challenge. To address this concern, we propose considering the Curriculum Vitae (CV) signed by the expert and the authorized signatory of the bidder as a satisfactory alternative to meet this requirement.	No change in tender condition.																										

115	Volume -1 - 5. Marking and Scoring System, Instructions to Tenderer (ITT), Pg. No. 39	Employment of Key Personnel with the Firm. (Maximum Marks = 60)	Kindly clarify the definition and eligibility criteria for “Key Personnel” as per the tender document. We wish to ensure that the professionals we list meet the requirements for optimal scoring.	Details of 20 Personnels out of 30 Personnels mentioned in Figure-01 of NIT who are on the payroll of agency for last one year will be considered for the qualification criteria.
116	Volume 3, 2.1.1, (c )	Perform cost effective Detailed Designs of Architectural, Structure (including track supporting structure), Building Electrical and Mechanical services including Building Management System (BMS) for the Elevated stations and augmentation of existing Depot based on approved designs and design criteria for Elevated stations including viaduct.	Please confirm whether the scope of track is with in this Contract.	No, Track work is not in the scope of the DDC. However, DDC shall be responsible for interface related work between Substructure, Superstructure and Track. DDC shall assist NMRC in preparation of Tender Documents for Track work, if required.
117	Volume 3, 2.1.1, (l )	Preparation & Review of Plans & Designs of Augmentation of the Existing Depot for accommodating all 03 Extension Corridors in phased wise manner.	Please provide the scheme showing the proposed augmentation for understanding the scope of works at Existing Depot.	Refer Clause 3.9.2.4 of Scope of Work and Refer Clause A7 of ITT.
118	Volume 3, 2.1.1, (m )	Review and suggest change as necessary in the detailed designs done by Design Build Contracts for Viaduct to the plan made by contractor for temporary and permanent diversion works for all utilities affected by the station works / viaducts. Take into account utilities identified by contractors during execution and design structures accordingly. Provide items in the Construct Contract BOQ for diversion of these utilities. Review of alignment plan duly marked with; utilities identified by concerned agencies which will be given to DDC in hard/ soft copies by NMRC.	Please provide the utility details identified along the proposed alignment for review of proposed alignment plan and to understand the magnitude of works involved during the design stage.	Refer Clause A7 of ITT and Clause 3.14 of the Scope of Work.
119	Volume 1 - 1.1.3.2.1 (viii)	DDC is required to establish and maintain its office at Noida/ Gr. Noida, throughout the contract duration.	Request the authority to allow bidders to have an office in Delhi/NCR Region.	Refer Addendum-2.
120	Volume 1 - 1.1.3.2 A a) v)	For the purpose of structural design, the proof checking will be treated as equal to the structural design of structures.	We request the authority to kindly exclude proof-checking work from the definition of similar works. Since the scope of works in the subject tender requires Detail Design works, hence we request the authority to kindly consider only Detail Design works in the definition of similar works.	No change in tender condition.
121	Volume 1 - 1.1.3.2. A	Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work	The definition of Substantially completed works is not provided in the tender documents. Kindly inform.	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.
122	Volume -1 - 1.1.3.2 A. a. vi)	Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.	We request the authority to consider the following credentials also for the subject requirement: 1. Design of 3rd rail for Metro Rail Depot.  Design of 25KV OHE for Railway Yard project consisting of Loco Maintenance depot. Since all of the railway maintenance depot in Indian Railway are usually part of the Yard area.	No change in tender condition.
123	Volume 1 – 5. Marking and scoring system	For this marking design of elevated stations mean Detail Design of Elevated/Underground Stations involving Architectural, Structural and MEP designs	We request the authority to modify the clause as following:	No change in tender condition.

			For this marking design of elevated stations mean Detail Design of Elevated/Underground Stations involving Architectural / Structural / MEP designs.	
124	Volume 1- Table -4 Employment of Key personal with the firm	Certificate including list of employee (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/challan of Employees.	We request the authority to exclude submission of PF Return/Challan of Key employee, as some of the experts may be engaged with the organization as Consultants.	No change in tender condition.
125			Please clarify if the Key Personnel CV (20 nos.) to be proposed for scoring criteria should be over and above the Key personal CV submitted against Table-3.	Details of 20 Personnels are to be provided out of 30 Personnels given in Figure-01 of NIT.
126	Volume 2 – 11. Liability of DDC to NMRC	Liability of DDC to NMRC	<p>We request the authority to add the following so as to limit the liability of DDC towards authority. Similar clause is present in the recently published tender from UPMRCL for Lucknow Metro DDC. Tender ref Pkg LKDDC-02</p> <p>a) Except in case of gross negligence or willful misconduct on the part of the Consultants or on the part of any person or firm acting on behalf of the Consultants in carrying out the Services, the Consultants, with respect to damage caused by the Consultants to the Employer's property, shall not be liable to the Employer: (i) for any indirect or consequential loss or damage; and (ii) for any direct loss or damage that exceeds (A) the total payments made and expected to be made to the Consultants under this contract including reimbursable, etc. or (B) the proceeds the Consultants may be entitled to receive from any insurance maintained by the Consultants to cover such a liability, whichever is higher.</p> <p>(b) This limitation of liability shall not (i) affect the Consultants' liability, if any, for damage to Third Parties caused by the Consultants or any person or firm acting on behalf of the Consultants in carrying out the Services. (ii) be construed as providing the Consultant with any limitation or exclusion from liability which is prohibited by the Applicable Law.</p>	No change in tender condition.
127	General	Bid due date	We request to please extend the bid due date by at least 21 working days from the date of reply.	Refer Addendum-2.
<b>Agency no. 10 - Tata Consulting Engineers Limited</b>				
128	Clause 1.1.3.2 on Page 15 of RFP	<p>1.1.3.2 Minimum Eligibility Criteria:</p> <p>A. Work Experience:</p> <p>Tenderer's (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below -</p>	We understand that projects that are partly operational and has achieved financial progress of more than 80% will be considered under substantially completed works. Please confirm our understanding.	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.

129	Clause iv. On Page 16 of RFP	iv. In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	As designing underground stations and stretch is more complex than elevated portion, we request following changes in the referred criteria. Additionally Underground portion is also considered in Minimum Eligibility criteria. iv. In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design/Proof Check of at least 6.32 km of Viaduct/tunnel and 05 number of Elevated/UG stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	No change in tender condition.
130	Clause iv. On Page 16 of RFP	iv. In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	We understand that we can submit multiple projects against this requirement. Please confirm our understanding.	Refer Addendum-2.
131	Clause vi. On Page 16 of RFP	vi. Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.	vi. Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE/Third Rail) works as listed below for elevated viaduct/tunnel/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work.	Only 25 kV Flexible OHE shall be considered. Refer Addendum-2.
132	Clause 1.1.3.2.1 Additional Requirements on Page 18 of RFP	(iii) The DDC team shall be headed by a 'Project Leader' who shall have as minimum qualification a bachelor's degree in Architecture or Civil Engineering from a recognized university having relevant experience* in the concerned field of not less than 10 years as Project Leader with total experience of not less than 20 years and have the experience of handling minimum 03 projects of similar nature and complexity # as Project Leader/ Team Leader (sufficient proof shall be submitted to substantiate the qualification and experience).	We request following changes in the referred criteria: (iii) The DDC team shall be headed by a 'Project Leader' who shall have as minimum qualification a bachelor's degree in Architecture or Civil Engineering from a recognized university having relevant experience* in the concerned field of not less than <del>10</del> 5 years as Project Leader with total experience of not less than 20 years and have the experience of handling minimum 03 projects of similar nature and complexity # as Project Leader/ Team Leader (sufficient proof shall be submitted to substantiate the qualification and experience).	Refer Addendum-2.
133	Clause 1.1.3.2.1 Additional Requirements on Page 18-19 of RFP	(iv) The DDC team for each discipline i.e., Civil, Architectural and E&M shall be headed by 'Team Leaders' who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university of relevant experience* in the concerned field of not less than 10 years as Team Leader with total experience of not less than 15 years and have the experience of handling minimum 02 projects of similar nature and complexity	We request following changes in the referred criteria: (iv) The DDC team for each discipline i.e., Civil, Architectural and E&M shall be headed by 'Team Leaders' who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university of relevant experience* in the concerned field of not less than <del>10</del> 5 years as Team Leader/Discipline Lead with total experience of not less than 15 years and have the experience of handling minimum 02 projects of similar nature and complexity	Refer Addendum-2.

134	Clau se 18. Tender Security/ Earnest Money Deposit (EMD) on Page 17 of RFP	C18.1 The Tenderer shall submit with his Tender a Tender Security for the sum mentioned in NIT in any one of the following forms: (a) Demand Draft / Pay Order / Bank Draft/ NEFT/ RTGS in favour of ‘Noida Metro Rail Corporation Ltd.’ payable at Noida, Greater Noida or New Delhi from a Scheduled Commercial bank based in India.	We request to allow Bank Guarantee as one of the modes of submission of Tender Security.	No change in tender condition.								
135	Page 60 of RFP	In case of joint venture/consortium, the Performance Security is to be submitted by lead member will be accepted.  The Performance Guarantee should be valid for a period of 06 (six) months beyond the Defect Liability Period according to clause 3.2 of GCC.	We request to allow submission of Performance Security separately by each partner with respect to their respective share.	No change in tender condition.								
136	Page 61 of RFP	2. First Stage: Technical Evaluation (Maximum Marks = 550) The Technical Proposals are given an absolute technical score (Ta out of maximum 550) based on the evaluation criteria in Section III: Evaluation and Qualification Criteria – Marking and Scoring System. However, to normalize this w.r.t. Financial Score Sf below, a relative Technical Score (St) based on their relative ranking shall be calculated. The highest evaluated Technical Score (Ta-max) is assigned the maximum relative Technical Score (St) of 100 (Hundred). The formula for determining the relative technical scores (St) of all other Proposals is as follows:	We respectfully request the removal of relative marking criteria in the evaluation of bids for DDC (Detailed Design Consultancy) works. While we acknowledge the importance of experience in metro projects, the current marking system disproportionately favors multinational corporations with extensive global portfolios, thereby placing domestic Indian firms at a significant disadvantage. Given that many Indian firms are still building their capabilities in DDC for metro infrastructure, a relative marking scheme based heavily on prior metro experience may inadvertently stifle local participation and innovation. We believe that a more balanced evaluation framework—one that recognizes potential, technical competence, and commitment to quality—would encourage broader competition and foster the growth of domestic expertise in this critical sector. We appreciate your consideration and remain committed to contributing meaningfully to India’s infrastructure development.	No change in tender condition.								
137	Page 64 of RFP	TABLE-2: “Detailed Design Consultancy Experience” (Maximum Marks = 250)	We understand that Underground stations will also be considered under the referred criteria. Please confirm our understanding.	Refer Addendum-2.								
138	Page 64 of RFP	TABLE-2: “Detailed Design Consultancy Experience” (Maximum Marks = 250) <table><tr><th>Sr. No.</th><th>Criteria</th><th>Distribution of Marks</th></tr><tr><td>1.</td><td>Detailed Design Consultancy Services of <b>Elevated/Underground</b> stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTTS/High-Speed/Railways Projects.</td><td>Design of elevated stations of minimum 05-10 in single contract or meeting eligibility criteria: 200 marks Design of elevated Stations of 11-16 No. in single contract: 225 marks Design of elevated stations of 17 or above in single contract: 250 marks.</td></tr></table>	Sr. No.	Criteria	Distribution of Marks	1.	Detailed Design Consultancy Services of <b>Elevated/Underground</b> stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTTS/High-Speed/Railways Projects.	Design of elevated stations of minimum 05-10 in single contract or meeting eligibility criteria: 200 marks Design of elevated Stations of 11-16 No. in single contract: 225 marks Design of elevated stations of 17 or above in single contract: 250 marks.	We request to allow submission of multiple projects against the referred criteria as it is very difficult to have 17 stations in one contract.	Only one work is permitted for the evaluation of QCBS Criteria as per Table-02. Refer Addendum-2.		
Sr. No.	Criteria	Distribution of Marks										
1.	Detailed Design Consultancy Services of <b>Elevated/Underground</b> stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTTS/High-Speed/Railways Projects.	Design of elevated stations of minimum 05-10 in single contract or meeting eligibility criteria: 200 marks Design of elevated Stations of 11-16 No. in single contract: 225 marks Design of elevated stations of 17 or above in single contract: 250 marks.										
139	Page 70 of RFP	TABLE-4: Employment of Key Personnel with the Firm. (Maximum Marks = 60) <table><tr><th>Sr. No.</th><th>Criteria</th><th>Marks Distribution for Min. Key Personnel employed working with bidder</th><th>Remarks</th></tr><tr><td>1</td><td>Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT) (Max = 55 marks)</td><td>5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.</td><td>Certificate including list of employee (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/chalan of Employees.</td></tr></table> <p><small>* Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this list shall qualify for marks allotted in this section. CV's for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CV's for marks against this section.</small></p>	Sr. No.	Criteria	Marks Distribution for Min. Key Personnel employed working with bidder	Remarks	1	Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT) (Max = 55 marks)	5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.	Certificate including list of employee (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/chalan of Employees.	We understand that employment criteria will be applicable on Table-3: - Key Personnel Marking on page 34 of RFP. As per table-3, 15 CVs are to be submitted in the bid so we understand employment will be judged only for these experts. Please clarify 16-20 no’s of expert referred in the table 4.	Details of 20 Personnels are to be provided out of 30 Personnels given in Figure-01 of NIT.
Sr. No.	Criteria	Marks Distribution for Min. Key Personnel employed working with bidder	Remarks									
1	Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT) (Max = 55 marks)	5-10 Nos - 20 marks 11-15 Nos - 40 marks 16-20 Nos - 60 marks.	Certificate including list of employee (Maximum 20 Nos.) from Auditor/ Chartered Accountant and HR Head and Latest Form-16 of Employee and Latest PF return/chalan of Employees.									



