DESPACHO CIRCULAR N.º 001-2024/GEENG/GAESP

Brasília, na data da assinatura digital.

Ao Senhor
Gerente Geral de Licitações

Assunto: Recurso Administrativo da Wear Parts e Contrarrazões da ACSO.

Referência: Recurso Wear Parts Comércio - Pregão 08-2024.pdf", Recurso ACSO-008_2024 e Recurso ACSO-009_2024

Senhor Gerente,

Analisando os documentos de referência acima citado, consideramos:

1. Sobre o Recurso Administrativo da empresa Wear Parts, a GEENG enviou um e-mail respondendo os apontamentos apresentados. Segue abaixo o conteudo do e-mail:

> Após analisar o documento denominado "Recurso Wear Parts Comércio - Pregão 08-2024.pdf", consideramos:
>
> 1 - Quanto à qualidade dos trilhos:
>
> 1.1. - O recurso da Wear Parts cita: "**Ou seja, o certame requer uma qualificação específica para o material utilizado, qual seja, trilhos TR 45 ou TR 57, QUALIDADE 3A!**"
> RESPOSTA**:** O Termo de Referência, na definição do Objeto, cita: "**A composição química, o limite de resistência e o alongamento devem obedecer a qualidade do aço Tipo 3A, podendo ser aceito o padrão STANDART estabelecido na Norma AREMA.**", assim, temos que o aço poderá ter a composição química tanto do Tipo 3A quanto do Standart da Arema.
>
> 1.2. - O recurso da Wear Parts cita também que "**Não fornecer de trilhos na qualidade adequada, como a qualidade 3 A que atende ao padrão STANDART da norma AREMA, pode ter vários impactos negativos em sua linha ferroviária.**"
> RESPOSTA**:** Afirmamos que o Termo de Referência deixa claro os tipos de trilhos aceitos, os quais são: Tipo 3A ou STANDART da AREMA, conforme demonstrado no item acima.
>
> 1.3. - A Wear Parts cita: **"Nota-se que, no atestado juntado pela ACSO, não estão presentes os requisitos relativos à qualidade do material."**
> RESPOSTA**:** Quanto a citação acima, realmente nos atestados apresentados pela ACSO não consta qual o padrão do trilho foi fornecido, porém, por se tratar de fornecimento para a própria CBTU, sabemos que o padrão referente às 600 e 700 toneladas de trilhos TR-57 constantes nos atestados da ACSO são do padrão STANDART da AREMA, de

acordo com o certificado emitido pela Certificadora da CBTU, conforme imagem abaixo:

SGS

1. Background information

SGS order No.:	IN-WH-5601-19023
SGS affiliate:	SGS-CSTC Standards Technical Services Co., Ltd. Wuhan Branch
Coordinator:	Jessica Chen
Telephone:	+86 (0) 27 59330000 ext 4107
Email:	Jessica-yf.chen@sgs.com
Client:	ACSO-CENTRAL DE SERVICO DO ACO LTDA
Client Address.:	Curitiba-Quatro Barras N. 3585 Sitio Cercado – Zip code: 81.835-002 Curitiba- Parana - Brazil
Contact Person:	Mr. Henrique Macan
Telephone:	+86 18616157831
Email:	henrique@pditrading.com
Primary supplier:	N/A
Contact Person:	N/A
Telephone:	N/A
Email:	N/A
Manufacturer:	Hebei Iron & Steel CO.,LTD. Handan Branch
Manufacturer No.:	N/A
Contact Person:	Cai Ming
Telephone:	13932020772
Email:	N/A
Equipment/Material Inspected:	Steel rails 115RE, 1299.6 MT
Technical specification:	AREMA 2011 and technical specification

2. Summary of inspection

Inspection Items	Criteria	Results (Satisfactory /Non conforming/Pending)
Inspection for Ultrasonic testing	AREMA 2011	Satisfactory
Inspection for surface quality	AREMA 2011	Satisfactory
Dimension examination	AREMA 2011	Satisfactory
Witness laboratory test	AREMA 2011	Satisfactory
Marking check	AREMA 2011	Satisfactory

Quanto à qualidade dos trilhos que iremos aceitar, gostaríamos de reafirmar a Wear Parts que não será aceito trilhos com qualidade inferior ao Tipo 3A ou ao padrão STANDART da AREMA.

A ACSO já forneceu trilhos padrão AREMA e está ciente das especificações constantes no Termo de Referência.

