

RailTel/Tender/OT/CO/P/ 2020-21/DWDM 100G/530 dated: 20.04.2020

Corrigendum No.-V Dt.25.06.2020

Name of Work:- "Supply and Installation, Testing & Commissioning of 100 Gbps Channel over existing DWDM and creation of New DWDM Network."

S.No.	Tender Page No.	Clause No	Existing Tender Clause	Revised Tender Clause
1	55	S.N. 2 of 26 of Chapter 4A	Amplifiers (Inc. Booster, Pre-Amp and In-line Amplifier) :- Max. Two types	Amplifiers (Booster, Pre-Amp , Midstage and In-line Amplifier) :- Max. Four types
2	58 & 85	41.1.5 of Chapter 4A & 8.2 of Chapter 4B	For the ILA and OADM Locations RailTel will provide space in Rack up to 4 RU for ILA site and 21 RU for OADM sites on standard 19” Telecom Rack. In case the offered ILA and OADM require more space in that case bidder shall provide the Rack.	For the ILA and OADM Locations RailTel will provide space in Rack up to 8 RU for ILA site and 21 RU for OADM sites on standard 19” Telecom Rack. In case the offered ILA and OADM require more space in that case bidder shall provide the Rack.
3	64	SN-64 (New) under Delhi to Kolkatta Annexure-1of Chapter 4A		Section: - NDLS (OADM) to Ghaziabad (OADM), Fiber Length (in Km):- 30, Fiber Type (G652D):- Yes, 1st Fiber Loss (in dBm):-30db, 2nd Fiber Loss (in dBm):-30db.



4	53	1.3-5 of Chapter 4A	Bidder shall propose two type of WSS module for all the sites i.e. ROADM, OEQ & Regenerator site for operational spare simplicity & in future any OEQ & Regenerator site shall be easily converted into the ROADM site with incremental hardware only	Bidder shall propose max two type of WSS module in Network i.e. ROADM, OEQ & Regenerator site for operational spare simplicity & in future any OEQ & Regenerator site shall be easily converted into the ROADM site with incremental hardware only
5	42	1.2.1-Point 10 of Chapter 4A	Mx to BSL (Protected) , Capacity :1x100G, Path-1 - Mumbai -Manmad- Bhusaval (Alien wavelength) and Path-2 Mumbai-Pune- Bhusaval (Alien wavelength).	Mumbai (Mx) to Manmad (Protected) , Capacity :1x100G, Path-1 -Mumbai -Manmad (Alien wavelength) and Path-2 Mumbai-Pune- Manmad (Alien wavelength).
6	42	1.2.1-Point 9 of Chapter 4A	BSL-SC (Protected) , Capacity :1x100G, Path-1 - Bhusaval Warda-Secundrabad (Alien wavelength) and Path-2 Bhusaval -Pune-Wadi-Secundrabad (Alien wavelength).	Secundrabad (SC) to Manmad (Protected) , Capacity :1x100G, Path-1 :Manmad-Bhusaval-Warda-Secundrabad (Alien wavelength) and Path-2: Manmad-Belapur-Daund-Pune-Daund-Sholapur-Wadi-Secundrabad (Alien wavelength).
7	42	1.2.1-Point 21 of Chapter 4A	Pune-Mumbai (Protected) , Capacity :1x100G, Path-1: -Mumbai-Panvel-Pune (Alien wavelength). and Path-2: Mumbai-Manmad-Bhusaval-Pune (Alien wavelength).	Pune-Mumbai (Protected) , Capacity :1x100G, Path-1 : Mumbai -Panvel-Pune (Alien wavelength) and Path-2: Mumbai-Manmad-Pune (Alien wavelength).
8	42	1.2.1-Point 19 of Chapter 4A	GOA- Panvel , Capacity :1x100G, Path :-Madgaon (Goa)--Panvel	GOA- Panvel (Protected), Capacity: 1x100G, Path1:- Madgaon (Goa)--Panvel and Path-2: Panvel-Pune-Londa-Goa.
9	76	1-b-9 of Chapter 4A	Lucknow (OADM) :- OADM Degree:4	Lucknow (OADM) :- OADM Degree:3

