

**CONTRACT PACKAGE RAIL-01: REPLIES TO PRE-TENDER QUERIES\_19032025**

**Contract Package RAIL-01: Manufacture and supply of 60 kg (60E1) rails of R260 and R350 HT Grade in connection with Haryana Orbital Rail Corridor (HORC) Project.**

S. No.	Reference to Bid Document (Clause/ Para No. & Page No.)	Brief Description of Clause/ Para No. (As quoted by the prospective Tenderer)	Query Raised	Reply of HRIDC
1	-	Tendering will be conducted through National Competitive Tendering (NCT) and is open to all eligible Tenderers.	We see from the tender that it is only limited for Indian Manufacturers. India on date has only One manufacturer who can deliver rails.  Based on the same, we request HRIDCL to convert this to International Competitive Bidding ICB and to kindly open the Bid to allow Foreign Rail Manufacturers to also participate, thereby ensuring maximum participation and a competitive price for HRIDCL.	Tender conditions remain unchanged.
2	ITT 14.8	ITT 14.8  Prices shall be quoted as specified in Bill of Quantities (MS-Excel File) uploaded on eProcurement portal ( <a href="https://etenders.hry.nic.in">https://etenders.hry.nic.in</a> ). The quoted price shall be inclusive of the following:  (i) the price of the Goods quoted EXW (ex-works, ex-factory, ex-warehouse, ex-showroom or off-the-shelf, as applicable), including all customs duties and sales and other taxes already paid or payable on the components and raw material used in the manufacture or assembly of the Goods; and  (ii) any Purchaser's Country sales tax and other taxes which will be payable on the Goods if the Contract is awarded to the Tenderer.	We are a foreign rail manufacturer; with no permanent establishment/office in India nor any Bank account in India. We request that the supply may please be taken as CIF, as we have no permanent establishment in India and transport of rails in India is very complicated process. We request the contract may be converted to CIF.  Also due to limitation by law, as we do not have any Bank account in India, we are legally not allowed to pay the GST in India. We thus request for deletion of this point in the tender.  Since HRIDCL is the Importer, we request them to pay the applicable Custom Duty directly to the authorities on submission of the custom duty demand. This is being followed by all the other Metros in India.	Tender conditions remain unchanged.
3	Section III - Qualification Criteria 3.4 Technical Qualification	Form EXP-3.4.1 along with copy of RDSO certificate for manufacturing of 60 kg (60E1) R260 and R350 HT rail.....	RDSO is the regulatory body for the Indian manufacturers. We are a foreign rail manufacturer and our evaluation is done by Internationally accredited inspection agency for which we shall provide the required ISO Certificates and other relevant certificates.	Tender conditions remain unchanged.
4	Section III - Qualification Criteria B. FINANCIAL PART	(b)In MS-Excel File Bill of Quantities with quoted all-inclusive Unit rates in INR for the supply against each item. The quoted rate for Item No. 1 to 4 shall be inclusive of the cost of all labour and all- inclusive cost of input materials (including cost of input freight if any), inspection charges, duties, Goods and Service Taxes (GST) including all handling charges, packing, stacking & loading of rail into the transport, as per IRST-12-2009 specifications and duties thereon.  The quoted rate for Item No 5 shall be inclusive of coordination with Railway for arrangement of EUR rakes for transportation of rail, transportation, transit Insurance up to the destination and delivery at site as per schedule of requirements.	We once again request for this Tender to be converted to Incoterms CIF basis.	Tender conditions remain unchanged.
5	Section IV- Tender Forms, Appendix A to Financial Part: Schedule of Adjustment Data	<b>Appendix A to Financial Part: Schedule of Adjustment Data</b> <b>1.Price adjustment</b>  <b>Financial Part</b> <b>Appendix A to Financial Part: Schedule of Adjustment Data</b> <b>1.3</b> The prices charged for the Goods supplied and the related Services performed shall be adjustable.  Price Adjustment Formula.....	Since the Delivery Period is only for 14 months, we request for the PVC formula to be deleted from the tender conditions	Tender conditions remain unchanged.

