

Government of India
Ministry of Railways
Research Designs and Standards Organisation (RDSO)
Manak Nagar, Lucknow (INDIA) -226011

**Addendum/Corrigendum No. 4 to the Provisions of the 'EXPRESSION OF INTEREST'
for Development of Indigenous Modern Fastenings**

Notice No. CT/EF/EOI/ Indigenous Modern Fastening

An EOI for “**Development of Indigenous Modern Fastening System for Indian Railways**” was uploaded on RDSO’s website on 16.05.2025.

The following details are updated in the EOI through Addendum/Corrigendum No. 4:

1. The Last date for submission of Proof checked FEM Analysis: 31.08.2025.
2. Note to Para 3.1 of Annexure-A of EOI shall be read as under:

*Note: Last seven years shall be reckoned as the current financial year and the **seven** preceding financial years.

3. Para 3.1.1 of Annexure-A to EOI shall be read as under:

The participating firm shall be a legal business entity as per the extant provisions of the **relevant** Indian Act / **Statute**. Necessary documents showing registration of the **participating firm** as per the **relevant** Indian Act / **Statute** shall be submitted. The foreign participant **firms** shall also have the option of forming a Joint Venture **Firm** with an Indian **Firm**. Wholly owned Indian subsidiaries of the international firms fulfilling the eligibility criteria stipulated above, can also participate in the EOI **on the basis of the credentials of their parent firms**.

4. Para 3.1.2 of Annexure-A to EOI shall be read as under:

In case, the applicant firm is a JV firm, the firm providing the technology of the offered fastening system should have manufactured and supplied Modern Fastening System conforming to Category “C”, “B” or “D” as stipulated in Para

3.1 to any world Railways, Metro Railways etc. The Indian partner of the JV firm should have facilities for manufacturing the complete fastening system, or at least, the tension clamp of the proposed Indigenous Modern Fastening System or should furnish an undertaking to establish the manufacturing facilities in a reasonable time frame, for which a time period of 15 months from the date of finalization of the EOI is considered adequate.

5. Para 3.1.3 of Annexure-A to EOI shall be read as under:

In case of a Joint Venture, the Number of members in a JV shall not be more than three. One of the members of the JV shall be its Lead Member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share not less than 20% each. In case of a JV with foreign member(s), the Lead Member has to be an Indian firm/company. The JV Agreement should be submitted while submitting the proposal against the EOI.

Following additional provisions shall be applicable on the Joint Venture Firms:

- A. A member of JV shall not be permitted to participate either in individual capacity or as a member of another JV in the EOI.
- B. The response to the EOI shall be submitted only in the name of the JV and not in the name of any constituent member. The response to EOI can be submitted by JV or any of its constituent members or any person authorized by JV through Power of Attorney to submit the response.
- C. A copy of Memorandum of Understanding (MoU) duly executed by the JV members on a stamp paper, shall be submitted by the JV along with the response to the EOI. The complete details of the members of the JV, their share and responsibility in the JV defect liability etc. particularly with reference to financial, technical and other obligations shall be furnished in the MoU.
- D. Once the response to the EOI is submitted, the MoU shall not normally be modified / altered / terminated. In case the participating firm fails to observe/comply with this stipulation, the response to the EOI shall not be considered or and / or the participating JV firm shall be removed from

the list of 'Shortlisted Vendor', 'Qualified Vendor', 'Developmental Vendor' or 'Approved Vendor', as the case may be.

- E. Approval for change of constitution of JV shall be at the sole discretion of the Railway / RDSO. The constitution of the JV shall not normally be allowed to be modified after submission of the response to the EOI, except when modification becomes inevitable due to succession laws etc., provided further that there is no change in qualification of minimum eligibility criteria by JV after change of composition. However, the Lead Member shall continue to be the Lead Member of the JV. Failure to observe this requirement would render participation in the EOI invalid.
- F. Similarly, after the shortlisting of JV as shortlisted vendor, the constitution of JV shall not be normally allowed to be altered except when modification becomes inevitable due to succession laws etc. and minimum eligibility criteria should not get vitiated. Failure to observe this stipulation shall render the participation of the firm invalid. In case of change of Joint Venture, such proposals shall be summarily rejected and will not be considered for further evaluation. If, the change in Joint Venture takes place after the shortlisting of the proposal or award of contract for supply of the Modern Fastening System, the proposal shall be rejected or the contract shall be terminated, as the case may be.
- G. Consequent upon shortlisting as 'Shortlisted Vendor' the JV entity which is shortlisted, with the same shareholding pattern as was declared in the MOU/JV Agreement submitted along with the response to the EOI, shall be got registered before the Registrar of the Companies under 'The Companies Act -2013' (in case JV entity is to be registered as Company) or before the Registrar/Sub-Registrar under the 'The Indian Partnership Act, 1932' (in case JV entity is to be registered as Partnership Firm) or under 'The LLP Act 2008' (in case JV entity is to be registered as LLP). A separate PAN shall be obtained for this entity. The documents pertaining to this entity including its PAN shall be furnished to RDSO after shortlisting as 'shortlisted vendor'. In case the JV entity fails to observe/comply with this stipulation within 60 days from the date of shortlisting as 'Shortlisted Vendor', the JV entity's status as 'Shortlisted

Vendor' shall be withdrawn. The entity so registered, in the registered documents, shall have, inter-alia, following Clauses:

1. Joint and Several Liability - Members of the JV entity shall be jointly and severally liable to the Railway / RDSO for ensuring adherence to the provisions of the EOI and for manufacturing and installation / monitoring of the Indigenous Modern Fastening. The members of the entity shall also be liable jointly and severally for the loss, damages caused to the Railways / RDSO during the course of manufacturing and installation / monitoring or due to non-execution of the contract or part thereof.
 2. Duration of the Registered Entity - It is recommended to keep the validity of JV Agreement sufficiently long and get it extended from time to time. The vendor status accorded to the JV entity shall be withdrawn after expiry of the validity of the JV Agreement.
 3. Governing Laws - The Registered Entity shall in all respect be governed by and interpreted in accordance with Indian Laws.
 4. No member of the Joint Venture shall have the right to assign or transfer the interest, right or liability without the written consent of the other members and that of the Railway / RDSO in respect of the EOI/ tender/contract.
6. Para 3.1.11 of Annexure-A to EOI shall be read as under:

In case no certificate has been issued by the user Railway / Operator or the certificate issued by the user Railway / Operator does not contain all the details stipulated in para 3.1.8 above, the complete details with the supporting documents shall be certified by the Managing Director on the Board of Directors of the participating firm, in the form of a notarized affidavit / apostille authenticated. If the participating firm is a JV Firm / Company, the certification shall be done by the Managing

Director on the Board of Directors of the firm providing the technology of the proposed Modern Fastening System, in the form of a notarized affidavit / apostille authenticated.

7. Para 3.2 of Annexure-A to EOI shall be read as under:

The participating firm whether an Indian Firm/Company, a Joint Venture Firm/Company or a Wholly Owned Indian Subsidiary of a foreign Firm/Company should have the manufacturing facilities in India in compliance with the provisions of “Make in India Policy” of Government of India or should furnish an undertaking to establish manufacturing facilities in India in a reasonable time frame, for which a time period of 15 months from the date of finalization of the EOI is considered adequate. In the case of a Joint Venture Firm/Company, the manufacturing facilities in India should be owned by the Indian partner of the JV.

8. A new Para 4.4 has been added to Annexure-A to EOI as under:

The participant shall get the FEM Analysis proof checked by an Indian Institute of Technology situated in India or Indian Institute of Science, Bangalore. The certificate and the result of the proof checking shall be submitted along with the offer. However, if the proof checking of the FEM Analysis is not available till the prescribed last date for submission of the response against the EOI, the participant can submit the response along with the FEM Analysis Report. The details and certificate of proof checking can be submitted within 30 days from the prescribed last date for submission of the response against the EOI. If the participant fails to submit the details and certificate of proof checking, the response submitted by the participant shall not be considered.

The participant shall be allowed to revise the FEM Analysis Report based on the outcome of the proof check. However, the revised report and the details and certificate of proof check shall have to be submitted within 30 days from the prescribed last date for submission of the response against the EOI.

Subsequent to submission of proof check, during design development stage and field evaluation, the participant shall facilitate discussion of RDSO with designers of the firm and proof checking institution for clarification in design and Participant shall carry out modifications as required.

9. Para 5.3 of Annexure-A to EOI shall be read as under:

It should be possible to use the same fastening system (or the same fastening system with minimum changes) in locations like bridges (with guard rails), points and crossings, Switch Expansion Joints etc. Non-compliance of this provision shall not be a ground for disqualification under this EOI. **However, the participant shall assist RDSO to develop the designs for these special locations.**

10. Para 5.4 of Annexure-A to EOI shall be read as under:

It is desirable that the details of arrangements and the detailed drawings for use of proposed Modern Fastening System at SEJ and bridges with guard rails and points and crossings be submitted along with the EOI. Non-compliance of this provision shall not be a ground for disqualification under this EOI. **However, the participant shall assist RDSO to develop the designs for these special locations.**

11. Para 7.1 of Annexure-A to EOI shall be read as under:

The minimum schedule of technical requirement is stipulated in Annexure-D. If, the participating firm does not fulfill the minimum schedule of technical requirement stipulated in Annexure-D at the

time of submission of response, it shall furnish an undertaking for fulfilling the minimum schedule of technical requirements within a reasonable time frame, **for which a time period of 15 months from the date of finalization of the EOI is considered adequate**, in the form of a notarized affidavit. The undertaking shall also include compliance of any future modifications to STR.

12. Para 7.2 of Annexure-A to EOI shall be read as under:

The participating firm shall submit the details of tools / plants / machinery / test facilities available with the firm. The tools / plants / machinery / test facilities should be adequate for manufacturing of Indigenous Modern Fastening System as per the technical requirements given in Annexure – C. Alternatively, the participating firm may submit an undertaking for establishing tools / plants / machinery / test facilities adequate for manufacturing of Indigenous Modern Fastening System as per the technical requirements given in Annexure – C within a reasonable time frame, **for which a time period of 15 months from the date of finalization of the EOI is considered adequate**.

13. Para 9.2 of Annexure-A to EOI shall be read as under:

Participants are expected to suggest improvements to the designs, drawings, specifications and STR with proper justification and technical details. Such suggestions may include improvements in design / drawings/ dimensions, modifications in specifications including alternate materials and their properties, testing procedure and test parameters and modifications in STR. The FEM Analysis submitted by the participating firm should be based on the suggested changes. The designs, drawings, specifications, STR and other details furnished in response to the EOI with any further modifications thereto based on the testing, field performance etc. shall be the property of the Indian Railway. The participating firm will provide all necessary assistance to the RDSO/IR in further

development / adoption of the designs, drawings, specifications, STR etc.

14. Para 10.3 of Annexure-A to EOI shall be read as under:

The list of proposed sub vendors for all the components of Modern Fastening System except the Tension clamp, which has to be necessarily manufactured by the participating firms, will be scrutinized by RDSO. All the sub vendors shall fulfill the minimum schedule of technical requirements (STR) finalized by RDSO for the component(s) manufactured by them. RDSO may add or delete the names as per the credentials of these sub-vendors. If, a sub vendor does not fulfill the minimum STR finalized by RDSO, an undertaking for fulfilling the same within a reasonable time frame, **for which a time period of 15 months from the date of finalization of the EOI is considered adequate**, shall be submitted by the sub vendor, failing which his name shall be deleted from the list of sub vendors.

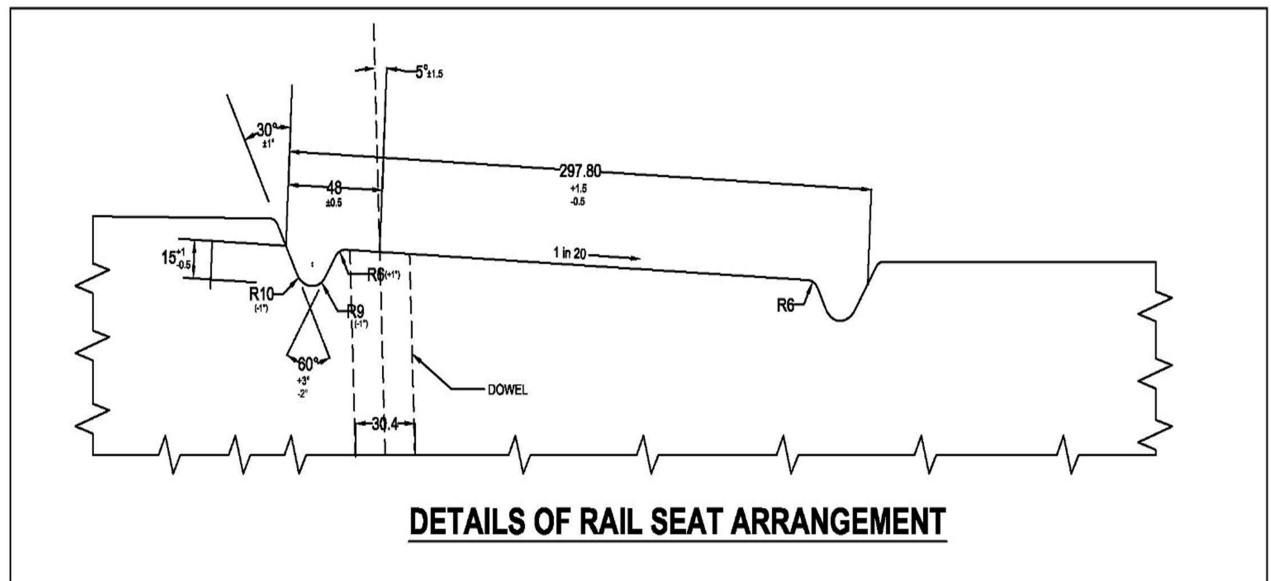
15. Para 10.4 of Annexure-A to EOI shall be read as under:

The shortlisted vendors and the sub vendors shall establish the manufacturing and testing facilities as per the Schedule of Technical Requirements within a reasonable time frame, **for which a time period of 15 months from the date of finalization of the EOI is considered adequate**, for testing of relevant fastening components. As soon as the shortlisted vendors establish plants, machineries, tools and testing facilities, intimation will be given to RDSO for verification of STR and Capacity cum Capability Assessment (CCA). RDSO will carry out a capacity and capability assessment of the shortlisted vendors and sub vendors.

16. Para 11.12 of Annexure-A to EOI shall be read as under:

Improvements in the design, specifications, STR or any other technical details shall be carried out by RDSO based on the performance of the initial quantity. “Qualified Vendor” shall render all necessary assistance for improving the design, specifications, STR etc. Such changes shall be applicable on the balance quantity of the fastening system to be supplied under the contract. If, any major modifications are carried out, an Assembly Test may again be required. In this regard, RDSO’s decision shall be final and binding. Any changes made in the design, specification, STR etc. shall be applicable on all vendors.

17. Annexure-I to EOI shall be read as under:



18. Item-3 of Annexure-P to EOI shall be read as under:

Documents showing registration of the participating firm/Company as per relevant Indian Act / Statute.

