

**ADDENDUM TO THE AMENDED RFQ Document dated 27<sup>th</sup> May 2009**

**dated 8<sup>th</sup> June, 2009**

[Yellow Highlighting indicates changed/amended part of the document]

This is with reference to the Amended Request for Qualification document for the High Speed Rail Link to Bangalore International Airport (HSRL) Project dated 27<sup>th</sup> May, 2009 hosted on the website of KSIIDC.

Based on the queries received from the prospective & interested bidders & discussions held during the Pre-Application Conference held on 30<sup>th</sup> May 2009, this addendum to the Amended RFQ document dated 27<sup>th</sup> May 2009 is issued:

Clause No. of RFQ	Wordings of the Clause as per amended RFQ Document Dt.27 <sup>th</sup> May, 2009	Modified wordings of the Clause
1.2.1	The Authority has adopted a two-stage process (collectively referred to as the " <b>Bidding Process</b> ") for selection of the bidder for award of the Project. The first stage (the " <b>Qualification Stage</b> ") of the process involves qualification (the " <b>Qualification</b> ") of interested parties/ consortia who make an Application in accordance with the provisions of this RFQ (the " <b>Applicants</b> "). At the end of this stage, the Authority expects to announce a short-list of up to 5 (five) suitable pre-qualified Applicants who shall be eligible for participation in the second stage of the Bidding Process (the " <b>Bid Stage</b> ") comprising Request for Proposals (the " <b>Request for Proposals</b> " or " <b>RFP</b> ").	The Authority has adopted a two-stage process (collectively referred to as the " <b>Bidding Process</b> ") for selection of the bidder for award of the Project. The first stage (the " <b>Qualification Stage</b> ") of the process involves qualification (the " <b>Qualification</b> ") of interested parties/ consortia who make an Application in accordance with the provisions of this RFQ (the " <b>Applicants</b> "). At the end of this stage, the Authority expects to announce a short-list of up to <b>7 (seven)</b> suitable pre-qualified Applicants who shall be eligible for participation in the second stage of the Bidding Process (the " <b>Bid Stage</b> ") comprising Request for Proposals (the " <b>Request for Proposals</b> " or " <b>RFP</b> ").
1.2.4	In terms of the RFP, a Bidder will be required to deposit, along with its Bid, a bid security of Rs 40 crores / Rs.400 M(Rupees Forty crores / four hundred million only) (the " <b>Bid Security</b> "),	In terms of the RFP, a Bidder will be required to deposit, along with its Bid, a bid security of Rs <b>30</b> crores / Rs. <b>300</b> M(Rupees <b>Thirty</b> crores / <b>three</b> hundred million only) (the " <b>Bid Security</b> "),

	<p>refundable not later than 120 days from the Bid Due Date except in the case of the selected Bidder whose Bid Security shall be retained till it has provided a Performance Security under the Concession Agreement. The Bidders will have an option to provide Bid Security in the form of a demand draft or a bank guarantee acceptable to the Authority and in such event, the validity period of the demand draft or bank guarantee, as the case may be, shall not be less than 180 (one hundred and eighty) days from the Bid Due Date, inclusive of a claim period of 60 (sixty) days, and may be extended as may be mutually agreed between the Authority and the Bidder from time to time. The Bid shall be summarily rejected if it is not accompanied by the Bid Security.</p>	<p>refundable not later than 120 days from the Bid Due Date except in the case of the selected Bidder whose Bid Security shall be retained till it has provided a Performance Security under the Concession Agreement. The Bidders will have an option to provide Bid Security in the form of a demand draft or a bank guarantee acceptable to the Authority and in such event, the validity period of the demand draft or bank guarantee, as the case may be, shall not be less than 180 (one hundred and eighty) days from the Bid Due Date, inclusive of a claim period of 60 (sixty) days, and may be extended as may be mutually agreed between the Authority and the Bidder from time to time. The Bid shall be summarily rejected if it is not accompanied by the Bid Security.</p>
2.2.1 (i)	<p>the Applicant, its Member or Associate (or any constituent thereof) and any other Applicant, its Member or Associate (or any constituent thereof) have common controlling shareholders or other ownership interest; provided that this disqualification shall not apply in cases where the direct or indirect shareholding of an Applicant, its Member or Associate (or any shareholder thereof having a shareholding of more than five percent of the paid up and subscribed share capital of such Applicant, Member or Associate, as the case may be) in the other Applicant, its Member or Associate, as the case may be,</p>	<p>the Applicant, its Member or Associate (or any constituent thereof) and any other Applicant, its Member or Associate (or any constituent thereof) have common controlling shareholders or other ownership interest; provided that this disqualification shall not apply in cases where the direct or indirect shareholding of an Applicant, its Member or Associate (or any shareholder thereof having a shareholding of more than five percent of the paid up and subscribed share capital of such Applicant, Member or Associate, as the case may be) in the other Applicant, its Member or Associate, as the case may be, is less than <b>five</b> per</p>

