

SN	Clause no. & Chapter no.	Page no.	Sub-clause no. / Point no.	Content of the clauses requires clarification	Bidder's Query	RailTel's Response																												
M/s Ciena																																		
1	3.A.23, Ch 3A	21	3.A.23	15 days man week training on the equipment and network operation shall be provided by the Tenderer to RailTel in RailTel/OEM/Bidder premises with no cost to RailTel	We understand that customer has requested for onsite training. Is customer willing to consider online/virtual training?	Tender clause is clear. Online/Virtual training is not allowed.																												
2	3.A.10 , Ch 3A	19	3.A.10	The tenderer will be responsible for supply, installation, commissioning & supervision of complete work for this tender including the System design of network and integration with the existing network, wherever required.	Can you please share the details of existing network.	Tender condition is very clear and Integration is limited to Client Side only .																												
3	4.A.3, Ch 4A	31	4.A.3.1	RailTel should be extended the benefits of software update/up-grades made by OEM on the system from time to time to improve performance	Is customer willing to take responsibility to perform SW upgrade themselves given Ciena does the SW upgrade for first few nodes and provides OJT to the customer.	Software update/up-grades should be made available by OEM at no additional cost to RailTel.																												
4	7.4.1, Ch 7	98	7.4.1.1/ 4	The received defective part will be got repaired by the contractor within 10 days from the date of receiving and will be installed/handed over to RailTel authorized representative at RNOC/site	We understand that the repair service request mentioned in the tender is 10 days. In the event of hardware failure, Ciena ships the repaired or an equivalent replacement Field Replaceable Unit (FRU) within 30 calendar days following receipt of the defective hardware. Can customer provide some relaxation here and change the ask to 30 days.	Pls see corrigendum Point-1 (d)																												
5	3.B.4 , Ch 3-B	24	3.B.4	Factory acceptance tests shall be carried out after review and approval of FAT procedure/documents as per bid requirements and review of Pre-Factory acceptance results & shall be conducted at the manufacturing facilities from where the respective equipment/subsystems are offered. No additional cost shall be paid to OEM/bidder. The factory acceptance testing shall be conducted in the presence of the Purchaser/Engineer. The tests shall be carried on random sampling of 8% lot size and factory acceptance certificates shall be issued.	We understand customer has requested for factory acceptance testing at manufacturing site (to be witnessed by customer). Superior quality and innovation are the underpinnings of Ciena's customer relationships. Ciena can share Quality related certificates, if required. The HW proposed in this tender has already been supplied as part of previous contracts to RailTel. Ciena is still maintaining the same quality for all the products Can these tests (under FAT) be relaxed/Waived off, it will help to reduce the overall project timeline and price.	FAT procedure may be relaxed/Waived off with approval of competent authority.																												
6	7.5.1, Ch 7	99	7.5.1	7.5.1 Technical Support Services KPIs & SLA: <table><tr><th>Severity Levels/KPIS</th><th>Critical</th><th>Major</th><th>Minor</th></tr><tr><td>Respond</td><td>1Hr</td><td>3Hr</td><td>5Hr</td></tr><tr><td>Restore</td><td>6 Hr</td><td>BE</td><td>BE</td></tr></table> *BE-Best Effort	Severity Levels/KPIS	Critical	Major	Minor	Respond	1Hr	3Hr	5Hr	Restore	6 Hr	BE	BE	<table><tr><th>Severity Level</th><th>Critical</th><th>Major</th><th>Minor</th></tr><tr><td>Respond</td><td>1 Hr</td><td>24 B Hr</td><td>36 B Hr</td></tr><tr><td>Restore</td><td>8 Hr</td><td>NA</td><td>NA</td></tr><tr><td colspan="4">BHR: Business Hour</td></tr></table>	Severity Level	Critical	Major	Minor	Respond	1 Hr	24 B Hr	36 B Hr	Restore	8 Hr	NA	NA	BHR: Business Hour				Tender clause is clear.