19. Item-4 of Annexure-P to EOI shall be read as under:

Joint Venture Agreement with an Indian firm /company by a foreign firm (Annexure-F)

Prospective participants shall submit a signed copy of EOI along with all Addendum/Corrigendum and reply to queries/ suggestions with their proposals.

Further, Corrigenda on the EOI, if required, shall only be uploaded on RDSO's website. All concerned are requested to follow the RDSO's website www.rdso.indianrailways.gov.in for any further changes in this EOI.

Director/Track-IV
for Director General (Track)
RDSO, Lucknow
(for & on behalf of President of India)

Reply to the suggestions / queries received against the EOI for the Development of the Indigenous Modern Fastening System

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
1		Notice Page	<p>M/s Vossloh</p> <p>We respectfully note that the current EOI has been framed around a 25-tonne axle load specification. In view of Indian Railways' evolving operational demands and throughput targets, particularly for freight corridors, we would like to humbly submit that it may be beneficial to also consider future-readiness for higher axle loads, such as 32-tonne, which has been referenced in earlier consultations and EOI documents issued by RDSO.</p> <p>Accordingly, we would be grateful if RDSO could share whether there is an intent to include provisions or compatibility expectations for 32-tonne axle load applications within the scope of this initiative, either in the present phase or through future adaptation of the same fastening system.</p> <p>We respectfully request RDSO to consider extending</p>	<p>The present maximum axle load on IR is 25T and hence, the design of Indigenous Modern Fastening should cater to the 25T axle load. Further improvements in the design can be undertaken in future as and when the IR decides on upward revision of axle load.</p> <p>Compatibility with 32T axle load is not required at this stage.</p>	

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			<p>the EOI submission deadline by at least two months, i.e., to 31st August 2025.</p> <p>The reason for this request is that several important technical and commercial aspects outlined in the EOI require further clarification. In particular, responses to pre-bid queries — which may involve updates to scope, evaluation criteria, or compliance expectations — are essential for participants to prepare accurate and complete proposals.</p> <p>Additionally, we humbly request that RDSO consider convening a second pre-bid meeting after all clarifications have been issued. This would ensure alignment between stakeholders and enable a more informed and robust set of submissions.</p> <p>Such an extension will allow sufficient time for internal coordination, JV structuring (where applicable), technical design work, and commercial validation — ultimately contributing to higher-quality participation and outcomes.</p>	<p>It is proposed to extend the deadline for submission of EOI by one month. For the additional requirement of submitting the proof check of FEM Analysis by IITs / IISc, an additional time period of one month is proposed after the last date of submission of response to EOI.</p> <p>The views of the prospective participants have already been received in the meeting held on 10.06.2025. At present no further meetings are planned before</p>	<p>Corrigendum No.3</p> <p>and</p> <p>Addendum and Corrigendum No.4 (Item-1)</p>

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			<p>M/s Rahee Infratech Limited</p> <p>We have noted that RDSO wants Modern fastening system. What we understand is:-</p> <ul style="list-style-type: none"> - Fastening capable of mechanized installation - Fastening capable of preassembly - Fastening procured as a set and not components - Low maintenance requirements. - Single point responsibility - Latest innovation. <p>Please advise who will bear the design and supply performance responsibility. We understand that the Screwed fastening as may evolve after discussion may not be a proven system.</p>	<p>submission of responses to the EOI as it will delay the process.</p> <p>The last date for submission of the responses is proposed to be extended by one month, which is considered adequate for all the relevant activities.</p>	

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			<p>M/s Schwihag India Pvt. Ltd.</p> <p>Fastening system manufacturer requests a two-week extension for bid submission, as the preparation of the required documents involves detailed cost estimation.</p>	<p>Design shall be finalized based on the suggestions received against EOI and will be refined further after evaluation of field performance in the initial stage. The design shall be owned by RDSO. The supplier shall be responsible for the manufacturing as per the RDSO's design and performance in the field.</p> <p>The extension of the last date for submission of responses is proposed to be extended by one month.</p>	
2	Annexure A	Para 1	<p>M/s Schwihag India Pvt. Ltd.</p> <p>As per the disclaimer, Indian Railways reserves all right to cancel the whole proposal or change the process at any time they want. So, it is presumed that there is no concrete plan or approach. Means all investments more than 135 Crore that will be made are at 100% risk. And later, there is no clarity. In</p>	<p>The apprehension that huge investments will become infructuous, is unfounded. Indian Railway intends to proliferate the Indigenous Modern Fastening System.</p>	

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			Projects, 100% risk means there is zero guarantee of progress. This approach will take small investors to bankruptcy by plan.		
3	Annexure A	Para 2	<p>M/s Prime Rail Infra Labs</p> <p>Purpose & Scope of EOI:</p> <p>2.1 The objective of present EOI is to design, develop and system integration of cost-effective Indigenous Modern fastening System with the existing BG wide sleeper, suiting to Indian Railway Operating Speeds of 200km/h & Environmental conditions and reduced Maintenance efforts.</p> <p>2.2 The scope of present exercise consists of three phases:</p> <p>Phase-I (Qualified Vendor): Design, develop, system integrate, manufacture, supply, install over a limited stretch of about 250-300km (50km per participant/JV – 20km followed by 30 km, as per 11.1, 11.2 and 11.11 clauses) at multiple locations with diverse operating and environmental conditions, instrument, monitor in-situ service performance and document.</p> <p>Phase-II (Development Vendor): Based on Phase-I</p>	<p>No change in this para is warranted.</p> <p>No comments warranted. However, the length of the total implementation stretch depends on the number of qualified vendors.</p>	

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			<p>leanings, Improve, if any, and standardize the design of Modern fastening duly establishing robust manufacturing processes, quality assurance & testing systems, supply, install over a larger 2000-2500 km length (400km per participant/JV, as per 11.16 clause), monitor performance and prove maintenance practices and handover the proven Ballasted Track system, along with all the drawings, learnings and know-how.</p> <p>Phase-III (Approved Vendor): Adoption of Indigenous Modern Fastening System over the IR through broader industry participation and wider supply chain.</p> <p>2.3 The objective of present EOI is to invite proposals for the above Phase-I & Phase-II scope from a capable, serious and interested Firms and shortlist (five to participants/JVs), who has/have the technology capabilities and the manufacturing capabilities for the design, development, manufacture of Indigenous Modern Fastening Systems and Supply, including PSC Sleepers, as a high-performance Ballasted Track System to IR, conforming to technical requirements as stipulated in Annexure-C, and install in limited stretches, instrument as appropriate, monitor performance,</p>	<p>No comments warranted. However, the length of the total implementation stretch depends on the number of developmental vendors.</p> <p>No comments warranted.</p>	

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			<p>establish maintenance standards and handover proven Ballasted Track System to RDSO for wider adoption in Phase-III.</p> <p>Note: Phase-I Qualified Firms, whose performance in Phase-I considered satisfactory, shall automatically qualify to Phase-II Developmental List and Phase-II Firms, whose performance considered satisfactory by RDSO, shall automatically qualify for Phase-III vendor list and placed as Approved Vendors, along with the other multiple Developmental vendors.</p>	<p>No comments warranted. The process from design to field installation is clearly defined in the EOI. There are no reasons for making any further modifications.</p>	
4	Annexure A	Para 3.1	<p>M/s Cemcon Casting Pvt. Ltd., New Delhi</p> <p>"The participating firm should be an approved vendor in the RDSO's Vendor Directory for Elastic Rail Clips and should have manufactured and supplied Elastic Rail Clips conforming to RDSO Specification IRS T-31 in the last seven years...</p> <p>OR</p> <p>The participating firm should have manufactured and supplied any Modern Fastening system conforming to Category 'C', 'B' or 'D' as per EN 13481-1:2012 and EN 13481-2:2022 to Indian Railways / World Railways / Metro Rail Systems / Dedicated Freight Corridor of</p>		

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			<p>India, etc., in the last seven years."</p> <p>By including both the requirement of vendor approval and recent supply history, this clause effectively excludes a large number of qualified and approved vendors, many of whom have the technical capability, infrastructure, and licenses to manufacture and supply the product.</p> <p>It is our respectful view that such a condition seems to have been designed to favor a limited set of firms, which contradicts the principles of fairness, equal opportunity and healthy market competition. Every firm currently listed in the RDSO Vendor Directory for Elastic Rail Clips has gone through a stringent approval process. Which is repeated every 3 to 5 years to ensure compliance with quality and technical standards. These firms have invested in infrastructure and capacity with the intent to serve Indian Railways and are simply seeking a fair opportunity to do so.</p>	<p>The contention that the condition of "supply within the last seven years" excludes a large number of qualified and approved vendors, is incorrect. There is a very large vendor base for ERC and seven years is a sufficiently long span of time.</p> <p>The assertion that the condition has been designed to favour a limited set of firms, is baseless. A vendor who has not supplied any quantity of ERCs during the last seven years may not be a serious</p>	

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			<p>Restricting eligibility to only those who have supplied in the past seven years unnecessarily narrows the vendor base, limiting innovation, competition, and the potential for better value. It discourages many committed and compliant manufacturers who are otherwise fully capable of meeting RDSO's technical and quality requirements. Additionally, it is widely acknowledged that the ongoing shift to modern fastening systems has been, in part, driven by performance concerns stemming from previous supplies made under extremely competitive and low-cost conditions. Broadening the pool of eligible vendors will ensure better quality control, competitive pricing, and more sustainable supply practices.</p> <p>In light of the above, we respectfully urge to pass the</p>	<p>vendor and may not have the plants and machineries in good running condition capable of manufacturing clips / clamps of consistently uniform quality. Also, such a manufacturer may not have retained technically sound and experienced technical personnel abreast with latest knowhow, which is essential at this stage of development of the Indigenous Modern Fastening. Thus, the suggestion is not considered acceptable.</p> <p>The EOI provisions are not restrictive. Conditions have been framed in order to allow participation by all the firms who have knowhow, experience, capacity and personnel who can contribute in the development of the Indigenous Modern Fastening System.</p>	

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			<p>order to the concerned authority to amend Clause 3.1 of the EOI to permit all currently approved vendors in the RDSO Vendor Directory for Elastic Rail Clips to participate, regardless of their supply record in the past seven years.</p> <p>We remain confident that such a change would promote fairness, transparency, and the long-term interests of Indian Railways.</p> <p><u>M/s Avadh Rail Infra Ltd.</u></p> <p>The participating firm should have manufactured and supplied any Modern Fastening system conforming to Category “C”, “B” or “D” as per EN 13481-1:2012 and EN 13481-2:2022 to Indian Railways / World Railways / Metro Rail Systems / Dedicated Freight Corridor of India etc. in the last seven years*.</p> <p>OR</p> <p>The participating firm should have manufactured and supplied any Modern Fastening system conforming to Category “C”, “B” or “D” as per EN 13481-1:2012 and EN 13481-2:2022 to Indian Railways / World</p>	<p>The proposed change is not acceptable for the reasons explained in the foregoing paragraph.</p>	

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			<p>Railways / Metro Rail Systems / Dedicated Freight Corridor of India etc. in the last seven years*.</p> <p>If the components of the supplied fastening system were not manufactured by the participating firm but outsourced, at least, the participating firm must have a MOU/JV with an approved/developmental vendor in the RDSO's Vendor Directory for Elastic Rail Clips who should have manufactured and supplied Elastic Rail Clips conforming to RDSO Specification IRS T-31 in the last seven years*. Change in MOU / Joint Venture partnership will not be permitted after submission of the proposal against this EOI.</p> <p>M/s Prime Rail Infra Labs</p> <p>The participating firm/JV firm, either on their own or through constituent JV members, should demonstrate both the Technology Provider credentials and the Prime-Manufacturer capabilities, through the past-experience of working with Modern fastening Systems and the manufacturing capabilities, in the last seven years.</p>	<p>No comments warranted.</p> <p>No comments warranted.</p>	

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			<p>I) The required experience for the Technology Provider credentials is as laid below:</p> <p>A). Who have designed or supplied any Modern Fastening system conforming to Category “C”, “B” or “D” as per EN 13481-1:2012 and EN 13481-2:2022 or EN 13481-5 to Indian Railways / World Railways / Metro Rail Systems/ RRTS / Dedicated Freight Corridor of India etc. in the last seven years*.</p> <p>Or</p> <p>B). Who has successfully developed a Ballast / Ballastless track system along with a high-performance fastening system and have experience / knowledge of designing of track system under Category B & C and can modify it to suit the Indian Railway technical requirements. (in reference to RDSO BLT letter CT/EF/BLT-IFS dated 24/07/2024).</p> <p>Or</p>	<p>Firms which manufacture all the components of the fastening system are limited in number. In order to allow wider participation, provision for outsourcing the components other than the clip/clamp has been made. As the clip or clamp is the most critical component of the fastening system, the participant has to be an ERC manufacturer.</p> <p>The manufacturing and supply of clip / clamp / ERC in the last seven years establishes the credentials of the participating firm / JV.</p>	

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			<p>C). The participating Indian firm who has developed and patent filed for any rail track fastening system in India in the last seven years prior to date of EoI and who are involved with RDSO/IR/Metro railway/RRTS/MAHSR for the design, develop and System integration of Modern Track System specifically suiting to Indian operating and maintenance conditions.</p> <p>AND</p> <p>II) The required experience for the Prime-Manufacturer credentials is as laid below:</p> <p>A). Who has experience in manufacturing/ supplying Elastic Rail Clips/ Clamps and should have manufactured and supplied Elastic Rail Clips conforming to RDSO Specification IRS T- 31 in the last seven years*</p> <p>Or</p> <p>B). Who have manufactured any Modern Fastening system or it's clip/clamp conforming to Category "C", "B" or "D" as per EN 13481-1:2012 and EN 13481-2:2022 or EN 13481-5 to Indian Railways / World Railways / Metro Rail Systems/ RRTS / Dedicated</p>	<p>Designing of the fastenings is not a routine activity. Making the past design experience as a precondition would exclude several otherwise capable participants.</p> <p>Similarly, development of Ballasted / Ballastless track system is also not a routine activity. Making such past experience as a precondition would again exclude several otherwise capable participants.</p> <p>Analogy to the BLT policy is not justified in the instant case as the BLT policy does</p>	

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			<p>Freight Corridor of India etc. in the last seven years*.</p> <p>Or</p> <p>C). Indian OEMs / manufacture & supplier of high-tensile fasteners to Railways / Defense / Automobile / Aerospace Industry.</p> <p>M/s Vossloh Fastening System</p> <p>As per the Eligibility criteria, it is observed that the EOI permits the participation of all the Clip manufacturers including ERC. Please clarify that the EOI is open to all the manufacturers of similar components from any country irrespective of production capability, quality and technical know-how.</p>	<p>not require development of generic design to be shared with all eligible firms.</p> <p>Making development and patent filing a precondition would again exclude otherwise capable participants.</p>	