	<p>is less than one per cent of the paid up and subscribed share capital thereof; provided further that this disqualification shall not apply to a bank, insurance company, pension fund or a public financial institution referred to in section 4A of the Companies Act 1956;</p>	<p>cent of the paid up and subscribed share capital thereof; provided further that this disqualification shall not apply to a bank, insurance company, pension fund or a public financial institution referred to in section 4A of the Companies Act 1956;</p>
<p>2.2.3</p>	<p><b>O&amp;M Experience:</b> The Applicant shall, in the case of a Consortium, include a member, having at least 26% (twenty six percent) equity participation in the Project company/ SPV, who has experience of five years or more in operation and maintenance (O&amp;M) of Category 1 projects specified in Clause 3.2.1, with an aggregate capital cost equal to the Estimated Project Cost. In case the Applicant is not a Consortium, it shall be eligible only if it has equivalent experience on its own. In the absence of such experience, the Applicant shall, for a period of at least 5 (five) years from the date of commercial operation of the Project, undertake to enter into an operations &amp; maintenance (O&amp;M) agreement with an entity having equivalent experience, failing which the Concession Agreement shall be liable to termination.</p>	<p><b>O&amp;M Experience: The Applicant shall, [in the case of a Consortium, include a member who shall subscribe and continue to hold at least 10% (ten percent) of the subscribed and paid up equity of the SPV for a period of 5 (five) years from the date of commercial operation of the project, and has either by itself or through its Associate, experience of 5 (five) years or more in Operation and maintenance (O&amp;M) of Category 1 projects specified in Clause 3.2.1, which have an aggregate capital cost equal to the Estimated Project Cost. In case the Applicant is not a Consortium, it shall be eligible only if it has equivalent experience on its own or through its Associates. In the event that the Applicant does not have such experience, it should furnish an undertaking that if selected to undertake the Project, it shall for a period of at least 5 (five) years from the date of commercial operation of the Project, enter into an agreement for entrusting its operations &amp; maintenance (O&amp;M) obligations to an entity having aforesaid experience, failing which the</b></p>

		<b>Concession Agreement shall be liable to termination.</b>																		
3.5.2	The Applicants shall then be ranked on the basis of their respective Aggregate Experience Scores and short-listed for submission of Bids. The Authority expects to short-list upto 5 (five) pre-qualified Applicants for participation in the Bid Stage. The Authority, however, reserves the right to increase the number of short-listed pre-qualified Applicants ("Bidders") by adding an additional Applicant.	The Applicants shall then be ranked on the basis of their respective Aggregate Experience Scores and short-listed for submission of Bids. The Authority expects to short-list upto <b>7 (seven)</b> pre-qualified Applicants for participation in the Bid Stage. The Authority, however, reserves the right to increase the number of short-listed pre-qualified Applicants ("Bidders") by adding an additional Applicant.																		
3.2.8		<b>The Experience Score determined in accordance with Clause 3.2.6 in respect of an Eligible Project situated in a developed country which is a member of OECD shall be further multiplied by a factor of 0.5 (zero point five) and the product thereof shall be the Experience Score for such Eligible Project.</b>																		
C. Project Brief 14.1 Page 82	<table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Name of the Project</th> <th>Length in Km</th> <th colspan="2">Indicative Project Cost** (in Rs. cr.)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td><b>HIGH SPEED RAIL LINK</b> Between Bangalore City-Center (Cubbon Road) and Bangalore International Airport (BIA)</td> <td>33.65</td> <td><b>Elevated option***</b>  3894<sup>\$</sup> 5190<sup>#</sup></td> <td>Under-ground option***  4313<sup>\$</sup> 5767<sup>#</sup></td> </tr> </tbody> </table> <p><b>**Excluding cost of Govt. Land</b></p>	Sl. No.	Name of the Project	Length in Km	Indicative Project Cost** (in Rs. cr.)		1.	<b>HIGH SPEED RAIL LINK</b> Between Bangalore City-Center (Cubbon Road) and Bangalore International Airport (BIA)	33.65	<b>Elevated option***</b>  3894 <sup>\$</sup> 5190 <sup>#</sup>	Under-ground option***  4313 <sup>\$</sup> 5767 <sup>#</sup>	<table border="1"> <thead> <tr> <th>Sl. No</th> <th>Name of the Project</th> <th>Length in Km</th> <th>Indicative Project Cost** (in Rs. cr.)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td><b>HIGH SPEED RAIL LINK</b> Between Bangalore City-Center (Cubbon Road) and Bangalore International Airport (BIA)</td> <td>33.65</td> <td>4313<sup>\$</sup> (Rs.43130 M)  5767<sup>#</sup> (Rs.57670 M)</td> </tr> </tbody> </table> <p><b>** Underground alignment within Bangalore International Airport: Excluding cost of</b></p>	Sl. No	Name of the Project	Length in Km	Indicative Project Cost** (in Rs. cr.)	1.	<b>HIGH SPEED RAIL LINK</b> Between Bangalore City-Center (Cubbon Road) and Bangalore International Airport (BIA)	33.65	4313 <sup>\$</sup> (Rs.43130 M)  5767 <sup>#</sup> (Rs.57670 M)
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	<p><b>*** Options of providing HSRL on elevated level or underground within BIA are being examined. Finalized option will be informed during pre-application conference.</b></p> <p><b>\$ Current cost (June 2007) ; # Completion Cost (2011-12)</b></p>	<p><b>Government Land.</b></p> <p><b>\$ Current cost (June 2007) ; # Completion Cost (2011-12).</b></p>
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The above addendum forms part of the Amended RFQ Document (dt.27<sup>th</sup> May, 2009) and the tendering process.

Managing Director