2. - Quanto à validade temporal dos certificados:
2.1. - Por fim, a Wear Parts cita que **"Ademais, o atestado de Capacidade Técnica anexado é do ano de 2019, ou seja, mais de 5 anos atrás, não sendo suficiente para atender o presente edital."**
RESPOSTA**:** Conferindo o Edital, não encontramos nenhuma indicação de validade de 5 anos para os atestados de **Qualificação Técnica**. Logo, os atestados apresentados pela ACSO foram validados e aceitos por essa gerência.

3. - Conclusão:

3.1. - Concluímos que os apontamentos presentes no recurso enviado pela Wear Parts não apresentam justificativas plausíveis para alterar o julgamento feito por essa gerência quanto à qualificação técnica da empresa ACSO.

3.2. - Consideramos ainda que todo o exposto acima responde o outro recurso apresentado pela Wear Parts através do documento denominado 'Recurso Administrativo - WEAR PARTS 9009", por se tratar de uma cópia do recurso anterior, alterando apenas o número do Pregão Eletrônico.

2. Sobre os Recursos enviados pela ACSO onde foram apresentadas as contrarrazões, consideramos:

2.1. A ACSO entende que os atestados fornecidos pela própria CBTU são suficientes para comprovar a qualificação técnica operacional apesar dos atestados não conterem as características técnicas do material. (tipo dos trilhos).

2.2. Observamos que no item 4 de ambos os recursos da ACSO, há o pedido de não reconhecimento do recurso administrativo da empresa recorrente e solicita a confirmação da vitória no Pregão Eletrônico n° 009/2024. Houve um erro de digitação, visto que o pedido de cada recurso deveria ser direcionado para os pregões distintos, ou seja, Pregão Eletrônico 009/2024 e PE 008/2024.

3. Conclusão:

3.1. Consideramos que a empresa ACSO apresentou os atestados de capacidade técnica suficientes para sua qualificação técnica. A questão dos certificados emitidos pela CBTU não constarem o tipo/qualidade do aço dos trilhos não desqualifica as certidões, uma vez que sabemos que os trilhos fornecidos foram fabricados com o aço tipo Standard da

AREMA, conforme consta no Relatório de Inspeção da Certificadora SGS contratada pela CBTU na época do fornecimento.

3.2. Segue em anexo o Relatório de Inspeção dos trilhos emitidos pela Certificadora SGS.

Atenciosamente,

gov.br
Documento assinado digitalmente
AMARILDO WAGNER DE CARVALHO FONSECA D
Data: 06/09/2024 17:04:15-0300
Verifique em https://validar.iti.gov.br

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Amarildo Wagner de Carvalho Fonseca Doria
Gerente Técnico de Engenharia Civil

Inspection Report

(Non-negotiable)

Client:	ACSO-CENTRAL DE SERVICO DO ACO LTDA
Project:	N/A
Inspector:	Raymond Yu & Dick Yang & Jason Jia & Spark Yue
Inspection location:	Handan City, Hebei Province, China
Date of inspection:	Jul.04~06, Jul.08~12, 2019

Contents

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Contact Person:	Mr. Henrique Macan
Telephone:	+86 18616157831
Email:	henrique@pditrading.com
Primary supplier:	N/A
Contact Person:	N/A
Telephone:	N/A
Email:	N/A
Manufacturer:	Hebei Iron & Steel CO.,LTD. Handan Branch
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Contact Person:	Cai Ming
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Marking check	AREMA 2011	Satisfactory

Document review	AREMA 2011	Pending

3. Punch List and Non-Compliance

Report No./Item No.	Components	Description	Actions	Following up
N/A				

4. Instrument

During the inspection, the following instrument calibration status has been checked for inspection:

No.	Name	ID No.	Measuring range	Calibrated[1] (Yes/No/NA)	Certificate NO. (Optional)
1	Spark Discharge atomic emission spectrometer	1716	ARL4460	Yes	-
2	Electric-hydraulic servo universal testing machine	31203034	SHT5605	Yes	-
3	Electronic extensometer	E96891	3542-050M-020-ST	Yes	-
4	The Brinell hardness testing machine	16SSHB220020	TH609	Yes	-
5	Drop-weight testing machine	LSW1411	LSW-120000	Yes	-
6	Oxygen nitrogen hydrogen analyzer	4160	TCH600	Yes	-
7	levelling ruler	A1010	1000mm	Yes	-
8	The torsion measure ruler	2014-57	NQ-1	Yes	-
9	Hand-held Laser Distance Meters	1064081	D510	Yes	-
10	feeler gauge	3#	0.02~1.00mm	Yes	-
11	Template for rail dimension	/	115RE	Yes	-
12	Sample rail for NDT test	143182	115RE	Yes	-
13	Ultrasonic flaw detectors	NDT-102732	SONOTRON	Yes	-
14	Metallographic microscope	509767	MEF4A	Yes	-
15	Metallographic microscope	3532001420	ZEISS	Yes	-

[1] Calibrated

--- "Yes" means the instrument was calibrated and now is in the period of validity.

