

Government of India (Ministry of Railway)



West Central Railway (Construction)

Expression of Interest

December 2015

Invitation of Expression of Interest for the design and construction of following Railway Project.

- (i) ***Katni – Bina 3rd Line (263.0 Km) or part thereof along with signaling arrangement and OHE & related works for electric traction***

(WCR reserves the right to cancel this request for EOI and / or invite afresh with or without amendments to this request for EOI, without liability or any obligation for such request for EOI and without assigning any reason. Information provided at this stage is indicative and WCR reserves the right to amend / add further details in the tender/RFP document.

Disclaimer: Submission/application by potential bidder for this EOI shall not be considered as RFQ or selection of prospective bidder.

Contact: For any clarification Dy CE/C-1/JBP at official number 0761-2677084 or CE/C-1 at official number 0761-2629455 or at e mail cec1@wcr.railnet.gov.in

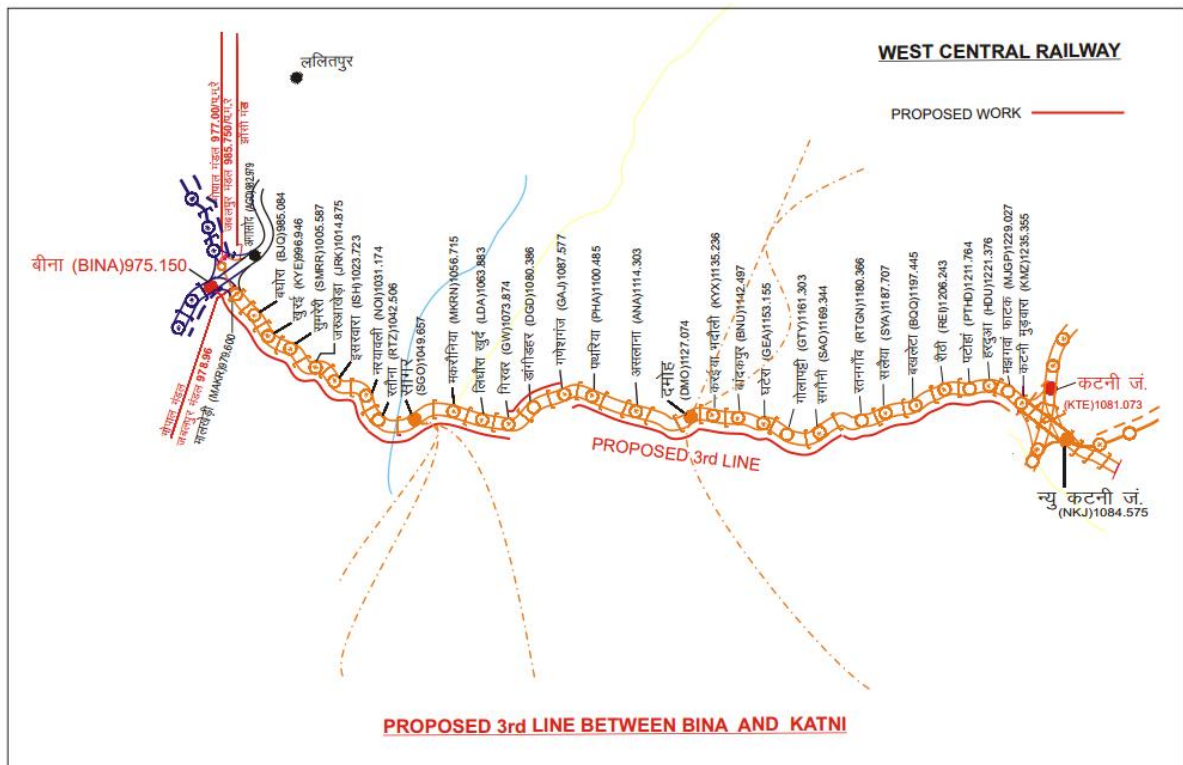
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1.0 Introduction & Project Details