140	Clause 17 on page 7 of Volume 2	Price Variation: Price adjustment applies on the BOQ for the extended period sanctioned due to reasons attributable to the Employer. This Price adjustment shall be applicable for period beyond the original completion period/revised completion period due to reasons attributable to the DDC	Please correct DDC to employer.	No change in tender condition.
141	Clause 38 on Page 19 of Volume 2	38.2. Termination of Contract due to Contractor's Default	Termination of contract due to employer's default is missing in the contract. Please add the same in the contract.	No change in tender condition.
142	Annexure D1 - Deployment of Supporting Staff on Page 18 of Volume 4		It is requested to please confirm the experience requirement of experts to be deployed at site so that all bidders are on same level playing field.	Refer Addendum-2.
143	Page 3 of RFP	<i>Volume-1 "1.1.1 (b) The overall duration of the work shall be five (05) years. However, as the work pertains to three (03) separate extension corridors, each of which will be approved by the Government, the 'Notice to Proceed' (NTP) for each corridor shall be issued separately upon the approval of respective projects or as per direction of Engineer-in-charge."</i>	It is requested to kindly clarify / confirm the duration of completion of work for each corridor after receiving 'Notice to Proceed' (NTP) for a particular corridor. This will provide clarity on expected duration of the work under DDC scope.	As per the DPR, the completion of work for the corridors after sanctioning is - i) Depot Station to Boraki – 3 years ii) Noida Sec-51 to Knowledge Park-V – 4 years iii) Noida Sec-142 to Botanical Garden – 4 years
144	Volume-3 (Scope of Work), 2.1.1 (g):	<i>"Proof checking of structural design and scheme of construction suggested by the Contractor for Viaduct substructure and superstructure's spans (including I-Girder, Cross Over, Long Spans, UGirder, etc.)"</i>	We understand that the detailed design & drawings of U-Girders and Precast Pier Caps for U-girders shall be provided by a separate "Design Consultant" appointed by NMRC and "Detailed Design Consultant (DDC)" under this contract shall proof check the same. Kind confirm / clarify.	No change in tender condition.
145	Volume-3 (Scope of Work), 3.2.4:	<i>The DDC shall study all subsurface and sub-soil data made available to it. The DDC shall be responsible for all-additional borings, geophysical surveys, and field and laboratory tests that it may require for the performance of the DDC services. The cost of such additional investigations will be paid separately by NMRC either through DDC or directly to the agency hired for such Geotechnical Investigations. The DDC shall prepare a Geotechnical Survey Assessment incorporating the additional Geo-technical data and shall submit to the NMRC for acceptance. The soil samples and rock cores obtained in the course of the additional geotechnical investigations shall be delivered to the NMRC by the DDC on acceptance of the Geo-technical Assessment Report by the NMRC.</i>	We request to modify this clause as follows: "The DDC shall study all subsurface and sub-soil data made available to it. The DDC shall be responsible for all-additional borings, geophysical surveys, and field and laboratory tests that it may require for the performance of the DDC services. The cost of such additional investigations will be paid separately by NMRC either through DDC or directly to the agency hired for such Geotechnical Investigations. The DDC shall prepare a Geo-technical Survey Assessment Interpretative Report (GIR) incorporating the additional Geo-technical data received from Geotechnical consultant appointed by NMRC and shall submit the GIR to the NMRC for acceptance. The soil samples and rock cores obtained in the course of the additional geotechnical investigations shall be delivered to the NMRC by the DDC on acceptance of the Geo-technical Assessment Report by the NMRC.	No change in tender condition.
146	Volume-4, Annexure - A2	<i>(Structural Design of Stations): (14) "Preparation &amp; Certification of "As-Built" Drawings/deemed "As- Built" drawings"</i>	We understand the Preparation of ""As-Built" Drawings/deemed "As- Built" is under scope of "Design & Build Contractor" and DDC shall review and certify the same. Accordingly, it is requested to kindly amend the statement as "Preparation Review & Certification of "As-Built" Drawings/deemed "As- Built" drawings"	No change in tender condition.



147		Date Extension	We request 3 weeks extension after reply of Prebid queries.	Refer Addendum-2.																																										
Query of Agency 11 - AYESA																																														
148		Addendum 1: 1.1 General c. <u>Corridors from Noida Sec-51 to Knowledge Park-V (17.435 km) and Noida Sec-142 to Botanical Garden (11.56 km) are optional and may not be executed.</u>	We kindly request you to confirm this prior to the bid submission, as it is essential for us to clearly understand the scope of work—particularly considering that the mentioned corridors, which may potentially not be executed, comprise approximately 90% of the tender's scope.	Refer Note of Clause 1.1.1 of NIT as per Annexure-1.  Further, Refer the Pricing Document wherein the Price Quoted are separately bifurcated in the 03 Extension Corridor.																																										
149		Volume 1/ NIT, 1.1.3.2 Minimum Eligibility Criteria: Page No. 15  A. Work Experience: Tenderer’s (either a single entity/ JV/ Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below –	Here we understand that work experiences of the bidder will be qualified only if they have successfully completed or substantially completed similar works, during last seven (07) years ending last day of the month previous to the month of tender submission.  We are unable to find any reference or definition of substantially completed similar works in RFP. Please provide.	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.																																										
150		Volume 1/ NIT, 1.1.3.2 Minimum Eligibility Criteria: Page No. 16 Point no. vi: Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work. Any of the following– a. 25 kV AC Flexible OHE only b. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher substations c. 25 kV AC Flexible OHE only & SCADA d. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher substations & SCADA	Here we need following clarification from authority: 1. Please explain, what all other services be considered while mentioning “at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works”. Is Design Review/ Proof Checking of OHE works be considered.  We request authority to please consider Detailed Design services for 25 kV AC OHE underground/ tunnel if it is design on Flexible Catenary.	Refer Addendum-2.																																										
151		Volume 1/ ITT TABLE-4: Employment of Key Personnel with the Firm. (Maximum Marks = 60): Page No. 39  Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CV’s for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CV’s for marks against this section.	We are unable to locate Section- III A. Please provide.  In this requirement we suggest, submitting List of Experts in the following tabular form duly certified by Chartered Accountant and HR Head instead of providing full 20 CV’s. <table><tr><td>S</td><td>N</td><td>Po</td><td>Qual</td><td>Total</td><td>Y</td></tr><tr><td>I</td><td>a</td><td>siti</td><td>ifi-</td><td>Experi-</td><td>e</td></tr><tr><td>.</td><td>m</td><td>on</td><td>catio</td><td>ences</td><td>a</td></tr><tr><td>N</td><td>e</td><td></td><td>n</td><td></td><td>r</td></tr><tr><td>o</td><td></td><td></td><td></td><td></td><td>s</td></tr><tr><td>.</td><td></td><td></td><td></td><td></td><td>w</td></tr><tr><td></td><td></td><td></td><td></td><td></td><td>it</td></tr></table>	S	N	Po	Qual	Total	Y	I	a	siti	ifi-	Experi-	e	.	m	on	catio	ences	a	N	e		n		r	o					s	.					w						it	Refer Addendum-2.
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158		Vol. 3 6.4 Calculation NMRC may require the submission of applicable software including in house software programme / worksheets developed by the contractor, computer input and programme logic for its review prior to the acceptance of the computer output.	Heat load calculation is to be carried out either through HAP software or in Excel, please confirm.	Latest standard and procedure adopted as per prevailing guidelines are to be followed. No change in tender condition.
159		Vol. 3 3.13 Design of Permanent & Temporary Water Supply & Drainage System and Rainwater Harvesting System. Design of Sumps for Seepage & Sewage and a suitable drainage system inside/ outside station, at station, entry / exit, shaft, structures, and connection with city mains	DDC understands that DDC will Design of Drainage & sewage system and connected to municipal Drainage & Sewage line respectively and client/ contractor provide the connection point and take the necessary approval from local municipal authority.	DDC shall assist NMRC in obtaining all necessary clearances and approvals. Refer clause 3.14 of scope of work.
160		Vol. 3 3.13 Design of Permanent & Temporary Water Supply & Drainage System and Rainwater Harvesting System. Design of Deep tube well, pipeline with control valves, treatment of water & storage tanks with level monitors for providing standby water supply for drinking water & toilet for staff, air conditioning, firefighting, and station cleaning etc.	DDC understands that DDC will Design & calculate the water demand & water supply System of the station and client/ contractor take the approval from local municipal authority for water supply connection, water requirement/demand, water quality test report, approval of bore well in station or site.	DDC shall assist NMRC in obtaining all necessary clearances and approvals. Refer clause 3.14 of scope of work.
161		3.14.2 Co-ordination with Uttar Pradesh Fire Services for Fire NOC The DDC will assist NMRC to liaison with Uttar Pradesh Fire Services (UPFS) for Fire NOC. The DDC shall furnish relevant drawings and documents required to obtain approval for construction from UPFS.	DDC understands that DDC will provide the drawings & documents for fire NOC approval & client/contractor take the approval of pre & final fire NOC from the locator fire authorities.	DDC shall assist NMRC in obtaining all necessary clearances and approvals.
162		As per Vol. 1 Table 3 Key Personal Marking	DDC requests to please consider B Tech (Mechanical) for position specified at Sr. No. 13 (Expert Fire Services) & 14 (Expert HVAC)	For Expert (Fire Services) – No change in tender condition. For Expert (HVAC) - Refer Addendum-2.
163		Drawing Deliverables	DDC understands that all the submission drawings for all stages are to be done on Auto Cad Software and PDF Only.	No change in tender condition.
164		Volume 03 Scope of Works Clause 2.1.1.z <i>Make available their services as and when required during the construction/execution contract: to modify existing designs or drawings as necessary to incorporate site conditions and unforeseen conditions.</i>  Volume 03 Scope of Works Clause 3.26 Extent of Design Services: <i>For manpower planning purposes, the schedule dates are indicated in BOQ. DDC shall be responsible for managing and adjusting its manpower to accommodate variations in schedule during the estimated design period, and such variations shall not constitute a claim for extended design services.</i>	Changes post approvals of drawings should be analysed and discussed amongst stakeholders. If changes are substantial, it should be treated as variation. Request to amend.	No change in tender condition.
<b>Query of Agency 12 – LKT Engineering Consultant</b>				
165	Volume-I/ITT Clause C18, Page 17	C18. Tender Security/ Earnest Money Deposit (EMD)  C18.1 The Tenderer shall submit with his Tender a Tender Security for the sum mentioned in NIT in any one of the following forms: (a) Demand Draft/Pay Order /Bank Draft/ NEFT/RTGS in favour of 'Noida Metro Rail Corporation Ltd. payable at Noida, Greater Nodia or New Delhi from Scheduled Commercial bank based in India	We request the Authority to kindly allow submission of EMD in the form of Demand Draft/Pay Order / Bank Draft/ NEFT/RTGS/Bank Guarantee in favour of 'Noida Metro Rail Corporation Ltd.  Also, kindly provide the format for submission of EMD in the form of Bank Guarantee.	No change in tender condition.