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			<p>Kindly elaborate the definition of Modern Fastening System. Does this mean any Screw- Dowel System which fulfills the requirement of EN 13481-2 of mentioned categories?</p> <p>Concrete Sleeper Manufacturers Association of India</p> <p>OR the participating firm should be RDSO approved vendor for PSC concrete sleeper.</p> <p>Reason for suggested Change: RDSO Approved PSC Concrete sleeper manufacturer is competent and capable of providing financially and technically competent and compatible solution to Indian Railways. Concrete Sleeper Manufacturers have requisite experience of producing Concrete sleepers along with presently used ERC in Indian Railways. They have required knowhow related to use of</p>	<p>This eligibility criterion is already provided in the EOI.</p> <p>This eligibility criterion is already provided in the EOI.</p> <p>Functional requirements of Track Fastenings are different from that of fasteners used in other industries. Therefore, the suggestion is not acceptable.</p>	

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			<p>Modern Rail fastening around the world. Few of Concrete sleeper manufacturer have already casted sleepers of various fastening which are used in the world on trial basis for Indian Railways. Also, Railway Board in their meeting held on 3rd September 2024 at Railway Board with all stake holders clearly stated that onus of supplying concrete sleepers and fastening as single track component should be give to concrete sleeper manufacturer.</p>	<p>In view of above no change in eligibility criteria of EOI is considered.</p> <p>The participation in the EOI is open to all manufacturers of ERC and the clip / clamp manufacturer of specified EN categories of track fastenings. Technical knowhow and quality are ensured by the eligibility criteria stipulated in para 3.1 of Annexure-A the EOI. The production capacity is not related to the capability for development.</p> <p>The Indigenous Modern Fastening is the fastening system which fulfills the requirements stipulated in the EOI.</p>	

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				<p>Development of Indigenous Modern Fastening System requires knowledge and experience of manufacturing of clip / clamp / ERC. No changes in the structural design of the sleepers is envisaged at this juncture except modification at rail seat to accommodate new fastening system. Experience and expertise in concrete sleeper manufacturing is not required in the development of the fastening system.</p> <p>The meeting in Railway Board on 03.09.2024 might have been in some other context. No meetings have been held for the development of Indigenous Modern Fastening.</p>	
5	Annexure A	Para 3.1.1	<p>M/s Panna Lal Kanhiya Lal Bansal LLP, Delhi</p> <p>The participating firm shall be a legal business entity as per the extant provisions of Indian Companies Act. Necessary documents showing registration of the</p>	<p>The suggestions have been accepted and necessary modifications have been incorporated in para 3.1.1 of Annexure-A</p>	<p>Addendum Corrigendum No. 4 (Item-3)</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>company as per Indian Companies Act shall be submitted. The foreign participant companies shall also have the option of forming a Joint Venture Company with an Indian company. Wholly owned Indian subsidiaries of the international firms fulfilling the eligibility criteria stipulated above, can also participate in the EOI.</p> <p>We wish to point out that all the legal entities are not necessarily registered as the Indian companies act.</p> <p>Infact many Elastic Rail Clip manufacturers in India are</p> <ol style="list-style-type: none"> 1. Proprietorship firms: individual owner. 2. Partnership firms: Can be registered with registrar of firms 3. LLP registered firms: Registered with MCA: Ministry of Corporate affairs. Certificate issued by office of Registrar (or sub registrar) of Companies. These are incorporated pursuant to section 12(1) of the Limited Liability Partnership Act, 2008. 4. Pvt Ltd or Ltd companies: Registered with MCA. 	of EOI.	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>Incorporated as per companies act.</p> <p>The same will apply to the joint venture executed by the above legal Business Entities.</p> <p>We request you to kindly update and correct the clause 3.1.1 of the EOI document accordingly to cover all the Legal Business Entities.</p> <p>M/s Avadh Rail Infra Ltd.</p> <p>At the time of EOI submission, Letter of Intent of JV forming to be submitted, once participating JV shall be considered as qualified party, the JV must be incorporated within 60days with the same entities.</p> <p>M/s Pathick Engineering Works,</p> <p>The participating firm shall be a legal business entity as per the extant provisions of Indian Companies Act. Necessary documents showing registration of the company as per Indian Companies Act shall be submitted. The participating firm may also be in</p>	<p>The corrections have been done to allow JV registration post shortlisting of vendor.</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>partnership or proprietorship or LLP business format of legal entity for which they shall submit registered documents as per extant provisions of Government of India. The foreign participant companies shall also have the option of forming a Joint Venture Company with an Indian company. Wholly owned Indian subsidiaries of the international firms fulfilling the eligibility criteria stipulated above, can also participate in the EOI.</p> <p>M/s Brijraj Technologies (P) Ltd.</p> <p>It is suggested that only an MoU for JVformation be submitted at the EOI stage, and the JV entity be constituted after shortlisting but before any order execution.</p> <p>M/s Schwihag India Pvt. Ltd.</p> <p>The Fastening system manufacturer, an international firm, has entered into a Joint Bidding and Technology Transfer Agreement with its newly incorporated, wholly owned Indian subsidiary. Instead of forming a Joint Venture, the bidder intends to participate in the</p>	<p>Necessary modifications have been done in para 3.1.1 of Annexure-A of EOI.</p>	<p>Addendum Corrigendum No. 4 (Item-5)</p> <p>Addendum Corrigendum No. 4 (Item-3)</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>tender as a consortium comprising the foreign parent company and its Indian subsidiary.</p> <p>As the foreign entity, we are fully committed to transferring the required technology and know-how, as well as providing continued support to establish a local supply chain, including setting up a manufacturing unit in India under the Indian subsidiary.</p> <p>In light of this, we kindly request that the foreign entity be allowed to participate under the control and representation of its Indian subsidiary, with eligibility being considered based on the credentials of the parent company. As the Local Entity is formed recently to support "Make in India". The local entity does not carry the required financials and its own experience. The foreign company shall be supported to make the local entity do business in India, and in that case the new manufacturing facility that will be established will be owned by its local entity for future business in India. So local entity with more than 51% share can use the financials of its foreign participating entity to participate in trials. The foreign company will take all liabilities, warranty and can provide an undertaking in that case.</p>	<p>The corrections have been made to allow JV registration post shortlisting of vendor.</p> <p>The wholly owned Indian subsidiaries of International firms can participate on the credentials of their parent firms. Necessary modifications have been made in para 3.1.1 of Annexure-A of EOI.</p> <p>No comments warranted.</p>	<p>Addendum Corrigendum No. 4 (Item-5)</p> <p>Addendum Corrigendum No. 4 (Item-3)</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>M/s Prime Rail Infra Labs</p> <p>The participating firm shall be a legal business entity as per the extant provisions of Indian Laws. Necessary documents showing Proprietorship / Partnership / Registration of the company as per Indian Laws shall be submitted. The foreign participant companies shall also have the option of forming a Joint Venture with an Indian legal entity. Wholly owned Indian subsidiaries as a legal business entity of the international firms fulfilling the eligibility criteria stipulated above, can also participate in the EOI.</p> <p>Concrete Sleeper Manufacturers Association of India</p> <p>Should be clarified which all entities are allowed to participate in EOI. The participating entity shall be a legal business entity as per the provision of The Indian Company's Act or Indian Partnership Act.</p>	<p>The wholly owned Indian subsidiaries of International firms can participate on the credentials of their parent firms. Necessary modifications have been made in para 3.1.1 of Annexure-A of EOI.</p>	<p>Addendum Corrigendum No. 4 (Item-3)</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
				<p>The wholly owned Indian subsidiaries of International firms can participate on the credentials of their parent firms. Necessary modifications have been made in para 3.1.1 of Annexure-A of EOI.</p> <p>All types business entities governed by relevant Indian Acts / Statutes are eligible to participate in the EOI as per the modifications made in para 3.1.1 of Annexure-A of EOI.</p>	<p>Addendum Corrigendum</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
					No. 4 (Item-3)
					Addendum Corrigendum No. 4 (Item-3)
6	Annexure A	Para 3.1.2	M/s Pathick Engineering Works, Wherever reasonable time frame mentioned, time period should be specified.	Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para	Addendum Corrigendum No. 4 (Item-4)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>M/s Brijraj Technologies (P) Ltd.</p> <p>This creates a contradiction, it is recommended that the shareholding ratio in JV be left open to the discretion of Indian and foreign partners</p> <p>M/s Schwihag India Pvt. Ltd.</p> <p>The Joint Venture or an individual party participating in the EOI shall establish the plant in India for the SKL lamps. The duration for construction and machine manufacturing is a minimum of 18 months, based on real experience, as this involves machine design, manufacturing, machine trials at the manufacturer's end, and machine approvals, etc. This can not be less than 18 months. In parallel, a Manufacturing facility shall be developed.</p> <p>RDSO and IRB need to rethink that any facility that is not operational is a direct National loss. The scheme</p>	<p>3.1.2 of Annexure-A of EOI.</p> <p>The prescribed shareholding pattern of the JV is as per the extant guidelines of the Railway Board.</p> <p>Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para 3.1.2 of Annexure-A of EOI.</p> <p>The Indigenous Modern Fastening is being developed with the intention of future proliferation on IR under 'Make in India' policy. Vendors have to participate</p>	<p>Addendum Corrigendum No. 4 (Item-4)</p>

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>should be attractive for investors.</p> <p>As cost of investment in 5 years will be more than 135 Crore. Indian railways and RDSO should support even the small investors to participate in a reasonably successful scheme. if not properly designed few will lose all hard-earned earnings and can go bankrupt. Also, RDSO and IRB should understand that the clamp contributes to Max 20% of the total fastening value and a very high Capex of 135 CR, and 80% of other out-sourced components that need a light setup and investment is less than 2 crore. Still, during the trial, the participant will come with 80% indigenusness. So during the trial, this should be acceptable.</p> <p>The JV or an individual party can start the factory construction after the 20 Kms +30 Kms trail and successful completion of the trail as the machine and plant need a load of 60 Lakh clamps per year to sustain. post 50 Kms trail the party can show the monthly progress and continue with a further 400 Kms. Later, RDSO and IRB can put up a condition in the tender that parties should have their own manufacturing facilities for the clamps, and then only they can participate in the tender. A party</p>	<p>considering EOI conditions.</p> <p>It is envisaged that the manufacturing of the fastening system be done in the plants situated in India. Provisions of "Make in India" policy of Government of India will have to be complied with.</p>	

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			<p>can't invest without the certainty.</p> <p>M/s Prime Rail Infra Labs</p> <p>In case, the applicant firm is a JV firm, the firm providing the technology (Technology Provider) of the offered fastening system should have manufactured and supplied Modern Fastening System conforming to Category “C”, “B” or “D” as stipulated in Para 3.1 to any world Railways, Metro Railways etc. The Indian partner of the JV firm should have facilities for manufacturing the complete fastening system, or at least, the tension clamp of the proposed Indigenous Modern Fastening System or should furnish an undertaking to establish the manufacturing facilities in a 12 months’ time frame. A detailed plan/PERT chart of activities and duration of factory setup and Annexure-D STR compliance shall be furnished along with the EoI.</p> <p>In case of a Joint Venture, the Number of members in a JV shall not be more than three. One of the members of the JV shall be its Lead Member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share of not less than 20% each. In case of JV with foreign</p>	<p>The successful participants are expected to set up manufacturing facilities as early as possible. 15 months’ time was agreed during the meeting.</p>	

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			<p>member(s), the Lead Member must be an Indian firm/company. The JV Agreement (unincorporated or incorporated) should be submitted while submitting the proposal against the EOI. However, after shortlisting for Phase-I and before the award of work the JV firm shall be incorporated with a validity for the full period of Phase-I & Phase-II.</p> <p>M/s Rahee Infratech Limited</p> <p>Reference the highlighted portion, please note that in case of any technology transfer from OEM, any foreign firm would like to have a majority stake in the JV. Hence this requirement may be modified.</p> <p>Concrete Sleeper Manufacturers Association of India</p> <p>Reason for suggested Change: RDSO approved Concrete sleeper manufacturer and RDSO approved ERC manufacturer will be ideal solution for Indian Railways to get best of the expertise from both sectors to develop successful indigenous Modern Rail Fastening for Indian Railways. Rate advantage and technical advantage will be available for Indian</p>	<p>The corrections have been done to allow JV registration post shortlisting of vendor.</p>	

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			Railways in this JV formation.	<p>The prescribed composition of the JV is as per the extant norms. Hence, the suggestion is not acceptable.</p> <p>Since, the present exercise is for the development of the fastening system, the expertise and capabilities of concrete sleeper manufacturing will not be required.</p>	Addendum Corrigendum No. 4 (Item-5)

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Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
	Annexure A	Para 3.1.3	<p>M/s Brijraj Technologies (P) Ltd.</p> <p>The MoU should be allowed to include the names of the promoters of the Indian company along with the foreign partner. These names should not be subjected to change later.</p>	MOUs are permitted with the manufacturers of the outsourced components and the concrete sleeper plants in whatever name they operate.	
	Annexure A	Para 3.1.4	<p>M/s Prime Rail Infra Labs</p> <p>A Technical Partner or Technology Provider in the Joint Venture providing the technology of the proposed Indigenous Modern Fastening System can form a Joint Venture with only one Indian firm for participation in the present EOI. It will be the responsibility of the Indian firm seeking Joint Venture to verify it before entering into a JV agreement. Similarly, an Indian firm cannot form more than one JV entities with different foreign firms. Participation in the EOI with Multiple Joint Venture agreements shall render all the proposals from all such entities invalid.</p>	The proposed paragraph is not different from whatever has already been provided except a change of wording. Hence, no modifications are warranted.	

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			<p>M/s Vossloh</p> <p>We respectfully observe that while the EOI outlines eligibility terms for joint ventures, it does not define the qualification parameters for a “Technical Partner.” Given the importance of the technical partner’s role in proposing and supporting the core fastening system, the absence of defined criteria may lead to ambiguity and inconsistent evaluation.</p> <p>We humbly request RDSO to consider introducing a qualification matrix for the Technical Partner. Such a matrix may include key aspects such as prior experience in designing complete fastening systems (not just individual components), successful deployment of similar systems on at least 200 km of operational track within the last 7 years, and ownership or rights to the proposed technology.</p> <p>For clarity, a “similar fastening system” may be defined as one that uses comparable components (e.g., screw-dowel, tension clamp, rail pad, guide plate) and conforms to equivalent international performance standards.</p>	<p>Eligibility conditions for the participating firms are prescribed in para 3.1 of the EOI and no change is proposed.</p> <p>Eligibility conditions for the participating firms are prescribed in para 3.1 of the EOI and no change is proposed. Putting restrictive conditions will exclude many potential and capable participants.</p>	

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			Defining these criteria would ensure a fair and transparent evaluation process while encouraging participation from credible, experienced global technology providers who can deliver proven and reliable solutions for Indian Railways.	<p>Putting restrictive conditions will exclude many potential and otherwise capable participants.</p> <p>Evaluation will be fair and transparent as per the conditions stipulated in the EOI. The provisions of the EOI permit participation by credible, experienced global technology providers.</p>	
	Annexure A	Para 3.1.6	M/s Prime Rail Infra Labs Participating Firm / JV Firm shall furnish documentary evidence of capabilities against both the Technology Provider credentials and the Manufacturing facilities and experience, meeting the above 3.1 clauses.	The documentary evidences for establishing the credentials of the participating firms are stipulated in the EOI document.	
	Annexure A	Para 3.1.8	M/s Prime Rail Infra Labs The proof of designing or manufacturing or supplying the Category “C”, “B” or “D” Modern Fastening System in the last seven years as stipulated in Para	Designing of the fastenings is not a routine activity. Making the past design experience as a precondition would	

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			<p>3.1 above, shall be a certificate issued by the user Railway / operator and shall include the following details, as relevant:</p> <p>A. Name of the railway/country where the Category “C” or “B” or “D” Fastening System has been supplied and used.</p> <p>B. Quantity of the supplied fastening systems or the quantity of supply of the critical component i.e. tension clamp or clip.</p> <p>C. Location and track length where the supplied Modern Fastenings have been installed.</p> <p>D. The category of the Modern Fastening System (Category “C”, “B” or “D” as stipulated in para 3.1).</p> <p>E. Period of design / manufacturing / supply.</p> <p>F. Satisfactory Performance Record of the designed / manufactured / supplied fastening system.</p>	exclude several otherwise capable participants.	
	Annexure A	Para 3.1.9	<p>M/s Prime Rail Infra Labs</p> <p>In addition to the above details, the firm participating in the EOI with 3.1.II.B shall furnish the following details in the form of a certificate issued by the CMD/MD/Director on the Board of the firm:</p> <p>A. Name and location of the plant/manufacturing</p>	The proposed paragraph is not different from whatever has already been provided except a change of wording. Hence, no modifications are warranted.	