1.1 Katni – Bina 3rd Line (263 Km)

The growing requirements of the economy will necessitate faster expansion of the freight network through new capacity creation. It necessitates enhancing the capacity of existing rail routes to cater the growing traffic. Therefore, it is planned to undertake 3rd line from Katni to Bina (263 Km) in Madhya Pradesh. The distance between Katni to Bina is 263 km. There are 30 more stations excluding Katni and Bina on this section viz Malkheri(Spl), Baghora(B), Khurai(B), Sumreri(B), Jeruwakheda(B), Isharwara(B), Nariaoli(B), Ratona(C), Sagaur(B), Makroniya(B), Lidhora Khurd(B), Girwar(B), Dangidahar(C), Ganeshganj(B), Pathariya(B), Asalana(B), Damoh(B), Karhiyabhadoli(B), Bandakpur(B), Ghatara(B), Golapatti(C), Sagoni(B), Ratangaon(B), Salaiya (B), Bakhleta(B), Rithi(B), Patohan(C), Hardua(B), Majhgawan Phatak(C) and Katni Murwara(B) of Jabalpur division of WCR.



Out of thirty stations, long haul loop proposed on 18 (eighteen) stations, and connectivity of third line proposed at 14 stations in between and extension in 2 yards i.e. in Mahadev Khedi and New Katni Junction, modification proposed in existing yard at 16 stations yards with increasing length of loops to 750 and 1500 m. One new crossing station proposed at Majhgawan Phatak converting existing ‘C’ class station at shifted location. Details of connections and modification of existing yard at various stations is as under:

S.No.	Station Name	Station Code	Chainage	Crossing/ Halt	3rd Line with/without connection to Existing lines		Modification in Existing Yards	
					Connection	Loop Length	Ext/New of CSR to 750 m	Ext of CSR to Long Haul
(-1)	Mahadev khedi	MDVK	982.65/ (-) 8.7 Km from Malkhedi	Crossing	Yes	-	-	-
1	Bina	BINA	975.15	Crossing	-	-	-	-
2	Malkheri	MAKR	978.97	Crossing	Yes	1500	-	-
3	Baghora	BJQ	985.084	Crossing	No	1500	-	1500
4	Khurai	KYE	996.946	Crossing	Yes	-	New loop	-
5	Sumreri	SMRR	1005.587	Crossing	No	1500	Ext of 2 loops	-
6	Jeruwa khera	JRK	1014.875	Crossing	No	1500	-	-
7	Isarwara	ISH	1023.723	Crossing	No	1500	-	1500
8	Nariaoli	NOI	1031.174	Crossing	Yes	1500	Ext of 2 loops	-
9	Ratona	RTZ	1042.506	Halt	-	-	NA	NA
10	Saugor	SGO	1049.657	Crossing	Yes	1500	2 nos (Siding + Shunting)	-
11	Makroniya	MKRN	1056.715	Crossing	No	1500	-	-
12	Lidhaura khurd	LDA	1063.883	Crossing	Yes	750	Ext of 2 loops + 1 good siding	-

13	Girwar	GW	1073.874	Crossing	Yes	750	Ext of 2 loops + New ballast siding of 750	-
14	Dangidahar	DGD	1080.386	Halt	-	-	NA	NA
15	Ganeshganj	GAJ	1087.577	Crossing	Yes	1500	1 Loop of 750	-
16	Patharia	PHA	1100.485	Crossing	Yes	-	Ext of loop	-
17	Aslana	ANA	1114.303	Crossing	No	1500	Ext of 2 loops + Goods shed (750)	-
18	Damoh	DMO	1127.074	Crossing	Yes	-	-	-
19	Karhiya Bhadoli	KYX	1135.236	Crossing	No	1500	-	1500
20	Bandakpur	BNU	1142.497	Crossing	Yes	1500	-	-
21	Ghatera	GEA	1153.155	Crossing	No	1500	-	-
22	Golapatti	GTY	1161.303	Halt	No	750	NA	NA
23	Sagoni	SAO	1169.344	Crossing	Yes	1500	Ext to 2 loops	-
24	Ratangaon	RTGN	1180.366	Halt	-	-	-	-
25	Salaiya	SYA	1187.707	Crossing	Yes	750	Ext to 2 loops	-
26	Bakhleta	BQQ	1197.445	Crossing	No	1500	-	1500
27	Rithi	REI	1206.243	Crossing	No	1500	-	-
28	Patohan	PTHD	1211.764	Halt	-	-	NA	NA
29	Hardua	HDU	1221.376	Crossing	No	1500	Ext to loop + Siding	1500
30	Majhgawan Phatak/	MJGP	1229.027	Halt/ proposed crossing	Yes	1500	NA	NA