166	Volume-1/NIT Clause 1.1.3.1, Page 5	1.1.3.1 Eligible Applicants:  i) In case of JV/ consortium, not more than 03 members are allowed.	The scope involves 3 corridors with diverse components such as Depot Works, OHE, Traction, MEP, Structural, and Architectural works, we request that the maximum number of members in a JV/Consortium be increased to 04	No change in tender condition.
167	Volume-I/NIT Clause 1.1.3.2, Page 15	1.1.3.2 Criteria: Minimum Eligibility  A. Work Experience:  Tenderer's (either a single entity/IV/Consortium) will be qualified only if they have successfully completed or substantially completed similar work(s), during last seven (07) years ending last day of the month previous to the month of tender submission as given below-	We request you to consider similar work experience within the last 10 years instead of 7 years to encourage wider participation.	No change in tender condition.
168	Annexure-01 of ITT, Table 4, Page 39	Annexure-01 of ITT Evaluation and Qualification Criteria  TABLE-4: Employment of Key Personnel with the Firm. (Maximum Marks = 60)  Employment of Key Personnel with the firm (refer 1.1.3.2.1 of NIT)  5-10 Nos-20 marks  11-15 Nos-40 marks  16-20 Nos-60 marks	Indian firms often share MEP and other key experts with partner firms. Hence, we request revised scoring criteria as follows:  -5-10 Nos: 40 marks  -11-15 Nos: 60 marks	No change in tender condition.
169	-	Last Date & Time of Submission of Bids  18.09.2025 at 17:00 Hrs.	We request the Authority to kindly extend the bid submission deadline by at least 15 days from the date of issuance of responses to pre-bid queries, in order to provide sufficient time for compliance and submission.	Refer Addendum-2.
<b>Query of Agency 13 - RITES</b>				
170	Vol-1, Clause 1.1.3.2 Minimum Eligibility Criteria: (Page No 16) Vol-1	Similar work: Detail Design Consultancy (DDC) works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&M / Traction works of Elevated / Underground sections, which may include train depot also for Metro Rail /High Speed Rail /Railways/ Regional Rapid Transit System (RRTS)	We understand that Railway works is eligible covering Rail over Railway Bridge, Rail Flyover. May kindly clarify	Work comprising of similar nature that of Metro Elevated Viaduct shall be eligible for evaluation.
171	Vol-1, Clause 1.1.3.2 Minimum Eligibility Criteria: (Page No 16)	Similar work: iv. In addition to above, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, shall also have the experience of Civil Structural Design of at least 6.32 km of Viaduct and 05 number of Elevated stations in the above qualifying similar work or any other work(s). Works comprising only train depot will not be considered.	Normally works of Detailed Design of Civil (Structural) / Architectural / Building Services / E&M / Traction is done in Metro depot. Experience of metro depot be considered as similar work wherein all components are included.	No change in tender condition.
172	Vol-1, Clause 1.1.3.2 Minimum Eligibility Criteria: (Page No 16)	Similar work: vi. Further, tenderer as a single entity or any substantial member or substantial members of the JV/consortium together, should have experience of at least one Detailed Design Consultancy or Services comprising of detailed designing of Traction (OHE) works as listed below for elevated viaduct/depot for a minimum length of 6.32 km in a completed single contract for Metro Railway/ Regional Rapid Transit System /High Speed/Railway Projects in at least one completed work. Any of the following– a. 25 kV AC Flexible OHE only b. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher	At Grade Traction may be considered for qualifying similar work in case of OHE traction in Railway. May kindly consider	Refer Addendum-2.

		substations c. 25 kV AC Flexible OHE only & SCADA d. 25 kV AC Flexible OHE only & 33/11/0.415 kV AC or higher substations & SCADA		
173	<i>Vol-I: Clause 1.1.3 Qualification, criteria: &amp; Clause 1.1.3.1. Eligible Applicants NIT.</i>	(i). The tender for this contract will be considered only from those tenderers (proprietorship firms, partnerships firms, LLP, companies, corporations, consortia or joint ventures) who meet requisite eligibility criteria prescribed in the sub-clauses of clause 1.1.3 of NIT, clauses E4.10 & E5 of ITT and Annexure-01 of ITT. In case of JV/ consortium, not more than 03 members are allowed.	In order to strengthen JV/Consortium four partners may be allowed to prepare comprehensive proposal with an aim to bring more quality in execution of project. It is also requested to consider minimum share of participation for substantial partner accordingly. May kindly consider	No change in tender condition.
174	<i>Vol-I : FORM OF TENDER – APPENDIX 12 Financial DATA (Page No 22)</i>	Notes: 3. Historic financial statements shall be audited by Statutory Auditor of the Company under their seal & stamp and shall (along with UDIN number) be strictly based on Audited Annual Financial results of the relevant period(s). No statements for partial periods will be accepted.	It is requested to consider certification of all these data from Chartered Accountant instead of Statutory Auditor. May kindly consider please.	No change in tender condition.
175	<i>Vol-I : Clause 1.3.1.2.1 Additional Requirements: Sl no Viii Page no 19</i>	(i) DDC is required to establish and maintain its office at Noida/ Gr. Noida, throughout the contract duration.	It is requested to consider to allow DDC team having office in Delhi NCR to work from their home office. Interface manager may be deployed at client office. May kindly consider please.	Refer Addendum-2.
176	<i>NIT</i>	Date & Time of Submission of Tender	Pre-bid meeting is scheduled to be held on 04.09.2025. Three weeks time is normally given after issuance of pre-bid clarifications. It is therefore, requested to consider extension of time accordingly. May kindly consider please.	Refer Addendum-2.
177	<i>Others</i>	Conflict of Interest	It is requested to Clarify with regard to conflict of interest for participation of GC work if DDC is awarded.	No change in tender condition.
<b>Query of Agency 14 - Nippon Koei India Pvt. Ltd.</b>				
178	1.1.3 QUALIFICATION CRITERIA, Volume 1/ NIT, page No. 11	Participation by Subsidiary Company / Parent Company with credential of other Company	We request client to allow Group / Sister / Parent / Subsidiary companies credentials for experience of firm.	No change in tender condition.
179	NIT, Page No. 4	Method of Selection, QCBS Based Selection	We request client to provide the Method of Selection.	Refer Annexure-01 of ITT.
180	General	Detailed Marking Criteria	We request client to provide the Detailed Evaluation/Marking Criteria	Refer Annexure-01 of ITT.
181	General	Man-months of Key Expert	We request client to provide Man months of Key Expert	Refer Table-A of NIT at Page no. 22.
182	General	Qualification of Key Experts	We request client to provide the Qualification of Key Experts	Refer Clause 1.1.3.2.1 of Addendum-2.

183	General	Software	We request client to provide the list of software to be used.	Kindly refer Volume 3 - Scope of Work and Volume 5 – Standard Documents. All Software applicable/ required for the activities mentioned in the Scope of Work. BIM is not part of DDC's Scope.
184	General	Bidding Formats	Request client to provide the proposal submission formats which are not available in the RFP.	Refer Addendum-2.
185	Clause 1.1.3 Qualification Criteria	(iii) Tenderers shall not have a conflict of interest. All Tenderers found to have a conflict of interest shall be disqualified. Tenderers shall be considered to have a conflict of interest with one or more parties in this bidding process, if: a. a tenderer has been engaged by the Employer to provide consulting services for the preparation related to procurement for an implementation of the project;	Please confirm whether awarding this assignment to the successful bidder would result in a conflict of interest with any future PMC/GC assignments related to the same project.	No change in tender condition.
186	GCC, CI 18, Pg. 7 of 43 GCC, CI 38, Pg. 20 of 43	Abandonment, Suspension or Termination by Notice of NMRC  Termination of the Contract	With reference to the given clauses here, we believe that: The clause on Abandonment, Suspension or Termination by Notice of NMRC is applicable to DDC) and The clause on Termination of the Contract is applicable only to the DDC and not to the Contractor. Kindly confirm our understanding.  We request to revise the suspension and termination provisions for DDC to ensure consistency with other related provisions.	No change in tender condition.
187	GCC, CI 3.2, Pg 6 of 43	The Performance Guarantee shall remain valid up to 06 months beyond the defect liability period which will be 24 months from the date as mentioned in the completion certificate OR 'the date on which all the stations/structures /buildings on the section/corridor are put to use for fare paying public whichever is later	Request you to modify this clause as under:- "The Performance Guarantee shall remain valid up to 06 months beyond the defect liability period which will be 24 months from the date as mentioned in the completion certificate OR 'the date on which all the stations/structures /buildings on the section/corridor are put to use for fare paying public whichever is later".  Further, we believe that the validity period of PII shall be as under: 60 months (contract duration) + 24 months (DLP) + 6 months = 90 months. Please confirm.	No change in tender condition.
188	GCC, CI 22, Pg 9 of 43  SCC, CI 8, Pg 8 of 43	Amounts due to the DDC shall be paid promptly. Unless otherwise stated in Special Conditions of Contract, a. After preliminary scrutiny and certification by the Engineer, payment of 80% of the certified interim amount shall be made by the Employer within 07 days. The amount certified shall account for all deductions, including statutory deductions, recoveries for advances and any amounts due from the contractor. The balance 20% shall be paid within 28 days, from the date of the preliminary certification of the bill by the Engineer. b. Next 80% interim payment shall be made only after 100% payment of preceding interim payment certified has been completed. c. The employer shall pay the amount certified in the final payment certificate within 56 days from the date of issue of certificate.	Since GCC requires prompt payment, SCC specifies interim payment timelines (80% + 20%), while the Pricing Document links payment only to milestones achieved. These provisions appear inconsistent with each other. We therefore request your kind clarification on which payment mechanism shall be applicable in practice for release of payments to the DDC. Further, In the event of delays in payment beyond the prescribed period, we request that interest be allowed on delayed payments in fairness to the Consultant.	No change in tender condition.

189	SCC 3, Cl 12, Pg 24 of 43	Duration of Liability shall be a period of 24 months reckoned 'the date of completion as mentioned in the completion certificate' OR 'the date on which all the stations/structures /buildings on the section/corridor are put to use for fare paying public and E&M systems are tested and put to use' whichever is later.	Kindly modify the same as under: Duration of Liability shall be a period of 12 months reckoned 'the date of completion as mentioned in the completion certificate' <del>OR 'the date on which all the stations/structures /buildings on the section/corridor are put to use for fare paying public and E&amp;M systems are tested and put to use' whichever is later.</del>	No change in tender condition.
190	SCC 5, Cl 16.1, Pg 24 of 43	For any delay in any of the activities to be completed as given in Milestones in Volume 4 beyond the key date given thereo shall attract a Liquidated Damage per week or part thereof at the rate of 0.05% of the total amount (subject to correction) payable for that activity as per the "Stage Payment" distribution given in Volume 4.	Kindly modify the same as under: For any delay in any of the activities to be completed as given in Milestones in Volume 4 beyond the key date given thereo shall attract a Liquidated Damage per week or part thereof at the rate of 0.05% of the said milestone/stage (subject to correction) payable for that activity as per the "Stage Payment" distribution given in Volume 4. The maximum limit of Liquidated Damages shall be 10% of the Fixed Lump Sum Price of the Contract.	No change in tender condition.
191	SCC, Cl 15 , Pg 27 of 43	PII Policy shall be obtained within four weeks from 'date of commencement' and before any payment is released to DDC. The insurance which shall ensure the DDC's liability by reason of professional negligence and errors in respect of all works covered under scope of work, shall be valid from the date of commencement of works, until two years after commissioning of work.	We request you to modify the clause to the effect that the validity of PII policy shall be only up to the completion of DDC assignment.	No change in tender condition.
192		Date & time of Submission of  Tender online: 18.09.2025	We kindly request an extension of the Bid Submission End Date to three weeks after the publication of the Reply to Pre-Bid Queries.	Refer Addendum-2.
<b>Query of Agency 15 – M/s Systra</b>				
193	General	Royalty charges for Patented Designs	We understand that all the Royalties related to patented designs that will be implemented in the projects are required to be borne by the Bidder. Would request client to Confirm as the Elevated Lines might require to be on U-Girders which is patented design of SYSTRA. In such case, we understand that the bidders must include the patent fees for U-Girder also in their bid as separate competitive item. Please Confirm.	NMRC will provide the design of Superstructure and it is not in the scope of DDC.
194	NGNEDDC/Volume-1/NIT Pg. 4	Earnest Money Deposit (EMD): INR 24,21,000/- (Rupees Twenty-Four Lakh and Twenty-One Thousand only) through RTGS/NEFT only payable in favour of Noida Metro Rail Corporation Limited	We request client to allow Bank Guarantee towards EMD amounting to INR 24,21,000/-. As this is standard industry practice wherein security deposits are acceptable by the clients in the form of Bank Guarantee. It is, thus, requested that the Bank Guarantee is accepted against bid security by NMRC. Please also provide the Bank Guarantee Format for the Security Deposit. Thus, it is requested that the relevant changes should be done in the clause	No change in tender condition.
195	General	Definition of Substantial Completed Projects	The required definition is not given in the RFP. Please add below definition: In case consultant has received 80% or more fee of contract value and design phase is completed, then that project will be termed as substantial completed.	Only 100% Completed Design work with satisfactory performance certificate shall be considered for evaluation. Refer Addendum-2.