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			<p>unit where the supplied Category “C”, “B” or “D” Modern Fastening System / Elastic Rail Clips were manufactured.</p> <p>B. If, one or more of the components of the fastening system were outsourced by the firm, names, locations and contact details of the firms/plants where such components were manufactured.</p>		
	Annexure A	Para 3.1.11	<p>M/s Prime Rail Infra Labs</p> <p>In case no certificate has been issued by the user Railway / Operator or the certificate issued by the user Railway / Operator does not contain all the details stipulated in para 3.1.8 above, the complete details with the supporting documents shall be certified by the Managing Director or the Board of Directors of the participating firm, in the form of a notarized affidavit / apostille authenticated. If the participating firm is a JV Company, the certification shall be done by the Managing Director or the Board of Directors of the firm providing the technology of the proposed Modern Fastening System, in the form of a notarized affidavit / apostille authenticated.</p>	<p>The proposed paragraph is not different from whatever has already been provided except a change of wording. Hence, no modifications are warranted.</p>	
	Annexure A	Para 3.1.12	<p>M/s Prime Rail Infra Labs</p> <p>During the evaluation of the offers received against the EOI, if it is found that the certificate issued by the user Railway / Operator or the certificate given by</p>	<p>The proposed paragraph is not different from whatever has already been provided except a change of wording. Hence, no</p>	

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			the Managing Director or the Board of Directors of the participating firm does not contain all the details stipulated in para 3.1.8 above, RDSO shall have right to ask for a new certificate or an additional certificate. Such new certificates / additional certificates shall be made available by the firm promptly within 7 days or the duration specified by RDSO, failing which the proposal shall be liable for rejection. The new certificate or the additional certificate can be in the form of a certificate issued by user Railway / Operator or a certificate given by the Managing Director or the Board of Directors of the participating firm, in the form of a notarized affidavit / apostille authenticated.	modifications are warranted.	
	Annexure A	Para 3.2	<p>M/s Pathick Engineering Works,</p> <p>Wherever reasonable time frame mentioned, time period should be specified.</p> <p>M/s Vossloh</p> <p>As per clause 3.1.2 it is mentioned that the share of</p>	<p>Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para 3.2.</p> <p>The conditions of JV are stipulated for the participant in the EOI. Manufacturers of the other components can be any type of legal business entities as per the relevant</p>	Addendum and Corrigendum No.4 (Item-7)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			lead member should be 51% in case of Joint venture and the lead member should be an Indian Company. This condition is applicable only for Tension Clamp or all the components of fastening System. As you know fastening system comprise of Plastic components (Molding), Screws (Forging) and the Clip (Specialized Tech.) Therefore, it is humbly requested that RDSO give a clear clarification on the same.	Indian Acts / Statutes..	
	Annexure A	Para 3.3	M/s Rahee Infratech Limited We understand that one of the systems on Modern Fastening trials offers the same deliverables in terms of performance	The present exercise is for development of a new Indigenous Modern Fastening and is not connected in any way with any ongoing trials.	
	Annexure A	Para 4.1	M/s Brijraj Technologies (P) Ltd. Revalidation of FEM analysis should be scheduled after shortlisting , but before final design selection. This will optimize time and cost.	A provision of proof checking of the FEM Analysis by any IITs / IISc has been incorporated based on the discussions during the meeting on 10.06.2025. A new para 4.4 has been added to Annexure-A of the EOI document. Noted. Compliance of new para 4.4 of	Addendum and Corrigendum No.4 (Item-8)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>M/s Avadh Rail Infra Ltd.</p> <p>Initially FEA/FEM shall be submitted by our inhouse R&D Team.</p> <p>Further proof checking of FEA/FEM shall be submitted by IIT/IISc.</p> <p>M/s Vossloh</p> <p>We are keen to understand which base system was used to design / make the drawings/designs of fastening components given in this document, even if they are for guidance only. This would allow us to understand the guiding principles of design used by RDSO and enable us to ensure that our proposed design would be in compliance with this design thinking.</p> <p>As the design process, including FEM modelling, requires significant engineering effort and time, a better understanding of the underlying assumptions (e.g., boundary conditions, load cases, system behavior) would help us tailor our proposal more effectively to suit Indian Railways' specific needs.</p>	<p>Annexure-A of the EOI Document will have to be ensured.</p> <p>The design of the Indigenous Modern Fastening System is not based on any other system. Participants have freedom to suggest any changes in the design within the framework of the stipulated conditions.</p> <p>The broad boundary conditions, load cases, system behavior etc. are specified in the EOI document. The participants, however, may suggest changes, if required as per Industry standards. The suggested changes should be compatible with Indian Railway's conditions.</p>	

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			<p>As this is a significant effort, getting this insight would allow for faster development of the right fastening solution for Indian Railways.</p> <p>The boundary conditions for an FEM analysis are not sufficiently defined in this paragraph and not detailed in Annexure C2 as well.</p> <p>On this basis, various FEM models are possible giving different results based on loading condition, track geometry, support conditions, material properties etc.</p> <p>These results from various FEM models will be highly subjective without a uniform input guidelines. These different FEM models from different participants will not provide any reasonable conclusion for selection of right technology. Therefore, in the interest of a fair and transparent EOI application system, we would request for RDSO to provide a clear and detailed guidance document related to the FEM models that are expected.</p>	<p>All the queries raised were suitably satisfied during the meeting and a further opportunity was given to the prospective participants to raise the queries by extending the time for submission of queries.</p> <p>As the design of the Indigenous Modern Fastening has not been frozen and is likely to be modified based on the suggestions of the participants, no generic guidance document can be issued.</p>	

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			<p>Furthermore, we would appreciate it if RDSO could share its intended approach for evaluating the FEM data submitted by participants. If the assessment of proposed systems is to rely significantly on FEM analysis, and if the expectation is for bidders to demonstrate notable superiority over existing systems, we humbly request that RDSO provide clear guidance on the evaluation criteria and parameters that will be used to review and compare the FEM models across submissions. This will enable all participants to align their analysis accordingly and ensure a transparent and technically sound evaluation process.</p> <p>The goal of RDSO seems to be (a) selection of a modern fastening system which is based on screw-dowel (b) Proliferation of this technology with multiple manufacturers in India who can make this based on final drawings of RDSO.</p> <p>The concern is that there is an expectation that suppliers from around the world will provide their complete drawings and transfer their IPR to RDSO. Please confirm if this is in line with</p>	<p>The evaluation of the proposed changes in the design shall be done broadly on the technical efficiency and economy. Since all the shortlisted participants shall be allowed to manufacture as per the finalized design of the Indigenous Modern Fastening System, no strict evaluation criteria has been fixed beforehand.</p> <p>The present exercise is for finalization of design of the Indigenous Modern Fastening System with intention to</p>	

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			<p>RDSO expectations.</p> <p>If it is confirmed that RDSO intends to adopt and disseminate a finalized fastening system design (potentially derived from multiple submissions), we respectfully seek clarification on how Indian Railways and RDSO plan to protect the interests of the original technology and IPR owner.</p> <p>Specifically, in the event that the selected design is subsequently made available to other manufacturers, including for use outside of India, we request assurance that appropriate protections will be in place to prevent unlicensed international replication or commercialization. This is particularly important for global technology providers considering participation in this initiative.</p> <p>We humbly request RDSO to clarify whether there are mechanisms or safeguards under consideration to uphold the intellectual property rights of the</p>	<p>proliferate it in future.</p> <p>The concern has no basis. Any suggestions to the basic design will be evaluated in an objective manner. The final design shall be the property of Indian Railway.</p> <p>As has been clarified in foregoing paragraphs, the exercise is for development of a new design of the Indigenous Modern Fastening System. The participants shall submit undertaking that the suggested changes do not infringe any IPR/Patent. Para 8.1 of Annexure-A and Annexure-G of the EOI Document may please be referred. The final design shall be the property of Indian Railway and shall be used in any manner to suit the best interests of the Railway.</p>	

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			<p>original design owner, should their system be adopted for proliferation. Such clarity will support transparent engagement and help reinforce confidence among experienced technology holders.</p> <p>Furthermore, if the intent of RDSO is not to protect IP rights and copyrights claims, then what would be the incentive for a “technology and IPR owner” to provide the latest systems to Indian Railways? If there is no protection – then by transferring the know how to RDSO, the complete list of Indian Manufactures that will be developed would be “direct competition” in the Global market for the “technology and IPR owner”. We would humbly request RDSO to provide a clear clarification on its position against the said query.</p> <p>M/s Prime Rail Infra Labs</p> <p>The drawings/designs of fastening components given in this document are for guidance of the participating firms. The participants are expected to suggest suitable modifications to the design in order to refine and optimize the basic design with detailed calculations and FEM Analysis of critical components. Furnishing FEM Analysis of the tension clamp and rail pad of the proposed</p>	<p>All the IPR for the finalized Indigenous Modern Fastening System shall vest in Indian Railways. The participants shall have no rights on the final design adopted based on their suggestions for modification.</p> <p>It is reiterated that the present exercise is for development of a new design of the Indigenous Modern Fastening System.</p>	

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			<p>Modern Fastening System is mandatory, along with this EOI. It is required that the complete FEM Analysis of Ballasted Track System with the Modern Fastening System including Rail Guide Plate, Sleeper Screw and Dowel with PSC Sleeper should also be submitted, at least one week before the presentation at RDSO, along with the response to the EOI.</p> <p>The broad boundary condition for conducting the FEM analysis shall cover Indian Railway BG network with 25T axle load at 100 kmph for freight traffic and Passenger train speeds up to 200 kmph with UIC 60 grade-R260/R350HT, 60E1 Rails and PSC sleepers on a clear ballast of 250mm and caked ballast of 100mm or sub-grade modulus of 300000-400000 N/mm³ and other details mentioned in Annexure 'C'. The limiting values of at least 350m radius, 1:80 gradients, LWR ambient temperature variation of 30 degrees centigrade and other track features shall be as applicable for BG track on IR network, which are likely to generate most adverse stresses and deformations shall be considered in FEM. FEM model shall be presented in detail during the presentation to RDSO.</p>	<p>As the clamp is the most critical component of the fastening system, submission of its FEM Analysis has been made mandatory. Carrying out FEM Analysis of other components is optional.</p>	

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			<p>M/s Rahee Infratech Limited</p> <p>Please confirm that providing the design drawings under the specific heading RDSO drawing W-Type for 60 Kg UIC / 60E1 rail section and all other drawings included in the EOI, shall not violate any IPR including patent, design and copyright etc., and in case there is any violation then same shall be sorted out by RDSO, and participating firm shall be completely indemnified.</p> <p>It appears from the drawings that the same are identical to another SKL type fastening system which is currently under trial in SCR and ECOR</p>	<p>The broad boundary conditions, load cases, system behavior etc. are specified in the EOI document. The participants, however, may suggest changes, if required as per Industry standards. The suggested changes should be compatible with Indian Railway's conditions.</p>	

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				<p>The basic design given in the EOI is not based on any specific existing design and therefore, the issue of violation of IPR does not arise. The participants have to ensure that the modifications suggested by them do not result into any IPR violation.</p> <p>It is not correct to conclude that the drawings are identical to any fastening system under trial.</p>	
	Annexure A	Para 4.2	<p>M/s Vossloh</p> <p>It is humbly requested that RDSO may confirm that the ± 1 mm tolerance is in design phase or loaded condition or unloaded condition (refer sub clause</p>	<p>± 1 mm is the limit of contribution of the fastening system on the gauge tolerance. The same has been prescribed in EN</p>	

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			<p>5.10)?</p> <p>Would the correct reference be as per the design requirement as per EN 13481-2?</p> <p>Clarification is requested against the same.</p> <p>M/s Rahee Infratech Limited</p> <p>Since initial drawings have already been prepared by RDSO, please share the results of performance testing, if available.</p> <p>The tolerance in the outer to outer dimension of inserts in Indian sleepers is +1.5mm/-0. If gauge tolerance of ± 1mm needs to be maintained including the tolerance in the dimensions of the sleepers, then there is hardly any tolerance for the fastening components. We understand that the present requirement under Modern Fastening trials is +3mm/-2mm.</p> <p>These tolerances are required to allow manufacturers to use the same during mass</p>	<p>13481-2.</p> <p>Performance testing of the drawings has not been done.</p> <p>± 1 mm is the limit of contribution of the fastening system on the gauge tolerance. The same has been prescribed in EN 13481-2.</p>	

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			<p>production.</p> <p>We thus request RDSO to review the clause.</p> <p>The design life of the fastening system cannot be provided as the proposed system would be based on the RDSO drawings, STR, technical specification etc. for which we understand that system does not have past provenness.</p>	<p>The participants have to furnish the design life based on the suggestions for modification made by them.</p>	
	Annexure A	Para 5.1	<p>M/s Vossloh</p> <p>We are deeply concerned that in a single stroke all previous EOI's are being rejected. We along with one other participant from Europe submitted responses against CT/EF/Global RFP/ Modern Fastening dated 24.07.2018. Furthermore, against this submission trial tracks have already been deployed and some sections have already completed monitoring in the past 9 months.</p> <p>Is the intent of RDSO to reject all such fastenings as</p>	<p>The present exercise is for development of a new Indigenous Modern Fastening System independent of any earlier EOIs/RFPs.</p>	

