NATIONAL CAPITAL REGION TRANSPORT CORPORATION LIMITED
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Dated 01.09.2020

Addendum and Corrigendum No. 06B

Name of Work: - Bid No. DM/ST/COR-OF/100, Package 24: Design, Supply, Installation, Testing and Commissioning of Signalling &Train Control, Platform Screen Doors and Telecommunication Systems for Delhi – Ghaziabad – Meerut RRTS Corridor of NCRTC

S.N.	Bid Document Section / Clause No.	Existing Document/Form/Clause/ Sub Clause	Modified Document/Form/Clause/Sub Clause
1	PART II A/ P24 PART-2- 1/ SECTION 6C_PARTICULAR SPECIFICATIONS_TELECOMMUNICATION / CH- 5/ CLAUSE NO. 5.6.2.6 (27), 5.6.2.7 (30), 5.6.2.10 (10)	5.6.2.6 (27): Storage Temp (-20 °C to + 70°C) 5.6.2.7 (30): Storage Temp (-20 °C to + 70°C) 5.6.2.10 (10): Temperature (-40°C to 50°C)	5.6.2.6 (27): Storage Temp: -20 °C to + ~~70~~ **55°**C **or better** 5.6.2.7 (30): Storage Temp: -20 °C to + ~~70~~ **55**°C **or better** 5.6.2.10 (10): Temperature: **-20** ~~40~~°C to 50°C **or better**
2	PART II A/ P24 PART-2- 1/ SECTION 6C_PARTICULAR SPECIFICATIONS_TELECOMMUNICATION / CH- 7/ CLAUSE NO. 7.2.20	"Preference to ·domestic made electronic goods In procurement due to security consideration" shall be applicable as per Government of India policy as on date of	~~"Preference to ·domestic made electronic goods In procurement due to security consideration" shall be applicable as per Government of India policy as on date~~

<table>
<tr><td></td><td></td><td>opening of price bid, The OEM claiming to qualify under the scope of such rules for PMA (Preferential Market Access) must submit the declaration of VA (Value Addition) as required under the Issued notification.</td><td>~~of opening of price bid, The OEM claiming to qualify under the scope of such rules for PMA (Preferential Market Access) must submit the declaration of VA (Value Addition) as required under the Issued notification.~~

<u>NOT USED</u></td></tr>
<tr><td>3</td><td>Employer’s Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -3, Clause No:3.1.2 (Sl. No: 13 and 25)</td><td><table>
<tr><td>13</td><td>Meerut South</td><td>4</td><td>2Island</td><td></td><td>Elevated</td><td>Half Height all 4 edges for 6/ 3 car gates</td><td>RRTS+ Metro</td></tr>
<tr><td>25</td><td>Modipuram Depot Station</td><td>2</td><td></td><td>2 Side</td><td>Elevated / At Grade</td><td>Half Height</td><td>Metro</td></tr>
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</table></td></tr>
<tr><td>4</td><td>Employer’s Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -3, Clause No:3.2.1</td><td>These elements shall have the appropriate properties, and be of adequate design, to safely accommodate all the design loads identified herein in addition to PSG/ PSD dead weight, operational and dynamic loads. Maximum allowable deflections of the PSG/ PSD installation are 10 mm.</td><td>These elements shall have the appropriate properties, and be of adequate design, to safely accommodate all the design loads identified herein in addition to PSG/ PSD dead weight, operational and dynamic loads. Maximum allowable deflections of the PSG/PSD installation ~~are 10 mm~~ <u>shall be 10mm for Full Height PSD and 20mm for Half Height PSG from the static</u></td></tr>
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			position and no part of facade should infringe the KE or damage the PSG/PSD facade under deflection
5	Employer's Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -4, Clause No:4.14.1	The PSG/PSD structure shall withstand the effect of cyclic and repetitive loading pressures associated with crowd loads, impact and train movements over the design life of the PSG/PSD installations. The effect of loading due to a run through train at 100 Kmph shall also be considered. Maximum allowable (fully elastic) deflection at the PSG/PSD frame members on which the glass is fixed, under worst case combined loading conditions, shall be 10mm from the static position	The PSG/PSD structure shall withstand the effect of cyclic and repetitive loading pressures associated with crowd loads, impact and train movements over the design life of the PSG/PSD installations. The effect of loading due to a run through train at 100 Kmph shall also be considered. Maximum allowable (fully elastic) deflection at the PSG/PSD frame members on which the glass is fixed, under worst case combined loading conditions, shall be 10mm **for Full Height PSD and 20mm for Half Height PSG** from the static position **and no part of facade should infringe the KE or damage the PSG/PSD facade under deflection.**
6	Employer's Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -5, Clause No:5.1.13.3 (A)	PSG installations: - PSG frame members on which the top of PSG facade shall be 10 mm from the static position and no part of facade should infringe the KE or damage the PSG facade under deflection	PSG installations: - PSG frame members on which the top of PSG facade shall be ~~10~~ **20** mm from the static position and no part of facade should infringe the KE or damage the PSG facade under deflection
7	Employer's Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -5, Clause No:5.8.3 (B)	The Contractor shall demonstrate, by a combination of attention to the design detail of the leading edge of the door screen and appropriate actuation and control facilities, the ability of the door systems to reduce the	The Contractor shall demonstrate, by a combination of attention to the design detail of the leading edge of the door screen and appropriate actuation and control facilities, the ability of the door systems to reduce the risk