196	NGNEDDC/Volume-1/NIT Pg. 7	1.1.3.1 Eligible Applicants: (c) The overall performance of the tenderer (all members in case of JV/Consortium separately) shall be examined for all the ongoing DDC works of Civil, Architectural and Building services including E&M works awarded by NMRC/ any other Metro Organisation (100% owned by Govt.) of value more than 40% of NIT cost of work and also for all the completed DDC works of Civil, Architectural and Building services including E&M works awarded by any NMRC/ other Metro Organisation (100% owned by Govt.) within last one year (from the last day of the previous month of tender submission), of value more than 40% of NIT cost of work executed either individually or in a JV/Consortium	Would request client to consider below changes in the clause: The overall performance of the tenderer (all members in case of JV/Consortium separately) shall be examined for all the ongoing Civil Engineering works <del>DDC works of Civil, Architectural and Building services including E&amp;M works</del> awarded by NMRC/ any other Metro Organisation (100% owned by Govt.) of value more than 40% of NIT cost of work and also for all the completed Civil Engineering works <del>DDC works of Civil, Architectural and Building services including E&amp;M works</del> awarded by any NMRC/ other Metro Organisation (100% owned by Govt.) within last one year (from the last day of the previous month of tender submission), of value more than 40% of NIT cost of work executed either individually or in a JV/Consortium.	No change in tender condition.
197	NGNEDDC/Volume-1/NIT Pg. 7	1.1.3.1 Eligible Applicants: (c) In case of performance certificate issued by the client, same should not be older than three months (from the last day of the previous month of tender submission) for the ongoing works.	Also, client will agree that that once the projects are completed and performance certificate have been issued by the client, it may not be possible to get the performance certificate issued by the clients again & again in short durations. Thus, we request client to consider performance certificate for ongoing works not older than 31 <sup>st</sup> December 2023. For Kind Consideration.	No change in tender condition.
198	NGNEDDC/Volume-1/NIT Pg. 17	For completed works, value of work done shall be updated to last day of the month previous to the month of tender submission price level assuming 5% inflation for Indian Rupees every year and 2% for foreign currency portions per year. The exchange rate of foreign currency shall be applicable 28 days before the submission date of tender	We request client to kindly provide a fix date for exchange rate (may be Tender Publishing Date i.e., 19-08-2025 or as agreed to the Client). In case of any extension of date of submission various forms requiring currency conversion get changed which require CA Certification which is a long & tedious process. For Kind Consideration.	Refer Addendum-2.
199	NGNEDDC/Volume-1/NIT Pg. 19	*Relevant experience shall be as defined in Clause 1.1.3.2.A as experience of Metro Rail/High Speed Rail / Railways / Regional Rapid Transit System (RRTS). # Projects of similar nature and complexity shall be as defined in Clause 1.1.3.2.A as Elevated Viaduct & Elevated and/or Underground stations of Metro Rail/ RRTS/ High Speed Rail/Railways.	Referring to Notes below Table 3 (Key Personnel Marking) given in Pg. No. 38 of Volume-1/ITT; Relevant Experience for Key Personnel is defined as <i>"Design of Metro Stations (Elevated/Underground) &amp; Viaduct"</i> .  However, in 1.1.3.2.1 Additional Requirements (vii) given in Pg. 19 of Volume-1/NIT, it is mentioned - Relevant experience shall be as defined in Clause 1.1.3.2.A as <i>experience of Metro Rail/High Speed Rail / Railways / Regional Rapid Transit System (RRTS)</i> . # Projects of similar nature and complexity shall be as defined in Clause 1.1.3.2.A as Elevated Viaduct & Elevated and/or Underground stations of Metro Rail/ RRTS/ High Speed Rail/Railways.  Kindly Clarify on the Relevant Experience of Key Personnels for Marking	Refer Clause 1.1.3.2.1 in Addendum-2.



200	NGNEDDC/Volume-1/NIT Pg. 18	1.1.3.2.1 Additional Requirements: The DDC team shall be headed by a 'Project Leader' who shall have as minimum qualification a bachelor's degree in Architecture or Civil Engineering from a recognized university having relevant experience* in the concerned field of not less than 10 years as Project Leader with total experience of not less than 20 years and have the experience of handling minimum 03 projects of similar nature and complexity# as Project Leader/ Team Leader (sufficient proof shall be submitted to substantiate the qualification and experience).	Referring to Table 3 (Key Personnel Marking) given in Pg. No. 34 of Volume-1/ITT, Minimum Post-Qualification Relevant Experience after Minimum Qualification is 15 Years and there is no mention of requirement i.e., Experience of handling minimum 03 projects of similar nature and complexity.  However, in 1.1.3.2.1 Additional Requirements given in Pg. 18 of Volume-1/NIT, it is mentioned – <i>"The DDC team shall be headed by a 'Project Leader' who shall have as minimum qualification a bachelor's degree in Architecture or Civil Engineering from a recognized university having relevant experience* in the concerned field of not less than 10 years as Project Leader with total experience of not less than 20 years and have the experience of handling minimum 03 projects of similar nature and complexity# as Project Leader/ Team Leader."</i> Kindly Clarify on the Actual Requirements of Experts for Marking.	Refer Clause 1.1.3.2.1 in Addendum-2.
201	NGNEDDC/Volume-1/NIT Pg. 18	1.1.3.2.1 Additional Requirements: The DDC team for each discipline i.e., Civil, Architectural and E&M shall be headed by 'Team Leaders' who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university of relevant experience* in the concerned field of not less than 10 years as Team Leader with total experience of not less than 15 years and have the experience of handling minimum 02 projects of similar nature and complexity# (sufficient proof shall be submitted to substantiate the qualification and experience).	Referring to Table 3 (Key Personnel Marking) given in Pg. No. 34 of Volume-1/ITT, there is a mismatch in the minimum education qualification requirement and there is no mention of requirement i.e., Experience of handling minimum 02 projects of similar nature and complexity.  However, in 1.1.3.2.1 Additional Requirements given in Pg. 18 of Volume-1/NIT, it is mentioned – <i>"The DDC team for each discipline i.e., Civil, Architectural and E&amp;M shall be headed by 'Team Leaders' who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university of relevant experience* in the concerned field of not less than 10 years as Team Leader with total experience of not less than 15 years and have the experience of handling minimum 02 projects of similar nature and complexity#"</i> . Kindly Clarify on the Actual Requirements of Experts for Marking.	Refer Clause 1.1.3.2.1 in Addendum-2.
202	NGNEDDC/Volume-1/NIT Pg. 19	1.1.3.2.1 Additional Requirements: Under Team Leader, 'Experts', as indicated in Table-A below, shall be deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university must have minimum 10 years of relevant experience* in the concerned field and should have handled minimum 03 projects of similar nature and complexity# in expert capacity (sufficient proof shall be submitted to substantiate the qualification and experience).	Referring to Table 3 (Key Personnel Marking) given in Pg. No. 34 of Volume-1/ITT, there is a mismatch in the minimum education qualification requirement and there is no mention of requirement i.e., Experience of handling minimum 03 projects of similar nature and complexity.  However, in 1.1.3.2.1 Additional Requirements given in Pg. 18 of Volume-1/NIT, it is mentioned – <i>"Under Team Leader, 'Experts', as indicated in Table-A below, shall be</i>	Refer Clause 1.1.3.2.1 in Addendum-2.

			<p><i>deployed who shall have as minimum qualification a bachelor's degree in relevant field (Civil / Architecture / Electrical / Mechanical Engineering) from a recognized university must have minimum 10 years of relevant experience* in the concerned field and should have handled minimum 03 projects of similar nature and complexity# in expert capacity".</i></p> <p>Kindly Clarify on the Actual Requirements of Experts for Marking.</p>	
203	NGNEDDC/Volume-1/NIT Pg. 19	DDC is required to establish and maintain its office at Noida/ Gr. Noida, throughout the contract duration	<p>From our previous experience in the similar assignments, DDC work can be best performed from the Design Centre of the Bidder in their Head Offices and &amp; Design Coordinator from each discipline like (Structures, Architecture, MEP, Power Supply &amp; Traction) can be housed in Noida/ Gr. Noida for coordination purpose and remaining Design Team can do the project deliveries from DDC's office in Delhi NCR. So, we request client to kindly allow the Experts to work from their respective Design Centre to carry out the assignment and remove the requirement of Establishing &amp; Maintaining Office at Noida/ Gr. Noida.</p> <p>Also, confirm if the Bidder is allowed to work from parent office if it has existing office in Noida/Gr. Noida.</p>	Refer Addendum-2.
204	NGNEDDC/Volume-1/ITT Pg. 35	Team Leader – Structure: M.E./MTech. (Structure)	Would request client to consider M.E./M.Tech in Any Field of Civil Engineering (Structural, Transportation, Environmental, Construction Management, GeoTech Engineering). For Kind Consideration.	No change in tender condition.
205	NGNEDDC/Volume-1/ITT Pg. 35	Team Leader E&M: B.E./B.Tech. (Elec)	Would request client to also consider B.E./B.Tech - Mechanical/ Electrical/Electrical & Electronics and other Electrical Degrees. For Kind Consideration.	No change in tender condition.
206	NGNEDDC/Volume-1/ITT Pg. 35	Team Leader Traction: B.E./B.Tech. (Elec)	Would request client to also consider B.E./B.Tech - Electrical/Electrical & Electronics and other Electrical Degrees. For Kind Consideration.	No change in tender condition.
207	NGNEDDC/Volume-1/ITT Pg. 35	Expert Viaduct Design: M.E./ M.Tech. (Structure Engineer)	Would request client to consider M.E./M.Tech in Any Field of Civil Engineering (Structural, Transportation, Environmental, Construction Management, GeoTech Engineering). For Kind Consideration.	No change in tender condition.
208	NGNEDDC/Volume-1/ITT Pg. 35	Expert Station Design: M.E./ M.Tech. (Structure Engineer)	Would request client to consider M.E./M.Tech in Any Field of Civil Engineering (Structural, Transportation, Environmental, Construction Management, GeoTech Engineering). For Kind Consideration.	No change in tender condition.

209	NGNEDDC/Volume-1/ITT Pg. 35	Expert Geotech & Foundation Design: M.E./ M.Tech. (Geootech)	Would request client to consider M.E/M.Tech in Any Field of Civil Engineering (Structural, Transportation, Environmental, Construction Management, GeoTech Engineering). For Kind Consideration.	No change in tender condition.
210	NGNEDDC/Volume-1/ITT Pg. 36	Expert Plumbing: B. Arch/ B.E. Civil	Would request client to consider B. Arch/ B.E. Civil/B.E. Mechanical as Plumbing Expert is generally from Mechanical Background. For Kind Consideration.	No change in tender condition.
211	NGNEDDC/Volume-1/ITT Pg. 36	Expert E&M Building Works: B.E (Elec)	Would request client to also consider B.E./B.Tech – Mechanical/Electrical/Electrical & Electronics and other Electrical Degrees as as E&M Expert is generally from Mechanical or Electrical Background. For Kind Consideration.	No change in tender condition.
212	NGNEDDC/Volume-1/ITT Pg. 36	Expert Fire Services: B.E (Elec)	Would request client to also consider B.E./B.Tech – Mechanical/Electrical/Electrical & Electronics and other Electrical Degrees as Fire Services Expert is generally from Mechanical Background. For Kind Consideration.	No change in tender condition.
213	NGNEDDC/Volume-1/ITT Pg. 37	Expert HVAC: B.E (Elec)	Would request client to also consider B.E./B.Tech – Mechanical/Electrical/Electrical & Electronics and other Electrical Degrees as HVAC Expert is generally from Mechanical Background. For Kind Consideration.	Refer Addendum-2.
214	NGNEDDC/Volume-1/ITT Pg. 37	Expert Traction: B.E (Elec)	Would request client to also consider B.E./B.Tech – Mechanical/Electrical/Electrical & Electronics and other Electrical Degrees. For Kind Consideration.	No change in tender condition.
215	NGNEDDC/Volume-1/ITT Pg. 38	The proposed key personnel are also required preferably to submit a service certificate issued by the Employer to substantiate the fulfillment of work experience	We would request client to allow bidders to submit CV with Consent, Education Degree, Govt. Id Proof at the Bid Stage and delete the requirement of Experience Certificates as it is very difficult for professionals to get Experience Certificates from all Employers they had worked in the past. For Kind Consideration.	No change in tender condition.
216	NGNEDDC/Volume-1/ITT Pg. 38	TABLE-4: Employment of Key Personnel with the Firm. * Only Key person meeting Eligibility Criteria mentioned in Section-III A and are currently working with bidder for at least 1 year as on date of notification of this bid shall qualify for marks allotted in this section. CV's for all such employee shall be submitted as per bidding form. Bidder shall not submit more than 20 CV's for marks against this section	To show Employment of Key Personnel with the Firm meeting Eligibility Criteria is not required. Thus, we would request client to delete the requirement of submitting CVs for 20 Key Personnel with the Firm. Instead, Bidder can submit list of Key Personnels working with Bidder for atleast 1 Year duly certified by HR Head and CA with details of Expert like Name of Employee, Designation and Duration within Current Firm. For Kind Consideration.	No change in tender condition.
217	NGNEDDC/Volume-1/FOT Pg. 15	FORM OF TENDER- APPENDIX 6 Interface Officer may be Officer having experience of coordinating with designated contractors and Departments (RDSO, CRS, Civil, Electrical & Signal dept) in a Metro/ Railway environment	We understand this a Typo Error as there is no such position defined in Table 3 (Key Personnel Marking) given in Pg. No. 34 of Volume-1/ITT. Kindly Confirm.	Refer Figure-1 of NIT.

