

Madhya Pradesh Metro Rail Corporation Limited (MPMRCL)

(A Joint Venture of Government of India and Government of Madhya Pradesh)

CIN: U75100MP2015SGC034434

2nd Floor, Smart City Development Corporation Limited Office Building,
Kalibadi Road, BHEL, Sector A, Berkheda, Bhopal – 462022, Madhya Pradesh, India

Website- www.mpmetrorail.com

Tel No.: – +91-755-2475607

Corrigendum – 14

No.: 445/MPMRCL/2022

Date: 28.03.2022

With reference to Tender Notification No.: 1427/MPMRCL/2021/Package BH&IN-02, Date: 02.11.2021, regarding “Design, Manufacture, Supply, Installation, Testing, Commissioning and Training of Standard Gauge Passenger Rolling Stock Cars (with 15 Years Comprehensive Maintenance) – 81 Cars for Bhopal and 75 Cars for Indore, including Signalling & Train Control and Telecommunication Systems (with 7 Years Comprehensive Maintenance)” for Bhopal Metro Rail Project and Indore Metro Rail Project, following corrigendum are issued in pursuant to clause 3.5 of Volume I – ITT. The corrigendum will be part of the said tender document.

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
1	Volume I, Part 1: NIT	1.2, 9th row (8 of 239)	Last date of issuing addendum/ corrigendum 17.03.2022.	Last date of issuing addendum/ corrigendum 28.03.2022.
2	Volume I	Annexure – 1 to ITT	“1. Annexure – 1.1: Requirements for Tenderer’s Technical Proposal for Rolling Stock Cars”	“1. ‘Attachment – 1.1: Requirements for Tenderer’s Technical Proposal for Rolling Stock Cars”

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
		(Page 43 of 239)		
3	Volume I	Annexure – 1 to ITT (Page 43 of 239)	"2. Annexure – 1.2: Requirements for Tenderer's Technical Proposal for Signalling & Train Control and Telecommunications Systems"	"2. Attachment – 1.2: Requirements for Tenderer's Technical Proposal for Signalling & Train Control and Telecommunications Systems"
4	Volume II	Sr. No - 44 Part A – Contract data Particular Condition (153 of 244)	AOA (any one accident) limit equal to 6% of the Accepted Contract Amount, in respect of 'design and construct' with AOY (any one year) limit of 2 incidents in a year. This PII policy shall be valid for five years after date of issue of 'Performance Certificate' or three (3) years after commencement of commercial train operations whichever is later. Wherever the Contractor submits policy for shorter period / annual renewable policy, the same shall be renewed before its expiry date. In such situation, the Performance Guarantee shall be retained till required validity period. The Contractor's submission of such shorter period / renewable policy shall be construed as their irrevocable consent for retention of the Performance Guarantee. The Engineer will not issue Final Payment Certificate until the Contractor has produced evidence that coverage of the professional indemnity insurance has been provided for the aforesaid period.	AOA (any one accident) limit equal to 6% of the Accepted Contract Amount, in respect of 'design and construct' with AOY (any one year) limit of 2 incidents in a year. This PII policy shall be valid for five years after completion of defect liability period as mentioned in ERGS of Rolling Stock and S&T separately. The PII policy may be submitted for Rolling Stock and S&T separately. Wherever the Contractor submits policy for shorter period / annual renewable policy, the same shall be renewed before its expiry date. In such situation, the Performance Guarantee shall be retained till required validity period. The Contractor's submission of such shorter period / renewable policy shall be construed as their irrevocable consent for retention of the Performance Guarantee. The Engineer will not issue Final Payment Certificate until the Contractor has produced evidence that coverage of the

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
			The Engineer will not issue Final Payment Certificate until the Contractor has produced evidence that coverage of the professional indemnity insurance has been provided for the aforesaid period.	professional indemnity insurance has been provided for the aforesaid period. The Engineer will not issue Final Payment Certificate until the Contractor has produced evidence that coverage of the professional indemnity insurance has been provided for the aforesaid period.
5	Volume III Part 1: ERGSRS	1.1.5 (3rd sentence (11 of 397)	Maintenance of M&P procured by MPMRCL (mentioned in Appendix XI) will not come under the scope of Contractor. However, electricity consumption charges of all the depot M&Ps will be borne by the Contractor.	Maintenance of M&P procured by MPMRCL (mentioned in Appendix XI) will not come under the scope of Contractor. However, electricity consumption charges of all the depot M&Ps will be borne by the Contractor as operation of depot M&P is under the scope of contractor.
6	Volume IV Part 1: ERTS-RS	6.12.4 1st Paragraph (153 of 492) Sr. no. 142 Corrigendum 3 Sr. no. 2	The EP brake shall be so designed that its control function including Wheel Slide Protection (WSP) can be taken over by the other redundant control elements even in the case of failure of individual electronic or electrical control elements. Bogie level control shall be provided for Brake electronics.	The EP brake shall be so designed that its control function can be taken over by the other redundant control elements even in the case of failure of individual electronic or electrical control elements. Bogie level control shall be provided for Brake electronics. Redundant power supply and processor card for hot stand by in the control unit and spare slots for I/O cards shall be ensured. However, any other suitable design for redundancy of EP Brake control