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<tr><td>8</td><td>Employer’s Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -5, Clause No: 5.25</td><td>Integrated Digital Advertisement and Passenger Information Display</td><td>Integrated Digital Advertisement and<u>/or</u> Passenger Information Display</td></tr>
<tr><td>9</td><td>Employer’s Requirement Part-2, Section 6G: PS- Platform Screen Doors-R1, Chapter -6, Clause No:6.1.10</td><td>
<table>
<tr><td>14</td><td>Obstacle trapping limit</td><td>Any object larger than 4 mm diameter at 0.9 m above Finish Floor Level (FFL) will trigger the obstacle detection system</td></tr>
<tr><td>15</td><td>Climatic conditions for PSG</td><td>Climatic conditions as specified in GS and PS. PSGs are outdoor type with suitable for IP-65 conditions.</td></tr>
<tr><td>16</td><td>Climatic conditions for PSD</td><td>Climatic conditions as specified in GS and PS. PSDs are underground type with Header Box suitable for IP-54 conditions.</td></tr>
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21	Velocity Pressure on PSG/PSD	a) For Full Height PSD = 2000 Pascal b) For Half Height PSG = 1200 Pascal
28	Aerodynamic Pressure criteria acting on PSDs	The Aerodynamic pressure criteria acting on the PSG/ PSD system caused by Tunnel Ventilation System or wind pressure and a train running through the station is: a) For Full Height PSD = 2000 Pascal b) For Half Height PSG = 1200 Pascal
29	PSG/ PSD Controller	IP 42

		suitable for IP-54 **(For Structural Part)** conditions.
21	Velocity Pressure on PSG/PSD	~~a) For Full Height PSD = 2000 Pascal~~ ~~b) For Half Height PSG = 1200 Pascal~~ **As per the piston effect pressure of maximum train speed of 100 Km/h and all other site conditions**
28	Aerodynamic Pressure criteria acting on PSDs	The Aerodynamic pressure criteria acting on the ~~PSG/~~ **PSD system caused by TVS and the passing through train is +/-1500 Pa (minimum or more if required as per site condition) and on PSG system caused by wind pressure and the passing through train is +/-1200 Pa (minimum or more if required as per site condition)** ~~caused by Tunnel Ventilation System or wind pressure and a train running through the station is:~~ ~~a) For Full Height PSD = 2000 Pascal~~ ~~b) For Half Height PSG = 1200 Pascal~~
29	PSG/ PSD Controller	IP 42