31	Katni Murwara	KMZ	1235.355	Crossing	Yes	-	-	-
32	Katni (original project limit)	KTE	1237.960	Crossing	-	-	-	-
32/ (+1)	New Katni Junction (extension proposed up to NKJ)	NKJ	7.0 Km from KMZ	Crossing	Yes	-	-	-

Additional offices for Area officer, ADEN, ADSTE, SSE (P-way and works) has to be provided. In addition to this, passenger amenity items i.e. platforms, foot over bridges(21nos), cover over shed sets are to be added at stations. Extension of officers and sub-ordinate rest house, expansion of running room at New Katni Junction is to be done .

For residential purpose 147 numbers staff quarters are also to be made.

Bridge Work

Provisions of IRBM, Sub structure code and Bridge Rule shall be adopted as regards to design and construction of bridges. There are total 43 nos. important/major bridges and 291 nos. minor bridges proposed to be constructed with 25 T loading including MDVK – MAKR and KMZ-NKJ. The total number of bridges on the proposed alignment is grouped as under:

SN	Bridges	Bina Katni	MDVK-MAKR & KMZ-NKJ	Total
1.	Important	12	-	12
2.	Major	26	5	31
3.	Minor	278	13	291
Total (Nos)		316	18	334

There are 4 nos. ROB to be extended by inserting box and 37 nos. RUB/LHS in Bina - Katni section which are proposed for extension for 3rd line including MDVK – MAKR and KMZ-NKJ.

SN	Bridges	BINA KATNI	MDVK-MAKR & KMZ-NKJ	TOTAL
1.	ROB	04	-	04
2.	RUB/LHS	33	4	37
Total		37	4	41

TERMS OF REFERENCE (TOR)**(A) : CIVIL ENGINEERING**

S.No	Description	Provision
1	Category of line	Group 'D'special
2	Axle Load	25 T
3	Gauge	1676 mm B.G.
4	Traction	Electric (for proposed line)
5	Track structure (a) Rails (b) Sleepers (c) Ballast Cushion (d) Welding of rails (e) Points & Crossings	60 kg 90 UTS PSC Sleepers with density of 1660 no per km on main line and 1540 no per km on loop line. 350 mm of 65 mm size on main line and 250 mm of 65 mm size on loop line. LWR on main line and rails to be welded to 3rail panels on loop line. Fan-shaped lay out with 60 kg thick web switches.
6	Obligatory points	The proposed line should pass through the existing railway station and parallel to existing track of Bina-Katni line.
7	Max. permissible speed in section	100 km/h
8	Maximum degree of curvature	3.0 degree on third line
9	Ruling gradient	1 in 100 (Compensated)
10	Gradient in yards	Consistent with the prevailing gradient in existing yards, however gradient shall not be steeper than 1 in 400.
11	Length of loops	750 m – CSR (ordinary) 1500 m - CSR (Long haul loops)
12	Track centre	6.5 m minimum.
13	Maximum grade on approach to main river	As flat as possible consistent with site conditions and not steeper than 1 in 150(compensated)