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			<p>a lot of time and energy has already been invested by us since last 7 years? We would humbly request RDSO to let us have an updated position on the same?</p> <p>Our humble request to RDSO would be that the New EOI should be drafted to expedite the adoption of modern fastening system for IR rather than reinventing a new fastening system which is identical to existing fastening system on trial.</p> <p>M/s Rahee Infratech Limited</p> <p>Please share the details of fastening systems which were put on trial or used on Indian Railways in the past and not found satisfactory.</p> <p>Concrete Sleeper Manufacturers Association of India</p> <p>Those types of fastenings already tried in India and</p>	<p>As has been clarified above, the present exercise is independent of any past or ongoing exercises.</p> <p>The suggestion is not acceptable. The present exercise is for development of a new Indigenous Modern Fastening System.</p> <p>Several fastening systems were tried and found unsatisfactory. Of such fastening systems, a modified version of W-14 had the rail seat configuration similar to the rail seat proposed in the EOI, was found</p>	

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			found deficient are already known in Indian Railways and should be enumerated Reason for suggested change- As Indian Railways have already worked previously to introduce Modern Fastening through Global EOI in the past. Performance of certain Modern Fastenings which were not found to be satisfactory should be enumerated so that it will give clear cut idea to all others who are suggesting their new design.	unsatisfactory. Several fastening systems were tried and found unsatisfactory. Of such fastening systems, a modified version of W-14 had the rail seat configuration similar to the rail seat proposed in the EOI, was found unsatisfactory.	
	Annexure A	Para 5.2	M/s Rahee Infratech Limited Since RDSO has already issued these drawings, confirmation is required from RDSO that these drawings as issued do not violate any copyright, patents or any other IPR. Further, an undertaking is required that for any consequential legal action, the same shall be dealt by RDSO and participating firm shall be completely indemnified.	The basic design given in the EOI is not based on any specific existing design and therefore, the issue of violation of IPR does not arise. The participants have to ensure that the modifications suggested by them do not result into any IPR violation.	
	Annexure A	Para 5.3	M/s Vossloh We respectfully submit that for a truly modern and unified track infrastructure, the ability of the	The suggestions regarding LC and curves have been accepted and para 5.3 of Annexure-A has been modified	Addendum and Corrigendum

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>fastening system to perform consistently across critical and high-stress sections of the track — such as curves, points & crossings, and bridge transitions — should be considered a fundamental requirement, rather than optional.</p> <p>Systems lacking compatibility in these key locations may compromise performance uniformity, increase maintenance complexity, and dilute the operational benefits of adopting a standardized fastening system across Indian Railways.</p> <p>Accordingly, we humbly recommend that RDSO reconsider making adaptability to special track features a mandatory criterion, or at the very least, a strongly weighted evaluation factor in the selection process.</p> <p>M/s Prime Rail Infra Labs</p> <p>It should be possible to use the same fastening system (with same rail pad and clamp but with spare / optional guide plate or screw) in locations like level crossing (with check rails), bridges (with guard rails), sharp curves (with check rails / with a</p>	<p>accordingly. The development for other locations can be done later on.</p> <p>Deliberated above.</p> <p>Deliberated above.</p>	No. 4 (Item-9)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>facility of gauge adjustment.</p> <p>It should be possible to use the same fastening system (or the same fastening system with minimum changes) in special track locations like Points and Crossings, Switch Expansion Joints etc. Non-compliance of this provision shall not be a ground for disqualification under this EOI.</p>	Deliberated above.	
	Annexure A	Para 5.4	<p>M/s Prime Rail Infra Labs</p> <p>It is desirable that the details of arrangements and the detailed drawings for use of proposed Modern Fastening System at Level Crossings, SEJ and sharp curves with check rails with facility of gauge adjustment and bridges with guard rails shall be submitted along with the EOI. Non-compliance of this provision shall not be a ground for disqualification under this EOI but shall be submitted a week before the Presentation to RDSO.</p> <p>M/s Avadh Rail Infra Ltd.</p> <p>Preliminary design of proposed modern fastening system shall be submitted for Level crossings, SEJ and sharp curves. However, detailed design shall be submitted within 60 days from the initial submission of EOI.</p>	<p>The suggestions regarding LC and curves have been accepted and para 5.3 of Annexure-A has been modified accordingly. The development for other locations can be done later on.</p> <p>Detailed designs LC and curves shall have to be submitted along with the response. Preliminary drawings for other locations</p>	Addendum and Corrigendum No. 4 (Item-9)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
				may be submitted at the time of submitting the response to the EOI.	
	Annexure A	Para 5.5	<p>M/s Vossloh</p> <p>The clause is very subjective, we request RDSO to specify relevant technical criteria such as salt spray resistance, adhesion properties etc.</p> <p>For example, how much time in a salt spray chamber is expected – 500 hours / 1000 hours/ 2000 hours etc? Each application would come with its own residual design and costs and it would be unjustified to provide a solution to Indian Railways without any clear guidelines against the same.</p> <p>Defining objective criteria will allow participants to offer appropriately engineered solutions while enabling RDSO to evaluate responses based on standardized performance metrics.</p> <p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>In this context for coating of clamp, we request RDSO</p>	<p>The relevant technical criteria shall be framed based on the inputs of the participants after detailed deliberation with all concerned.</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			to specify Neutral salt spray test duration.	Deliberated above.	
	Annexure A	Para 5.6	<p>M/s Vossloh</p> <p>It is understood that only one design will be finalized after receiving many proposals from all the bidders. However, in the EOI, there is no clear criteria for finalization of the winning proposal. Without a clear understanding of which criteria would be given more importance – how can we provide RDSO with the right solutions? As the world’s largest modern fastening system supplier, we would like to suggest that the acceptance criteria be made completely transparent and not subject to interpretation at a later stage.</p> <p>As an Example - if our system and another system have the same toe load and fatigue limit but different elasticity (but both above the threshold) – then which system would be chosen as the technical superior system? Or would the only criteria be FEM model?</p>	<p>The evaluation of the proposed changes in the design shall be done broadly on the technical efficiency and economy. Since, all the shortlisted participants shall be allowed to manufacture as per the finalized design of the Indigenous Modern Fastening System, no strict evaluation criteria has been fixed beforehand.</p> <p>In the process of finalization, suggestions received from more than one participants may be incorporated. Thus, there is nothing like a “winning proposal”.</p>	

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			<p>If more than one proposal is complying with all the requirements, on what basis will the winning proposal be finalized by RDSO? This is not clear and we would humbly request that a clear guidance document be made on the same.</p> <p>M/s Prime Rail Infra Labs</p> <p>It is to be noted that after considering the suggestions of the short-listed participants, only one design shall be finalized by RDSO for further development. After consideration of all the suggestions received against the EOI, RDSO may propose to modify the design, specifications, in service tolerances, drawings and STR. The firm, whose design is close to the proposed design as a Selected Technology Provider shall carry out the modifications and submit revised FEM analysis and get it proof checked by the IIT/IISc. The modified design, specifications, drawings and STR shall be applicable to all the short-listed participants in the EOI. All the short-listed participating firms of the EOI shall follow the design adopted by RDSO, validate the design on their own and sign the acceptance of the proposed design and indemnify railway against the design deficiency, if any and proceed further</p>	<p>In the instant exercise, no preferential treatment to any of the participants is envisaged. All the suggestions shall be considered on merit and the final design will be made available to all the shortlisted participants.</p>	

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			<p>manufacturing and implementation. If any short-listed firm is unwilling to own the design, it may withdraw from the EOI process.</p> <p>Note: Selected Technology Provider is entitled to up to 30% of extra section length in Phase-1 and up to 15% of extra length in Phase-II.</p> <p>M/s Brijraj Technologies (P) Ltd.</p> <p>Request clarification on the pricing mechanism and procurement terms if a common design is mandate for multiple vendors.</p> <p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>Kindly clarify the parameters or evaluation methodology that will be adopted for selecting the final design among all technically qualified proposals.</p> <p>Once the design of a company is selected for further trial, there should be an incentive in the form of a minimum assured order of at least 2,000 TKM to that company".</p>	<p>Procurement shall be made as per the extant procedure of the Indian Railways.</p>	

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				In the instant exercise, no preferential treatment to any of the participants is envisaged. All the suggestions shall be considered on merit and the final design will be made available to all the shortlisted participants.	
	Annexure A	Para 5.7	<p>M/s Pathick Engineering Works,</p> <p>Wherever reasonable time frame mentioned, time period should be specified.</p> <p>The existing IRS PSC Sleeper shall be used with modification at the rail seat to accommodate the Modern Fastening System. The firms shall have to supply the proposed Modern Fastening System along with the modified sleepers. For</p>	<p>Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para 3.2.</p> <p>There is no need to prescribe a separate time frame for setting up a sleeper plant as the option of MOU with existing sleeper plants is available.</p>	Addendum and Corrigendum No. 4 (Item-7)

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>this purpose, the participating firm shall have to tie up with an RDSO approved sleeper manufacturer for manufacturing of the sleepers with modified rail seat to accommodate the proposed fastening system. An MOU (standard Format) with at least one RDSO approved sleeper manufacturer shall be submitted along with the response to the EOI. The MOU (standard Format) with other sleeper manufacturers may be signed subsequently, depending upon the geographical l o c a t i o n of the stretch where the sleeper and fastening system is required to be installed. Alternatively, the firm may establish its own sleeper manufacturing plant which will be approved by RDSO as per the Railway Board's extant policy. In such a case, the firm shall furnish an undertaking for setting up a concrete sleeper plant within Specified Period...</p> <p>M/s Brijraj Technologies (P) Ltd.</p> <p>Suggest reconsideration: allow MoU to be submitted post shortlisting, especially for new entrants still forming downstream collaborations.</p>	<p>The suggestion is not acceptable. An</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>Concrete Sleeper Manufacturers Association of India</p> <p>Requirement of Approved Concrete</p> <p>Sleeper manufacturer</p> <p>All above clause clearly suggest that Modern Rail Fastenings if approved will need support and expertise of approved concrete sleeper manufacturer. Therefore, Concrete sleeper manufacturer should be allowed to participate in EOI Individually and jointly for benefit of Indian Railways.</p>	<p>MOU is required along with the response. Further MOUs may be entered into as per the requirement.</p> <p>Development of Indigenous Modern Fastening System requires knowledge and experience of manufacturing of clip / clamp / ERC. No changes in the structural design of the sleepers is envisaged at this juncture. Experience and expertise in concrete sleeper manufacturing is not required in the development of the fastening system.</p>	
	Annexure A	Para 5.8	<p>M/s Vossloh</p> <p>As per clause No.5.6 Based on suggestions RDSO will modify the design, specification, in service tolerance, drawings and STR, which will be applicable to all the participants of EOI.</p> <p>As per clause no.5.8 – The participating firm shall be responsible for the performance of the proposed</p>	<p>There is no contradiction in the provisions. Design, specification, in service tolerance, drawings and STR shall be finalized based on the inputs received against the EOI and will further be modified during the initial observation period. The participating firms will have to ensure manufacturing as per the finalized design. The fastening manufacturer has to associate closely</p>	

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			<p>fastening system as well as the concrete Sleeper.</p> <p>Both above conditions are conflicting. Therefore, the design responsibility must be with RDSO which will clear the “chosen modern fastening” and “modified sleeper” and be the “owner” of the new design.</p> <p>If the ownership of the design is with RDSO, then all design responsibility of the system should also lie with RDSO. Therefore, we humbly request RDSO to clarify on above.</p> <p>M/s Rahee Infratech Limited</p> <p>To ensure the performance of sleepers along with the fastening, suppliers should be free to supply fastenings on their own designed sleepers/rail seat. If RDSO is restricting the supplier to a particular design of sleeper, then the sleeper structural performance should not be a part of the fastening supplier. Request RDSO to review the clause & enable suppliers to participate with their own design of sleeper.</p>	<p>with the sleeper manufacturer to ensure that all the design and compatibility parameters are met.</p> <p>The manufacturer will not be responsible for any shortcomings in the design.</p> <p>The structural design of the existing sleeper is well established. It will be the responsibility of the participant to ensure that the sleepers are manufactured properly.</p>	
	Annexure A	Para 5.10	M/s Vossloh		

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			<p>Please clarify the track tolerances during service in unloaded and loaded conditions which are not specified in this document.</p> <p>We would request RDSO to also refer to Clause 4.2 while responding to this specific query.</p> <p>M/s Rahee Infratech Limited</p> <p>Rail pad stiffness measurement during service can be checked in the laboratory only & need to be retrieved from track by replacing the same with a new one. It cannot be done in the track. Request RDSO to clarify the same</p>	<p>In para 4.2 of Annexure-A to the EOI, it is clearly stated that calculation of maximum variation in static gauge has to be furnished. The broad parameters for in service performance are given in Para 5.10 of Annexure 'A'. The participating firm has to indicate the achievable in-service tolerances.</p> <p>Noted. The procedure shall be finalized while finalizing the specification.</p>	
	Annexure A	Para 6.1	<p>M/s Avadh Rail Infra Ltd.</p> <p>1. Life cycle cost must be a part of evaluation of EOI, which will ensure the quality and consistency of the product.</p>	<p>Noted. Decision shall be taken based on the technical efficiency and economy.</p>	

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			2. There are lot of variable costs as mentioned in 6.1 © and (G) are part of evaluation, which should not be criteria of disqualification as this shall vary a lot from section to sections, labs and other parameters. Certain cost maybe of one time only.	Cost is not a criterion for qualification / disqualification. However, orders shall be placed as per the existing tendering procedure and cost reasonability.	
	Annexure A	Para 6.3	M/s Prime Rail Infra Labs The participants will be permitted to revise the cost estimate, if any modifications in the design are made after submission of the response to the EOI but not later than seven after the presentation.	There is no requirement of putting such restrictions. The revision can be made within a reasonable time.	
	Annexure A	Para 7.1	M/s Pathick Engineering Works, Wherever reasonable time frame mentioned, time period should be specified. M/s Patil Rail Infrastructure Pvt. Ltd. We would like to submit that the term "reasonable time frame" is subjective. Kindly define or specify the maximum permissible time frame for setting up the factory in accordance with the STR requirements	The successful participants are expected to set up manufacturing facilities as early as possible. 15 months' time was agreed during the meeting. The successful participants are expected to set up manufacturing facilities as early as possible. 15 months' time was agreed during the meeting.	