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
		Corrigendum 12		function may be proposed by the Contractor subject to approval of the Engineer.
7	Volume IV Part 2: ERGS-SIG	1.21 (27 of 333)	Newly added	<p>1.21 Defect Liability Period</p> <p>1.21.1 The equipment delivered as part of the Works shall be covered under the Defect Liability Period (DLP) for a period of twenty-four (24) months from the date of Provisional Take Over of the Works.</p> <p>1.21.2 The Contractor shall be responsible for remedying all defects or failures attributable to defective design, material or workmanship during the DLP at its own cost and risk.</p> <p>1.21.3 The repair and or replacement of failed components and equipment and installation of repaired/replaced components and equipment shall be undertaken by the Contractor free of cost. The Contractor shall bear custom duty, freight charges and all other expenses involved in collection of defective components and equipment from the Site and transportation to the manufacturer's works in India or abroad and its return to Site after repairs.</p> <p>1.21.4 For all failures, the DLP (24 months) shall restart from the date when the modified/repaired/replaced component is</p>

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
				commissioned into service. In case of Pattern Failures, the DLP will extend on complete sub-assembly, even when only one component has been modified/repaired/replaced.
8	Volume IV Part 2: ERGS-SIG	11.6.4 APPENDIX 7 (19 of 29)	Defect liability Period	Deleted.
9	Volume IV Part 2: ERGS-SIG	APPENDIX 12, 5.4.4.2, 2nd Sentence (22 of 45) Corrigendum -12	In order to meet the predicted long-term ridership, trains will capable of operating frequent services at short headways down to 2 minutes (120s). The minimum design headway is 90 Seconds. (Corrigendum-03) Refer Volume V [Tender Drawings], and revised drawing no. BI10-BIG-TRK-08-DWG-LPTR001-00001 REV1 for modified Track Plan for Bhopal. (Corrigendum-12)	In order to meet the predicted long-term ridership, trains will capable of operating frequent services at short headways down to 2 minutes (120s). The minimum design headway is 90 Seconds. (Corrigendum-03) Refer Volume V [Tender Drawings], and revised drawing no. BI10-BIG-TRK-08-DWG-LPTR001-00001 REV1 for modified Track Plan for Bhopal. (Corrigendum-12) Refer attachment 1 of Corrigendum 14.
10	Volume VI Pricing Document	2.3.6 (8 of 47)	Further, the sum of the amounts apportioned to Cost Centres 'A' and 'B' (i.e., BHSTCCA, BHSTCCB, INSTCCA and INSTCCB) of a Section shall not exceed 4% and 9% respectively of the "Total Lump Sum" amount for that Section. The sum of amount apportioned to Cost Centre "D" and "E" (i.e.,	Further, the amounts apportioned to Cost Centres 'A' and 'B' (i.e., BHSTCCA, BHSTCCB, INSTCCA and INSTCCB) of a Section shall not exceed 4% and 9% respectively of the "Total Lump Sum" amount for that Section. The amounts apportioned to Cost Centre "D" and "E" (i.e., BHSTCCD,

Sr. No.	Tender Document Reference	Clause/Sub-Clause/Para (Page No)	Clause Description (relevant portion) as existing in the Tender Documents	Clause Description (relevant portion) as amended now to be read as
			BHSTCCD, BHSTCCE, INSTCCD and INSTCCE) of a Section shall not be less than 18% and 9% respectively of the "Tender Total Sum" amount for that Section.	BHSTCCE, INSTCCD and INSTCCE) of a Section shall not be less than 18% and 9% respectively of the "Tender Total Sum" amount for that Section.

The other conditions will remain the same.

Further modifications/amendments (if any) regarding aforesaid tender will be uploaded as and when required.

Managing Director
Madhya Pradesh Metro Rail Corporation Limited
Bhopal

Attachment – 1 to Corrigendum – 14