--- "No" means the instrument should be calibrated, in fact it was never calibrated or not calibrated before the expiry date.

--- "NA" means the instrument does not need to be calibrated in the view of its function.

***[2]** All calibrated instruments must be provided the total pages copy of calibration certificate.*

5. Equipment/Material inspected

Item/Tag No.	Product Description
Steel rails	Steel rails 115RE, 1299.6 MT

6. Reference documents

Document No.	Revision	Issued Date	Title	Approval Status
AREMA	2011	N/A	American Railway Engineering and Maintenance-of-Way Association	Available
HGHK/EXP/1904-0324A	N/A	2019/04/12	P/I	Available
HZGJX003-2019	N/A	N/A	Technical Specification for 1115RE(SS) As Rolled Rails	Available
N/A	N/A	2019/06/07	Digitalizar(Drilling hole)	Available
089-ACSZG19	N/A	15/03/2019	Sales Contract	Available

7. Inspection Narrative Summation

7.1 Inspection Scope

Below inspection was performed by SGS inspector according to AREMA 2011 during this visit:

- Inspection for Ultrasonic testing
- Inspection for surface quality
- Dimension examination
- Witness laboratory test
- Marking check
- Document review

7.2 Inspection activities

7.2.1 Inspection for Ultrasonic testing

All rails were ultrasonically tested by HBIS used an automated process ensuring that internal quality of the entire rail length was tested according to AREMA 2011 Clause 2.1.8. The ultrasonically test process for the steel rails was randomly witnessed by SGS inspectors.

- The ultrasonically testing equipment was calibrated at beginning of each shift by a calibration rail 115RE.The artificial defects were made on the rail head, web and foot according to AREMA 2011.
- The NDE personnel qualification for ultrasonically test was verified by SGS inspectors and the qualification certificate was valid.

Remark:

The result of ultrasonic testing was satisfactory as per the reference document.

7.2.2 Inspection for surface quality

Surface quality of all the steel rails was inspected by HBIS and inspection of surface quality was randomly performed by SGS inspectors according to AREMA 2011 Clause 2.1.10. The detail was as below:

- All faces of the rails were inspected for surface imperfections.
- Burrs were found on some rails end and drilling holes, the burrs were removed by grinding carefully by HBIS.
- Few slight mechanical indentations were found on several rails. The depth of the imperfections was measured and the depth was within the requirement. HBIS had never arranged grinding for surface imperfections on the rail body of rail as per the requirement of AREMA 2011.
- The rails with obvious imperfections or defects were rejected by HBIS. These rejected rails were stacked in specified location and would not be delivered by HBIS.

Remark:

- The result of surface quality check was satisfactory as per the reference document.

7.2.3 Dimensional examination:

Dimension examination for the rails was randomly performed by SGS inspectors according to AREMA 2011. Standard gauges for dimension examination were provided by HBIS. Below items were randomly inspected by SGS inspectors.

- Height of rail
- Crown profile
- Width of rail head
- Rail asymmetry
- Fishing height and inclination
- Width of rail foot
- Foot toe thickness
- Width of web
- Web thickness

- End squareness
- Straightness
- Length

Remark:

1. According to technical specification, the rail was defined as 12M in length.
2. The result of dimension examination was satisfactory according to AREMA 2011 and technical specification.

7.2.4 Witness laboratory test

Laboratory test was performed for the steel rails in HBIS laboratory. The test process was randomly witnessed by SGS inspector, including chemical composition, No-metallic Inclusions, surface hardness, tensile test, Macroetch Evaluation and Evaluation of residual stresses in rail. The testing frequency was as below:

Test Item	Relevant sub-clause (AREMA 2011)	Testing Frequency
Chemical composition	2.1.3.1	One per heat
Hydrogen	2.1.3.1	One per heat
Oxygen	2.1.3.1	One per sequence
No-metallic Inclusions	ASTM Standard Practice E45, Method A	One per heat
Hardness test	2.1.3.2	One per heat
Tensile test	2.1.3.4	One per heat
Macroetch Evaluation	2.1.9	One per heat
Evaluation of residual stresses in rail	2.1.13.2	One per week

- The laboratory test result including chemical composition and physical property was as below:


Chemical composition.xls


Physical property.xls

Remark: 1)The test data was provided by HBIS. The form indicated heat number in the sheets was transformed by actual heat number.