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10	75	1-b-12 of Chapter 4A	Kanpur (OADM) :- OADM Degree:4	Kanpur (OADM) :- OADM Degree:3
11	53	1.3 -1 of Chapter 4A	Next Generation (NG) new DWDM system shall be based on state of art Modern technology which drives high capacity cost effectively and lowers operational cost. NG DWDM system shall operate at discrete wavelengths in the C-band centered around 193.1 THz frequency as per ITU-T Rec.G.694.1 grid. The NG DWDM system shall support transmission of single carrier channel with Software Configurable 100G & 200G line rate as per link budget requirement. DWDM Line Port shall be tunable to 100G/200G through software only to run different line rates to cover different application on the same card with no changes to any of the common equipment at the optical or photonic layer provided meeting link budget. DWDM link in Next Generation Optical Network shall be designed for 4 Tbps Capacity with End of Life (EoL) not less than 8 years. The NG DWDM system shall be designed for use in transport networks as a protocol transparent solution for a variety of client/services.	Next Generation (NG) new DWDM system shall be based on state of art Modern technology which drives high capacity cost effectively and lowers operational cost. NG DWDM system shall operate at discrete wavelengths in the C-band centered around 193.1 THz frequency as per ITU-T Rec.G.694.1 grid. The proposed transponder shall support transmission of single carrier channel with Software Configurable 100G & 200G line rate as per link budget requirement and Line Port shall be tunable to 100G/200G through software only to run different line rates to cover different application on the same card with no changes to any of the common equipment at the optical or photonic layer provided meeting link budget. Software Configurable 100G & 200G line rate will not be applicable for Muxponder and Muxponder shall support line rate and client rate as per traffic matrix requirement. DWDM link in Next Generation Optical Network shall be designed for 4 Tbps Capacity with End of Life (EoL) not less than 8 years. The NG DWDM system shall be designed for use in transport networks as a protocol transparent solution for a variety of client/services.

ANX

12	52	1.2.1 of Chapter 4A	Bidder shall consider following fiber losses with 1 dB additional fiber repair margin per span for Alien Wavelength design & 6 dB fiber repair margin for new DWDM system in Backbone. Bidder is also required to submit full link budget calculation of required channels (40/80) along with input parameters Vs output of planning tool. Fiber Characteristic – Forward and reverse path for the existing and New DWDM ILA and OADM Locations are placed as Annexure-I of this chapter.	Bidder shall consider fiber losses with 1 dB additional fiber repair margin per span for Alien Wavelength design & 6 dB fiber repair margin and max fiber loss can be considered upto 33 db per span in New DWDM backbone system (e.g. if current fiber losses is 30 db , fiber repair margin will be 3db, this will not applicable for those spans where optional ILA sites are available in annexure-I) . In case of span fiber loss is equal or more than 33 db in that case 1 dB additional fiber repair margin per span shall be considered. Bidder can also considered max 4 more optional ILA sites apart from optional ILA sites are available in annexure-I. Bidder is also required to submit full link budget calculation of required channels 40 along with input parameters Vs output of planning tool. Fiber Characteristic – Forward and reverse path for the existing and New DWDM ILA and OADM Locations are placed as Annexure-I of this chapter.
13	46	5.1-e of Chapter 4A	The proposed Alien 100G transponder shall be coherent technology based & link performance shall meet BER at 1E-15 without external DCM requirement.	The proposed Alien 100/200G transponder shall be coherent technology based & link performance shall meet BER at 1E-15 without external DCM requirement.

