Metro Express Ltd

Sicom Tower, Wall Street, Ebene

Meeting Record



Meeting/Site	Pre-Bid Meeting/Site visit in connection with "Design-Build of	Date	16 February 2021
Visit	Flashing Warning Lights System at Road-Rail Intersections of the Metro Express Project"	Time	10.15 hrs – 11.15 hrs
Venue	Meeting: Conference Room, OCC building, Depot – Richelieu Site Visit: Depot	Recorded by	MEL

In attendance:

The Representatives of MEL were:

Name	Designation	Contact No.	Email
A.Coantic	Project Manager	460 0460	
C.Edwards	S.Engineer		
K. Bhuttoo	Manager, IT		
Z.Nahaboo	S.Engineer		procurement@metroexpressltd.org
S. Bulato	Procurement Officer		
K. L. Mohit	Trainee Engineer		

The meeting was attended by the following Prospective Bidders/Representatives:

Name	Organization	Designation
Richard Dupuche	Mubelo Electrical Ltd	Managing Director
T. Jahangeer	Energy and Smart Automation Engineering Ltd	Director
A. Arekion		Technician
J.D Louis	Sobany & sons Co Ltd	T. Engineer
Nadeem Sobany		Director

Item	Discussion		
1	Introduction		
1.1	MEL welcomed all present and informed that the purpose of the Pre-Bid meeting was to allow prospective bidders to be clear as to what MEL requires through the Bidding document for the "Design-Build of Flashing Warning Lights System at Road-Rail Intersections of the Metro Express Project".		
2	Issues Discussed		
2.1	The Project Manager gave an overview of the bidding exercise as hereunder:		
	The Employer is: METRO EXPRESS LTD		
The type of the bidding process is: Open International Bidding			
	The name of the bidding exercise is: Design-Build of Flashing Warning Lights System at		
	Road-Rail Intersections of the Metro Express Project		
	 The scope of services was summarised and the following information was shared to the prospective bidders (non-exhaustive list): 		
	The successful bidder shall procure 3 types of flashing warning lights for the in-situ test to be conducted at one intersection. Based on the results of the in-situ test, MEL and the relevant authorities will make a choice with the successful bidder's advice.		
	 The successful bidder shall adhere to the MEL's Permit to Work (PTW) procedure 		
	 The works shall not interrupt the operation of Light Railway System and operation of trains and any road vehicular traffic. 		

Item	Discussion	
	 All civil works associated with the system shall be done by the supplier. 	
3	Queries and Clarifications	

3.1

SN. 1.	Query Where will the testing take place?	Reply The location of the prototype test is foreseen to be conducted at the depot. However, if deemed appropriate by the Employer, the testing could also be conducted at one of the road-rail intersections mentioned in the tender documentation, subject to prior approvals
2.	Which of one of the three flashing warning lights system options needs to be quoted for the permanent configuration in the bid proposal?	from the relevant authorities. All 3 types of flashing warning lights shall be tested, following which, the Employer shall decide on the most appropriate solution. Hence the bidder shall prepare the best proposal accordingly.
3.	How many seconds before should the flashing warning lights system start to flash?	Given this is a Design and Build contract, this setting shall be proposed by the bidder to ensure a seamless integration with the existing system.
4.	Should the flashing warning lights system be connected to OCC?	As mentioned in Section 4: Employer's requirements, the system shall be monitored from the OCC.
5.	What is the TSPS system and what interface is required?	The Traffic Signal Priority System (TSPS) is in place to coordinate train movement at road-rail intersections. Any required technical specifications will be shared with the selected bidder. Bidder shall also refer to clause 4.8 and other relevant clauses.
6.	What is meant by 'laws and standards applicable in Mauritius' as per 2.2 of the Section 4: Employer's Requirements?	This refers to all the applicable laws relevant to this project; safety, labour, civil works, wayleaves, traffic diversions (non-exhaustive). The bidder shall also comply with the relevant international standards. Also, in case this project implementation requires a revision in the existing laws, the selected bidder shall advise MEL
7.	Are there any existing pull-pits that can be used during the project implementation?	accordingly. Existing manholes are available at regular intervals along the alignment. Drawings will be provided to the successful bidder.
8.	Are there any limitations with regards to the interface of the flashing warning lights system with existing systems?	Where interfacing is required, bidder to ensure compliance with clauses 4.2, 4.7, 4.8 and other relevant clauses.
9.	Where is the existing loop found and what area does it cover?	Typically, there are three loops per track at any intersection, with their statuses being fed into the TSPS cabinet located near the intersection. Two loops are present prior to an intersection (one to indicate a train's approach to an intersection, and one to indicate a train's presence at the intersection).

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Item	Discussion			
				One loop is also present after an intersection (a release loop indicating the train has cleared the intersection).
				The employer doesn't guarantee that it would be possible to interface the Warning Flashing Light system with the existing loop statuses within the TSPS cabinet. The bidder shall make its own assessment about the feasibility of using the existing loop statuses. In case it is not possible to connect to the existing systems for any reason, the bidder shall cater for an alternative solution and provide the appropriate train detection
		10.	Does the existing TSPS control train movements and/or stop the train?	system. The TSPS does not control the train. The TSPS provide signals to stop or proceed for both road users and trains. Control of the train movement resides with the train captain.
		11.	What existing communication system is available between OCC and sites?	A fibre backbone communication network links the OCC and sites. A wayside communication cabinet is located near each intersection. This cabinet houses a switch having spare LAN Port. A LAN network is also available at the OCC.
		12.	Can the existing network be used to interconnect with the OCC?	The bidder is to propose the required networking equipment to interface with the Employer's existing communication network in line with clauses 4.4, 4.5, 4.6 4.7, 4.8 and other relevant clauses.
		13.	Can the bidder choose to bid for either one of the type of systems (mode of operations) only?	The bidder can propose any mode of operation provided it complies with employer requirements and is fit for purpose.
		14.	Are voltage free contacts and inputs in both directions for interface preferred?	As a design and build tender, the bidder shall propose and design the best solution to comply with the employer's requirements.
		15.	What are the fail-safe capability requirements?	Bidder to propose the adequate fail-safe mode in accordance with their design proposal.
		16.	What should the Technical Proposal consist of?	The Technical Proposal shall contain all the documentation required as part of Section 1 clause 14.2 as well as any relevant information required to support the proposal (such as technical write up, drawings, brochures, methodology of works, high level programme, testing methodology, write up to demonstrate compliance to the employer's requirements, etc).
		17.	What are the standards applicable to this tender?	Please refer to Section 3 clause 5.4, Section 4 clause 2 as well as all relevant local and international standards in this field, such as: - EN 50126 - Railway Applications. The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS) - IEC 61000 - Electromagnetic compatibility (EMC)
3.2	The meeting continued with a site visit at a Road-Rail intersection near the access control building.			

Item Discussion 4 Conclusion The meeting ended with a note of thanks at 11:15 hours. • The notes of meeting will be circulated by MEL. • For any additional query or clarification, bidders may send an email to procurement@metroexpressltd.org • Bidders are reminded that they should observe the highest standard of ethics and should not disclose any information, since they are bounded with an NDA (Non-Disclosure Agreement).