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7	3.B.3, Ch 3B	23	3.B.3	The Tenderer on his own exactly in line with FAT shall conduct pre-factory acceptance testing and test reports for the same shall be forwarded to Purchaser/Engineer before start of FAT.	Is customer expecting any particular report as part of Pre Factory acceptance. Can you please elaborate on the requirement.	FAT procedure may be relaxed/Waived off with approval of competent authority.																												
8	3.A.3.1, Ch 3A	14	3.A.3.1.A 3.A.3.1.B 3.A.3.1.C	Both routes must include three-path protection and should not require any transponder repeaters.	can we use regen for any path to meet the 400G line rate requirement?	No. Transponder regen is not allowed for traffic matrix defined in Tender																												

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				OR	For the 100GHz Mux/De-Mux requirement, Can bidder provide Mux/De-Mux with higher spacing like 125GHz or 150GHz based on solution design while ensuring any wavelength with 100GHz spacing requirement can be fed into supplied Mux/De-Mux.	
				Should provide Flex grid (minimum 12 channel) supported MUX/DEMUX at Egmore, Secunderabad and Panvel as per solution design.		
10	3.A.5, Ch 3A	16	3.A.5.3.1.2	Protection switching should be triggered within 50 ms in case of 1+1 client or 1+1 optical channel protection and within 150ms in case of three path protection restoration	For 1+1 Client, is it mandatory to have 50ms switching in case of 400GE client as well?	Pls see corrigendum Point-1 (c).
11	3.A.5, Ch 3A	16	3.A.5.3.1.2	Protection switching should be triggered within 50 ms in case of 1+1 client or 1+1 optical channel protection and within 150ms in case of three path protection restoration	Clause 3.A.4.12 states that it is mandatory to have Optical ASON. Clause 3.A.3.1.D mandates 50ms switching in case of 3 path Protection as well. Please confirm if it is mandatory to have 50ms switching in case of 3 path protection with ASON.	
12	3.A.22, Ch 3A	20	3.A.22	DWDM System shall support DCN demarcation from the carrier's DCN (Gateway functionality) that includes the use of individual TCP/IP port management and SFTP client on the NE.	Considering that DWDM system supports TCP/IP port management and SFTP client on NE, whether DWDM system can be directly connected to existing Railtel's DCN Router or if Bidder need to include new DCN router in the offer?	DCN connectivity and Switch/Router ports on DCN Network will be provided by RailTel
M/s Berlan Communication						
13				Our firm is a sole proprietorship registered under MSME. Kindly confirm whether we are eligible to avail the MSME provisions and participate in this tender.		Tender clause is clear.
14				Regarding the turnover criteria , are we permitted to participate under MSME provisions even if we do not meet the standard turnover requirements?		Tender clause is clear.
M/s Nokia						
15	3.A.2.OVERVIEW OF THE SCOPE OF WORK	13/114	5	DWDM system shall support 'C band' as per ITU-T grid for the green field network. The offered DWDM Solution shall support minimum capacity of 9.6Tbps over a pair of fibre	As we understand, offered technology should support 9.6 TB over pair of fiber, Hardware that is required on day1 should be based on the network topology and traffic matrix asked in the tender. Please confirm.	Yes, your understanding is correct
16	3.A.3. DESIGN OF NETWORK (Traffic Card in day-1)	14/114	A	Bidder/OEM shall propose a Traffic System with a capacity of 2x400G between Chennai (Egmore) & Secunderabad, and between Chennai (Egmore) & STT Madhapur. Both routes must include three-path protection and should not require any transponder repeaters. The client-side optics/ports shall be equipped with 8xQSFP28 LR4 100Gbps Ethernet interfaces.	As we understand, there is a requirement for three-path protected traffic between the following locations: Chennai (Egmore) to Secunderabad, Chennai (Egmore) to STT Madhapur. However, as if now third fiber route is currently not available at the Chennai (Egmore) site. We kindly request you to confirm, Should the Optical Layer Infrastructure (OLS) for the third path be considered as part of the Day-1 scope, or will RailTel provision the third fiber route and associated infrastructure at a later stage once the third path becomes available?	Chennai (Egmore) is three direction Pop , May please see Annexure-I & II of Tender document.