			(For Indoor equipment installed in technical room)
10	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 3, Clause No.3.4.2.4	Earthing Pits: Earth Termination Bar in UPS room will be available for shared use by signalling contractor. Signalling contractor shall set up earth bus bar in Signalling room and other locations where signalling equipment are located from the Earth Termination bar in UPS room.	Earthing Pits: Earth Termination Bar in UPS room **& S&T technical rooms shall be provided as per Appendix A** ~~will be available for shared~~ for use by signalling contractor. ~~Signalling contractor shall set up earth bus bar in Signalling room and other locations where signalling equipment are located from the Earth Termination bar in UPS room.~~ **Earthing connections from MET/CET in S&T Technical room and UPS room to S&T equipment shall be in the scope of S&T contractor.**
11	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No.5.11.1.2	Contractor shall submit the design of line side signals and shall obtain the approval of Engineer. The line side signals shall be rugged, reliable, aesthetic of proven design.	Contractor shall submit the design of line side signals and shall obtain the approval of Engineer. The line side signals **and route indicators** shall be rugged, reliable, aesthetic of proven design.
12	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No.5.11.1.3	Mainline Signals shall be single aspect colour light signal. The sizes of the signal unit shall be so designed so that it does not infringe the requirements of structure gauge without affecting the visibility of the signals. Each unit shall be equipped with a hood & background.	Mainline Signals shall be **multiple** aspect colour light signal. The sizes of the signal unit shall be so designed so that it does not infringe the requirements of structure gauge without affecting the visibility of the signals. Each unit shall be equipped with a hood & background.
13	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No.5.11.1.7	All signals shall be rugged, reliable, of reputed make, aesthetic, matching best industrial quality, of proven design and high-performance LED type in accordance with Indian Railway Standards and sourced from an Indian supplier.	All signals shall be rugged, reliable, of reputed make, aesthetic, matching best industrial quality, of proven design and high-performance LED type in accordance with Indian Railway Standards and sourced from an Indian supplier. **Route Indicator shall be LED matrix type.**
14	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5,		**[Added new clause]**

	Clause No.5.11.1.8		**Route indicators shall be provided on main line to indicate each route wherever a signal can lead to more than one route and shall be mounted on the signal in such a way that it does not infringe the requirements of structure gauge. It should be capable of displaying-** **M for Main Line;** **D for first Diversion;** **S for second Diversion; and** **T for Third Diversion, as the case may be**
15	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No.5.11.2.1	The mainline line side signal aspect shall be used in fallback ETCS Level 1 and degraded modes as under. Non-Lit /Dark/Blank: Stop: Route not set and locked. Lit: Proceed: Route set and locked. Aspects shall be designed to be clearly visible at the required sighting distance under all weather conditions including rain and direct sunlight.	The mainline line side signal aspect shall be used in fallback ETCS Level 1 and degraded modes ~~as under.~~ ~~Non-Lit /Dark/Blank: Stop: Route not set and locked.~~ ~~Lit: Proceed: Route set and locked.~~ Aspects shall be **finalized during design stage and aspects shall be** ~~designed to be~~ clearly visible at the required sighting distance under all weather conditions including rain and direct sunlight.
16	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No.5.11.2.6	Route Indicators are not required.	**Not Used**
17	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No. 5.14	**Functional Architecture of CCS** From a logical and functional point of view, the CCS system shall carry out the following macro functions but not limited to: 1) Traffic Management System (TMS); 2) Diagnostic & Maintenance Management; 3) Power supply and Traction system Management;	**Functional Architecture of CCS** From a logical and functional point of view, the CCS system shall carry out the following macro functions but not limited to: 1) Traffic Management System (TMS); 2) Diagnostic & Maintenance Management; 3) Power supply and Traction system Management;