218	NGNEDDC/Volume-1/FOT Pg. 22	FORM OF TENDER – APPENDIX 12 Annual turnover (from Detailed Design Consultant / Proof checking works of Civil, Architectural and Building Services including E&M works and consultancy works)	We request client to consider Annual Turnover from Consultancy as it is not possible to get details of Turnover from only DDC/Proof Checking Assignments. For Kind Consideration.	No change in tender condition.
219	NGNEDDC/Volume-1/FOT Pg. 24	FORM OF TENDER – APPENDIX 13 Total value of Detailed Design Consultant / Proof checking works of Civil, Architectural and Building Services including E&M works and consultancy works done as per audited financial statements	We request client to consider Total Consultancy Value as it is not possible to get details of Turnover from only DDC/Proof Checking Assignments. For Kind Consideration.	Refer Appendix- 12 for “ <i>Total value of Detailed Design Consultant / Proof checking works of Civil, Architectural and Building Services including E&amp;M works and consultancy works done as per audited financial statements</i> ”  No change in tender condition.
220	NGNEDDC/Volume-4/Pricing Document Pg. 2	PRICING DOCUMENT/ BILL OF QUANTITIES (BOQ) If the deployment of the Experts is not made or delayed for whatever reasons, a deduction of 1.5 times the man month rate shall be made for the duration of delay. Further, if the Staff is not deployed as per the agreed schedule and for the agreed duration, a deduction of 1.5 times the man month rate shall be made	Would request client to revise the penalty to 0.25% per week of delay of man-month rate as mentioned penalties for non-deployment in too stringent. For Kind Consideration	No change in tender condition.
221	NGNEDDC/Volume-1/NIT	Last Date & Time of Submission of Bids: 18.09.2025 at 17:00 Hrs	As part of our processes, we require for approval/ arranging various administrative documents from our Head Office outside India and with public holidays coming in September End and October 1 <sup>st</sup> Week in the form of Dussehra/Durga Puja, offices will remain closed. In view of the above, it is requested that the date of submission of the proposal may please be extended and a period of at least 4 (Four) weeks i.e. upto 16 <sup>th</sup> October may be granted for the preparation of proposal from the current submission date so that our team can prepare a comprehensive proposal. For Kind Consideration Please.	Refer Addendum-2.
222	NGNEDDC/Volume-1/NIT Pg. 7	Tenderers shall not have a conflict of interest. All Tenderers found to have a conflict of interest shall be disqualified. Tenderers shall be considered to have a conflict of interest with one or more parties in this bidding process, if: a tenderer has been engaged by the Employer to provide consulting services for the preparation related to procurement for an implementation of the project; a tenderer is any associates/affiliates (inclusive of parent firms) mentioned in subparagraph (a) above; or a tenderer lends, or temporarily seconds its personnel to firms or organizations which are engaged in consulting services for or implementation of the project, if the personnel would be involved in any capacity on the same project.	Would request client for addition of below point: “It is further clarified that the successful bidder for this contract, is not barred from participating in the tender Project/ Programme Management Consultant or General Consultant (GC) provided that the deliverables for DDC shall be scrutinised / proof read by the independent third party. Such third party shall be engaged by NMRCL for such proof reading & design review. This cost shall be borne by the Project/ Programme Management Consultant or General Consultant (GC) upon its selection”. Justification: The approach of appointing an independent third party to conduct design proof checks is fully aligned with current industry best practices. In recent years, several esteemed clients—including Gurgaon Metro, Maha Metro, DMRC, and others—have successfully adopted this model. This approach ensures impartial evaluation of designs, further mitigates potential conflicts of interest. For Kind Consideration.	No change in tender condition.

223	NGNEDDC/Volume-1/NIT Pg. 16	For the purpose of structural design, the proof checking will be treated as equal to the structural design of structures.	Proof checking should not be considered equivalent to detailed design for the purposes of prequalification, technical evaluation, or resource deployment in metro projects. Experience in proof checking does not substitute for hands-on experience in detailed design. Only those with direct detailed design experience possess the depth of technical understanding and problem-solving capability required for the primary design role. Thus, would request client to delete this requirement - <i>“For the purpose of structural design, the proof checking will be treated as equal to the structural design of structures”</i> . For Kind Consideration.	No change in tender condition.
224	NGNEDDC/Volume-1/NIT Pg. 22	The mobilization of all Experts shall be in modules approved by the employer and the duration shall be normally not less than one month at a time. The detailed manpower requirement is mentioned in detail in Annexure-01 of ITT	It is recommended that the mandatory requirement for continuous expert mobilization be relaxed, permitting experts to participate on an as-needed basis to best serve the project's objectives. This is because in design-centric projects, the continuous full-time physical mobilization of senior experts is often unnecessary. The primary deliverables are produced through collaboration, digital exchange, and periodic expert inputs, rather than daily on-site supervision. For Kind Consideration.	No change in tender condition.
225	NGNEDDC/Volume-1/ITT Pg. 24	E4.10 Evaluation of Technical Proposal First Stage Evaluation	There is requirement of detailed design of 25kV power supply and distribution system but only the detailed design experience of stations is included in marking scheme for First Stage Evaluation. It is recommended that the eligibility criteria be expanded or clarified to specifically include detailed design experience in 25kV power supply and distribution systems, rather than being limited to station design experience only. To ensure high-quality, safe, and reliable traction power system implementation, it is essential that the evaluation recognizes and gives due weight to consultants who demonstrate direct and comprehensive experience in 25kV traction power supply and distribution design, not just station design. We request to include the below requirements (100 marks): Detailed Design Consultancy or Services comprising of detailed designing of Traction and power supply works for a minimum length of 6.32 km in a completed single contract -50 marks Each additional project will be awarded 25 marks	No change in tender condition.
226	NGNEDDC/Volume-1/ITT Pg. 35	TABLE-3: - Key Personnel Marking Table 3 :15 Key Experts CV to be submitted in proposal – 160 marks Table 4: Employment of Key personnel with firm – 60 marks	Given the complexity and critical importance of design assignments, it is strongly recommended that all proposed experts should be in-house resources. This approach maximizes efficiency, accountability, confidentiality, and quality, aligning with industry best	No change in tender condition.

			<p>practices and client expectations for dependable project delivery.</p> <p>Would request to combine this marking requirement and keep one consolidated marking head of 220 marks for inhouse key experts as per below table. All the expert proposed in proposal should be inhouse and should be on the rolls of consultant at least for last 1 year. For Kind Consideration.</p> <table><tr><th>Sr.</th><th>Criteria</th><th>Maximum Marks</th></tr><tr><td>1</td><td>Number of Years after Establishment of the Firm</td><td>30</td></tr><tr><td>2</td><td>Detailed Design Consultancy Services of Elevated/Underground stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTTS/High-Speed/ Railways Projects.</td><td>250</td></tr><tr><td>3</td><td>Relevant experience of <b>In-House</b> Key personnel in the Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in the Metro/RTTS/High-Speed/Railways.</td><td><del>160</del> <b>220</b></td></tr><tr><td>4</td><td><b>Employment of Key Personnel with the Firm: (Employee Strength)</b></td><td>60</td></tr><tr><td>5</td><td>Presentation to NMRC and Submission of Document: The Document shall include Bidder's understanding of the Scope of the Assignment, the Methodology Proposed to be adopted for carrying out the Assignment including Quality- Related Aspects, the Work Plan, and a tentative Deployment Schedule of Key Experts.</td><td>50</td></tr><tr><td colspan="2"><b>Maximum Technical Marks</b></td><td><b>550</b></td></tr></table>	Sr.	Criteria	Maximum Marks	1	Number of Years after Establishment of the Firm	30	2	Detailed Design Consultancy Services of Elevated/Underground stations from a Single Contract during the last 10 (Ten) years i.e. up to one month prior to last date of bid submission date in Metro/RTTS/High-Speed/ Railways Projects.	250	3	Relevant experience of <b>In-House</b> Key personnel in the Detailed Design of Elevated Viaducts/Double-Decker Viaducts and Elevated Stations in the Metro/RTTS/High-Speed/Railways.	<del>160</del> <b>220</b>	4	<b>Employment of Key Personnel with the Firm: (Employee Strength)</b>	60	5	Presentation to NMRC and Submission of Document: The Document shall include Bidder's understanding of the Scope of the Assignment, the Methodology Proposed to be adopted for carrying out the Assignment including Quality- Related Aspects, the Work Plan, and a tentative Deployment Schedule of Key Experts.	50	<b>Maximum Technical Marks</b>		<b>550</b>	
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227	NGNEDDC/ Volume-3/Scope of Work, Clause-9.7, Page-66	1 Revit/Navis work file for each BIM model generated.	Would request client to delete as BIM is not a required submission in the project.	Refer Addendum-2.																					
228	NGNEDDC/ Volume-2/GCC, clause 3.2. Pg 122 of 429	NMRC reserves the right to forfeit the performance guarantee amount, in the event of termination of the Services in accordance with GCC Clause 18.1(ii) or (iii). In the event of any defect coming to the notice of NMRC within the period of 24 months from 'the date of completion as mentioned in the completion certificate' OR 'the date on which all the stations/structures /buildings on the section/corridor are put to use for fare paying public and E&M systems are tested and put to use', whichever is later and in the eventuality of the DDC failing to rectify the same, NMRC will forfeit the amount of the Performance Guarantee.	The Performance Guarantee/Security is submitted to address any performance-related issues in the bid and should not be used or forfeited for other conditions such as breach, termination, or defects. Therefore, we request the deletion of the mentioned part of the clause.	No change in tender condition.																					
229	NGNEDDC/ Volume-2/GCC, Clause 18. (i), Page 7	NMRC may suspend all or part of the Services or terminate the Agreement by notice of at least 30 days to DDC who shall immediately make arrangements to stop the Services and minimize expenditure.	We request the removal of this clause as suspension or termination of the agreement should be based on valid grounds rather than at sole discretion or convenience. Kindly Consider.	No change in tender condition.																					
230	New Clause	No clause for Suspension/Termination right to the Consultant	We request for a right to suspend /terminate in the event of non-payment, delayed payment or breach of obligation by NMRC as per RFP/Agreement. Kindly Consider.	No change in tender condition.																					