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			<p>outlined in Annexure-D</p> <p>M/s Prime Rail Infra Labs</p> <p>The minimum schedule of technical requirement is stipulated in Annexure-D. If, the participating firm does not fulfill the minimum schedule of technical requirement stipulated in Annexure-D at the time of submission of response, it shall furnish an undertaking for fulfilling the minimum schedule of technical requirements within a 12 month time frame in the form of a notarized affidavit. The undertaking shall also include compliance of any future modifications to STR.</p>	<p>The successful participants are expected to set up manufacturing facilities as early as possible. 15 months' time was agreed during the meeting.</p>	
	Annexure A	Para 7.2	<p>M/s Pathick Engineering Works,</p> <p>Wherever reasonable time frame mentioned, time period should be specified.</p>	<p>The successful participants are expected to set up manufacturing facilities as early as possible. 15 months' time was agreed during the meeting.</p> <p>The initial quantity to be awarded to the qualified participants is clearly indicated</p>	

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			<p>M/s Vossloh</p> <p>In this EOI, it is not clear what will the quantities with timelines which will be awarded to the participating bidder after qualification under this EOI. In fact, if there is a change in design the tooling(s) may also change.</p> <p>Without the quantities and timelines (against which these quantities are to be supplied), it is not possible to decide the size of required plant and machinery. Therefore, it is humbly requested that RDSO confirm the same.</p> <p>Such a clarification would ensure that there is no ambiguity between the different participants in the EOI and should be done in the interest of transparency. This would allow for a level playing field amongst the participants</p>	<p>in the EOI. Subsequently, the qualified participants will have to obtain orders as per the tendering norms of IR. Procurement quantities shall be as per the requirements of the Railways. It is not possible to forecast the future quantities at this stage.</p>	
	Annexure A	Para 8.1	<p>M/s Vossloh</p> <p>At one stage RDSO has suggested that the design given in the EOI is only for reference.</p> <p>In parallel, under clause 8.1 RDSO has stated that “modifications proposed in the design of the Indigenous Modern Fastening System by the</p>	<p>There is no differentiation between any minor or major modifications. The participants are free to suggest any modifications.</p>	

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			<p>participating firm” which reflects that the proposed design of RDSO is near final and that only minor modifications are to be suggested by the participants?</p> <p>Please confirm which aspect is to be followed by the participants? Can we submit a completely different screw dowel system OR can we only submit minor modifications to the proposed in the design of the Indigenous Modern Fastening System?</p> <p>In addition to the above, if the current drawing proposed in the design of the Indigenous Modern Fastening System by RDSO possibly infringe an existing patent, then who would be taking the responsibility for the same?</p> <p>Would RDSO as the designer of the current drawing proposed in the design of the Indigenous Modern Fastening System take that responsibility? We would humbly request for a clarification on the same?</p> <p>Furthermore, as RDSO has also stated in the EOI that it is the responsibility of the participant to confirm that the proposed modifications do not violate any valid/live patent or infringe on any IPR</p>	<p>As stated above, the participants are free to suggest changes to any extent within the conditions stipulated in the EOI.</p> <p>The basic drawing provided in the EOI does not infringe any patent.</p> <p>The question is not relevant to the instant exercise. The final design shall be owned by the Indian Railway with all the attached rights and responsibilities.</p>	

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			<p>then would RDSO not accept a design if such a notarized affidavit is found to be fraudulent or incorrect?</p> <p>How RDSO will cross verify the claims of non-infringement of IPR/ Patent from the participants?</p> <p>We would humbly request clarification on the same.</p> <p>M/s Rahee Infratech Limited</p> <p>As per this paragraph, an assurance has been demanded from the participating firms that any suggested modifications do not infringe any IPR or copyright. Since RDSO has already issued these drawings, confirmation is required from RDSO that these drawings as issued do not violate any copyright, patents or any other IPR. Further, an undertaking is required that for any consequential legal action, the same shall be dealt by RDSO and participating firm shall be completely indemnified.</p>	<p>Submission of any fraudulent or incorrect document shall be dealt with as per the available legal remedies.</p> <p>The participant shall furnish the undertaking after verifying that the suggested changes do not result into any IPR/Patent violation.</p> <p>The basic drawing provided in the EOI does not infringe any patent.</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
	Annexure A	Para 9.1	<p>M/s Vossloh</p> <p>It is understood that only one design will be finalized after receiving many proposals from all the bidders. However, in the EOI, there is no clear criteria for finalization of the winning proposal. Without a clear understanding of which criteria would be given more importance – how can we provide RDSO with the right solutions? As the world’s largest modern fastening system supplier, we would like to suggest that the acceptance criteria be made completely transparent and not subject to interpretation at a later stage.</p> <p>Such a clarification would ensure that there is no ambiguity between the different participants in the EOI and should be done in the interest of transparency. This would allow for a level playing field amongst the participants</p>	<p>The evaluation of the proposed changes in the design shall be done broadly on the technical efficiency and economy. Since, all the shortlisted participants shall be allowed to manufacture as per the finalized design of the Indigenous Modern Fastening System, no strict evaluation criteria has been fixed beforehand.</p> <p>In the process of finalization, suggestions received from more than one participant may be incorporated. Thus, there is nothing like a “winning proposal”.</p>	
	Annexure A	Para 9.2	<p>M/s Rahee Infratech Limited</p> <p>The modified fastening system will become the property of IR as per this clause.</p> <p>OEMs are being asked to transfer its experience,</p>	<p>The provisions of the EOI do not require any OEM to transfer its proprietary product. The participants are expected to assist IR in developing modern fastening by providing inputs based on their experience, R&D, technical knowhow.</p>	

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			<p>R&D, technical knowhow without any assurance on preferred business or advantage.</p> <p>The requirement of field performance and working environment is not defined.</p>	<p>Suggestions regarding the evaluation of the field performance may be given by the participants along with the offer. The monitoring period, however, is given in EOI.</p>	
	Annexure A	Para 10.1	<p>M/s Prime Rail Infra Labs</p> <p>EOI steps and timelines, in general, shall be:</p> <ol style="list-style-type: none"> 1. Scrutiny of EOI responses and preliminary selection of 10-12 substantially compliant responses and best proposals within 20 days of submission and list publish with their date of presentation. 2. Submission of detailed FEM by the participants before 7 days of Presentation 3. Detailed presentations (four per day) around 30-36 days after EOI submission 4. Submission of revised binding cost-estimates along with the EMD within 45 days of EOI submission 5. Shortlisting of 5-6 qualified vendors within 50-55 days of EOI and intimation of Selected Technology Provider. Submission of revised design FEM – proof checked by IIT/IISc. 6. Final design presentation by RDSO to shortlisted 	<p>Adequate time period has been given for submission of the response and there is no need for further splitting it into steps.</p> <p>All participating firms fulfilling the conditions stipulated in the EOI shall be shortlisted. There is no need to put a cap like “10-12” or “5-6” participants.</p> <p>Details of the entire process are provided in the EOI. All the other points raised shall be discussed and finalized during the course of finalization of the EOI.</p>	

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			<p>firms and Design validation/acceptance by Short-listed firms</p> <p>7. Signing of LOAs with the RDSO for manufacturing, supply and installation of around 20km Phase-I stretches at identified zonal railways</p> <p>8. Submission of PBG, Indemnities, Undertakings and signing of agreement</p> <p>9. Manufacturing QA, Check Points & Hold Points by RDSO, Manufacturing and Execution of work.</p> <p>10. Instrumentation, Testing, Performance monitoring and Joint inspections</p> <p>11. Evaluation score card against each stretch, batch of manufacturing and vendor</p> <p>The shortlisting of Phase-I firms shall be based on:</p> <p>a). Technical Capabilities and credentials</p> <p>b). Manufacturing capabilities and availability of machinery, testing facilities</p> <p>c). Technical integrity in terms of FEM and tight tolerances of the Fastening system</p> <p>d). Technical presentation of the Ballasted Track</p>		

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			<p>System with Modern fastening</p> <p>e). Commitment to timelines</p> <p>f). Cost estimate advantage</p> <p>The participants substantially fulfilling the eligibility conditions, having higher technical and manufacturing capabilities, financial capacity and other EOI requirements stipulated in the EOI will be shortlisted up to six in number by RDSO. RDSO/IR committee of three members with domain expertise shall make the preliminary list and later shortlist the firm for Phase-I. RDSO committee decision shall be final and binding on all the participating firms.</p>		
	Annexure A	Para 10.2	<p>M/s Vossloh</p> <p>As stated above, from our perspective a Technical Partner will provide the details of the system that can be deployed on Indian Railways keeping in mind the system needs and requirements. In parallel, an Industrialization Partner would be one who has the capability to manufacture the system in India for Indian Railways as per Make in India rules.</p> <p>Once a design is finalized by RDSO, numerous</p>	No comments warranted.	

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			<p>companies can come forward and meet the STR for manufacturing of modern fastening systems.</p> <p>RDSO has stated that “After finalization of the designs, drawings, specifications, STR etc., RDSO shall share it <u>with all the shortlisted participants</u>”.</p> <p>Does RDSO restrict; if a company which did not participate in the EOI at the beginning by providing technical solution would no longer be eligible for the manufacturing and supply of the modern fastening system in India for the specified 400 km in EOI or subsequent regular tenders?</p> <p>We would humbly request for clarification on the same.</p> <p>We would also humbly request RDSO to confirm what would be the long- term business prospects for just being another manufacturer for the approved modern fastening system? Would there be any guaranteed quantity of supply on yearly basis or minimum quantity allocation?</p>	<p>No comments warranted.</p> <p>No comments warranted.</p> <p>The purpose of the present EOI is to develop an Indigenous Modern Fastening System. Future proliferation shall be done as per the extant rules and procedures of Indian Railways.</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>We understand that “Qualified Vendors” will get an initial order for supply of Indigenous Modern Fastening along with PSC Sleepers for a track length of 50 km \pm 10%. However, as a global leader in Modern Fastening, we would humbly request for some clarity on the long-term prospects for supply to Indian Railways</p>	<p>The purpose of the present EOI is to develop an Indigenous Modern Fastening System. Future proliferation shall be done as per the extant rules and procedures of Indian Railways.</p> <p>The purpose of the present EOI is to develop an Indigenous Modern Fastening System. Future proliferation shall be done as per the extant rules and procedures of Indian Railways.</p>	
	Annexure A	Para 10.3	<p>M/s Pathick Engineering Works,</p> <p>Wherever reasonable time frame mentioned, time period should be specified.</p>	Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para	Addendum and Corrigendum No.4 (Item-14)

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			<p>M/s Rahee Infratech Limited</p> <p>Practically RDSO will add OEMs sub suppliers also in their approved list and in future chances are that they might take these given components from them directly as being done currently in IR.</p> <p>In that case the supplier will not be responsible to give a single point warranty as a complete fastening system, as happening presently in IR</p>	<p>10.3 of Annexure-A.</p> <p>The conditions framed in the EOI are for the presently envisaged course of action. At present, it is envisaged to procure the complete fastening system as a set along with the sleepers and supplier will be responsible for all components.</p>	
	Annexure A	Para 10.4	<p>M/s Pathick Engineering Works,</p> <p>Wherever reasonable time frame mentioned, time period should be specified</p>	Reasonable time frame has been kept 15 months as discussed and agreed during the meeting on 10.06.2025. Necessary modifications have been made in para 10.4 of Annexure-A.	Addendum and Corrigendum No.4 (Item-15)
	Annexure A	Para 10.7	<p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>Please clarify that at what stage of the process, assembly test needs to be performed and report to be submitted. We feel that Assembly test should be carried out before award of first 20km order. Pl.</p>	The Assembly Test has to be carried out before making any supplies. Order for the first 50km \pm 10% can be placed before the Assembly Test.	

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			confirm.		
	Annexure A	Para 11	<p>M/s Brijraj Technologies (P) Ltd</p> <p>Recommend a phased approach: allow an initial supply stretch of 20-30 km from existing fasteners facilities, followed by a committed rollout of 200 km. Facility setup should be required before developmental vendor status is granted.</p> <p>It is requested that the responsibility for sleeper quality and compliance be explicitly assigned to the sleeper manufacturer, and not to the fasteners supplier. The EoI should clearly delineate the scope and accountability for each party.</p>	<p>The suggestion is not acceptable. The Indigenous Modern Fastening System will have to be manufactured using the facilities stipulated in STR, which will be finalized based on the inputs received during the EOI.</p> <p>Since, the complete fastening-sleeper set shall be supplied by one vendor, the responsibility for the performance of each item shall rest with him.</p>	
	Annexure A	Para 11.1	<p>M/s Vossloh</p> <p>For the initial trials of track length of 50 km \pm 10%, we would like to confirm if 100% of the manufacturing is expected to be done in India OR is it sufficient to be a Class 1 local supplier with more than 50% Indian content under the Make in India rules.</p> <p>Once again, our query is only limited to initial supply of trial track length of 50 km.</p>	<p>In the EOI, manufacturing of the fastening system in India is envisaged. Also, compliance to the provisions of "Make in India Policy" will have to be ensured.</p>	

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			We would like to emphasize that the initial 50 km of track length is too less to justify investment in new manufacturing facilities in India without long- term visibility of implementation of modern track infrastructure. Therefore we humbly request RDSO to increase the initial trial track length from 50 km to at least 500 km for each shortlisted participant.	The EOI for development of Indigenous Modern Fastening System has been published with the intention of its future proliferation on IR. The initial 50km \pm 10% has been judiciously fixed. Further orders may be obtained through the extant tendering process of Indian Railways.	
	Annexure A	Para 11.4	M/s Pathick Engineering Works, Wherever reasonable time frame mentioned, time period should be specified	No time frame for setting up a plant has been specified as the facility of MOU with existing concrete sleeper plants is available.	
	Annexure A	Para 11.8	M/s Vossloh There are very few universities which are well versed with development and testing of screw- dowel based fastening system. There, we request RDSO to restrict the testing by only experienced one or two universities. M/s Schwihag India Pvt. Ltd As was discussed that RDSO and IRB may visit the Test facility of the university / Technical institute to	Testing can be done in any of the Laboratories indicated in para 11.8. The details regarding witnessing of Assembly Test will be finalized while	

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			witness the test. The institute may allow entry for a maximum of 2 days. We presume, based on the EOI conditions and trial stages, more than 4 Visits will be required. We want to understand how many representatives will visit, every visit will witness the test, and for how many days stay, so as to calculate the cost for travel, stay, etc.	framing tender conditions for laying of initial 50km \pm 10% .	
	Annexure A	Para 11.10	<p>M/s Vossloh</p> <p>Track laying responsibility should be on Railway or Railway appointed agency. Fastening system supplier can provide initial training for installation. Supervision must be provided by Zonal railways without mandatory participation from fastening suppliers.</p> <p>After the completion of installation, fastening system supplier can inspect.</p> <p>We humbly request RDSO when the training has been imparted by the “qualified vendor” then the separate agency can execute the installation without monitoring during the various stages of implementation since the timeline of implementation is not controlled by “qualified vendor”.</p>	Track laying work shall be entrusted to an agency fixed by the Railway. However, apart from imparting training, the supplier of the Indigenous Modern Fastening System will have to supervise the laying work to ensure that it is done correctly.	