		4) Passenger Information; 5) Video Surveillance and security system(CCTV System); 6) Emergency management (tunnel ventilation system); 7) CCS personnel training & Simulation facilities; 8) Quality of service reports; 9) Access control and Intrusion Detection system (No interface with TMS); 10) Distributed Acoustic System (provided by other Contractor for Interface with TMS for Alarms); and 11) Playback system.	4) Passenger Information; 5) Video Surveillance and security system(CCTV System); 6) Emergency management (tunnel ventilation system); 7) CCS personnel training & Simulation facilities; 8) Quality of service reports; 9) Access control and Intrusion Detection system (No interface with TMS); 10) Distributed Acoustic System (provided by other Contractor for Interface with TMS for Alarms); and 11) Playback system. **12) Display information from Seismometer (provided by other contractor for interface with TMS for display).** **13) Display information from Anemometer (provided by other contractor for interface with TMS for display).**
18	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No. 5.20.6 and new clause 5.20.7	5.20.6 Not used.	5.20.6 ~~Not used.~~ **TMS shall Communicate with Seismometer installed by another vendor on D-G-M Corridor for display of information on TMS MMI and generating logs.** **5.20.7 TMS shall Communicate with Anemometer installed by another vendor on D-G-M Corridor for display of information on TMS MMI and generating logs.**
19	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, New Clause No. 5.25.5 and 5.25.6		**5.25.5 The Train control & Signalling System shall display alarms on MMI for the operator and generate logs on receiving information from seismometer which will be installed by another vendor. TMS shall display alarms divided in category (based on emergency) according to information provided by Seismometer. TMS shall**

			directly Interface with the Seismometer. Its detail design shall be finalized in design stage. **5.25.6 The Train control & Signalling System shall display alarms on MMI for the operator and generate logs on receiving information from anemometer which will be installed by another vendor. TMS shall display alarms divided in category (based on emergency) according to information provided by Anemometer. TMS shall directly Interface with the Anemometer. Its detail design shall be finalized in design stage.**
20	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 5, Clause No. 5.34.4.5, New points 37 and 38		**37) Seismometer Information** **38) Anemometer information**
21	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 6, Clause No.6.4.3.6	Signalling system shall enable the Traffic Controller to take train movement decision based on the indications available with him (i.e. TMS MMI/ Mimic Panel/ Interlocking VDU) in the event of failure of a signal or train detection due to any reason when a train operator is to be authorized to pass a signal at non lit / blank condition.	Signalling system shall enable the Traffic Controller to take train movement decision based on the indications available with him (i.e. TMS MMI/ Mimic Panel/ Interlocking VDU) in the event of failure of a signal or train detection due to any reason when a train operator is to be authorized to pass a signal at ~~non lit~~ **Red** / blank condition.
22	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 8, Clause No. 8.2.1	The sequence of tests shall be as follows: 1) Tests;	The sequence of tests shall be as follows: 1) **Type** Tests;
23	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 10, Clause No. 10.1.4 (6)	Appropriate fixed means of access shall be provided for easy and safe maintenance of Trackside equipment such as signals.	Appropriate fixed means of access shall be provided for easy and safe maintenance of Trackside equipment such as signals, **Route indicators**.
24	Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 10, Clause No.10.7.4.1	Earth Termination Bar in UPS room will be provided by E&M contractor for use by Signalling Contractor. Earthing connection from MET/CET to S&T equipment shall be in the scope of S&T contractor.	Earth Termination Bar in UPS room **& S&T technical rooms** shall be provided ~~by E&M contractor~~ **as per Appendix A** for use by Signalling Contractor. Earthing connection from MET/CET **in S&T Technical room and**

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<tr><td></td><td></td><td></td><td><u>UPS room</u> to S&T equipment shall be in the scope of S&T contractor.</td></tr>
<tr><td>25</td><td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 13, Clause No.13.2.3, (iii)</td><td>The contractor shall provide overall 60 days of training. Minimum one expat trainer along with another trainer shall conduct each training module. Number of trainees shall be decided as per employer’s discretion.</td><td>The contractor shall provide overall 60 days of training <u>for S&TC system</u>. Minimum one expat trainer along with another trainer shall conduct each training module. Number of trainees shall be decided as per employer’s discretion.</td></tr>
<tr><td>26</td><td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Chapter 15, Clause No. 15.5.2 Sub clause (5)</td><td>15.5.2 The scope of work to be performed is Design, Engineering, Supply, Installation, Testing and Commissioning, including the following: Sub clause
5) Defect Liability Period of 3 years from Revenue Operation Date</td><td>15.5.2 The scope of work to be performed is Design, Engineering, Supply, Installation, Testing and Commissioning, including the following: Sub clause
5) Defect Liability Period of 3 years from Revenue Operation Date <u>of that section</u>.</td></tr>
<tr><td>27</td><td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Appendix A, Clause no. 9.4 List of Interface sheets for S&T</td><td></td><td>[Added new items]<table><tr><td><u>31</u></td><td><u>Signalling Vs. Seismometer</u></td><td><u>Present Annexure</u></td></tr><tr><td><u>32</u></td><td><u>Signalling Vs. Anemometer</u></td><td><u>Present Annexure</u></td></tr></table></td></tr>
<tr><td>28</td><td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Appendix A</td><td></td><td>[Added new Table]