231	NGNEDDC/ Volume-2/GCC, Clause 33.3., Page 10	No legal action till Dispute Settlement Procedure is exhausted. Any and all Disputes shall be settled in accordance with the provisions of Clause 33. No action at law concerning or arising out of any Dispute shall be commenced unless and until all applicable Dispute resolution procedures set out in Clause 33 shall have been finally exhausted in relation to that Dispute or any Dispute out of which that Dispute shall have arisen with which it may be or may have been connected.	We request the removal of this provision, as it limits the consultant's ability to pursue other remedies available through the court of law.	No change in tender condition.
232	NGNEDDC/ Volume-2/GCC, Clause 33.13., Page 16	Suspension of Work on Account of Arbitration The reference to Conciliation / Arbitration shall proceed notwithstanding that the Works shall not then be or be alleged to be complete, provided always that the obligations of NMRC, NMRC and the DDC shall not be altered by reasons of arbitration being conducted during the progress of the Works. Neither party shall be entitled to suspend the work or part of the work to which the dispute relates on account of arbitration and payments to the DDC shall continue to be made in terms of the Contract.	The Consultant should have the right to suspend work if payment or payment terms become a matter of dispute subject to arbitration between the parties. Kindly confirm on the same.	No change in tender condition.
233	NGNEDDC/ Volume-2/GCC, Clause 35., Page 17	(i) The Consultant shall be fully responsible, for the suitability, adequacy, integrity, durability and practicality of the Consultant's proposal. (ii) The Consultant warrants that the Consultant's Proposals meet the Employer's Requirements and is fit for the purpose thereof. Where there is any inadequacy, insufficiency, impracticality or unsuitability in or of the Employer's Requirements or any part thereof, the Consultant's Proposal shall take into account, address or rectify such inadequacy, insufficiency, impracticality or unsuitability at Consultant's own cost.	We request deletion of these clauses as the Consultant shall be performing the work as per the scope of work provided in the RFP and up to the reasonable standards.	No change in tender condition.
234	NGNEDDC/ Volume-2/GCC, Clause 35. (iii), Page 17	The Consultant warrants that the Works have been or will be designed to the highest standards available using proven up-to-date good practice	We request the deletion of the requirement as highlighted, as the consultant should be expected to perform according to 'reasonable standards' as per the industry standards.	No change in tender condition.
235	Clause 3.9.2.1 of NGNEDDC/ Volume-3/Scope of Work Page 23	Review of alignment w.r.t SOD & clearance & suggest modifications/ improvements.	Tenderer require alignment drawings with span arrangement duly indicating the locations of obligatory and special spans for assessing the quantum of work. Also, we need it for checking of SOD w.r.t to curves and span.	Refer Clause 3.9.1 – General Arrangement Drawing
236	Clause D 5.11 of NGNEDDC/ Volume-5/Part-1, Page 26	Provision of Noise Barriers	Tenderer require location where noise barrier needs to be provided in the Alignment.	This shall be as per the project requirement and as per the direction of Engineer-in-Charge.
237	Clause D 7.1 of NGNEDDC/ Volume-5/Part-1, Page 29	Long welded rails with track centres at 4.60m and suitable for kinematic profile of Standard Gauge schedule of dimensions of NMRC.	Tenderer wants to know whether track centre is fixed at 4.6m or it can be varied w.r.t SOD requirements.	The track centre will vary as per the project's/site's requirement.
238	NGNEDDC/ Volume-3/ Scope of Work, Page 6	Section 2.1.1 (e) - Detailed structural design for Elevated stations including Entry/Exit Structures, PEB Structure, Roof Sheetting Works, etc.	Since roof sheeting is a propriety design, therefore, its design is vendor based. DDC can only review the vendor-based design of the same. Kindly Confirm.	No change in tender condition.

239	NGNEDDC/ Volume-3/ Scope of Work, Page 8	Section 2.1.1 aa - DDC is required to carry out proof checking of all temporary structure and enabling works including construction scheme and method statement proposed by the various contractors.	Proof checking of all temporary structures and enabling works shall be excluded from DDC’s scope of the works. For Kind Consideration.	No change in tender condition.																																																																																																																								
240	NGNEDDC/ Volume-3/ Scope of Work, Page 12	Section 3.2.4- The DDC shall be responsible for all-additional borings, geophysical surveys, and field and laboratory tests that it may require for the performance of the DDC services.	This shall be excluded from DDC’s scope. DDC shall only provide the requirement of additional borings, geophysical surveys, and field and laboratory tests. Responsibility of carrying out such works shall be in the scope of client only. For Kind Consideration.	No change in tender condition.																																																																																																																								
241	NGNEDDC/ Volume-3/ Scope of Work, page 20	Section 3.9.1- General Arrangement Drawing: - Plan and profile of general alignment, with proposed station location within Right of Way and survey.	Please confirm the scope of DDC in plan and profile of alignment. Whether they will review the plan & profile provided by client or they have to design the plan and profile.	The Plan & Profile of general alignment with proposed station location within Right of way and survey is in the scope of DDC as per Clause 3.9.1 of Scope of Work.																																																																																																																								
242	NGNEDDC/ Volume-3/ Scope of Work, Page 22	3.9.2 Civil Works (Detailed Design Stage): Fabrication Drawings for all Steel Structure works.	This shall be excluded from our scope of works as this is the scope of the contractor.	Refer Addendum-2.																																																																																																																								
243	Volume-3, Scope of Works, Clause 2.1.1 (I), Page 6	Preparation & Review of Plans & Designs of Augmentation of the Existing Depot for accommodating all 03 Extension Corridors in phased wise manner	Please elaborate and specify the particular proposed scope components of the existing depot so that the DDC can quantify its involvement and its Man-month	Refer Clause 3.9.2.4 of Scope of Work and Refer Clause A7 of ITT. Layout of the Existing Depot is provided in Addendum-2.																																																																																																																								
244	Volume-5, Standard documents, Part VI – Design Criteria (Depots, Yards and workshops), Table 1, Page 8	<div>TABLE 1 Major Facilities in NMRC Depot cum Workshop</div> <table><tr><th>S.no</th><th>Description</th><th>Facilities</th><th></th></tr><tr><td>1</td><td>Stabling Lines</td><td>13x2=</td><td>26 Rakes</td></tr><tr><td>2</td><td>Stabling Lines (covered)</td><td>6x2=</td><td>12 Rakes</td></tr><tr><td>3</td><td>Inspection Bays (for 3 lines)</td><td></td><td>3</td></tr><tr><td>4</td><td>Workshop Bay</td><td></td><td>1</td></tr><tr><td>5</td><td>Workshop Bay (Future)</td><td></td><td>1</td></tr><tr><td>6</td><td>Auto coach washing plant</td><td></td><td>1</td></tr><tr><td>7</td><td>ETU double storey building</td><td></td><td>1</td></tr><tr><td>8</td><td>Heavy internal cleaning building</td><td></td><td>1</td></tr><tr><td>9</td><td>Emergency building</td><td></td><td>1</td></tr><tr><td>10</td><td>Pit wheel lathe</td><td></td><td>1</td></tr><tr><td>11</td><td>Test track (650 m.)</td><td></td><td>1</td></tr><tr><td>12</td><td>Shunting Neck (CSL 165 m.)</td><td></td><td>2</td></tr><tr><td>13</td><td>ETP/STP</td><td></td><td>1</td></tr><tr><td>14</td><td>P-Way material section (open storage) &amp; cover store</td><td></td><td>1</td></tr><tr><td>15</td><td>Tower wagon shed</td><td></td><td>1</td></tr><tr><td>16</td><td>Engineering Siding (CSL 140 m.)</td><td></td><td>1</td></tr><tr><td>17</td><td>Radio tower</td><td></td><td>1</td></tr><tr><td>18</td><td>D.C.C &amp; S&amp;T</td><td></td><td>1</td></tr><tr><td>19</td><td>U.G Tank</td><td></td><td>1</td></tr><tr><td>20</td><td>O.H Tank</td><td></td><td>1</td></tr><tr><td>21</td><td>R.S.S.</td><td></td><td>1</td></tr><tr><td>22</td><td>Canteen</td><td></td><td>1</td></tr><tr><td>23</td><td>Sub station</td><td></td><td>2</td></tr><tr><td>24</td><td>Feeding post</td><td></td><td>1</td></tr><tr><td>25</td><td>CWM office</td><td></td><td>1</td></tr><tr><td>26</td><td>Time &amp; Security office</td><td></td><td>1</td></tr><tr><td>27</td><td>DCO store Cum Inflammable &amp; Dangerous item</td><td></td><td>1</td></tr><tr><td>28</td><td>Offices &amp; Repair section building</td><td></td><td></td></tr><tr><td>29</td><td>Contractor's staff Cleaner room</td><td></td><td></td></tr></table>	S.no	Description	Facilities		1	Stabling Lines	13x2=	26 Rakes	2	Stabling Lines (covered)	6x2=	12 Rakes	3	Inspection Bays (for 3 lines)		3	4	Workshop Bay		1	5	Workshop Bay (Future)		1	6	Auto coach washing plant		1	7	ETU double storey building		1	8	Heavy internal cleaning building		1	9	Emergency building		1	10	Pit wheel lathe		1	11	Test track (650 m.)		1	12	Shunting Neck (CSL 165 m.)		2	13	ETP/STP		1	14	P-Way material section (open storage) & cover store		1	15	Tower wagon shed		1	16	Engineering Siding (CSL 140 m.)		1	17	Radio tower		1	18	D.C.C & S&T		1	19	U.G Tank		1	20	O.H Tank		1	21	R.S.S.		1	22	Canteen		1	23	Sub station		2	24	Feeding post		1	25	CWM office		1	26	Time & Security office		1	27	DCO store Cum Inflammable & Dangerous item		1	28	Offices & Repair section building			29	Contractor's staff Cleaner room			In Volume-3, Clause 2.1.1. of Page 6 does not specify any scope components of the existing depot. However, this Volume-5, Table 1, list mention the scope components. Please confirm if these scope components are the scope of works for DDC of the existing depot	Refer Addendum-2.
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245	Volume-3, Scope of works, Clause 2.1.1 (z), Page 8	z) mark available their services as and when required during the construction/execution contract: to modify existing designs or drawings as necessary to incorporate site conditions and unforeseen conditions; to assist NMRC’s site supervision staff in Clarification of queries resulting from the design; to review and confirm “As-Built” drawings prepared by Contractors	Bidder understands that as built drawings shall be prepared by Contractors and only review and certification of As-built drawings is under DDC’s scope of works. Please confirm	No change in tender condition.																																																																																																																								



246	Volume-4, Pricing document, Annexure C1, Architectural detailed design works, S.No. 8, Page 242	Preparation and certification of As built drawings / deemed As built drawings		No change in tender condition.
247	Volume-3, Scope of Works, Clause 2.1.1 (I), Page 6	Preparation & Review of Plans & Designs of Augmentation of the Existing Depot for accommodating all 03 Extension Corridors in phased wise manner	Please elaborate and specify the particular proposed scope components of the existing depot so that the DDC can quantify its involvement and its Man-month	Refer Addendum-2.
248	Volume-3, Scope of works, Clause 2.1.1 (z), page 8	z) mark available their services as and when required during the construction/execution contract: to modify existing designs or drawings as necessary to incorporate site conditions and unforeseen conditions; to assist NMRC's site supervision staff in Clarification of queries resulting from the design; to review and confirm "As-Built" drawings prepared by Contractors	Bidder understands that As built drawings shall be prepared by Contractors and only review and certification of As-built drawings is under DDC's scope of works. Please confirm	No change in tender condition.
249	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1, u), Page 7	u) - Consult and co-ordinate with various city and Government authorities that interface with the NMRC project.	DDC shall provide all technical inputs/drawings to GC/ NMRC. Liaison & obtaining final certificate from regulation authority not in DDC scope. Kindly Confirm.	Refer Clause 3.14 of the Scope of Work. No change in tender condition.
250	NGNEDDC/ Volume-3/Scope of Work, Clause 3.7, Page 14	During the detailed design phase and continuing through the construction phase the DDC shall co-ordinate with NMRC, and other systemwide DDC's to obtain systemwide requirements such as embedded conduits, floor trunking, wall and floor openings, equipment concrete plinths, air conditioning equipment space, sleeves, hoisting hooks, earthing, lightning arresters etc., and incorporate into the architectural drawings for construction contracts.	All System wide requirement needs to be provided by NMRC to DDC. Kindly Confirm.	DDC shall interface with NMRC, Contractor's DDC and other system wide contractor's DDC. No change in tender condition.
251	NGNEDDC/ Volume-3/Scope of Work, Clause 3.7, page 14-15	During design and continuing through the construction phase the DDC shall revise completed or partially completed SEM opening drawings and architecture drawings to incorporate the additional systemwide requirements defined by the systemwide CSD's.	Once drawing issued after CRD's, any further changes should be done in shop drawing. Kindly Confirm.	No change in tender condition.
252	NGNEDDC/ Volume-3/Scope of Work, Clause 3.8, Page 15	ECBC Rating and GRIHA rating Standards	Design to achieve rating in DDC scope but Green Certification (IGBC or GRIHA) shall not be in DDC scope. Kindly Confirm.	No change in tender condition.
253	NGNEDDC/ Volume-3/Scope of Work, Clause 3.8, Page 16	DDC shall prepare all the conceptual designs and drawings for property development keeping in view the prevailing building rules and he shall not be prepare detailed drawings.	Retail/PD detailed drawings shall not be considered in DDC scope. Kindly Confirm.	No change in tender condition.
254	NGNEDDC/ Volume-3/Scope of Work, Clause 3.22, Page 46	The DDC shall prepare the Bills of Quantities, Special Conditions of Contract and Technical Specifications, including the Scope of Work and Tender Drawings.	Special condition of contract should be prepared by client/client representative. Kindly Confirm.	DCC shall assist in the preparation of Special Condition of Contract.
255	General	General	Soil resistivity required for earthing purpose shall not be in DDC scope Kindly Confirm.	The soil resistivity shall be carried out as per the instruction of Engineer-In-Charge. In case, the work is carried out by the DDC, the payment shall be done in accordance to Clause 16 of SCC.
256	NGNEDDC/ Volume-5/Part-5, Page 3	Interface responsibilities:	Depot specific Interface details not provided. Kindly Provide.	No change in tender condition.

