

Pre-Qualification Queries of IFP No:- MM3-CBS-UGC-0913

QUERIES AND RESPONSES to Addendum No 1

SI. No.	Subject ref/Clause/Page No.	Clause Description	Contractor's Query	Response
1	ITA 4		As per the response to queries provided in Point No 5 (page 3) and 7 (page 6) pertaining to clause 4.4/ITA 4, we request MMRC to provide list of Consultant involved in General Consultants with the Employer.	Shortlisted Consultants have been posted on the MMRDA website.
2	ITA 16.1/ PDS-3	The deadline for Application submission is: Date: 24 th February 2014	We are very much keen to participate in the Pre-Qualification for the above subject work, and in discussions with prospective JV partner who along with us will collectively meet the new requirement for qualifications.	Please Refer to Corrigendum No.5 dt 18th February, 2014
			There are lots of documentations required to be carried out and hence we request you to extend the Due date for submission by at least 1 Month i.e. till 24 th of March, 2014.	
			China was closed entirely due to Spring Festival and has reopened only on 10th February 2014. Also, since until the addendum was issued – no Indian company qualified to participate in the Mumbai Metro Line 3 project due to non-satisfaction of financial criteria. Due to this, we have only now been able to review the clarifications and started discussions on finalizing our association with a potential Indian partner and preparing our documents for submission. However, this will take at least 3-4 weeks for a project of this magnitude.	Please Refer to Corrigendum No.5 dt 18th February, 2014
			Further, while the PQ document does not require	Not required at PQ stage.

			<p>certificates or financial documents to be attested by the Indian Embassy, our potential partners are now indicating this as a requirement. In case attestation from the Indian Embassy is required – this process will take at least 3-4 weeks. We will need a written clarification to participate in the Mumbai Metro project along with our Indian partners now to convince them as well.</p> <p>Could you please let us if attestation by Indian Embassy is compulsory for completion certificates, and financial reports. If yes, we will require an extension of at least 3-4 weeks. A formal request for extension will be sent to you by CRTG authorized signatory shortly.</p>	
			<p>With reference to Pre-Qualification invitation for Metro Line 3(Colaba- Bandra – SEEPZ) Project vide IFP Number MM3-CBS-UGC-0913 dated 16th September 2013 by MMRC and the subsequent communication from your side vide Corrigendum No. 1 dated 25th October 2013, Corrigendum No. 2 dated 29th November 2013, Corrigendum No. 3 dated 8th January 2014 and Corrigendum No. 4 dated 31st January 2014 , we are pleased to inform you that we are in the process of preparing the Tender documents.</p> <p>However, given the complexity of the project and the latest revision in the Pre-Qualification documents, requires us to coordinate and rework the documents in tandem with the Head office in Italy of our parent company “SaliniImpregiloS.p.A”. Therefore, we request you to kindly extend the date of submission of pre-qualification bids at least for 4 weeks from the</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>

			<p>present envisaged date of 24th February 2014.</p> <p>Looking forward to receive a positive response from your side. We remain at your disposal for any further query.</p>	
			<p>Due to revision to prequalification requirement, the composition of JV need for more time to prepare the technical document as it involved lot of coordination with foreign collaboration and statutory requirement. In view of the same we therefore request your good self to extend the submission date by 24th March 2014. (IsoluxCorsàn India Engineering & Construction Pvt. Ltd)</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>
			<p>Sir, as would appreciate that this submission requires a very detailed documentation of not only the applicant but also the consultants, we request you to kindly extend the Submission Due Date at-least by one (1) month</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>
			<p>We therefore would request you to kindly extend the due date of submission by at least one (1) month i.e by 24 Mar 2014, in order to be able to submit a responsive application.</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>
			<p>Although the PQ was invited in Sep 201, the pre-bid replies and the revised PQ criteria were available to all potential bidders only on 3.1.2014. We will require adequate time to assess the revise PQ criteria, finalize the JV/consortium and DDC who will meet the revise criteria and, finally prepare the pre-application documents. Since there are foreign partners involved in the JV/Consortium, preparation of documents by foreign partner, that requires approval from Embassy, is a time consuming</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>