<u>31) Signalling Vs. Seismometer</u><table><tr><td colspan="2"><u>Contractor- A</u></td><td><u>Contractor- B</u></td><td><u>Sheet #: 1/1</u></td></tr><tr><td><u>Signalling Contractor</u></td><td><u>Design Stage</u></td><td colspan="2"><u>Seismometer Contractor</u></td></tr><tr><td><u>1. Shall display alarms on MMI for the operator and generate</u></td><td colspan="2"><u>1. Shall install Seismometer and all accessories at</u></td></tr></table></td></tr>
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			logs on receiving information from seismometer which will be installed by Contractor-B. **2. TMS shall display alarms divided in category(based on emergency) according to information provided by Contractor-B.** **3. TMS shall directly Interface with the Seismometer. Its detail design shall be finalized in design stage.** **4. Shall provide connectivity (supply and install/lay) from TER/SER at station/depot to TMS at OCC and BCC.**	**station/s. (Detail will be finalized during design stage).** **2. Shall assist Contractor-A for all interface issues including interfacing of hardware, software, data etc.** **3. Seismometer shall directly Interface with TMS. Its detail design shall be finalized in design stage.** **4. Shall provide connectivity (supply and install/lay) from Seismometer at station/depot to TER/SER at station/depot.**

<table>
<tr>
<td>29</td>
<td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1, Appendix A</td>
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<u>2. TMS shall display alarms divided in category (based on emergency) according to information provided by Contractor-B.</u>
<u>3. TMS shall directly Interface with the Anemometer. Its detail design shall be</u></td><td colspan="2"><u>1. Shall install Anemometer and all accessories at station/s. (Detail will be finalized during design stage).</u>
<u>2. Shall assist Contractor-A for all interface issues including interfacing of hardware, software, data etc.</u>
<u>3. Anemometer shall directly Interface with TMS. Its detail design shall be finalized in design stage.</u>
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<tr><td>30</td><td>Employer Requirement Part 2, Section 6B: PS – Signalling & Train Control R1/Appendix R /Section 1.1 Table</td><td><table><tr><th>Station name</th><th>Type of Service</th><th>Station Level</th><th>Stations with /without points and crossing</th></tr><tr><td>Duhai Depot</td><td>RRTS</td><td>Elevated</td><td>Stations with points and crossing</td></tr><tr><td>Modipuram Depot</td><td>MRTS</td><td>Elevated</td><td>Stations with points and crossing</td></tr></table></td><td colspan="2"><table><tr><th>Station name</th><th>Type of Service</th><th>Station Level</th><th>Stations with /without points and crossing</th></tr><tr><td>Duhai Depot</td><td>RRTS</td><td><s>Elevated</s> <u>At Grade</u></td><td>Stations with points and crossing</td></tr><tr><td>Modipuram Depot</td><td>MRTS</td><td><s>Elevated</s> <u>At Grade</u></td><td>Stations with points and crossing</td></tr></table></td></tr>
<tr><td>31</td><td>Employer’s Requirement Part-2, Section 6F, Track Plan</td><td colspan="3"><u>The Revised Track Plan Drawing is attached herewith as Attachment No. 1 in Addendum and Corrigendum No. 06B. Bidders may kindly note the same.</u></td></tr>
</table>

Enclosures:

1) **Revised Section 6F: D-G-M Corridor Track Plan R-7**