14	60	41.6.4 of Chapter 4A	DETAILED TECHNICAL INFORMATION :The Tenderer shall include in his proposal the detailed Technical information, drawings and functional descriptions of the offered equipment to support the Compliance to DWDM Technical Specifications as in Chapter-4(G) of this tender document.	DETAILED TECHNICAL INFORMATION: The Tenderer shall include in his proposal the detailed Technical information, drawings and functional descriptions of the offered equipment to support the Compliance to DWDM Technical Specifications as in Chapter-4(G) of this tender document. In case of a mismatch between tender technical requirement of Chapter 4 (A) and DWDM Technical Specifications of Chapter-4 (G), technical requirement of Chapter 4 (A) will prevail.
15	60	42 (New Clause) of Chapter 4A		Proposed New DWDM System should support Alien wavelengths in optical & photonic layer without any restriction and no cost to RailTel.
16	85	9.5 of Chapter 4B	100G client interface shall be LR4/SR4 type with dual rate	100G client interface shall be LR4 with dual rate at Delhi and SR4 at other locations and 10G client interface shall be Single mode 1310nm (10km) with dual rate as per traffic matrix requirement.
17	54	24-d of Chapter 4A	The Optical Amplifiers shall be of 'Mid-Access' type with due implementation for gain-flatness, feed-back gain-control & channel-power balancing etc. The Optical amplifiers have to work on 80@ 50GHz or 40 @ 100GHz channels from day one.	The Optical Amplifiers shall be of 'Mid-Access/ Single stage EDFAs/Dual stage EDFAs ' type with due implementation for gain-flatness & feed-back gain-control etc. The Optical amplifiers have to work on 80@ 50GHz or 40 @ 100GHz channels from day one.
18	54	1.3-13 of Chapter 4A	The equipment shall have the provision for monitoring the performance of individual channel through overhead byte of OTUCn. Also, in the case Ethernet support, there shall be the provision of analysis of Ethernet frames.	The equipment shall have the provision for monitoring the performance of individual channel through overhead byte of OTUn /OTUCn. Also, in the case Ethernet support, there shall be the provision of analysis of Ethernet frames.

19	55	27-e of Chapter 4A	Optical Channel Transport Unit Incoming Alignment Errored Second (OTU_IAES).	Deleted
20	109	3.4.3 of Chapter 4G	Telcordia GR-3028-CORE: Thermal Management, Telecommunication Central Office	Telcordia GR-3028-CORE: Thermal Management, Telecommunication Central Office or Environmental Telcordia NEBS GR-63-CORE
21	109	3.4.4 of Chapter 4G	Operation: ETS300 019 Class 3.1	3.4.4 Operation: ETS300 019 Class 3.1 or ETS 300 019-2-3 (Operational, Class 3.1E).
22	109	3.4.5 of Chapter 4G	Transport: ETS300 019 Class 2.2	Transport: ETS300 019 Class 2.2 or ETS 300 019-2-2 (Transportation, Class 2.3)
23	110	3.5.1 of Chapter 4G	ETSI EN 300 386-2: EMC requirements for Telecommunication network equipment	ETSI EN 300 386-2 or EN 300 386: EMC requirements for Telecommunication network equipment
24	105	1.3.1.1 of Chapter 4G	10G Muxponder shall support several ports with OC-3/STM-1, OC-12/STM-4, OC-48/STM-16, OUT1 client rates.	10G Muxponder shall support several ports with OC-3/STM-1, OC-12/STM-4, OC-48/STM-16, OTU1 client rates.
25	105	1.3.2.8 (New Clause) of Chapter 4G		100/200G Transponder shall support OTU4 and OTUC2 DWDM line rate in pluggable/fixed module.
26	108	3 of Chapter 4G	General Fixed-OADM System Attributes	Deleted