			<p>process. We therefore request MMRC to extend the PQ submission date by at least four weeks from the scheduled date</p>	
			<p>Please note that we are in process of completing the necessary formalities for bidding the same in Joint Venture with capable foreign firms. You would understand that the documentation for submission would require more days in case of Foreign firm participation. Also, we believe this prestigious project needs capable firms from all over world to offer their services. In view of the same, we request you to grant us extension for at least 4 weeks.</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>
			<p>With reference to the Subject Project, we have received the updated Technical and Financial Qualification Criteria for the project. The revised Qualification Criteria necessitates the requirement of additional time for proper due diligence. Further, to meet the revised criteria, which are on a higher side, we are in discussion with couple of partners for the proposed Joint Venture, we need further time to complete the entire due diligence process as well as the required documentations for meeting the qualification criteria for the project.</p> <p>In this regard, we request you to kindly extend the Bid due date by further 4 (four) weeks from the present submission date.</p>	<p>Please Refer to Corrigendum No.5 dt 18th February, 2014</p>

			<p>With reference to the above subject work, we would like to inform you that we are very keen to participate in the above Pre-Qualification (PQ) with proven credentials and similar experience required for the project. As our joint venture partner require some more time for a more detailed study of the project and preparation of necessary documents, we request you to kindly extend the date for submission of Pre-Qualification further four weeks, so that we can submit PQ in its entirety.</p>	Please Refer to Corrigendum No.5 dt 18th February, 2014
			<p>Regarding the revised “Application submission date” as 24th Feb 2014 and Corrigendum-4 referred above, we as “OJSC Mosmetrostroy” additional three (3) weeks extension term (until the end of the working day Monday 17th March) of the application submission date, to be able to provide all the PQ documentation requested, considering a greater time consumption associated with the documents preparation procedure for a foreign entity in comparison with the locally established corporations. We believe that such time extension will benefit the degree of accuracy and competition of the PQ process for a mutual gain and best outcome of all parties concerned.</p>	Please Refer to Corrigendum No.5 dt 18th February, 2014
3	Clause 4.2(a), Specific Construction Experience/Q CR-5	<p><u>For one (1) contract package,</u> Total of twelve (12) km of tunnelling by TBM and six (6) underground stations from maximum three (3) number of distinct contracts of comparable nature and complexity ⁽ⁱⁱ⁾ of the proposed contract package including overall design co-ordination in Design & Build Contracts that have been successfully ⁽ⁱⁱⁱ⁾</p>	<p>Clause 4.2 (a) for 1 contract package and 2 contract package</p> <ul style="list-style-type: none"> • Are we right in our understanding that a minimum of 12 km TBM tunnel and 6 underground station have to be Design and Built mode , irrespective of the qualification for either 1 contract package (from maximum 3 distinct projects) or 2 contract package (from maximum 6 distinct projects) ? • Are we right in our understanding that the Applicant would be first tested for qualification 	<p>Question is not clear, Pre-Qualification conditions prevail.</p> <p>Yes</p>

		<p>completed as a prime contractor (single entity or Consortium/JV member) ^(iv) during the ten (10) years ending 31st March 2013</p> <p><u>For two (2) contract packages,</u> Total of twenty four (24) km of tunnelling by TBM and twelve (12) underground stations from maximum six (6) number of distinct contracts of comparable nature and complexity⁽ⁱⁱ⁾ of the proposed contract package and three (3) similar overall design co-ordination in Design & Build Contracts out of the six (6) that have been successfully ⁽ⁱⁱⁱ⁾ completed as a prime contractor (single entity or Consortium/JV member) ^(iv) during the period mentioned above.</p>	<p>for 1 contract package and if found qualified would be only then evaluated for 2 contract package ?</p>	
			<p>For two (2) contract package Please confirm that six (6) distinct project means six (6) separate projects for TBM tunnels and six (6) separate projects for stations.</p> <p>Also, confirm that the projects involving TBM tunnelling, can include even other tunnels like road tunnels, water-supply tunnels and tunnels in hydro-electric power plants provided the tunnels were constructed using TBM having finished internal diameter equal to or greater than 5m.</p>	<p>No.</p> <p>No</p>
4	<p>Clause 4.2(b), Specific Construction Experience/Q CR-6</p>	<p><u>For one (1) contract package,</u> For the above or other contracts completed as prime contractor (single entity or Consortium/JV member) ^(iv) or subcontractor ^(iv) during the five (5) years ending 31st March 2013, a minimum construction experience in the following key activities successfully completed ^(vi). Only the physically executed and completed works by the entity are accounted.</p> <p>For Category (I) Packages</p>	<p>Request to modify as follows: For Category (I) Packages (Without NATM experience): (d) Execution and completion of Metro Bored Tunnels by closed mode TBM method of at least eight (8) Km in total length and finished internal diameter of not less than 5m, below the local ground water table.</p>	<p>Pre-Qualification conditions prevail.</p>