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	Annexure A	Para 11.12	<p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>In this context, if any design modifications are found necessary during the trial phase with the first batch supply of 20 km, the modified design should be subjected to a fresh assembly test to validate its suitability before proceeding with further supplies</p>	The suggestion is accepted and necessary modification has been made in Para 11.12 of Annexure-A of the EOI.	Addendum and Corrigendum No.4 (Item-16)
	Annexure A	Para 11.16	<p>M/s Vossloh</p> <p>Based on fixed volume business at least for a period of 5-6 years may help for strategizing the investment for any company.</p> <p>We would sincerely appreciate any such clarity on the matter regarding frame contract for supply of fastening system for at least 5-6 years.</p> <p>Concrete Sleeper Manufacturers Association of India</p> <p>This clause should be amended/deleted as it is contemplated, developmental vendor will become an approved vendor after he produces and incorporates new Modern Fastening system embedded in the concrete sleeper for 400 km, The development vendor after initial approval by RDSO</p>	<p>The procurement of Indigenous Modern Fastening System shall be done as per the requirements of the Railway.</p> <p>The implementation stretches of 50km \pm 10% or 400km \pm 10% may comprise of sections separated geographically. Therefore, any concrete sleeper plant set up by a participant may not be able to cater the requirements of all the locations. Therefore, vendor development will not be linked to the fact</p>	

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			should be permitted to roll out required kms through approved concrete sleeper manufacturers may be in different geographical locations instead of newly established concrete sleeper factory.	whether sleepers were manufactured at a newly set up plant or by any other RDSO approved plant.	
	Annexure A	Para 11.18	M/s Prime Rail Infra Labs In this stage, the track stretch (es) will be divided into appropriate lengths (sections) for the purpose of monitoring. The minimum length of section for this purpose will be about 40 km or four block sections , whichever is longer. Monitoring of such an individual section by agency with RDSO will continue for 6 months after the successful installation in such section is completed	The track stretches will be selected as per the Railway's requirements. Therefore, minimum track length or minimum number of block sections cannot be stipulated.	
	Annexure A	Para 11.19	Concrete Sleeper Manufacturers Association of India should be changed to.. The developmental Vendor along with concrete sleeper manufacturer shall become entitled for listing as an Approved Vendor by RDSO in the Vendor directory for "Supply of Modern Fastening systems along with Sleepers".	The suggestion is not acceptable. The concrete sleeper manufacturers are already approved by RDSO. The supplier of Indigenous Modern Fastening System can tie up with any RDSO approved concrete sleeper manufacturer depending upon the geographical	

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			Reason for suggested change Since all the developed New Modern fastenings will be used by Concrete sleeper manufacturer to ultimately supply the same as single Track component, the expertise by then will be available with Concrete sleeper manufacturer to be called as Development Vendor.	proximity.	
	Annexure A	Para 11.21	<p>M/s Vossloh</p> <p>Defective Liability should exclude any mishandling, damages during installation and regular maintenance of track such as tamping of ballast etc which can lead to damage of fastening on occasion.</p> <p>We would humbly request RDSO to clarify the same.</p>	The vendor shall supervise the installation work to ensure that no mishandling or damage takes place. Regular maintenance like tamping etc is the basic requirement to ensure safety. These cannot be excluded from the Defect Liability.	
	Annexure C	Para 1	<p>M/s Rahee Infratech Limited</p> <p>Since drawings and specs has already been shared by RDSO we assume that same complies to the required clause.</p>	The drawings, specifications, STR etc provided in the EOI are only for the guidance of the prospective participants. The final design should comply with the provisions contained in Annexure-C of the EOI.	
	Annexure C	Para 3.2 (F)	<p>M/s Schwiag India Pvt. Ltd</p> <p>No tolerance has been provided for rail seat dimension, the fastening system manufacturer</p>	The suggestion is accepted. The tolerances are indicated in the revised	Addendum and Corrigendum

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			proposes a rail seat dimension of 298 mm with a tolerance of +1.5 / -0.5 mm	version of Annexure-I of the EOI.	No.4 (Item-17)
	Annexure C	Para 3.2 (J)	M/s Prime Rail Infra Labs Stiffness of rail pad should be designed between 100 to 150 kN/mm such that rail bending stresses due to live load shall be within 250N/mm ² and rail seat load shall not exceed 50% of the wheel load.	Participants are expected to submit suggestions for modification in design, drawing, specification and STR along with their response to the EOI or during subsequent discussion in the design development process. Based on the inputs and after deliberation with the participants, design, drawing, specification and STR shall be finalized.	
	Annexure C	Para 3.2 (K)	M/s Prime Rail Infra Labs Rail stresses, including LWR and Track-Structure interaction, shall not exceed 52% of the UTS of rail.	Same as above.	
	Annexure C	Para 3.2 (L)	M/s Prime Rail Infra Labs The clamp elasticity measured in terms of resistance against rail foot lift by each clamp shall not exceed 2kN/mm	Same as above.	
	Annexure C	Para 3.2 (M)	M/s Prime Rail Infra Labs The maximum pullout load of Dowel in FEM shall be 50kN and existing PSC sleeper shall be proved safe.	Same as above.	
	Annexure C	Para 3.3 (A)	M/s Schvihag India Pvt. Ltd The fastening system manufacturer employs a cold	Same as above.	

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			bending process and therefore uses a 14.5 mm diameter for the tension clamp. To accommodate production variability, a tolerance of 14.5 ± 0.3 mm is proposed. Requests RDSO to accept the same. These are the tolerances needed for the cold bending process.		
	Annexure C	Para 3.3 (B)	<p>M/s Prime Rail Infra Labs</p> <p>The rail pad should be 6 to 10 mm thick and made of PU or TPU. The material and design of the rail pad should specifically be indicated. The offered material and design should meet the requirements stipulated in para 3.8 (B). (In conformity with 3.8 B)</p>	Same as above.	
	Annexure C	Para 3.3 (C)	<p>M/s Prime Rail Infra Labs</p> <p>The rail guide plate should be made of PA-6 with 33% glass fill with minimum impact strength of 40kJ/m^2 (As per DB code). (In conformity with 3.8 C)</p> <p>M/s Vossloh</p> <p>This condition specifies standard raw-material to be used for production of Angular Guide Plate.</p> <p>As mentioned under item 3.8 in same annexure, it</p>	<p>Same as above.</p> <p>Same as above.</p>	

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			<p>should be PA6 with 30% glass fibreTo ensure high quality parts, recycled or re-grinded material should be excluded or restricted with certain percentage.</p> <p>Please clarify if recycled or re-grinded material would be acceptable by RDSO and to which extent?</p> <p>M/s Schwihag India Pvt. Ltd.</p> <p>The fastening system manufacturer wishes to propose that, in addition to PA-66, the use of PA-6 GF 30 material should also be permitted. The bidder will include the advantages of using PA-6 GF 30 as part of their proposal.</p>	Same as above.	
	Annexure C	Para 3.3 (E)	<p>M/s Vossloh</p> <p>PA6 material is specified. However, alternative material may also be considered based on their advantages.</p>	Same as above.	

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	Annexure C	Para 3.8 (B)	<p>M/s Vossloh</p> <p>Please specify the test standard for impact attenuation test</p>	Same as above.	
	Annexure C	Para 3.8 (C)	<p>M/s Schwihag India Pvt. Ltd.</p> <p>The fastening system manufacturer wishes to propose that, in addition to PA-66, the use of PA-6 GF 30 material should also be permitted. The bidder will include the advantages of using PA-6 GF 30 as part of their proposal.</p>	Same as above.	
	Annexure C	Para 3.8 (D)	<p>M/s Vossloh</p> <p>Tension clamps in Modern Fastening Systems are having specification of hardness according to Vickers 400 - 460 HV30.</p> <p>RDSO is requested to also include this in the specification</p>	Same as above.	
	Annexure C	Para 3.8 (E)	<p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>The specification of the Sleeper Screw should conform to UIC 864-1. In this context, the following material and mechanical properties need to be used.</p> <p>• Material: As per ISO 898-1, Grade 5.6</p>	Same as above.	

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			<ul style="list-style-type: none"> • Tensile Strength: Minimum 500 N/mm² • Yield Strength: Minimum 300 N/mm² • Percentage Elongation after Fracture (for machined test pieces): Minimum 20%. Pl. confirm. <p>M/s Schwihag India Pvt. Ltd.</p> <p>2. The fastening system manufacturer proposes the inclusion of a 90-degree bending test for sleeper screws, as this test is critical to ensuring the delivery of high-quality screws. We will share the International standards for this test along with our proposal.</p> <p>3. Considering the environmental conditions in India, the fastening system supplier proposes the inclusion of Hot Dip Galvanized coating for sleeper screws, as it is the minimum requirement to ensure effective protection against corrosion.</p>	<p>Same as above.</p> <p>Same as above.</p>	
	Annexure C	Para 3.8 (F)	M/s Vossloh		

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>Please allow to use alternative equivalent material as per Indian standard for washer due to easier availability of raw material.</p> <p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>In reference to the EN 10025 code, we would like to highlight that there is no mention of carbon steel grade E335 b with minimum tensile strength of 590 N/mm². This appears to be a typographical error.</p> <p>As per DIN EN 10025, it should be S355JR, which has a minimum tensile strength of 470 N/mm² (refer Table 7: Mechanical properties at ambient temperature for flat and long products of steel grades).</p> <p>Additionally, for washers, the following steel grades should also be considered, which are mentioned in code EN 10025:</p> <p>Grade S235JR –Tensile strength: 360 N/mm² (min)</p> <p>Grade S275JR –Tensile strength: 410 N/mm² (min). Pl. confirm.</p>	<p>Same as above.</p> <p>Same as above.</p> <p>Same as above.</p>	

Sr.No	Annexure	Clause No.	Queries / Suggestions	Replies	Addendum Corrigendum
			<p>M/s Schwihag India Pvt. Ltd.</p> <p>Considering the environmental conditions in India, the fastening system supplier proposes the inclusion of Hot Dip Galvanized coating for washer, as it is the minimum requirement to ensure effective protection against corrosion</p>	Same as above.	
	Annexure C	Para 3.8.3	<p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>Since the complete list of tests to be performed as part of the System test would take 3 to 4 weeks of time, the total number of man-days of RDSO officials visiting these tests may please be provided.</p>	Same as above.	
	Annexure C	Para 3.8.3(2)	<p>M/s Prime Rail Infra Labs</p> <p>Vertical Static Stiffness of complete fastening assembly at 200 kN/mm (max)</p>	Same as above.	
	Annexure C	Para 3.8.3(3)	<p>M/s Prime Rail Infra Labs</p> <p>1.3 (preferable) or 1.4 (max)</p>	Same as above.	

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	Annexure D		<p>M/s Vossloh</p> <p>This STR defines plant and machinery for a fully operational manufacturer who is supplying significantly high quantities.</p> <p>To establish a plant in India, complying with STR, RDSO/IR shall provide details of projects which will be addressed by such a plant. It is humbly requested that the same be provided as part of the EOI. Without such a clarification, significant investment in plant and machinery will remain idle without any business prospects.</p> <p>Further, we would also like to inform RDSO that setting up a fully operational manufacturing plant and supply chain would require at least 15 months. Therefore, we would humbly request RDSO to specify min. 15 month to comply with schedule of technical requirements.</p> <p>M/s Patil Rail Infrastructure Pvt. Ltd.</p> <p>Given the substantial capital investment required</p>	<p>The procurement shall be done as per the requirements of the Railway.</p> <p>Suggestion is accepted. The time period for setting up the plant has been specified to be 15 months from the date of finalisation of the shortlisted vendors.</p>	

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			to set up a fully compliant manufacturing facility, the indicated quantity may not provide sufficient commercial justification for such investment. We request RDSO to consider specifying a minimum assured order quantity for at least 1000 km of track length to ensure economic viability of the project and to encourage participation from all technically and financially capable bidders.	The Indigenous Modern Fastening System is being developed with the intention of future proliferation on IR. However, procurement shall be made as per the requirements of the Railways.	
	Annexure D	PART A Para 3.3	<p>M/s Pathick Engineering Works</p> <p>The cut bars must be inspected 10 piece per heat for cracks by qualified/ trained staff using Magnetic Particle Inspection system of suitable capacity.</p> <p>Minimum one Rockwell Hardness Tester along with standard test blocks with certificate should be available in the firm's laboratory to test the hardness of raw and finished material. Hardness of Standard test blocks should be in close, range of hardness of raw material and the finished product. The calibration of hardness testing machines should be done through Govt. Approved/ NABL Accredited laboratories.</p>	Participants are expected to submit suggestions for modification in design, drawing, specification and STR along with their response to the EOI or during discussion for design development later on. Based on the inputs and after deliberation with the participants, design, drawing, specification and STR shall be finalized.	

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			<p>M/s Schvihag India Pvt. Ltd.</p> <p>As our company employs a cold bending process for manufacturing tension clamps, the cut bars are continuously fed into the next stage for bending, making Magnetic Particle Inspection (MPI) of the cut bars unfeasible. However, we conduct 100% crack detection on the final tension clamps. Therefore, we respectfully propose that this test not be made mandatory.</p>	Same as above.	
	Annexure D	Para 3.4	<p>M/s Schvihag India Pvt. Ltd</p> <p>This clause is not applicable for Cold cold-bending process manufacturing of the clamp. Request RDSO to accept the same. We have an Automatic line that includes in-process cutting of the coiled material and subsequent bending. Our process uses Gas gas-operated furnace to release the stresses that support decarbonisation</p>	Same as above.	
	Annexure D	Para 3.7	<p>M/s Schvihag India Pvt. Ltd</p> <p>The fastening system manufacturer proposes that gas-operated hardening be permitted, as we utilize fully CNC-controlled chamber ovens that maintain a consistent temperature zone throughout the length of the furnace. We kindly request RDSO to consider</p>	Same as above.	

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			and allow this process.		
	Annexure D	Para 3.9	<p>M/s Schvihag India Pvt. Ltd</p> <p>This clause is not applicable for gas operated heating process. Request RDSO to accept the same.</p> <p>The fastening system manufacturer proposes the use of an external NABL-accredited laboratory for this test, as it requires high-value testing equipment. We kindly request you to accept this arrangement.</p>	Same as above.	
	Annexure D	<p>PART A</p> <p>Para 3.11</p>	<p>M/s Schvihag India Pvt. Ltd.</p> <p>As a fastening system manufacturer, we would like to highlight that the material used in the dies/tools for the bending operation varies from manufacturer to manufacturer. This information is forms an integral part of our confidential manufacturing know-how. We are supplying clamps intenationally and we have a definate quality management and process controls. Therefore, we respectfully request that such inspection criteria not be mandated, as the quality and compliance of the final product will be thoroughly verified through standard product inspection procedures.</p>	Same as above.	
	Annexure D	PART A	M/s Rahee Infratech Limited	Same as above.	

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		Para 4.2	It is requested that the functional requirements of the equipment be mentioned instead of specific brand/make (for all test equipment's at STR)		
	Annexure D	PART A Para 4.12	M/s Schwihag India Pvt. Ltd. Our scrap management system follows a different process, and we ensure 100% disposal of scrap material. Therefore, we suggest that this clause not be made mandatory for the clamps till they are imported. Each country have their own compliances for scrap disposal	Same as above.	
	Annexure P	SN 10	M/s Schwihag India Pvt. Ltd The fastening system manufacturer requests clarification and detailed guidelines for the calculation related to variations in static track gauge	The calculation of variation in static track gauge shall be done by combining the tolerances of the components so that it results into maximum slack gauge and maximum tight gauge.	
	Annexure P	SN 13	M/s Schwihag India Pvt. Ltd. The fastening system manufacturer applies different coatings for various components of the fastening system. However, we request RDSO to clearly define the criteria for Severe Exposure Conditions and specify the standards to tests the conditions, such as the salt spray test, to validate coating quality.	Participants are expected to submit suggestions for modification in design, drawing, specification and STR along with their response to the EOI or during discussion for design development later on. Based on the inputs and after deliberation with the participants, design, drawing, specification and STR shall be finalized.	