7.2.4.1 Chemical composition

Chemical composition analysis including hydrogen & Oxygen content was performed by HBIS and the test process was randomly witnessed by SGS inspector. The result was in accordant with AREMA 2011.

7.2.4.2 No-metallic Inclusions

Samples for metallurgical cleanness were prepared and assessed by HBIS in accordant with ASTM Standard Practice E45, Method A. The assess process was randomly witnessed by SGS inspector. Each 3/4" by 3/4" (19 mm) section had been prepared and evaluated according to ASTM Standard Practice E45, Method A. Each individual metallographic sample shall have a maximum average rating of 2 and a maximum individual rating of 3 for any inclusion type, thin or heavy. The result of metallurgical cleanness was satisfactory according to ASTM Standard Practice E45, Method A.

7.2.4.3 Hardness test

Brinell Hardness test for each heat of rail was carried out by HBIS in accordant with ASTM E10. The test process was randomly witnessed by SGS inspector. Hardness for rail 115RE had been performed on a piece of rail at least 6 inches (152.4 mm) long cut from a rail of each heat of steel or heat-treatment lot, or from a ground/milled transverse sample cut from the 6 inch (152.4 mm) piece above. The hardness value shall be more than 310HB. The result of hardness test was satisfactory according to AREMA 2011.

7.2.4.4 Tensile test

Tensile test for each heat of rail was carried out by HBIS in accordant with ASTM A370 using a proportional circular test piece of 0.5 inch diameter. The result was satisfactory according to AREMA 2011.

7.2.4.5 Macroetch Evaluation

Macroetch Evaluation was carried out by HBIS in accordant with AREMA 2011 clause 2.1.9. The process was randomly witnessed by SGS inspector. Sample preparation was conducted as per AREMA 2011 clause 2.1.9.2. SGS inspector had checked the final situation, found that the sample surface was free of scatter crack and etc. The result was in accordance with AREMA 2011.

7.2.5.8 Evaluation of residual stresses in rail

Evaluation of residual stresses in rail was carried out by HBIS in accordant with AREMA 2011 clause 2.1.13.2. SGS inspector had randomly witnessed the process, found that the distance between these two punch marks was checked with a calibrated Vernier Caliper. Then, the sample length, saw cut length and the distance between two punch marks after cutting was measured, the result was found in accordance with the requirement of AREMA 2011 and the Technical specification.

7.5.6 Marking Check

- Brand marks were rolled on one side of the rail web. The brand marks on the rails were found clearly legible. The detail brand mark was as below:

For example:

HBIS	CHN	VT	BOF	115RE	19	Ⅶ
Manufacturer	country	Method of	Oxygen	Rail type	Year	Rolled Month

of origin Hydrogen Elimination furnace

- Hot stamping was stamped on the non-branded side of the rail web. The hot stamping was found clear legible. The detail hot stamping was as below:

For example:

19306000 F 505 SS

Remark:

- "19306000" refer to the rail Heat No.
- "F" refer to position of the rail in the bloom
- "505" refer to the strand No.
- "SS" refer to steel grade

7.5.7 Document review

Mill certificate was not submitted during the inspection, so the result was pending.