17	3.A.3.1 DESIGN OF NETWORK (Traffic Card in day-1)	14/114	B	Bidder/OEM shall propose Traffic System supporting capacity 1x400G between Secunderabad to Mumbai (Panvel) Linear without any transponder repeater. Client optics/ports should be equipped with 4xQSFP28 LR4 100Gbps Ethernet.	As we understand Mumbai (Panvel) is having linear path connectivity, c2c traffic circuit will be linear (unprotected) please confirm.	Yes, your understanding is correct
18	3.A.3.1 DESIGN OF NETWORK (Traffic Card in day-1)	14/114	C	Bidder/OEM shall also support 400G line in optical layer between Chennai to Mumbai without any transponder repeater based on proposed transponder solution.	As we understand, there is no requirement for 400G traffic in between Mumbai and Chennai on Day-1. In the future, when direct fiber connectivity becomes available between Mumbai and Chennai, we understand that the need for regeneration or repeaters will depend on multiple factors, including fiber length, cumulative losses, and intermediate/pass-through locations. Kindly confirm if our understanding is correct, and whether the requirement for regeneration/repeaters is to be assessed at a later stage once the fiber route is finalized.	Tender clause is clear.
19	3.A.3.1 DESIGN OF NETWORK (Traffic Card in day-1)	14/114	D	Protection (three path) should be supported via optical splitter/combiner or optical switch or client protection or ASON (Optical) or mix approach with 50 ms switching time.	Please confirm, in the future, when additional fiber pairs become available to support protection and restoration, there may be a need for node restructuring, topology changes, or cards/modules to support the enhanced network design. In such a scenario, we understand that Railtel will procure the required cards or modules.	Tender clause is clear.
20	3.A.3.2 DESIGN OF NETWORK (Traffic Card in day-1)	14/114	1.1	Up to 15 RU per two directions for Optical Add-Drop Multiplexer (OADM) sites.	There will be future expansion to insert more traffic cards, considering the same request to Railtel please allow minimum 16 RU per two direction.	The limitation of 15 Rack Units (RU) per two directions applies exclusively to the optical layer (photonics layer) at OADM sites
21	3.A.3.2 DESIGN OF NETWORK (Traffic Card in day-1)	15/114	8	The bidder shall account for a fiber repair margin of 4 dB for spans.	As industry practice standard fiber section margin is 3 db, request to consider the same please.	Tender clause is clear.

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22	3.A.3.3 DESIGN OF NETWORK (Traffic Card in day-1)	15/114	3.A.3.3	DWDM Network (photronics) & 400G Traffic matrix shall be designed and provisioned as per Annexure-II (Network topology) and Annexure-I (Link details) of tender. In case of actual losses in the section is more at that time of commissioning of Network, RailTel will either improve the section losses or New ILAs, Amplifiers shall be arranged by RailTel through variation in existing contract. DWDM system should comply with technical specifications defined in Tender	Network topology design mentioned in the Annexure II there is connectivity (Railtel fiber) in between Chennai (Egmore) to Ambetur Railway Station but in fiber detail table (Annexure I) distance and losses are not mentioned please clarify.	Chennai (Egmore) is three direction Pop . May please see Annexure-I & II of Tender document.
23	3.A.5 Traffic Card	16/114	a	1.1.1+1 client protection.	Please confirm offered solution should Och (Channel protection) protected, though proposed traffic card should support client protection as well. If there is requirement of client protection in future Railtel will purchase the additional required cards to run the solution.	The proposed card should be capable of supporting 1+1 client protection in case of future deployment requirements.
24	3.A.6 DWDM equipment	17/114	3	At OADM Locations for photronics layer, to support "Direction separation i.e. the add/drop channel traversing the one direction shall not share cards, modules in with add/drop channels in other direction.	As we understand for each fiber degree (Line side) there should be separate ROADM cards.	Yes, your understanding is correct.Each fiber degree (Line side) there should be separate ROADM cards.
25	3.A.6 DWDM equipment	18/114	11	In the specification wherever support for a feature has been asked for, it will mean that the feature should be available without RailTel requiring any other hardware/software/licenses. Thus, all hardware/software/licenses required for enabling the support/feature shall be included in the offer. The technical specifications are mentioned above.	As we understand, the term "support for a feature" implies that the offered equipment and associated technology should be inherently capable of supporting the specified features from day one. However, it is also understood that where a feature is supported but not immediately required for deployment as RFP ask, RailTel may choose to procure additional hardware, software, or licenses at a later stage based on network rollout requirements. In such cases, the solution should be scalable. Please confirm.	Tender clause is clear.