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	Annexure P	SN 15	<p>M/s Schwiag India Pvt. Ltd</p> <p>The fastening system manufacturer confirms that certain components will be manufactured through outsourcing, with multiple vendors involved in the production of individual components. While standard minimum testing tools will be provided at each manufacturing unit, some tests will be carried out at NABL-accredited laboratories. We kindly request RDSO to consider and accept this approach</p>	Same as above.	
		General Suggestion	<p>M/s Brijraj Technologies (P) Ltd.</p> <p>It is suggested that RDSO also mandate a corresponding STR for sleeper manufacturing plants (especially those supplying for this fastening system), requiring automated production lines, digital QC, and proven mix technology, to ensure consistent and compatible interface with the fastening system.</p>	STR for sleeper manufacturing has already been prescribed. No change in the same is required.	
		General Suggestion	<p>M/s Sundram fasteners Limited.</p> <p>Request to allow India's leading fasteners manufacturer in the above EOI & relax Annexure- A 3.1 Eligibility criteria duly including "Indian OEMs/ Manufactures of High Tensile Fasteners of Railway /Defence /Automobile /Aerospace industry"</p> <p>Sundram Fasteners Limited is the largest high tensile fastener manufacturer of the country and market</p>	Functional requirements of Track Fastenings are different from that of fasteners used in other industries. Therefore, the suggestion is not acceptable.	

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			<p>leader of Indian Fasteners Industry - manufacturing and supplying our 'TVS' brand fasteners across India and globally. We have been manufacturing and supplying fasteners in the last 56 years to various applications like Automotive, Aerospace, Wind turbines, construction and several other industries including Indian Railways.</p> <p>We own more than 18 factories with world class manufacturing facilities for manufacture of different components made of high-grade steels, alloy steels, aluminum and other metals and plastics including 5 exclusive fastener manufacturing factories in India.</p> <p>All our factories including our fasteners manufacturing facilities have the best-in-class, state of art machineries and processes. We have the expertise in cold and hot forging, all kinds of machining, a kinds of heat treatment capabilities and the plants catering to different surface finish coating requirements to protect the fasteners from hostile environment conditions like corrosion, rust, wear damage etc.</p> <p>Most of our machines are highly automated with heat treatment furnaces and Surface finishing lines totally computerized with SCADA controls enabled</p>		

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			<p>with the IoT and have a digitally connected factory.</p> <p>We would like to use our expertise in all the technology stated above, utilize our capacities at our factories and would like to manufacture the railway fastening systems as required in this EOI Notice No. CT / EF / EOI / Indigenous Modern fastening dated 16.05.2025.</p> <p>We would also want to reiterate that our brand' TVS' has been a well recognized brand in the Railway Eco system for Fasteners and we have been supplying already all kinds of standard and critical fasteners that include the connecting rod bolts for the diesel locomotive, TC bolts etc being supplied to different zones of Indian Railways including the factories like ICF, DW, CLW, MCF etc.</p> <p>Sundram Fasteners Ltd is rightly placed to do 100% justice to Indigenous Modern fastenings and if required shall collaborate with other suitable complimentary partners.</p> <p>Thus, we request you kindly allow under eligibility of</p>		

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			"Indian OEMs /Manufacturers of High-tensile fasteners of Railway / Defense / Automobile / Aerospace industry".		
		General Suggestion	<p>M/s Star Track Fasteners Pvt. Ltd.:</p> <p>This has reference to your EOI Notice No. CT/EF/ EOI/ Indigenous Modern Fastening 16.05.2025 for development of Indigenous Modern Fastening System for ballasted track fit for 25T axle load meeting the technical criteria and Functional Requirement and Specification of Modern Rail Fastening System as given in Annexure-C of EOI.</p> <p>In this context, we take this opportunity to inform you that we are associated with M/s voestalpine Railway Systems GmbH (vaRS) as exclusive agency in India</p> <p>The Company voestalpine Railway Systems GmbH (vaRS) having its principal place of business at Headquarter: Kerpelystr. 199, 8700 Leoben/Austria, is the global market leader for infrastructure system solutions, offering top-quality products, logistics and services for turnouts, fastening systems, signaling technology and monitoring applications.</p> <p>voestalpine Railway Systems GmbH (vaRS) concentrate on developing smart system so for the rail infrastructure of tomorrow. The company have 160 years of experience and profound technical expertise</p>	<p>The aim of the present EOI is to develop an Indigenous Modern Fastening System. However, any suggestions for modification shall be considered. Suggestions may be in the form of an altogether new design conforming to the design requirements stipulated in EOI Document, provided it does not result into any IPR/Patent violation.</p>	

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			<p>as well as engineering knowledge, voestalpine Railway Systems' products and services result in outstanding benefit to customers. That's what we call "Performa Track": the greatest possible availability with the lowest possible life cycle costs. High speed with maximum innovation and sustainability as a full-range supplier for all types of rail (mixed traffic, high-speed routes, urban transport and freight traffic) they offer customized future-oriented solutions to worldwide customers.</p> <p>It is pertinent to mention that the company voestalpine Railway Systems GmbH (vaRS) has innovated & developed a wide range of products, logistics and services for rails, turnouts, fastening systems, signaling technology and monitoring applications and supplied the products Worldwide. Later M/s Plastwil Sp. z o.o. has merged with voestalpine Fastening Systems as part of the voestalpine Railway Systems Group, the world-market leader in railway fastening systems and a leading producer for over 40-years. The company manufactures high-quality fastening systems in compliance with using modern production technologies.</p> <p>We, Star Track Fasteners Pvt. Ltd. on the behalf of the voestalpine Railway Systems GmbH (vaRS) wants to actively participate in the EOI for development of</p>		

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			<p>Indigenous Modern Fastening System for ballasted track fit for 25T axle load meeting the technical criteria and Functional</p> <p>Requirement and Specification (FRS) of Modern Rail Fastening System.</p> <p>M/s vostalpine Railway Systems GmbH (vaRS) proposes the "G9" fastening system as an alternative for the EOI as per technical detail attached herewith.</p> <p>The G9 fastening system has been successfully tested in accordance with EN 13481-2:2022.</p> <p>Category C at the accredited laboratory of the Technical University of Munich, as documented in the report "Report_4581 TUM, dated 25th January 2023. The G9 System is also successfully installed, equipped with sensors and so consciously monitored in a specified section at Austrian Federal Railways since 05/2024 with very good results and feedback from the operator.</p> <p>The G9 fastening system fulfills the functional requirements as specified in IRS specification and provides the following technical aspects:</p> <p>- axle load - up to 260kN & speed - up to 350km/h</p>		

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			<ul style="list-style-type: none"> - high longitudinal resistance $\geq 9\text{kN}$ - electrical resistance $\geq 5\text{ kQ}$ - clamping force for G9 $\geq 18\text{kN}$ (per rail seat) - Vertical fatigue strength for G9: 3.0mm - gauge adjustment in the range of 10mm - height adjustment optional - material of the rail pad: EVA, Rubber, EPDM. - Static stiffness of rail pad: $> 40\text{ kN/mm}$ - all of the components can be pre-assembled in the sleeper factory - Antitheft version available - Can be easily retrofit with sleepers of W30. <p>In addition, the G9 fastening system provides additional safety against rail rolling with the centre loop of the clip projecting over the rail foot. This reduces the risk of overstressing the clip arms and their plastic deformation. More detail about G9 fastening system is given the vaRS letter dated 11-06-2025 which is attached herewith for your kind</p>		

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			<p>perusal.</p> <p>We humbly request your good self for inclusion of G9 system and its technical specification in the subject EOI to have the latest technology and to create healthy competition.</p> <p>We also want to state that to prepare the documents we need some more time and hence humble request your good self to please arrange to extend the date of EOI submission up to 31st Jul 2025 and oblige.</p> <p>Your kind consideration in this matter shall be highly appreciated. Thanking you and assuring you of our best services always.</p>		
		General Suggestion	<p>M/s Vossloh</p> <p>The aim of the EOI is to qualify technical partner and industrialization partner. However, in the absence of a finalized technical solution and clarity on the selected technology, it becomes challenging to define an appropriate industrialization strategy at this stage.</p> <p>From our perspective a Technical Partner will provide the details of the system that can be deployed on Indian Railways keeping in mind the system needs and requirements. In parallel, an Industrialization Partner would be one who has the capability to manufacture the system in India for</p>	<p>The technical information provided in the EOI document is adequate to decide on a technical partner or industrialization partner. The design improvements will not have any effect on such arrangements.</p>	

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			<p>Indian Railways as per Make in India rules.</p> <p>We respectfully submit that the current EOI seeks extensive details pertaining to both technology and industrialization, without clearly outlining the evaluation framework, qualification criteria, or the expected track length commitment for the selected participant. In such circumstances, it may be difficult for serious global participants to fully commit to disclosing proprietary design and manufacturing plans without appropriate visibility or protection.</p> <p>We humbly request RDSO to consider providing more detailed guidance and clarity on these aspects in the interest of transparency, fairness, and to encourage robust participation from credible industry players.</p>	<p>The qualification criteria and initial implementation plan has clearly been defined in the EOI Document. The present exercise has been undertaken with the intention of future proliferation of the Indigenous Modern Fastening as per the requirements of the Indian Railways. The EOI provisions do not obligate a participant to part with any proprietary design.</p> <p>The entire exercise of the EOI is being done in a transparent and impartial manner.</p>	
		General	M/s Calcutta Springs Limited, Kolkata		

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		Suggestion	<p>This has reference to the Expression of Interest Notice No. CT/EF/EOI/Indigenous Modern fastening dated 16/05/2025 for development of Indigenous Modern Fastening System for ballasted track fit for 25T axle load meeting the technical criteria and Functional requirement and Specification (FRS) of Modern Rail Fastening System as given in Annexure-C of your documents.</p> <p>In this connection we are to inform you that we are the manufacturer of Elastic Rail Clips and PSC Sleepers and therefore, we are entitled to submit our proposal against the above notice for Expression of Interest.</p> <p>In this connection we are to inform you that the Technical Proposal that we are to submit is extremely technical in nature and require a lot of work. We are not in a position to submit the Technical proposal by 30th June 2025 and shall most humbly request your goodself to please extend the date of submission of Technical Proposal by two months i.e. upto 31/08/2025.</p>	The last for submission of response has been extended by one month.	

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			We sincerely hope that this will meet with your kind consideration and you will be kind enough to extend the date for submission of Technical proposal from 30th June 2025 to 31st August 2025.		
		General Suggestion	<p>M/s Techma Engineering Enterprises Pvt. Ltd., Kolkata</p> <p>Techma Engineering Group is a five-decade old group. We are renowned manufacturer, supplier and exporter of a premium range of Railway Fittings. The Group has RDSO approvals for various steel and rubber products and is regular supplier for India Railways and also exports its products to various parts of the world. The Group is ISO: 9001:2015 accredited and its rubber division is IRIS accredited which says all about its priority on quality of the products produced. The Company has world-class infrastructure and its machineries are imported from renowned companies in Europe and around. (https://techmaengg.com/)</p> <p>We have noticed that the EOI for Development of Indigenous Modern Fastening System was uploaded on 16th May 2025 and a corrigendum was floated on 30th May 2025 to suggest changes to the EOI by 12'h June 2025 and also a meeting is convened at RDSO at</p>	No comments warranted. At present, no further meetings are planned before the last date for submission of responses.	

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			10th June 2025. We would request your good self to allow us more time to study the EOI in detail and hold a meeting at RDSO at a later date preferably by next month, so that many eligible firms like us can participate and an effective EOI can be prepared and worked upon and our objective of development of Indigenous Modern Fastening System can be achieved.		
		General Suggestion	<p>M/s TITAGARH RAIL SYSTEMS LIMITED</p> <p>We would like to introduce ourselves as Titagarh Rail Systems Limited (formerly Titagarh Wagons Limited), India's largest private sector manufacturer of freight and passenger rolling stock, headquartered in Kolkata. Ours is a Multinational Company having manufacturing facilities and design centres in India and Italy and design centre across the country and with strong footprints in Europe.</p> <p>Sir, we have supplied about 400 EMU coaches to Indian Railways and 32 state-of-the-art aluminium Metro Coach Trains for Pune Metro till date. The first train manufactured under the "ATMANIRBHAR BHARAT" initiative was inaugurated by our Hon'ble</p>	The EOI is for development of the Indigenous Modern Fastening System and therefore, experience, expertise and capabilities in other fields have not been considered.	

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			<p>Prime Minister, Shri Narendra Modi jee.</p> <p>Sir, we have set up a fully automated facility to produce to produce 200-250 coaches per year, the first of which had been supplied to Pune Metro. We also have 2 Modern Foundries in Kolkata which produce 45000 MT Railway products annually.</p> <p>Under the "Make in India" and "ATMANIRBHAR BHARAT" policies of the Government, we have also set up a state-of-the-art propulsion and electrical component manufacturing facility for producing up to 2400 traction motors and 200 traction convertors per year with complete testing and quality assurance facilities and systems. Our consortium with BHEL has been awarded the contract for the design, manufacturing, and supply of 80 sets of Vande Bharat sleeper trains and with Ramkrishna Forgings Ltd., for manufacture and supply of forged wheelsets for Indian Railways.</p> <p>With the above expertise, credentials and a robust setup, we are keen to enter in the field of track machines and fittings and associate with RDSO and</p>		

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			<p>Indian Railways as an approved manufacturer for Modern Rail Fastenings as per the above mentioned EOI. However, we find the qualifying criteria restricting the entry to only existing approved vendors and suppliers of Elastic Rail Clips which provides opportunity to very limited number of companies for development of an altogether new system being adopted for the first time by the Indian Railways. We request you kindly consider amendments in the Eligibility Criteria by allowing casted railway component manufacturers like ourselves to qualify as we have both the capability and capacity to design and produce at optimal costs and extend the proposal submission date.</p> <p>Looking forward to your kind consideration of our request and remain committed to participating in this opportunity with full dedication. Thanking you and always assuring you of our best services.</p>		
		General Suggestion	<p>M/s Prime Rail</p> <p>Firstly, we would like to extend our sincere thanks to you for organizing the meeting in connection with the Expression of Interest (EOI) No. CT/EF/EOI/Indigenous Modern Fastening dated 16.05.2025.</p>	The last date for submission of responses has been extended by one month.	

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			Also in order to ensure thorough understanding and preparation of our queries, we kindly request an extension of the deadline for submission of queries up to 16/06/2025.		
		General Suggestion	<p>M/s Eastern Track</p> <p>In connection with the above subject and reference, we humbly request you to kindly give us additional time of 160 days for the EOI.</p> <p>Sir we are working on the technical part of the Modern Fastening System and hence need some more time for the completion of the same. We are extremely confident of our development and are keenly interested to participate in the said EOI.</p> <p>Hence we urge you to please provide us additional time of 160 days for the same.</p>	The last date for submission of responses has been extended by one month.	
		General Suggestion	<p>M/s Fabro Forge</p> <p>We have started the development for the subject. However, since the technical component needs more work, we place our request to you to please grant us time of further 160 days for the submission of the same.</p>	The last date for submission of responses has been extended by one month.	

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			It is our eager interest to participate but we need some more time and your kind help in this regard shall be most useful to us.		