Box

27	113	4.6.2 of Chapter 4G	System shall support DCN realization via Optical Supervisory Chanel (OSC) and OTN frame overhead (GCC0, GCC1, and GCC2 channel).	System shall support DCN realization via Optical Supervisory Chanel (OSC) OR OTN frame overhead (GCC0, GCC1, and GCC2 channel).
28	107	1.4.2 of Chapter 4G	1.4.2.10 8G FC (LR/LW, 1310nm, MM) 1.4.2.11 8G FC (ER/EW, 1550nm, MM) 1.4.2.12 8G FC (ZR/ZW, 1550nm, MM)	1.4.2.10 8G FC (LR/LW, 1310nm, SM) 1.4.2.11 8G FC (ER/EW, 1550nm, SM) 1.4.2.12 8G FC (ZR/ZW, 1550nm, SM)
29	107	1.4.2 of Chapter 4G	1.4.2.6 10GbE (LR/LW, 1310nm, MM) 1.4.2.7 10GbE (ER/EW, 1550nm, MM) 1.4.2.8 10GbE (ZR/ZW, 1550nm, MM)	1.4.2.6 10GbE (LR/LW, 1310nm, SM) 1.4.2.7 10GbE (ER/EW, 1550nm, SM) 1.4.2.8 10GbE (ZR/ZW, 1550nm, SM)
30	108	1.4.4 of Chapter 4G	System shall support 'Grey' interfaces at the line side.	Deleted
31	82	Annexure-III (New) of Chapter 4A		<u>Ciena:</u> 1. Photonics details a. WSS : 9x1 WSS i. C-band, 1528.77 to 1566.72 nm. ii. Flex Grid enabled iii. Demux Insert loss (Max): 11.7 dB iv. Mux Insert loss (Max): 6.8 dB b. Mux/Demux i. 100GHz 44 Channel module ii. C-band 1530 nm to 1564.68 iii. Add Insert loss (max): 6.0 dB iv. Drop Insert loss (max): 6.6 dB 2. Architecture of ROADM :Directional ROADM 3. OSNR of existing TXPs :Not Applicable for design validation 4. DGE sites :Not specifically used 5. Amplifier Noise Figure a. Line A: ~ 6.6 to 8.2 dB

Max

				b. Line B: ~ 6.4 to 7.9 dB <u>Adva:</u> 1. Photonics details a. WSS : 8x1 WSS & 4x1 WSS i. C-band, 1529.94 to 1561.42 nm. ii. Demux Insert loss (Max): 12.4 dB iii. Mux Insert loss (Max): 7.8 dB b. Mux/Demux i. 50GHz 40 Channel module ii. C-band 19590-19200 iii. Add Insert loss (max): 6.0 dB iv. Drop Insert loss (max): 6.0 dB 2. Architecture of ROADM :Directional ROADM 3. OSNR of existing TXPs :Not Applicable for design validation 4. DGE sites :Sholapur,Jamikunta and Neelur. 5. Amplifier Noise Figure a. Line A: 5.5dB b. Line B: ~ 5-10 dB
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32	12	Clause 7.2, Chapter-7 of BDS, Chapter-2	Purchaser's Right to Vary Quantities	Clause 7.2, Chapter-7 should be read as clause 3.29, Chapter-3
33	11 & 12	Clause 3.3, Chapter-3 of BDS, Chapter-2	Eligibility Criteria for bidder	Clause i ,should be read as 3.3.2 and sub clauses 7, 8, 9,10,11,12,13 should be read as 1, 2,3,4,5,6,7.
34	17	3.2 of Chapter-3	Delivery Period: Material is required to be delivered by the supplier at the location/ consignee within 120 days from the date of issue of each Sub-PO issued against Advance Purchase order. The materials as per SOR are required to be delivered to the site / at each of the Regional	Delivery Period: Material is required to be delivered by the supplier at the location/ consignee within 120 days including installation and commissioning from the date of issue of each Sub-PO issued against Advance Purchase order The materials as per SOR are required to be delivered

			centers to be decided by the respective Regional EDs, transported to different locations which will be provided by respective Regions to the successful bidder. The bidder is required to submit the PERT chart showing the various activities, which are required for installation, testing and commissioning of the equipment for each route. For items that cannot be installed for want of site readiness or as per the decision of the Executive Director of the region, the same have to be returned to RailTel stores by the Tenderer. Road permit will be facilitated by RailTel and shall issue necessary request letter etc. Tenderer are required to obtain the road permit. However, it has no bearing on delivery period.	to the site / at each of the Regional centers to be decided by the respective Regional EDs, transported to different locations which will be provided by respective Regions to the successful bidder. The bidder is required to submit the PERT chart showing the various activities, which are required for installation, testing and commissioning of the equipment for each route. For items that cannot be installed for want of site readiness or as per the decision of the Executive Director of the region, the same have to be returned to RailTel stores by the Tenderer. Road permit will be facilitated by RailTel and shall issue necessary request letter etc. Tenderer are required to obtain the road permit. However, it has no bearing on delivery period.
35	19	3.3.3 of Chapter-3	4. Qualification documents, details etc. must however, be provided for each member firm complete in all respects strictly in requisite proforma.	4. Qualification documents, details etc. must however, be provided for each member firm complete in all respects.
36	20	3.3.3 of Chapter-3	7. In case of consortium bids by Indian Company with foreign Company as one of the consortium partner, Part of Payment (for imported items) can be quoted in any of the major foreign currencies viz USD, British Pound, EURO or Japanese YEN. In such a case, bidder should clearly specify the components of Foreign exchange and Indian currency for each item. 7.1 For evaluation purposes, B.C. selling Exchange rate of State Bank of India applicable on the date	Deleted