		<p>(Without NATM experience):</p> <p>a) Execution and completion of Metro Bored Tunnels by closed mode TBM method of at least five (5) km in total length and finished internal diameter of not less than 5m, below the local ground water table</p> <p>b) Execution and completion of at least one (1) underground rail station in conditions which are partly or fully below the local ground water table, and with at least two (2) or more levels (platform and concourse) below the ground surface and excavated volume of not less than 70,000 cubic metres in the station.</p> <p>For Category (II) Packages:</p> <p>c) In addition to the criteria described above for Category (I) packages, Execution and completion of tunnels by NATM (mining method) of at least 500 metres in total length and of finished cross sectional area of not less than 30m², below the local ground water table.</p> <p><u>For two (2) contract packages,</u></p> <p>During the period mentioned above, minimum construction experience as prime contractor</p>		
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		<p>(single entity or Consortium/JV member) ^(iv) or subcontractor ^(iv) in the following key activities successfully completed ^(vi). Only the physically executed and completed works by the entity are accounted.</p> <p>For Category (I) Packages (Without NATM experience):</p> <p>d) Execution and completion of Metro Bored Tunnels by closed mode TBM method of at least ten (10) km in total length and finished internal diameter of not less than 5m, below the local ground water table</p> <p>e) Execution and completion of at least two (2) underground rail stations in conditions which are partly or fully below the local ground water table, and with at least two (2) or more levels (platform and concourse) below the ground surface and excavated volume of not less than 70,000 cubic metres in each station.</p> <p>For Category (II) Packages:</p> <p>f) In addition to the criteria described above for Category (I) packages,</p>		
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		Execution and completion of tunnels by NATM (mining method) of at least 1,000 metres in total length and of finished cross sectional area of not less than 30m ² , below the local ground water table.		
5	Clause 4.2(a), Specific Construction Experience, Note (vi & v) /QCR-9	(iv) The experience of only those members who will have at least 25% share in the overall work will be considered. (v) In case of consortium / JV, experience from previous contracts irrespective of percentage share as a consortium / JV member may be considered.	1. From the two notes, it is understood that if the Applicant in any of its previous contracts has executed the works as a consortium or JV member with at least 25% share, then the entire scope of work would be considered for evaluation. For example The Applicant had a share of 25% share in a Joint Venture that completed 10 Km tunnel and 8 stations in a single contract. As per the notes we understand that the Employer shall consider the entire 10 Km and 8 stations during evaluation of the applicant's experience. Please confirm if our understanding is correct.	Those members who will have at least 25% share in MML 3 project, then the experience from previous contracts irrespective of percentage share will be accounted, if previous contract was executed as integrated JV or consortium.
6	Clause 5.1, Potential DDC/QCR-12	A list of minimum three (3) potential Detailed Design Consultants (DDC) ⁽ⁱ⁾ proposed to be appointed on behalf of the Applicant <u>For one contract package,</u> the successful contractor will be obliged to appoint a DDC from the list submitted during the PQ stage and approved by the Employer <u>For two contract packages,</u> the successful contractor shall	Clause 5.1 <ul style="list-style-type: none"> • Are we right in our understanding that the successful contractor (originally Applicant) will be obliged to appoint a DDC from the list submitted during the PQ stage and approved by the employer means the DDC list would be approved by the Employer during the PQ stage itself and notified ? • Can the Applicant have a chance to pick up designers from list of pre qualified qualified designers with other Applicants? 	Yes Refer to ITA 28.1.

		appoint DDC for each contract package separately.		
7	General		<p>The Mumbai Metro Line 3, as is well known, is not only a prestigious but complex project too. One in which the leading names of the world in the construction business, would be proud to be a part of. To make such a complex a success, it is necessary that only genuine and highly competent contractors or their Joint Ventures are prequalified. Furthermore, it is also necessary that all partner companies (especially the foreign partner companies) of any Joint Venture, on whose strengths the Joint Venture has been qualified, will need to be physically present on site and actively participate in the successful execution of the project works. Therefore “name lending” should not be allowed at any cost.</p> <p>Many other large projects have failed miserably mainly because no steps were taken to check and prevent name lending at the pre-qualification and bidding stages. To avoid any such failure, in the Mumbai Metro Line 3 it is necessary that any possibility of name lending by the foreign partners (who do not intend to participate in actual execution) should be stopped at the early stages itself, of implementation of this prestigious project.</p> <p>As we take our job seriously, for us pre-qualification and bidding is a costly exercise. Therefore a brief confirmation from your side that necessary steps are / will be taken to ensure that name lending will not be possible, would go a long way in encouraging major international tunneling companies such as us who have a proven track record of successful completion of complex projects.</p>	Pre-Qualification conditions prevail.