257	NGNEDDC/ Volume-5/Part-6, Clause 4.0, Page 4	<div>Depot</div> <div>4.0 Depot Layout</div> <div>The buildings and other structures and the track in the depot have been arranged to accommodate the intended functions within the available land area in the most efficient manner. The functions for the depot, as defined in Table 1, can be summarized as:</div>	layout:	Pl. provide the Depot layout available if any.	Refer Addendum-2.						
258	NGNEDDC/ Volume-5/Part-6, Page 8	Table 1; Major Facilities in NMRC Depot cum Workshop		You are requested to provide the details of facilities currently existing at Depot and Total Facilities required at Depot after Augmentation work.	Refer Addendum-2 for the existing depot layout. Further refer clause A7 of ITT and Clause 3.9.2.4 of Scope of Work.						
259	NGNEDDC/ Volume-1/ITT, Page 39	<div>TABLE-5: Presentation to Noida Metro and Submission of Document: (Maximum Marks – 50)</div> <table><tr><th>Sr. No.</th><th>Criteria</th><th>Distribution of Marks Grading &amp; Percentage Marks 1. Excellent – 100% 2. Good – 75% 3. Average – 50% 4. Below Average – 25%</th></tr><tr><td>1</td><td>Presentation to Noida Metro and Submission of Document: The Document shall include Bidder's understanding of the scope of the Assignment, the methodology proposed to be adopted for carrying out the Assignment including quality related aspects, a work plan, and a tentative deployment schedule of Key Experts.  (Max 50 Marks)</td><td>Critical Tasks in the Project and Action Plan - 12 Marks Similar Works Executed and Challenges Faced &amp; Innovative Approach Suggested to resolve them – 12 Marks Green Building Design – 12 Marks Timeline and Program Management – 06 Marks Quality Intervention &amp; Innovations – 03 Marks Quality of Overall Presentation – 05 Marks</td></tr></table> <div>NGNEDDC/Volume-1/ITTPage 39</div>	Sr. No.	Criteria	Distribution of Marks Grading & Percentage Marks 1. Excellent – 100% 2. Good – 75% 3. Average – 50% 4. Below Average – 25%	1	Presentation to Noida Metro and Submission of Document: The Document shall include Bidder's understanding of the scope of the Assignment, the methodology proposed to be adopted for carrying out the Assignment including quality related aspects, a work plan, and a tentative deployment schedule of Key Experts.  (Max 50 Marks)	Critical Tasks in the Project and Action Plan - 12 Marks Similar Works Executed and Challenges Faced & Innovative Approach Suggested to resolve them – 12 Marks Green Building Design – 12 Marks Timeline and Program Management – 06 Marks Quality Intervention & Innovations – 03 Marks Quality of Overall Presentation – 05 Marks		Pl. provide details of existing Depot – Land boundary, layout, levels and utility details.	Layout of the Existing Depot is provided in Addendum-2. Other details are to be provided along with NTP to the successful bidder.
Sr. No.	Criteria	Distribution of Marks Grading & Percentage Marks 1. Excellent – 100% 2. Good – 75% 3. Average – 50% 4. Below Average – 25%									
1	Presentation to Noida Metro and Submission of Document: The Document shall include Bidder's understanding of the scope of the Assignment, the methodology proposed to be adopted for carrying out the Assignment including quality related aspects, a work plan, and a tentative deployment schedule of Key Experts.  (Max 50 Marks)	Critical Tasks in the Project and Action Plan - 12 Marks Similar Works Executed and Challenges Faced & Innovative Approach Suggested to resolve them – 12 Marks Green Building Design – 12 Marks Timeline and Program Management – 06 Marks Quality Intervention & Innovations – 03 Marks Quality of Overall Presentation – 05 Marks									
260	NGNEDDC/ Volume-3/Scope of Work, Clause 3.9.2.4, Page 25	Augmentation of Depot, Deliverables: Geotechnical and Structural design of temporary and permanent works.		Pl. modify the requirement as “(i) Geotechnical and Structural design of permanent works, (ii) Review of Temporary design and third party certification submitted by the Contractor”	No change in tender condition.						
261	Pricing document - Annexure C1, Page 12	Preparation and certification of As built drawings/ Deemed As built drawings.		Pl. modify the details as “Review of As-built drawings submitted by the Construction Contractor and issue NOC”	No change in tender condition.						
262	NGNEDDC/ Volume-1/ITT, Clause C2.4, Page 11-12	The details of equipment and laboratory facilities with such subcontractors/ sub consultants shall be provided.		This point is not applicable to DDC PST as there is no use of any equipment & Lab facilities. Request to restrict this point to civil works.	No change in tender condition.						
263	NGNEDDC/ Volume-1/ITT, Table-4, Page 39	Table-4: Employment of Key Personnel with the firm (Max Marks =60)		In the table-4, Criteria Column, The Max Marks are 55, whereas in the Table-4 heading the Max marks are 60, kindly confirm and correct the maximum marks.	Refer Addendum-2.						
264	NGNEDDC/ Volume-1/FOT, Appendix-6, Note-3, Page-15-16	Interface Officer may be Officer having experience of coordinating with designated contractors and Departments (RDSO, CRS, Civil, Electrical & Signal dept) in a Metro/ Railway environment.		We assume the design coordinator (supporting staff/Sch-D) is none other than interfacing officer, pls clarify.	No, the Interfacing officer is part of the DDC’s team who is responsible for interface between various departments, Contractors, DDCs and NMRC. Design Coordinator is supporting staff who will work for NMRC.						
265	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1 (j), Page 6	Perform the detailed design activities for Power supply & Distribution system (220kV/132kV/110kV, and 33kV for RSS/TSS/ASS), 25 kV OHE Traction		It is requested to kindly provide details for 02 nos. RSSs as mentioned in the said clause.	1. Tentative location of RSS in Noida Sector 51 to KP – V corridor is at Near Noida Sector – 123 station and GSS at 400/132kV Sec-123 Noida.						

		Electrification, 02 RSSs for mainline & depot and SCADA system for entire network.		2. Tentative location of RSS in Botanical Garden to NOIDA Sector – 142 corridor is proposed to be set up for this corridor near Noida Office Station (Near Noida Sec – 125).  During the detailed design stage, the locations of both RSS and GSS may be reviewed/ fine-tuned and finalized based on the updated status of power supply/ Sub-stations of UPPTCL.
266	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1 (j), Page 6	It shall be the responsibility of DDC (Traction & Civil team) to maintain detailed interface with Civil, E&M, S&T and other systemwide contractors for incorporation of requirements related to 25 kV OHE Traction, 33kV, Earthing & Bonding, Stray current management etc. for mainline, depot and RSSs throughout the design and construction phase.	It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail. This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current in the said clause.	No change in tender condition.
267	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1 (r), Page 7	Prepare BOQs, Technical Specifications, Construction Cost Estimates, Tender Documents, Tender Drawings for Tendering of all the associated construction/ execution contracts including but not limited to Civil, E&M works including BMS, Lifts & Escalators, Traction and Power Supply including SCADA, RSSs, S&T, AFC, Track, Depot Augmentation work, Rolling Stock, etc. for all 03 extension corridors, modify the cost estimate, BOQ, specifications, tender documents & drawings as necessary before the contract is awarded.	The tender is for the DDC of Civil, architectural, E&M & traction works. However, in this clause S&T, AFC, track, RS are also added for all the 3 corridors. Request to correct this point.	DDC is to assist in the preparation of the tenders of Rolling Stock, S&T and Track Works.
268	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1 (q), Page 7	Prepare and update during construction Combined Services Drawings (CSD), Structural-Electrical-Mechanical Opening Drawings (SEM) and identify embedded items/openings indicating system wide information for the purpose of E&M co-ordination and civil construction interfaces;	It is requested to exclude the CSD/SEM/GFC drawings after the award of the construct tender/contract from DDC's scope of work. Review part shall be included in the scope of DDC. Kindly confirm.	No change in tender condition.
269	NGNEDDC/ Volume-3/Scope of Work, Clause 2.1.1 (aa), Page 7	DDC is required to establish and maintain its office at Noida/Gr. Noida, throughout the contract duration.	It is requested to allow Bidder to work from parent office if it has existing office in Noida/Gr. Noida.	Refer Addendum-2.
270	NGNEDDC/ Volume-3/Scope of Work, clause 2.2.3, Page 9	Post award of civil contracts, the detail design consultant will however to perform:- Detailed design of BMS, Traction, Power Supply & SCADA and E&M for all stations and Depot as well as incorporate requirements of Signaling, Telecom, AFC, Rolling Stock, Track, Lift, Escalator, PSG and all other system wide contractors in design and drawings.	Here again S&T, AFC, RS, track works are added, request to clarify the scope of works of DDC.	DDC is to assist in the preparation of the tenders of Rolling Stock, S&T and Track Works.
271	NGNEDDC/ Volume-3/ Scope of Work, clause 3.3, Page 12	Design Alternatives Several design alternatives may be required as per the site conditions or any other specific requirement of the project. Design alternatives are to be presented within 8 weeks of the Date of Commencement.	The timeline and the quantum of works associated seems very pessimistic. It is requested to provide ample amount of time (based on mutually agreed timeline) for DDC to complete the works.	No change in tender condition.
272	NGNEDDC/ Volume-3/Scope of Work, clause 3.6, Page 13-14	System wide information: The DDC shall incorporate all the relevant information made available to it regarding the system wide works in its design and other documents including, but not limited to: Rolling Stock, Track work, OHE, Signalling, CCTV, SCADA and other works	This tender is for the DDC works of Civil, E&M and Traction works, all other discipline such as Rolling stock, S&T, Track works are not part of this tender. Hence request to remove other disciplines.	DDC is to assist in the preparation of the tenders of Rolling Stock, S&T and Track Works.
273	NGNEDDC/ Volume-3/Scope of Work, clause 3.9.2.2, Page 24	Stray current & earthing design.	It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail.	No change in tender condition.