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6	<b>Section IV- Tender Forms 2.0 Bill of Quantities</b>	<p>1. Manufacture and Supply of 60 kg (60E1), R260 Grade Class-A rails of length 13 meter (undrilled) conforming to RDSO specification IRS T-12-2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders) 973MT</p> <p>2.Manufacture and Supply of 60 kg (60E1), R260 Grade Class-A rails of length 260 meter conforming to RDSO specification IRS T-12- 2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders) 1880MT</p> <p>3. (60E1), R350 HT Grade Class-A rails of length 13 meter (undrilled) conforming to RDSO specification IRS T-12-2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders) 872MT</p> <p>4. Manufacture and Supply of 60 kg (60E1), R350 HT Grade Class-A rails of length 260 meter conforming to RDSO specification IRS T-12-2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders) 7520 MT</p>	<p>The quantity mentioned in both the tables are different.</p> <p>Quantity in the first table adds up to 11245 MT and Quantity mentioned in the 2nd table is 9400 MT. Could HRIDCL please clarify.</p> <p>We request HRIDCL to take out 2 separate tenders- one for 880 Grade Rails and the other for R350HT Rails.</p> <p>All Metros in India are using HH Rails of Length 18m. Foreign Vendors cannot supply rail lengths of 260 mtr.</p> <p>We request HRIDC to take the quantity of 8392MT of HH Rails in 18m length; as is being followed by all the Indian Metros.</p>	<p>Item No. 5 pertains to long rail panel delivery. Tender conditions are self explanatory.</p> <p>Tender conditions remain unchanged.</p> <p>Tender conditions remain unchanged.</p>
7	3. List of Goods and Delivery Schedule	Tentative Delivery Period from issue of LOA in months - 3	<p>In International trading, no activity regarding planning, manufacture of rails begins, unless the supplier receives commercially operable Letter of Credit. Therefore, only after establishing of commercially operable Letter of Credit, the activity of planning of rolling of rails can be undertaken.</p> <p>Further additional time is required for delivery of Lot 1, as in the first lot there are issues like nomination of Inspector, finalization of inspection plan which takes 3 to 4 months. Transportation of rails from European seaport to India takes another 5 to 6 weeks and Clearance of rails from Indian ports requires minimum 3 weeks.</p> <p>We, therefore, request MMRDA that Lot 1 delivery should be <b>7 months</b> from the establishment of commercially operable <b>Letter of Credit</b>.</p>	<p>There is no Lot 1 specified in the Tender. It is assumed reference is made to first scheduled delivery. Tender conditions remain unchanged.</p> <p>Query is addressed incorrectly. HRIDC Tender conditions remain unchanged.</p>
8	Financial Part Table A: Foreign Currency (FC)	Not applicable as Tenderers are required to quote rates and prices only in INR.	For foreign rail manufacturers, we request for price to be quoted in Euros or Dollars, and HRIDCL to advice the Conversion rate to Indian Rupees.	Tender Conditions remain unchanged
9	ITT 15.1	The currency of the Tender shall be in Indian Rupees (INR) only. The Tender price shall be quoted in INR only.	<p>We are a foreign bidder and we cannot quote in INR.</p> <p>Kindly accept the quote in internationally established and acceptable currency like USD and EURO. All tenders for Head hardened rails allow international established foreign currency.</p>	Tender Conditions remain unchanged
10	ITT 18.1	The Tender validity period shall be 180 days after the Tender submission deadline date.	<p>Tender validity for 180 days is too long since the price of raw materials in the global market is unpredictable and volatile.</p> <p>Kindly make the price validity for 90 days.</p>	Tender Conditions remain unchanged
11	ITT 43.1	The Accepted Contract Amount shall be in INR only.	<p>We are a foreign bidder and we cannot quote in INR.</p> <p>Kindly accept the quote in internationally established and acceptable currency like USD and EURO. All tenders for Head hardened rails allow international established foreign currency.</p> <p>The contract should also be issued in the foreign currency quoted by the bidder like Euro or INR.</p>	Tender Conditions remain unchanged
12	ITT 42	The maximum percentage by which quantities may be decreased is: 30%	<p>Decrease in total order quantity by 30% is too much since a very important factor when calculating the pricing in the total quantity.</p> <p>Kindly accept the maximum percentage by which quantity can be decreased at 10%.</p>	Tender Conditions remain unchanged

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13	Section VII – Schedule of Requirements – Scope of supplies	Manufacture and supply of 60 kg (60E1), R 350 HT grade class-A rails of length 13 meter and 260 meter conforming to IRS-T-12-2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders	The specification should be UIC 60 KG (60E1) 1080 GRADE HEAD HARDENED (HH) RAILS AS PER IRS-T- 12-2009 WITH UP-TO DATE CORRECTION SLIPS	Tender Conditions remain unchanged
14	ITT 19.1	Vendors approved for manufacturing of the Tendered items by RDSO	For foreign bidders, the rails manufacturing facility should be certified by internationally accredited inspection agency	Tender Conditions remain unchanged
15	Section VII – Schedule of Requirements – Scope of supplies	Manufacture and supply of 60 kg (60E1), R 350 HT grade class-A rails of length 13 meter and 260 meter conforming to IRS-T-12-2009 (with all correction Slips/Corrigendum up to the date of 28 days prior to dead line for submission of Tenders)).	Foreign vendors cannot supply rails in 260 meter panel due to constraint of the transport.  All metros normally buy the rails in 18 meter/26 Meter length.	Tender Conditions remain unchanged
16	Section VII – Schedule of Requirements Para Vi/Page No 6	Purchaser will send their officials for inspection of manufacturing process of rails at the contractor's plant. The contractor shall arrange the visit of purchasers nominated officials including all logistics arrangement for their stay during the visit. Such visit will be in 2-3 groups of maximum 15 officials.	Purchaser will send their officials for inspection of manufacturing process of rails at the contractor's plant. The contractor will arrange lodging and fooding.And logistics arrangements will be done by purchaser.	Refer Corrigendum No. 2.
17	Section IX – Special Conditions of Contract (SCC)	Price Adjustment Formula Page 39	More Clarity Required on claim and submission of bills on Price Adjustment Formula	Tender Conditions are self explanatory.
18	Section IX – Special Conditions of Contract (SCC)	Price Adjustment Formula Page 39	1.GCC 15.1.2 Price Adjustment Formula : The Price Adjustment may be done away with and basic rate as quoted in the tender may be taken as the price charged for the duration of the contract.  2.GCC 25.1 : It may be spelt out clearly who will arrange transportation of Rails from supplier premises to purchaser site and arrange the unloading and stacking at the purchaser site .This may be made clear for both 13 meter rails and 260 meter rails.	1. Tender Conditions remain unchanged.  2. Refer Item No. (v) under Scope of the Supplies in Section VII-Schedule of Requirements, Part 2 of Tender Document and S. No. 3 of Corrigendum No. 2

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