



JAIPUR METRO

**JAIPUR METRO RAIL CORPORATION LIMITED**

Directorate of Operations &amp; Systems

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**NIB No. JMRC/O&S/TI/2014-15/NIB/02****Date: 08/01/2015****Corrigendum-01**

**Name of work:** Selection of Operator who will provide, own, operate and maintain four wheeler CNG/ Electric/ Diesel operated TATA magic type or equivalent vehicles as feeder services on all 9 Stations of Phase-1A of JMRC.

Pre-Bid Meeting for the bid was held on 5<sup>th</sup> January, 2015. After detailed deliberation with the prospective/ interested bidders and queries on the issues raised by them during the meeting are subsequently clarified as below by the Jaipur Metro Rail Corporation Ltd. These clarifications are issued herein shall form a part of the Bid document of above mentioned NIB. Representatives of 7 interested bidders participated in the pre-bid meeting.

SN	Queries/ Discussion with the bidders	Clarification of JMRC
1.	<b>KEY DETAILS</b> a) Name of Work : It should be own/hire, operate & maintain E-Rickshaws as feeder services on all 9 metro stations of Phase-1A of JMRC	<b>No change is proposed.</b> As clause 1.1.1 of ITT defines that the tender is proposed for selection of operator to procure, own, operate and maintain E-Rickshaws as a feeder vehicle transport network. The mode of procurement is at disposal of the bidder.
2.	Clause 1.4.2 of ITT If its third party arrangement/hired then it will be borne by the E-Rikshaw owner	<b>No change is proposed.</b> As the mode of procurement is at disposal of the bidder
3.	Clause 1.6.1 of ITT The quote will be per rikshaw per day & there should be a flexibility of six months to attain the level of 100 & above	<b>No change is proposed.</b> As clause 3.12.1 on License fee has provision that it will be varied as per number of feeder vehicles on prorata basis. However, performance security will be as per Clause 1.6.5 @ 5% of the contract price
4.	Clause 1.6.4 (c) of ITT We will submit drivers documents & Police verification is going to be done by JMRC	<b>The Clause shall be read as</b> "Police verification and valid driving license of each staff to be deployed. <b>JMRC will assist in early Police verification</b> ".
5.	Clause 2.1 of Technical Specification & Scope of Work Contractor would need to provide, own/ operate and maintain E-Rickshaws. If the vehicles with proper drivers are not available then JMRC should consider	<b>No change is proposed.</b>
6.	Clause 2.2.3 of Technical Specification & Scope of Work JMRC will not assist but get JMRC route approved by RTO before the operator starts operating	<b>The Clause shall be read as</b> "Approval for the routes will need to be taken from RTO/ local authorities. <b>JMRC shall arrange such approvals.</b> "



7.	<p>Clause 2.2.4 of Technical Specification &amp; Scope of Work</p> <p>Its 17 hours of working in that case as per labour law, we will have to appoint 2 people for the job, in that case total appointment of 200 licensed drivers is required &amp; a provision of extra drivers</p>	<p><b>No change is proposed.</b></p> <p>The increased half hour are part of obligation as preparatory or complimentary period.</p>
8.	<p>Clause 2.3.2.2 to 2.3.2.4 of Technical Specification &amp; Scope of Work</p> <p>The display of time table on E-Rikshaw will be borne by contractor that too only paint work whereas any display of time table or route plan to be displayed on the station will be borne by JMRC</p>	<p><b>The Clause shall be read as</b></p> <p>2.3.2.2 – JMRC in place of contractor</p> <p>2.3.2.3 – The fixed cost --- by the contractor <b>for vehicles and JMRC for the stations.</b></p>
9.	<p>Clause 2.3.3 (iii) of Technical Specification &amp; Scope of Work</p> <p>The contractor's Authorised person's no. will be displayed &amp; not the Contractor's</p>	<p><b>The Clause shall be read as</b></p> <p>"Contact no. of the contractor <b>or his authorized person</b>"</p>
10.	<p>Clause 2.4.2 of Technical Specification &amp; Scope of Work</p> <p>As per RTO rates the rates approved by RTO is Rs. 8/- for 4kms &amp; above so we can keep Rs.7/-, its still less then what RTO rates</p>	<p><b>No change is proposed.</b></p> <p>These are proposed fares subject to deliberation &amp; approval of RTO. However, in normal circumstances, it shall not exceed the per KM rate as applicable in JCTSL non-AC vehicles as per clause 2.4.1.</p>
11.	<p>Clause 2.5 of Technical Specification &amp; Scope of Work</p> <p>When JMRC is getting a fixed amount per E-Rikshaw then the consolidated reports are not required to be submitted but yes we can share the data of prescribed on route E-Rikshaws collection at the time of increase in rates. Also there should be a provision of increase in % of price per year.</p> <p>Any ad on ticketing should be allowed by JMRC to the contractor</p>	<p><b>The Clause shall be read as</b></p> <p><b>Delete: and submitted to Station Control Room</b></p> <p><b>To add in last line: If the listed routes, stops, number of vehicles and fare structure are proposed for any variation either by JMRC or contractor.</b></p>
12.	<p>Clause 2.6.1.2 &amp; 2.6.1.3 of Technical Specification &amp; Scope of Work</p> <p>There should be allocated parking space for E-Rikshaw to be parked after the operations are over i.e. 10:pm to 6am but 20% of the fleet to be provided parking in the day time, for the off road rikshaws.</p> <p>The prefab cabin space provided by JMRC should be 10 feet by 10 feet, in order to provide proper advertisement and handling of operations</p>	<p><b>No change is proposed.</b></p> <p>As per Clause 1.1.1 of ITT, depending upon the ridership the feeder vehicles may be varied between various stations. It will avoid parking in day time at the station with reduced patronage and facilitate both users and contractor at the station with enhanced patronage. Upto 6 x 6 feet size cabin is enough for one person.</p>
13.	<p>Clause 3.1.10 of Technical Specification &amp; Scope of Work</p> <p>JMRC will provide sufficient charging slots at every station for smooth functioning; the electric bill will be borne by Contractor. Even the water facility is required for cleaning the vehicles to maintain quality</p>	<p><b>The Clause shall be read as</b></p> <p>However, if electric vehicles are provided then as per feasibility and demand, charging facility may be provided to the contractor by JMRC.</p>