14	Level crossing	<p>I) Present & proposed tracks at same level:- (a) Existing level crossing shall be eliminated. (b) Existing RUBs shall be extended.</p> <p>II) Present and proposed tracks are at different level:- ROB/RUBs should be provided.</p> <p>Note: -No new unmanned Level crossing is proposed. Possibility of diverting existing Level crossing through wider culvert and merging one road in to adjoining road must be explored to reduce numbers of Level crossings.</p>										
15	Type of loading on bridges	Existing bridges should be extended for 25 T Loading										
16	Tunnel	Nil										
17	Side slopes 1. Hard rock 2. Soft rock 3. Moorum 4. Ordinary soil	<table border="1"> <thead> <tr> <th>H</th> <th>V</th> </tr> </thead> <tbody> <tr> <td>1/2</td> <td>1</td> </tr> <tr> <td>1</td> <td>1</td> </tr> <tr> <td>2</td> <td>1</td> </tr> <tr> <td>2</td> <td>1</td> </tr> </tbody> </table>	H	V	1/2	1	1	1	2	1	2	1
H	V											
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18.	Width of formation (i) Bank (ii) Cutting [iii] Blanketing [iv] Berm	<p>17.95 m on straight including existing bank width, but 7.85 m. for only new track, if diverted / detoured.</p> <p>17.95 m ex. side drains on straight including existing bank width, but 7.85 m. ex. side drains for only new track, if diverted / detoured. Width of bank & cutting may be increased suitably on curves based on extra clearances required on curves.</p> <p>As per RDSO Guide lines: Report No. GE:0014</p> <p>As per RDSO Guide lines at locations with bank height more than 6.0 m.</p>										

(B) SIGNAL & TELECOM

SN	Description	Provision
1	Type of Signaling	MACLS, Std.-II(R) Interlocking. Indoor signaling work shall be new at all the stations. Outdoor work shall be as per alteration required.
2	Operation of Signals	Centralized operation of Points & Signals.
3	Type of Interlocking	Relay interlocking shall be route-setting type.
4	Power Supply	IPS with LM Batteries at stations. Fuse and fire alarm system has been incorporated.
5	DG Sets	DG sets to be provided at all stations.
6	Signal	MACLS LED signal lamps at stations.
7	Points	Motorised operation with independent detection and operation circuit and cable.
8	Track Circuits	DC track circuits with QTA ₂ type relays with QSPA ₁ relays.
9	Block – Double Line	SGE Double line with Block instrument shall be provided. BPAC shall be provided for both lines.
10	Use of type of cables – Signaling	Optical fiber cable shall be used.
11	Use of type of cables – Telecom	Axle Counter – 6 quad cable jelly filled as per latest RDSO specifications.
12	Data Logger	Networked Data logger to be provided at all stations. Data connectivity requirements and associated hardware, software, infrastructure and facilities.
13	Cable laying & protection	<ul style="list-style-type: none"> • Line wise and function wise cabling. • As per cable laying practice prevailing in WCR.
14	Aids and Alarms	<ul style="list-style-type: none"> • Fire alarm system in relay room. • Earth leakage detector. • Fuse alarm system with automatic fuse changeover to be catered for.
15	Furniture	<ul style="list-style-type: none"> • For ASM/Operating staff. • For maintenance staff.
16	Tools for Maintenance	<ul style="list-style-type: none"> • Tool kit. • VHF communication. • Test and measuring instruments.
17	Spares	10% spares to be catered for.

(C) ELECTRICAL

OVER HEAD EQUIPMENT (OHE)	
1.	Provision for OHE for the proposed third line has been made.
2.	Provision of Auxiliary Transformer (AT) and cabling work.
3.	Other ancillaries work required for OHE.
ELECTRICAL GENERAL SERVICES	
1.	Existing Electrical supply arrangement and electrification of station, buildings, and other service buildings will be augmented.
2.	Shifting of existing HT lines.
3.	Extension of power supply line from State Electricity Board & general arrangement as per site requirement.
4.	Provision of electrical pump for water supply arrangement.