			This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current in the said clause.								
274	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (b), Page 27	The Design work of the OHE for the existing two no’s IBL’s in the existing NMRC Depot as well as augmentation of depot is also included in the scope of work.	What is the scope of work of OHE in the augmentation of depot other than IBL work, request to provide in brief.	Refer Addendum-2 for the existing depot layout. Further refer clause A7 of ITT and Clause 3.9.2.4 of Scope of Work.							
275	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (d), Page 27	The DDC shall carry out the Auxiliary & Traction Simulation Sizing Study to determine the location of RSSs, the current flow in the RSSs to decide the capacity of the Traction transformers, Auxiliary transformer, voltage drop in OHE etc. RSS outage scenarios with the object of validating the location of RSSs, and sizing the transformers & cables and other equipment of RSS.	Location of RSSs is tentatively provided to DDC for performing necessary study. Bidder understands that location/land for the proposed RSSs & sanction of required load shall be excluded from DDC’s scope of work. Kindly confirm.	1. Tentative location of RSS in Noida Sector 51 to KP – V corridor is at Near Noida Sector – 123 station and GSS at 400/132kV Sec-123 Noida.  2. Tentative location of RSS in Botanical Garden to NOIDA Sector – 142 corridor is proposed to be set up for this corridor near Noida Office Station (Near Noida Sec – 125).  During the detailed design stage, the locations of both RSS and GSS may be reviewed/ fine-tuned and finalized based on the updated status of power supply/ Sub-stations of UPPTCL.  Please follow tender condition and tender documents.							
276	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (f), Page 27	Detailed Design of earthing system for RSS (including switchyard + Control room building but not limited to), ASS & TSS at all the depot and stations, including the Earthing panels for connecting the running rails to earth, earthing panels and plan for structures, gantries and foundations of these installations.	It is mentioned as switch yard here regarding RSS. Pls clarify whether RSS is of GIS / AIS type?	RSS is of GIS type. Please follow tender conditions.							
277	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (h), Page 27-28	To prepare the detailed equipment sizing and layout, RSS control room Fencing wall Layout and other drawings & specification including but not limited to specifications of all equipment, cables, calculations, interlocking schemes with its detailed operation plan, protection schemes with step by step calculation, electrical schematic drawings and layout drawings pertaining to receiving substations as per the land availability, site conditions, keeping in view the various clearances to be observed.	It is to inform you that the protection calculation is generally kept in the scope of the contractor, as this needs to be done based on the protection relay that the contractor selects. As a DDC, we will submit the protection philosophy for the RSS, SS&TSS. Request to modify the class accordingly.	No change in tender condition.							
278	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (k), Page 28	Preparation of BOQs, technical specifications and drawings, construction cost estimate for the associated elevated/at grade construction contract for the entire corridors including all spares, tools including & construction vehicles if any. DDC shall propose an Interface Matrix to be followed by construction contractor for the system installation in coordination with other system/civil work contractor.	Pls clarify whether construction vehicle (RRV / CMV) is part of scope during tender preparation of contractor?	Yes, (RRV / CMV) is part of scope of DDC during tender preparation. For Remaining things Please follow tender condition and tender documents.							
279	NGNEDDC/ Volume-3/Scope of Work, clause 3.11 (k) Para-2, Page 28	The DDC shall study the existing design of corresponding systems of NMRC Aqua Line and prepare the design for the OHE, ASS and SCADA works accordingly. The DDC shall ensure that the proposed designs are compatible with the existing systems of Aqua line Corridor for seamless integration of all the equipment.	Bidder understanding that existing system design will be shared to the successful bidder. Please confirm.	NMRC will share the existing system design documents to the successful bidder, if required. Other design documents requirement if any, will be in the DDC scope.							
280	NGNEDDC/ Volume-3/Scope of Work, clause D., Page 31	Power Supply Arrangement DDC shall study the maximum loading of each RSS (02 new and 02 existing) during normal Power Feeding and during failure of any one of the RSS. Maximum loading of each RSS is also to be extrapolated for	It is requested to kindly provide the headway data along with number/configuration of coaches/cars for the respective years for performing necessary study.	S.No.	Corridor	Year	Peak hour	No. of Rakes	No. of car per rake	Total No. of Cars	Peak hour

		the traffic projections of 2041, to be supplied by NMRC, for the scenarios, normal Feeding as well as N-1 scenario.					Head way (min)				Head way (min)
				1.1	Depo t Statio n to Noid a Secto r 51		6				6
				1.2	Noid a Secto r 51 to Know ledge Park V	2028	12	30		120	12
				1.3	Noid a Secto r 142 to Okhla Bird Sanct uary		10		4 CAR		10
				2.1	Depo t Statio n to Noid a Secto r 51		5.5				5.5
				2.2	Noid a Secto r 51 to Know ledge Park V	2031	11	31		124	11
				2.3	Noid a Secto r 142 to	2031	10				10

					Okhla Bird Sanctuary							
					3.1	Depot Station to Noida Sector 51		2.85				2.85
					3.2	Noida Sector 51 to Knowledge Park V	2041	5.7	57		228	5.7
					3.3	Noida Sector 142 to Okhla Bird Sanctuary		6				6
281	NGNEDDC/ Volume-3/Scope of Work, clause E., Page 32-33	Modifications in Protection Settings of Existing Electrical Installations of NMRC, for the requirement of linking of the existing facilities to the 03 Extension Corridors, is under the scope of DDC, if required.	Modification in protection settings of existing electrical installation can't be done by DDC as this required special application software. Bidders understand that the same shall be included in Power supply contractor.	Modifications will be proposed by DDC as per their study and implementation will be done by Power Supply contractor.								
282	NGNEDDC/ Volume-3/Scope of Work, clause F., Page 33	Other works: The DDC will be required to make their services available for providing additional details, modify drawing and issue clarifications whenever required during the construction phase. This would involve attending meeting at design office at Noida whenever required.	During construction period, any changes in drawings due to site condition shall be done by the Installation contractor, DDC shall review and approve the revised drawings along with the reason provided by the contractor, this is the practice followed in DDC works. Request to correct the clause.	No change in tender condition.								
283	NGNEDDC/ Volume-3/Scope of Work, clause G (ii), Page 33-34	The DDC shall, if so required, carry out field survey and soil investigations wherever required. The cost of these services shall be included in the Lump sum set forth in the Agreement.	Pls clarify whether the route survey from GSS to RSS & soil investigation of RSS is part of DDC scope?	The Survey and Geotech Investigation work may be carried out as per the instruction of Engineer-in-Charge. In case of work being done by DDC, the payment shall be governed by Clause 16 of SCC.								
284	NGNEDDC/ Volume-3/Scope of Work, clause G (iii), Page 34	Services to be performed by the DDC prior to the award of contract to system contractor Ministry of Railway (RDSO) Approvals, as applicable If any new type of equipment is proposed to be used, its safety worthiness will have to be evaluated and sanction of relevant statutory authority will have to be obtained. Detailed investigation and testing will have to be done in this connection.	DDC being the designer shall produce the design and drawings based on technical proven-ness & best practices being followed of 25 kV AC Traction, Auxiliary & SCADA systems across the world. Safety worthiness can be checked only through type tests & acceptance lies with RDSO. We understand, this work is to be done	No change in tender condition.								

			through Independent accredited lab by testing the equipment as per relevant standard. DDC will assist in verifying the technical parameters of the equipment. However, getting approvals from RDSO / MoR & getting it tested doesn't fall under DDC scope. In view of above, it is requested to kindly delete this from DDC's Scope of work.	
285	NGNEDDC/ Volume-3/Scope of Work, clause G (v), Page 34	List of Drawings – Cross Section, Structure erection drawings	These drawings are part of construction related drawings and are in the scope of construction contractor, hence the same may be removed from the scope of DDC.	No change in tender condition.
286	NGNEDDC/ Volume-3/Scope of Work, clause G (v), Page 36	FP/SP/SSP/SS – Feeding arrangement to OHE	It is understood that DDC will prepare the typical arrangement drawing of FP/SP/SSP/SS, since these drawings are developed once the equipment vendors are finalised, hence these drawings shall be developed by Construction contractor and DDC will review/approve the drawing as Good for Construction. Request to keep the review part as scope of work with DDC.	No change in tender condition.
287	NGNEDDC/ Volume-3/Scope of Work, clause G (xiii), Page 42	Interface with other system wide design consultants/contractors/utilities.	DDC shall be liable for interface up until the stage where construction tender is not awarded. Once the construct contractor is on board, it shall be responsibility of the respective contractor for doing necessary interface related to project execution. Kindly confirm.	DDC shall interface with NMRC, Contractor's DDC and other system wide contractor's DDC. No change in tender condition.
288	NGNEDDC/ Volume-3/Scope of Work, clause 6.4, Page 53	NMRC may require the submission of applicable software including in house software programme / worksheets developed by the contractor, computer input and programme logic for its review prior to the acceptance of the computer output.	Generally, calculations as output from software is provided for validation and design submission. Submission of applicable software is not envisaged as part of this tender. Kindly confirm.	Refer clause 5.1 & 6.4 of Scope of work. Further, refer Part-4 of Building Services of Volume-5 Standard Documents.
289	NGNEDDC/ Volume-3/Scope of Work, clause 6.8, Page 54	The DDC may also be required to perform test calculations using the program so that the results may be compared with those obtained by other means.	All proposed software is universally accepted and validated. Moreover, it would be particularly challenging and time-taking to match the values of software and calculations. It is requested to kindly accept design software outputs.	No change in tender condition.
290	NGNEDDC/ Volume-3/Scope of Work, clause 8.7, Page 59	Delivery of Tender Drawings, BOQ's, Cost Estimates and Specifications for E&M and other Building Services Work	It is not clear if the tender document will be prepared for all the 3 corridors at once or separate tender document will be floated by NMRC. Request to clarify.	Refer Note of Clause 1.1.1 of NIT.
291	NGNEDDC/ Volume-3/Scope of Work, clause 9, Page 65	Submission of Documents	It is requested to kindly minimise the number of hard copies mentioned in the tender to reduce the carbon foot-print share of the project which shall be in line with sustainability aspect as well.	No change in tender condition.
292	Annexure-B1, Vol-4 Pricing Document, Pg-10	Liquidated Damage to be imposed if yes	It is requested to remove the liquidated damages clause form S.No. 1 through 7. As mentioned for S.No. 8, mutually agreed timeline can be established and the same is already included for liquidated damages.	No change in tender condition.
293	S.No. 9, Annexure-B1, Vol-4 Pricing Document, Pg-10	Extending support during construction period as per Scope of Work**	Kindly clarify the "***" significance mentioned in S.No. 9.	Refer Addendum-2.



294	S.No. 11, Annexure-B1, Vol-4 Pricing Document, Pg-10	Validation of design after commissioning of the system.				It is understood that validation of design shall be based on the reports (final/as built) and drawings only with respect to tender stage design. Kindly confirm.	No change in tender condition.
295	S.No. 4 & 6, Annexure-B2, Vol-4 Pricing Document, Pg-11	First Design Submission as per Scope of Work required for submission to Ministry of Railways / Statutory authorities & Final Design Submission including details required for submission to Statutory authorities/ Local Authorities, etc.				In general, DDC’s role is limited to providing necessary support for the approval from Ministry of Railways/Statutory authorities with Engineer taking the lead for according any necessary approval. Kindly confirm if Bidder’s understanding is correct.	DDC shall assist NMRC in obtaining all necessary clearances and approvals. Refer clause G (iii) of 3.11 & 3.14 of Scope of Work.
296	NGNEDDC/ Volume-5/Part-1, clause D3.1.2., Page 21	The DDC shall be responsible for the design, of a first stage primary concrete. Others will undertake the design of the secondary concrete, track slabs and trackwork under contracts with the NMRC. A fundamental obligation of the DDC is to co-ordinate and co-operate with the Trackwork DDC and Contractor so that the design of all components of the railway are compatible.				It is mentioned here that Track DDC is separate, Pls refer to Sl.no 13 of this document wherein Trackwork’s are also mentioned as part of this DDC tender, pls clarify.	No, Track work is not in the scope of the DDC. However, DDC shall be responsible for interface related work between Substructure, Superstructure and Track. DDC shall assist NMRC in preparation of Tender Documents for Track work, if required.
297	NGNEDDC/ Volume-5/Part-1, clause D 3.2., Page 21-22	Stray Current corrosion control				It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail. This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current in the said clause.	Clause D 3.2. Stray Current Corrosion Control Section D3 - RAILWAY DESIGN REQUIREMENTS of Volume -5 Part-1 of Tender document is deleted.  Refer Addendum-2
298	NGNEDDC/ Volume-5/Part-1, clause D7.7.1., Page 37	The incorporation of a stray current corrosion control system.				It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail. This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current in the said clause.	Point no. “The incorporation of a stray current corrosion control system” of sub clause D 7.7.1 under clause D 7.7 of System wide Requirements of Volume -5 Part-1 of Tender document is deleted.  Refer Addendum-2
299	NGNEDDC/ Volume-5/Part-5, Interface, Point 9, Page 11	9	Electrolytic corrosion prevention.	<b>Purpose:</b> Implementation of the system for protection of reinforcements,prevention of corrosion of metallic pipes and structures.  <b>Design:</b> Design details to be workedout in-co-ordination with Designated Contractor’s design requirements.	<b>Design:</b> • Confirm the detailed requirements for stray dc current control. • Review the design from NGNEDD.	It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail. This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current & electrolytic corrosion in the said clause.	Under Volume-5/Part-5, Interfaces between E&M Contractors and DDC, point no.-9 at page -11 is deleted.  Refer Addendum-2
300	NGNEDDC/ Volume-5/Part-5, Interface, Point 13, Page 11	13	Platform Insulation at stations.	<b>Design:</b> Design details to be worked out in-co-ordination with Designated Contractor’s design requirements.	<b>Design:</b> Confirm the requirement and material specification for safety of passenger/ safe touch potential limit.	It is to be noted that stray currents are primarily caused in DC Traction. Their significance is negligible in AC Traction as all the structures, rails etc., are connected to the earthing system & to the RSSs earth mat / buried rail. This reduces the potential difference & nullify stray current flow in AC traction. Hence request to remove stray current in the said clause. Also, there shall be no requirement of platform insulation at stations.	Under Volume-5/Part-5, Interfaces between E&M Contractors and DDC, point no.-13 at page -11 is deleted.  Refer Addendum-2