14.	<p>Clause 3.4.5 of Technical Specification &amp; Scope of Work</p> <p>The contractor will provide all documents to JMRC for police verification but the JMRC will get the verification done by Police deptt.</p>	<p><b>No change is proposed.</b> Already clarified at Sr. No. 4.</p>
15.	<p>Clause 3.10.2 of Technical Specification &amp; Scope of Work</p> <p>The termination of contract period for both the parties to be the same, either 30 days or 90 days.</p> <p>The vehicles are not registered in JMRC name so this clause should be removed</p>	<p><b>The Clause shall be read as</b> <b>Delete: Since the vehicles ..... to metro passengers.</b> <b>Delete: JMRC reserves .... metro passengers.</b> As the vehicles are not the property of JMRC.</p>
16.	<p>Clause 3.15.1 of Technical Specification &amp; Scope of Work</p> <p>The Contractor will cover the insurance of the person who is an employee of the Contractor &amp; is not covered under ESI</p>	<p><b>The clause shall be read as</b> <b>Delete: All of the contractor ..... under ESI.</b></p>
17.	<p><b>General:</b></p> <ol style="list-style-type: none"> <li>1. There should be a period of relaxation of 6 months in general terms &amp; conditions (except financial), as you had mentioned during discussions whereas this must be in writing.</li> <li>2. If any of the party provides value additions, must be taken in consideration for merits.</li> <li>3. Instead of asking for ESI/ PF and insurance of the drivers, I suggest a little change in language i.e. " all the drivers must be covered in accidental insurance and must have ESI registration or health insurance card at company or individual level.</li> <li>4. Display of time table and destinations signages at Metro stations should be provided by JMRC.</li> <li>5. As JMRC is acting as a nodal agency so the documents of drivers for licence or police verification must be routed through JMRC.</li> <li>6. Transition from Fuel based vehicles to Electric vehicle must also be mentioned in writing.</li> <li>7. Electric vehicles must be given priority in technical bid for merit.</li> </ol>	<p><b>No change is proposed.</b> Already clarified at Sr. No. 3.</p> <p>If monthly licensee fee offered by the bidders in financial bid are same of more than one bidder, preference shall be given to the bidder providing (i) electric vehicle (ii) CNG vehicle.</p> <p><b>No change is proposed.</b> Already clarified at Sr. No. 16.</p> <p><b>No change is proposed.</b> Already clarified at Sr. No. 8.</p> <p><b>No change is proposed.</b> Already clarified at Sr. No. 4.</p> <p><b>The Clause shall be read as</b> <b>To add in para 6 of Clause 1.1.1 of ITT:</b> During operation of the contract, the contractor may switch-over to approved eco-friendly vehicles on the same terms &amp; conditions of the contract</p> <p><b>No change is proposed.</b> Already clarified at Sr. No. 17 (2).</p>

Other terms and conditions of the Bid Document shall remain unchanged.

  
**Director (Operations and Systems)**