2.0 CALL FOR EXPRESSION OF INTEREST

West Central Railway invites expressions of interest (EOI) from competent construction/Engineering firms to undertake both the design and construction of the 3rd line of the Bina-Katni section (263 km) or part thereof along with signaling arrangements and OHE & related works for electric traction together with the related sub-works. The scope will include, but is not limited to:

1. Concept development, preliminary designs and approvals
2. Construction of the facility as per the design
3. Commissioning
4. Submission of completion report along with the completion drawings/plans.
5. Any other related duties to facilitate realization of the project

The activities to be completed in the project comprises of “Earthwork in embankments, bridges , ROB , RUB, station building , Service building , Staff quarters, High level & Rail level Platform , FOB, COP, Toilet blocks , Supply of ballast, transportation, P.way linking, signaling arrangements, centralize operation of points and signals (routes setting type), signaling cables, interlocking of level crossings gates, shifting of OFC and quad cable in station area of the restriction, dismantling for new up line, provision of telecom equipments and indoor cable wiring of station, electrifications of station and buildings, OHE and related works for electric traction and other miscellaneous work in connection with 3rd line BG Railway Line.

Instructions for submission of the expression of interest are enclosed at Annex-I and guidelines for the preparation for the expression of interest is enclosed at Annex-II. Interested construction firms/Joint ventures for construction of Katni-Bina 3rd line or part there of should fill up the enclosed expression of interest form (Annex-III) and submit together with a letter of intent (LoI) so as to reach our office not later than 11.00 hrs on 12.01.2016

Annex-I**3.0 INSTRUCTIONS FOR SUBMISSION OF EXPRESSION OF INTEREST STATEMENT**

1. Accomplished Expression of Interest statement must be submitted together with a Letter not later than **11.00 hrs. on 12.01.2016**.
2. All applications shall be submitted in English.
3. In case of the application made by a Joint Venture, either Joint Venture MOU/Agreement or the Letter of Intent to form the joint venture shall be attached along with all necessary details. Formulation of more than one JV with different partners for the same category is NOT allowed and all such Expression of Interest involving the firm shall be treated as non-responsive.
4. Completed Expression of Interest along with enclosures should be properly listed with index and spiral bound.
5. General information about the project /work is attached as Para 1.0. However the interested are advised to visit the site for appreciation before attending the meeting.
6. The completed forms with all documents in envelopes superscripted along with the name of work as stated above must be sent by Regd. Post/Speed Post to the address of Office of Chief Engineer (Construction) IInd floor, GM office W.C.R at Jabalpur.
7. Details regarding financial responsibility and participation (percentage share in the total) of each firm should clearly be indicated by the Joint Venture/ Consortium firm.
8. A Memorandum of Understanding should be attached for Proposed Agreement of Joint Venture/ Consortium which should lay down responsibility regarding work and financial arrangements in respect of each of the firms in the Joint Venture/ Consortium.

Annex-II**4.0 GUIDELINES FOR PREPARATION OF EXPRESSION OF INTEREST**

1. Expression of Interest is to be filled up in the enclosed forms as per Annexure-III in single copy.
2. Complete name of firm, date of establishment & type of organization whether individual, proprietorship, partnership, private limited company, limited company etc be filled up in Performa-I also indicating name of affiliate firms, their years of establishment, countries of origin and type of organization.
3. Exact and complete home office address, business address, telephone number, Fax, number, E-mail and cable address. Information is to be furnished by the sole applicant or members of JV individually.
4. If present firm is the successor to or outgrowth of one or more predecessor firms, fresh name(s) of former entity (ties) and the year(s) of their original establishment. Information is to be furnished by the sole applicant or members of JV individually.
5. List not more than two (2) principals who may be contacted by this Office. Listed Principals must be empowered to speak for the firm on policy and contractual matters. Information is to be furnished by the sole applicant or members of JV individually.
6. List of minimum essential equipment which the firm must possess for eligibility be filled up in Performa-V. The equipments owned by all the members of JV shall be filled up in case of JV.