26	3.A.28 hardware/software/licenses	21/114	3.A.28	It may kindly be noted that in the specification wherever support for a feature has been asked for, it will mean that the feature should be available without RailTel requiring any other hardware/software/licenses. Thus, all hardware/software/licenses required for enabling the support/feature shall be included in the offer.	As we understand, the term "support for a feature" implies that the offered equipment and associated technology should be inherently capable of supporting the specified features from day one. However, it is also understood that where a feature is supported but not immediately required for deployment as RFP ask, RailTel may choose to procure additional hardware, software, or licenses at a later stage based on network rollout requirements. In such cases, the solution should be scalable. Please confirm.	Tender clause is clear.
27	TRIAL RUN/FIELD TRIALS	27/114	3.B.9	TRIAL RUN/FIELD TRIALS Upon conclusion of the site acceptance testing the Tenderer shall keep the facilities commissioned for one month for 'TRIAL RUN/FIELD TRIALS'. During this period Tenderer shall provide all specialist Engineers & Technicians including experts to maintain the total log, incidents, failures & for assisting site engineer & for total co-ordination. However, the normal operation and maintenance of the system shall be performed by the personnel of the Purchaser trained for the purpose.	As per tender clause 4.A.2.5 Maintenance Supervision, the maintenance engineer from bidder is required to be placed at Railtel location after PAC. The understanding is that the field trial shall start once PAC is completed and the network is under maintenance supervision. Pls advice	Tender clause is clear.
28	Maintenance Supervision:	30/114	4.A.2.5	After the proposed network is commissioned and placed in service and after provisional acceptance certificate is issued, the contractor shall be responsible for proper maintenance supervision of the network free of cost for a period of twelve months from the date of provisional acceptance.	Pls provide the no of locations, exact count of resources and name of locations where the services are required.	May please see Annexure-I & II of Tender document.
29	TRAINING OF PURCHASER'S PERSONNEL	21/114	3.A.23	15 days man week training on the equipment and network operation shall be provided by the Tenderer to RailTel in RailTel/OEM/Bidder premises with no cost to RailTel.	Pls clarify if training requirement is for 1 week of training for 15 people.	Yes
M/s Adtran						
30	3A	3.A.1.3	14	Bidder/OEM shall also support 400G line in optical layer between Chennai to Mumbai without any transponder repeater based on proposed transponder solution	As per the fiber details, some spans have fiber loss less than 26 dB. After adding a 4 dB margin, the total span loss reaches up to 30 dB. At this span loss, it is not feasible to run 400G traffic without regeneration. Therefore, We request you to either reduce the fiber loss or adjust the margin 2dB so that 400G traffic can run without a regenerator	The bidder may also consider two additional ILA sites, which are located between the existing ILA locations, as detailed in Annexure-I.
31	3A	3.A.3.5.5	15	ILA Amplifier gain may be planned accordingly to meet 32dB Span loss.	Some spans have losses of less than 20 dB. Using a high-range amplifier in such cases can introduce non-linearity, which may impact 400G traffic performance. Therefore, we request that mid-range amplifiers be allowed as well.	Pls see corrigendum Point-1 (a).
32	3A	3.A.3.5.12	16	The proposed solution support should ASON on photonic layer (Optical) in day-1 with no cost to RailTel.	As per the network topology, there are three paths available between Chennai and Secunderabad. Protection can be achieved through cascade switching module; therefore, the ASON functionality is not necessary, as it does not provide additional advantage and will unnecessarily increase the bid cost. We kindly request the removal of the ASON requirement, as three-path protection can be effectively managed through the cascade switching module	Tender clause is clear.