			of technical bid opening will be considered. 7.2 Release of payments in foreign exchange for imported items to foreign companies as a consortium partner, shall be on request of lead bidder along with bill and will be governed by payment clause no.3.14 of chapter-3).	
37	24	3.4 (iii) of Chapter-3	In case rates are quoted in foreign currency, these will be converted to Indian rupees for evaluation purposes taking B.C. selling Exchange rate of State Bank of India applicable on the date of technical bid opening.	Deleted
38	29	3.10.1 (a) of Chapter-3	Local content: The minimum local content shall be 50% or as indicated in the tender enquiry.	Local content: The minimum local content shall be 50% or as indicated in the tender enquiry. Minimum Local Content for DWDM shall be 60% as per the Notification No. 18-10/2017-IP dated 29 th August 2018 issued by Department of Telecommunications, Ministry of Communications or as per the latest notification for FY 2020-21.
39	31	3.11 (3) of Chapter-3	The participating MSEs in a tender, quoting price within the band of L1+15% shall also be allowed to supply a portion of the requirement by bringing down their prices to the L1 price, in situation where L1 is from someone other than an MSE. Such MSEs shall be allowed to supply up to 20% of the total tendered value. In case of more than one such eligible MSE, the supply will be shared equally.	Public Procurement Policy for Micro and Small Enterprises (MSEs) order, 2012 or latest and Office Memorandum F.No. 22(1)/2012-MA dtd. 24.10.2016 or latest issued by MoSME shall be complied.