5.0 The Eligibility Criteria will be as per Para 2.2 and chapter 3 of model RFQ for Engineering, Procurement and Construction contract issued by Ministry of Railways on 15.10.2015. A copy of the same is available on website of Indian Railways (www.indianrailways.gov.in). Copy also enclosed as annexure V in brief.

Annexure III

6.0 EXPRESSION OF INTEREST FORM FOR CONTRACTOR/ FIRM/ JOINT VENTURE

(To be filled up by each of the constituent firm in case of a Joint Venture)

6.1.0 Stretches for which this application is to be considered:

S No	Stretch of the project	Length of the project (Km)	Estimated cost of construction (in Cr)	Remarks
1	Katni - Bina 3 rd Line	263		

6.2.0 Financial Position :

Financial Turnover during the last five years (Copies of Audited Annual report, Accounts or a statement duly certified by a chartered accountants or Authenticated payment record of Railway should be enclosed).

Year	Turnover (Rs. in lakhs)
2010-11
2011-12
2012-13
2013 – 14
2014 – 15
2015-16

6.3.0 Following documents are required to be submitted along with the form of expression of interest by the contractor(s) for consideration of Railways.

Documents to be submitted with the EOI form

SN	Item	Document Format
1	Company Profile	Proforma – I
2	Details of works executed similar to the tendered	Proforma – II
3	Details of all civil engineering works carried out during past three years	Proforma – III
4	Details of civil engineering works in hand	Proforma – IV
5	Details of the plants and machinery owned by tender	Proforma – V
6	Particular of the technical staff to be employed on the work	Proforma - VI

Proforma-`I`

i. COMPANY PROFILE

1	Full name of contractor/Construction firm and year of establishment.	:	
2.	Registered Head Office & Postal Address Telephone Nos. with STD No.	:	
3.	Branch Office address, if any. Telephone Nos. with STD No.	:	
4.	Constitution of firm (give full details including names of Partners/Executives / Power of Attorney holders, etc.)	:	
5.	Particulars of Registration with Government / Semi-Govt. Organisation, Public Sector, Undertaking & Local Bodies etc	:	

Proforma - II

ii. DETAILS OF WORKS EXECUTED SIMILAR TO TENDERED WORK

(Works of at least 35% value of present tender completed during last 5 years to be given)

Sl. No.	Description of work	Contract awarding authority	Agreement No. & Date	Cost of Work	Date of commencement of work	Date of completion as per agreement	Actual date of completion	Whether arbitration demanded or not

Note: Certificate from authority concerned/employer to be attached.

Proforma - III

iii. ALL CIVIL ENGINEERING WORKS CARRIED OUT DURING PAST FIVE YEARS

Sl. No.	Description of work	Contract awarding authority	Agreement No. & Date	Cost of Work	Date of commencement of work	Date of completion as per agreement	Actual date of completion	Whether arbitration demanded or not

Proforma - IV

iv. DETAILS OF CIVIL ENGINEERING WORKS IN HAND

Sl. No.	Description of work	Contract Awarding authority	Agreement No. & Date	Cost of work	Date of Commencement of work	Date of Completion as per agreement	%age progress of work	Whether arbitration demanded or not

Note: Certificate from authority concerned/employer to be attached.

Proforma - V

v. DETAILS OF PLANTS & MACHINERY

(a) DETAILS OF PLANTS & MACHINERY OWNED BY TENDERER

Sl. No.	Particulars of equipments	No. / Unit	Kind / Make	Capacity	Age and Condition	Details of work where machinery is in use at present	Details of machinery is hypothecated to any bank or institution	Remarks

(b) DETAILS OF PLANTS & MACHINERY PROPOSED TO BE HIRED FOR WORK

Sl. No.	Particulars of equipments	No./ Unit	Kind/ Make	Capacity	Remarks

Note: Supporting documents should be attached.