M/s Teledia						
33	1	26 & 21	3.B.8.1 & 3.A.27	3.B.8.1 MAINTENANCE SPARES: Deleted. & 3.A.27 Spares: 8% mandatory spares (for operation and maintenance) shall be provided for all electronic cards including mother boards, back plane, traffic card, Mux/Demux, OSC filter for each system, subsystem, equipment, etc. (with round off at the higher side with two cards minimum), as against SOR. Spares shall be provided from the same manufacturing facilities/location from where the respective equipment, subsystems are offered. The list of the required spares being supplied with unit cost and total cost should be attached along with the bid.	1) Clauses 3.B.8.1 & 3.A.27 are contradictory, But we understand that 8% spares should be supplied. Please confirm 2) As 8% or minimum 2 cards for every electronic cards (including mother boards, back plane, traffic card, Mux/Demux, OSC filter for each system, subsystem, equipment, etc) would substantially increase the estimated bid value, we request Railtel to allow the bidder to quote 8% of the supply value (instead of 8% of SOR Quantity) considering the card failure rate.	Tender clause is clear.

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34	2	26 & 27	3.B.8.2	3.B.8.2 Commissioning spares The commissioning spare shall be arranged by the Tenderer to cater to the requirement during installation, commissioning, site acceptance testing, trial run and warrantee period. These spares shall be readily available with the Tenderer, at specified locations. These commissioning spares are different from maintenance spares and Tenderer shall not use maintenance spares as commissioning spares till expiry of warranty period.	We understand that the commissioning spares are required only till SAT & Trial run & not through out the warranty period. Plz confirm.	Tender clause is clear.
35	3	21	3.A.23	TRAINING OF PURCHASER'S PERSONNEL 15 days man week training on the equipment and network operation shall be provided by the Tenderer to RailTel in RailTel/OEM/Bidder premises with no cost to RailTel.	1) We request you to permit online training 2) Is OEM certification required post training?	Tender clause is clear. Online training is not allowed. OEM certification is required after completion of Training.
36	4	56	BDS	Delivery, installation, Commissioning & Integration period 180 days from date of issue of LOA/Purchase Order.	We request you to please allow 180 days for delivery & 90 days post delivery for installation, Commissioning & Integration	Tender clause is clear.
37	5	21	3.A.27	3.A.27 Spares: 8% mandatory spares (for operation and maintenance) shall be provided for all electronic cards including mother boards, back plane, traffic card, Mux/Demux, OSC filter for each system, subsystem, equipment, etc. (with round off at the higher side with two cards minimum), as against SOR. Spares shall be provided from the same manufacturing facilities/location from where the respective equipment, subsystems are offered. The list of the required spares being supplied with unit cost and total cost should be attached along with the bid.	Our understanding is that, critical cards/modules based on failure rate should be considered as a part of spares (which is not less than 8% of the BoM value) and that spares are not necessarily 8% of every BoM item quantity. Please confirm.	Tender clause is clear.
38	6	13	3.A.2	The scope also includes installation, testing, commissioning & acceptance of the Muxponder System Network including integration with the existing NOC/OSS system by providing standard northbound API's from supplied controller for management of devices.	Kindly provide details of the existing NOC/OSS system used in Railtel Network	Tender clause is clear.
39	7	14	3.A.3.2, Point# 5 & 5.1	Rack Space Allocation: RailTel will provide the following infrastructure support for optical network (Active Photonic Modules) deployment: Up to 15 RU per two directions for Optical Add-Drop Multiplexer (OADM) sites	We understand that the space mentioned here is only for the Active components. Additional space would be arranged by Railtel for any passive components(Mux/Demux) as per the requirement. Please confirm.	Tender clause is clear.
40	8	15	3.A.3.5 Point#8	Channel Equalizer shall be proposed depending upon Link budget and channel flatness and to be supplied as per quantity mentioned in the SOR. Channel equalizer equipment should not be more than 6 RU. Channel equalizer is used to adjust per channel attenuation for equalizing the channels. The channel equalizer sites should have component such as ROADM card/Amplifier and associated accessories. Channel equalizer solution shall be installed in lieu of ILA equipment as per requirement.	We understand that the required space of 6U will be arranged by Railtel for DGE. Please confirm that the power and MCB will be arranged by Railtel for DGE?	Tender clause is clear.
