



**KMRC**

**KOLKATA METRO RAIL CORPORATION LIMITED**

(A GOVERNMENT OF INDIA AND GOVERNMENT OF WEST BENGAL JOINT VENTURE)

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No. KMRCL/CE/39/Track (PQ)/09

Dated: 15-December-2009

**ADDENDUM NO. 2 TO PQ document for Pre qualification of Tenderers for the work of "Design, construction, manufacturing, supply, installation, testing, commissioning of track work and installation of Third rail (Salt Lake Sector -V – Howrah Maidan except within Central Park Depot for East-West Metro Rail Project , Kolkata."-**

1. It has been decided to modify the PQ document with respect to few of its clauses as tabulated below :

<b>Sl. No.</b>	<b>Reference</b>	<b>Original (dated 23/09/09)</b>	<b>Tender Addendum 1 (dated 7/12/09)</b>	<b>Tender Addendum 2 (dated 15/12/09)</b>
1	Cl.1.3.5	Each sub-system should be of proven design and technology and from reputed suppliers with a sound track record with commissioning experience of at least 20 KM, half of which should be in a country other than the country of origin .Fastening system to be used in track should be of a type which has been proven internationally such as VOSSLOH (336),PANDROL('e'-Clip) etc.	Each sub-system should be of proven design and technology and from reputed suppliers with a sound track record with commissioning experience of at least 20 KM, at least half of which should be in India. The technology, viz. the type of proposed track structure and fastening system should have already been approved by R.D.S.O, Ministry of Railways, India, as on the day of opening of the main TW tender.	Each sub-system should be of proven design and technology and from reputed suppliers with a sound track record with commissioning experience of at least 20 KM anywhere in the World.  At the time of bidding, the tenderer should submit documentary proof supporting the provenness of the system in any similar Metro conditions. Certificate from the client to the effect that the system is under trouble-free service for at least 5 years satisfactorily

				<p>both for underground and elevated sections for a stretch of minimum 5 KM in each should be submitted at the time of bidding for prequalification.</p> <p>The technology, viz. the type of proposed track structure and fastening system should have already been approved by R.D.S.O/Ministry of Railways, Govt. of India, as on the date of opening of the main TW tender.</p>
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2. The revised time schedule is as follows:

- Last date of submission of PQ bid **10/01/2010 at 15.00 hrs.**
- Date and time of opening of PQ bid **10/01/2010 at 15.30 hrs.**

Sd/-  
**(K.Gangopadhyay)**  
Chief Engineer-II  
On behalf of Managing Director  
Kolkata Metro Rail Corporation Limited