Proforma- VI

vi. PARTICULARS OF TECHNICAL STAFF TO BE EMPLOYED ON THE WORK

Sr. No.	Name & Designation	Qualification	Professional Experience	Remarks

Note : Supporting documents should be attached.

I hereby certify that no retired Engineer/Gazetted Officer of the Railways who has retired within 1 year of date of submission of tender and has not obtained permission of competent authority shall be/has been engaged by me/our firm. I also certify that none of my relative is engaged in Engineering Department in West Central Railway.

6.4.0 Any other details that the tenderer may like to furnish to substantiate their financial and technical ability to undertake this work and complete the same within stipulated period of completion.

Annexure-IV

7.0 APPLICATION FORM FOR AFFIDAVIT

1. I, the undersigned, do hereby certify that all the statements made in the required attachments are true and correct.
2. The undersigned also hereby certifies that neither our firm M/s _____ nor any of its constituent partners have abandoned any work on Central Government Organization, Government of India nor any contract awarded to us for such works have been rescinded, during last five years prior to the date of this bid.
3. The undersigned hereby authorize(s) any bank person/firm or corporation to furnish pertinent information deemed necessary and requested by the Railway to verify this statement or regarding my (our) competence and general reputation.
4. The undersigned understand & agree that further qualifying information may be requested and agrees to furnish any such information at the request of the Railway/ Project implementing agency.

(Signed by the authorized Officer of the firm)

Title of officer
Name of firm

Date

Annexure-V*Extract of Model Request for Qualification (RFQ) for Engineering, Procurement & Construction Contracts issued by Ministry of Railway Govt of India***2.2 Eligibility of Applicants**

2.2.2 To be eligible for pre-qualification and short-listing, an Applicant or the Lead Member in case of a Consortium shall fulfill the following conditions of eligibility:

(A) Technical Capacity: For demonstrating technical capacity and experience (the “**Technical Capacity**”), the Applicant shall over the past 5 (five) financial years preceding the Application Due Date,

- (i) have received payments for construction of Eligible Project(s), or has undertaken construction works by itself in a PPP project, such that the sum total thereof is more than 2.5 (two and a half) times the Estimated Project Cost (the “**Threshold Technical Capacity**”):
[Provided that at least half of the Threshold Technical Capacity shall be from the Eligible Projects in Category 1 and/ or Category 3 specified in Clause 3.2.1.

OR (for Railway Electrification works only)

Provided that the total Track Kilometer (TKM) of Overhead Equipment (OHE) work from Eligible Projects under Category 1 and/or Category 3 specified in clause 3.2.1 should be at least half of the Estimated Track Kilometer (TKM) of the Project]

- (ii) (a) For civil works:

Undertaken at least one Eligible Project of value of not less than 35 (thirty-five) per cent of the Estimated Project Cost and have received payments for not less than 75 (seventy-five) per cent value of such project.

- (b) For Railway Electrification works:

undertaken at least one Eligible Project under Category 1 or Category 3, either of value of not less than 35 (thirty-five) per cent of the Estimated Project Cost OR of total track kilometer (TKM) of overhead equipment (OHE) of not less than 35% of the Estimated Track Kilometer of the Project, and OHE portion of the Eligible Project has been commissioned. (Provisional Acceptance Certificate of the OHE portion of Eligible Project has been issued).

(B) Financial Capacity: The Applicant shall have a minimum Net Worth(10% (ten percent) of the Estimated Project Cost of the project) (the “**Financial Capacity**”) of [Rs. *** crore (Rupees *** crore) at the close of the preceding financial year.