41	9	19	3.A.10	The tenderer will be responsible for supply, installation, commissioning & supervision of complete work for this tender including the System design of network and integration with the existing network, wherever required.	Kindly share the details of existing network.	Tender condition is very clear and Integration is limited to Client Side only .
42	10	31	4.A.3.1	RailTel should be extended the benefits of software update/up-grades made by OEM on the system from time to time to improve performance	Is Railtel willing to take responsibility to perform SW upgrade themselves if OEM does the SW upgrade for first few nodes and provides OJT to the Railtel?	Software update/up-grades should be made available by OEM at additional no cost to RailTel.
43	11	98	7.4.1.1/ 4	The received defective part will be got repaired by the contractor within 10 days from the date of receiving and will be installed/handed over to RailTel authorized representative at RNOC/site	We understand that the repair service request mentioned in the tender is 10 days. How ever we request Railtel to allow 30 days in the event of hardware failure, for the OEM to ship the repaired or an equivalent replacement Field Replaceable Unit (FRU) within 30 calendar days following receipt of the defective hardware.	Pls see corrigendum Point-1 (d)
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50	18	16	3.A.5.3.1.2	Protection switching should be triggered within 50 ms in case of 1+1 client or 1+1 optical channel protection and within 150ms in case of three path protection restoration	Clause 3.A.4.12 states that it is mandatory to have Optical ASON. Clause 3.A.3.1.D mandates 50ms switching in case of 3 path Protection as well. Please confirm if it is mandatory to have 50ms switching in case of 3 path protection with ASON.																									
51	19	20	3.A.22	DWDM System shall support DCN demarcation from the carrier's DCN (Gateway functionality) that includes the use of individual TCP/IP port management and SFTP client on the NE.	Considering that DWDM system supports TCP/IP port management and SFTP client on NE, whether DWDM system can be directly connected to existing Railtel's DCN Router or if Bidder need to include new DCN router in the offer?	DCN connectivity and Switch/Router ports on DCN Network will be provided by RailTel																								
52	20	30	4.A.2.5.1	After the proposed network is commissioned and placed in service and after provisional acceptance certificate is issued, the contractor shall be responsible for proper maintenance supervision of the network free of cost for a period of twelve months from the date of provisional acceptance. For this purpose, Bidder/OEM shall prepare a maintenance plan and make available the services of qualified maintenance engineers stationed at the location approved by Purchaser's Engineer who will guide and supervise the RailTel maintenance staff. The tenderer shall keep minimum two maintenance engineers at the locations approved by RailTel, who will visit the total installation as per the instructions of Purchaser's Engineer or earlier if the situation so warrants with the provision that monthly reports of the failures and health of the equipment is generated from the NMS and is made available jointly signed by contractor and RailTel Official.	We understand that this is part of maintenance between PAC & FAC and that commercials for 2 maintenance engineers are to be included as part of Schedule-A itself. Kindly confirm.	Bidder/OEM can also leverage to use existing manpower deployed in RailTel for the same.																								
53	21	15	3.A.3.5.8	Channel Equalizer shall be proposed depending upon Link budget and channel flatness and to be supplied as per quantity mentioned in the SOR. Channel equalizer equipment should not be more than 6 RU. Channel equalizer is used to adjust per channel attenuation for equalizing the channels. The channel equalizer sites should have component such as ROADM card/Amplifier and associated accessories. Channel equalizer solution shall be installed in lieu of ILA equipment as per requirement.	1) To reduce the shelf type and hence the spares, Please allow to use the shelf as specified for ROADM nodes, i.e. 15 RU per 2 directions. 2) Please relax the Channel equalizer space usage to be 7 RU.	Pls see corrigendum Point-1 (b)																								

M/s Nokia

SN	Clause no. & Chapter no.	Page no.	Sub-clause no. / Point no.	Content of the clauses requires clarification	Bidder's Query	RailTel's Response
54	Redundancy & Reliability	20//114	3.A.19	Equipment shall have fan redundancy.	Please confirm if equipment temperature for ILA locations is capable to support more than 60 degree in that case one FAN unit is allowed and it should be ETSI or GR-63 standards.	Pls see corrigendum Point-1 (e)