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40	33	3.14.2 of Chapter-3	In case payment is to be made in foreign currency, 75% of the value of imported equipment/materials would be paid through irrevocable Letter of Credit (LC) to be operated from Corporate Office on submission of the following documents: i. Bill of Lading/ Air Way Bill. ii. Invoice in triplicate & should also indicate CIF value. iii. Packing list. iv. Factory Test Report. v. Purchaser's Inspection Certificate. vi. Certificate of country of origin authenticated by the chamber of commerce. vii. Insurance certificate. viii. Warranty certificate of OEM ix. A certificate duly signed by the firm certifying that equipment/ materials being delivered are new and conform to technical specification. x. A certificate duly signed by the firm certifying that the equipment/ materials being delivered are complete in all respect for the concerned items for which the payment is being released. The Custom Duty/IGST on imported items shall be paid by RailTel against Bill of Entry. However, since the price quoted by the vendor are inclusive of taxes, in case excess Custom Duty is paid by RailTel as compared to the rate of Custom Duty quoted by vendor, the same shall be recovered from vendor from it's payment. If the payment is required through LC, Bank	In case of imported items, 75% of the value of imported equipment/materials would be paid through irrevocable Letter of Credit (LC) to be operated from Corporate Office/Regions on submission of the following documents: i. Bill of Lading/ Air Way Bill. ii. Invoice in triplicate & should also indicate CIF value. iii. Packing list. iv. Factory Test Report. v. Purchaser's Inspection Certificate. vi. Certificate of country of origin authenticated by the chamber of commerce. vii. Insurance certificate. viii. Warranty certificate of OEM ix. A certificate duly signed by the firm certifying that equipment/ materials being delivered are new and conform to technical specification. x. A certificate duly signed by the firm certifying that the equipment/ materials being delivered are complete in all respect for the concerned items for which the payment is being released. The Custom Duty/IGST on imported items shall be paid by RailTel against Bill of Entry. However, since the price quoted by the vendor are inclusive of taxes, in case excess Custom Duty is paid by RailTel as compared to the rate of Custom Duty quoted by vendor, the same shall be recovered from vendor from it's payment. If the payment is required through LC, Bank charges
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			charges in India will be borne by RailTel, while those outside India by the tenderer. All Charges at both ends for LC modifications will be borne by the party requesting the changes.	in India will be borne by RailTel, while those outside India by the tenderer. All Charges at both ends for LC modifications will be borne by the party requesting the changes.
41	120	6.11.3 of Chapter-3	Tenderer should submit firm price offer. Price quoted by the bidder shall remain fixed during the entire period of contract.	Tenderer should submit firm price offer. Price quoted by the bidder shall remain fixed during the entire period of contract. The offer shall be firm in Indian Rupees. No Foreign exchange will be made available by the purchaser.
42	83	9 of Chapter-4B	9. System Requirement	9 should be read as 4
43	84	10 of Chapter-4B	10. Optical Budget	10 should be read as 5
44	84	11 of Chapter-4B	11. OFC Parameters	11 should be read as 6
45	84	12 of Chapter-4B	12. Physical Requirement	12 should be read as 7
46	85	13 of Chapter-4B	13. Type of equipments and their configuration at different locations.	13 should be read as 8
47	92 & 93	1.4 of Chapter-4E	Factory acceptance tests shall be carried out after review and approval of FAT procedure/documents as per bid requirements and review of Pre-Factory acceptance results & shall be conducted at the manufacturing facilities from where the respective equipment/subsystems are offered. The factory acceptance testing shall be conducted in the presence of the Purchaser/Engineer. The tests shall be carried out on random sampling of 8% lot size with minimum quantity of 4 nos. on main equipment /items and factory acceptance certificates shall be issued. The factory tests shall include but not be limited to:	Factory acceptance tests shall be carried out after review and approval of FAT procedure/documents as per bid requirements and review of Pre-Factory acceptance results & shall be conducted at the manufacturing facilities from where the respective equipment/subsystems are offered. In case of imported items, FAT may be conducted in India, if bidder can arrange all testing and measuring facilities in india. Technical parameters for testing in India shall be standard and as defined in the tender document. No additional cost shall be paid to OEM/bidder. The factory acceptance testing shall be conducted in the presence of the Purchaser/Engineer. The tests shall be carried out on random sampling of 8% lot size with