3.2 Technical Capacity for purposes of evaluation

3.2.1 Subject to the provisions of Clause 2.2, the following categories of experience would qualify as Technical Capacity and eligible experience (the "**Eligible Experience**") in relation to eligible projects as stipulated in Clauses 3.2.3 and 3.2.4 (the "**Eligible Projects**"):

Category 1: Project experience on Eligible Projects in railways sector that qualify under Clause 3.2.3

Category 2: Project experience on Eligible Projects in core sector that qualify under Clause 3.2.3

Category 3: Construction experience on Eligible Projects in railways sector that qualify under Clause 3.2.4

Category 4: Construction experience on Eligible Projects in core sector that qualify under Clause 3.2.4

For the purpose of this RFQ:

A. For civil works-

(i) Railways sector would be deemed to include railways, metro rails, LRT, monorail, high speed rail, highways, expressways, bridges (road/railways) and tunnels (road/railways); and

(ii) Core sector would be deemed to include hydroelectric dams, barrage, ports, airports, thermal/steel/cement plants, oil and gas pipelines, irrigation canals, water supply (pipelines/treatment plants), sewerage (pipelines/treatment plants), power transmission lines and real estate development

(Real estate development shall not include residential flats unless they form part of a real estate complex or township which has been built by the Applicant).

B. For Railway Electrification works -

(i) Railways sector would be deemed to include overhead equipment system of railway electrification for a railway system, metro system, suburban transit system, and high speed railways; and

(ii) Core sector would be deemed to include Railways, power and telecom sectors or any other construction works. .

3.2.2 Eligible Experience in respect of each category shall be measured only for Eligible Projects.

3.2.3 For a project to qualify as an Eligible Project under Categories 1 and 2:

(a) It should have been undertaken as a PPP project on BOT, BOLT, BOO, BOOT or other similar basis for providing its output or services to a public sector entity or for providing non-discriminatory access to users in pursuance of its charter, concession or contract, as the case may be. For the avoidance of doubt, a project which constitutes a natural monopoly such as an airport or port should normally be included in this category even if it is not based on a long-term agreement with a public entity;

(b) the entity claiming experience should have held, in the company owning the Eligible Project, a minimum of 26% (twenty six per cent) equity during the entire year for which Eligible Experience is being claimed; and

(c) (I): For Civil works: the capital cost of the project should be more than 30% (thirty per cent) of the Estimated Project Cost.

(II): For Railway Electrification works: the capital cost of the Eligible Project should be, more than 30% (thirty per cent) of the Estimated Project Cost OR the total track kilometer (TKM) of the project should be more than 60% (sixty per cent) of the Estimated Track Kilometer of the Project.

(d) The value of self construction during five financial years immediately preceding the application due date, in projects which are considered as eligible projects in terms of Clause (a) to (c) above will be considered for the purpose of experience score.

3.2.4

A. For Civil Works:

For a project to qualify as an Eligible Project under Categories 3 and 4, the Applicant should have received cumulative payments from its client(s) for construction works executed, fully or partially, during the 5 (five) financial years immediately preceding the Application Due Date, and only the amounts (gross) actually received, during such 5 (five) financial years shall qualify for purposes of computing the Experience Score. However, receipts of less than [Rs.100 crore (Rupees one hundred crore)] shall not be reckoned as receipts for Eligible Projects. For the avoidance of doubt, construction works shall not include supply of goods or equipment except when such goods or equipment form part of a turn-key construction contract/ EPC contract for the project. Further, the cost of land shall not be included hereunder.

B. For Railway Electrification works

For a railway electrification project to qualify as an Eligible Project under Categories 3 and 4, the Applicant should have received cumulative payments from its client(s) for construction works executed, fully or partially, during the 5 (five) financial years immediately preceding the Application Due Date, OR should have executed track kilometer, during the preceding 5 (five) financial years immediately preceding the Application Due Date equivalent to 30% (thirty per cent) of the Estimated Track Kilometer of the Project. and only the amounts (gross) actually received, during such 5 (five) financial years shall qualify for purposes of computing the Experience Score. However, receipts of less than [Rs.*** crore (Rupees *** crore)] or execution of less than [*** (***) track kilometer] shall not be reckoned as receipts/execution of Track Kilometer for Eligible Projects. For the avoidance of doubt, construction works shall not include supply of goods or equipment except when such goods or equipment form part of a turn-key construction contract/ EPC contract for the project. Further, the cost of land shall not be included hereunder.