		A) Equipment Testing: i) Mechanical checks to the equipment for dimensions, inner and outer supports, finishing, welds, hinges, terminal boards, connectors, cables, painting etc. ii) Electrical checks including internal wiring, external connections to other equipment etc. iii) Check for assuring compliance with standards mentioned in the specifications. iv) Individual check on each/module/sub-assembly in accordance with the modes and diagnostics programs of the Tenderer. v) Checks on power consumption and heat dissipation characteristics of various equipment vi) Environment testing and other laid down tests in Type Tests plan of the specification of the equipment. vii) Functional testing viii) Any other test not included in FAT document but relevant to the project as desired by the Purchaser/Engineer at the time of factory acceptance testing. B) System Integration Testing	minimum quantity of 4 nos. on main equipment /items and factory acceptance certificates shall be issued. The factory tests shall include but not be limited to: A) Equipment Testing: i) Mechanical checks to the equipment for dimensions, inner and outer supports, finishing, welds, hinges, terminal boards, connectors, cables, painting etc. ii) Electrical checks including internal wiring, external connections to other equipment etc. iii) Check for assuring compliance with standards mentioned in the specifications. iv) Individual check on each/module/sub-assembly in accordance with the modes and diagnostics programs of the Tenderer. v) Checks on power consumption and heat dissipation characteristics of various equipment vi) Environment testing and other laid down tests in Type Tests plan of the specification of the equipment. vii) Functional testing viii) Any other test not included in FAT document but relevant to the project as desired by the Purchaser/Engineer at the time of factory acceptance testing.
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			Functional and performance test should be conducted for the complete system concerning and connecting the DWDM equipment and all major equipment constituting the system (including the equipment supplied by sub-vendors, as applicable) simulating the complete network with appropriate optical attenuators connecting between DWDM nodes to simulate the optical loss of Optical Fibre Cable. The system shall include the total Network Management System. All the functions of NMS shall be demonstrated in totality (as per requirements/specifications of this document including management of DWDM). All equipment shall be connected using the same cables (interfaces/components) as will be used during final installation so that the system can be tested in its final configuration. This testing shall be conducted at the manufacturing facility of the main (DWDM) equipment.	B) System Integration Testing Functional and performance test should be conducted for the complete system concerning and connecting the DWDM equipment and all major equipment constituting the system (including the equipment supplied by sub-vendors, as applicable) simulating the complete network with appropriate optical attenuators connecting between DWDM nodes to simulate the optical loss of Optical Fibre Cable. The system shall include the total Network Management System. All the functions of NMS shall be demonstrated in totality (as per requirements/specifications of this document including management of DWDM). All equipment shall be connected using the same cables (interfaces/components) as will be used during final installation so that the system can be tested in its final configuration. This testing shall be conducted at the manufacturing facility of the main (DWDM) equipment.
48	27	Clause 3.8.6 of Chapter-3	Tenderer/OEM, shall be paid @ 3.5% of supply cost per annum towards Long Term Maintenance Support after completion of warranty period, to undertake repairs/replacements of all type of module/ card/assembly/ subassembly and update/upgrade of software released during this period and /or which may fail in the network after the warranty. Only incremental cost in % over and above this, if perceived by the OEM and Tenderer, may be indicated in Schedule of Requirement and shall be added towards evaluation of tender. If	Tenderer/OEM, shall be paid @ 3.5% of supply cost per annum towards Long Term Maintenance Support after completion of warranty period, to undertake repairs/replacements of all type of module/ card/assembly/ subassembly and update/upgrade of software released during this period and /or which may fail in the network after the warranty. Only incremental cost in % (In Rs.) over and above this, if perceived by the OEM and Tenderer, may be indicated in Schedule of Requirement and shall be added towards evaluation of tender. If however the tenderer

			however the tenderer feels that his AMC Cost is less than 3.5% per annum, he should give suitable discount in equipment pricing. For AMC he will be paid @ 3.5% per annum only. If the Tenderer quotes a higher base rate for AMC, he will be paid at his quoted rate per annum and five-year differential cost shall be added to offered cost. AMC would have to be valid for minimum period of 5 years after the warranty. This period of 5 year may be extended further with mutual consent of RailTel and Contractor. In case a tenderer quotes AMC rates lower than 3.5%, no advantage will be given to him for evaluation purposes. In case the tenderer wins the contract, his product cost will be reduced by differential (w.r.t. 3.5%) AMC rates for five years & he will be paid accordingly. AMC charges to him, however be paid only @ 3.5% per annum on quoted product price.	feels that his AMC Cost is less than 3.5% per annum, he should give suitable discount in equipment pricing. For AMC he will be paid @ 3.5% per annum only. If the Tenderer quotes a higher base rate for AMC, he will be paid at his quoted rate per annum and five-year differential cost shall be added to offered cost. AMC would have to be valid for minimum period of 5 years after the warranty. This period of 5 year may be extended further with mutual consent of RailTel and Contractor. In case a tenderer quotes AMC rates lower than 3.5%, no advantage will be given to him for evaluation purposes. In case the tenderer wins the contract, his product cost will be reduced by differential (w.r.t. 3.5%) AMC rates for five years & he will be paid accordingly. AMC charges to him, however be paid only @ 3.5% per annum on quoted product price.
49	5	SOR item No. B5 of Chapter-1	Incremental AMC charges after warranty period as percentage of overall cost (including taxes and duties) of Schedule of Supplies (A) over and above 3.5% as per clause 3.8 B of Chapter-3.	Incremental AMC charges after warranty period as percentage of overall cost (including taxes and duties) of Schedule of Supplies (A) over and above 3.5% (In Rs.) as per clause 3.8 B of Chapter-3.

All other terms and conditions of Tender document will remain unchanged along with all previous corrigenda.

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Handwritten signature
25/6/20
Jagdeep Singh
ED/Operations

(For and on behalf of RailTel Corporation of India Ltd.)