8 Inspection Release

N/A

9 Attachment

N/A

10 Photos

Fig.1 Rail rolling

Fig.2 Rail rolling

Fig.3 Visual check

Fig.4 Dimension check

Fig.5 Dimension inspection

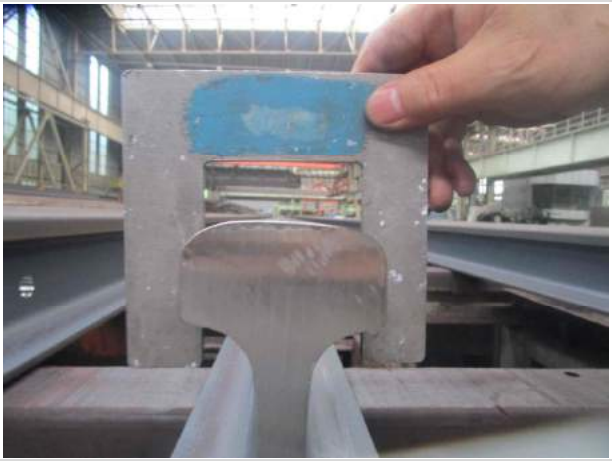

Fig.6 Dimension inspection

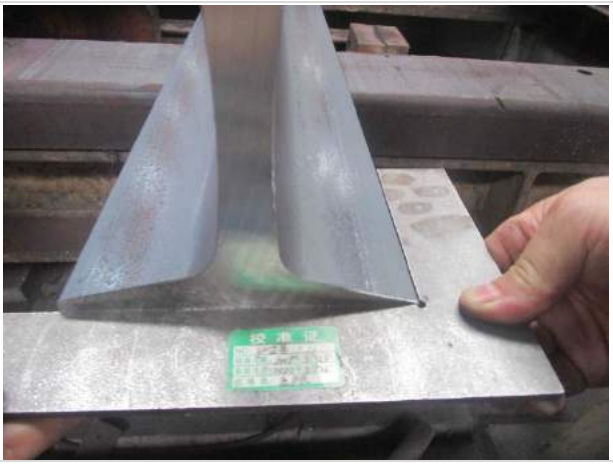

Fig.7 Dimension inspection

Fig.8 Dimension inspection

Fig.9 Dimension inspection

Fig.10 Dimension inspection

Fig.11 Dimension inspection

Fig.12 Dimension examination

Fig.13 Dimension examination

Fig.14 Dimension examination

Fig.15 Dimension examination

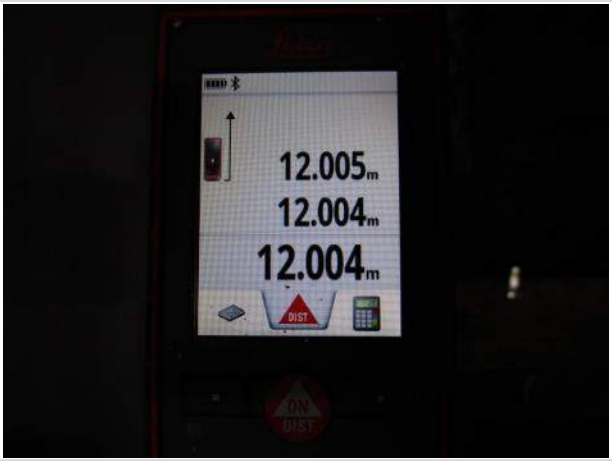

Fig.16 Dimension examination

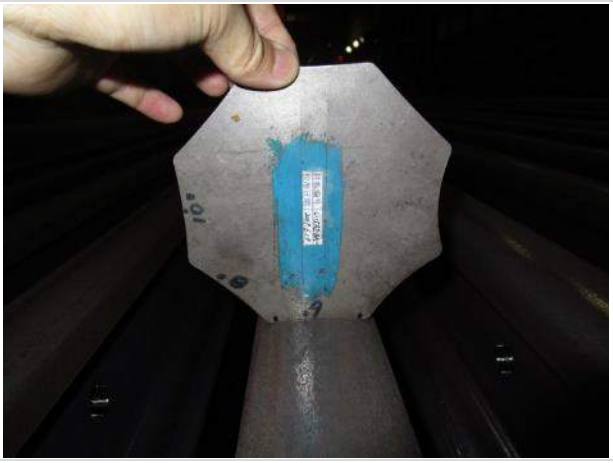

Fig.17 Dimension examination

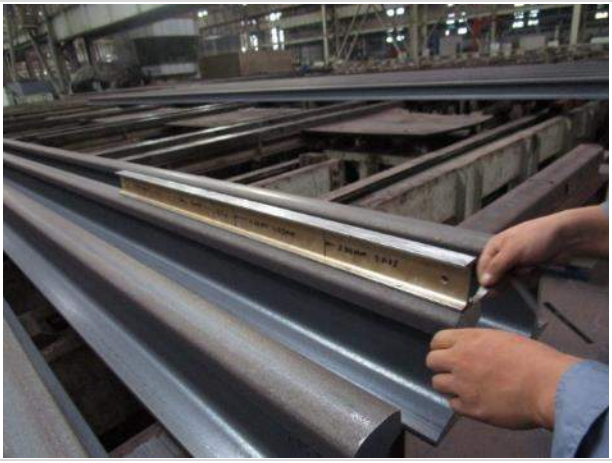

Fig.18 Straightness check

Fig.19 Dimension examination

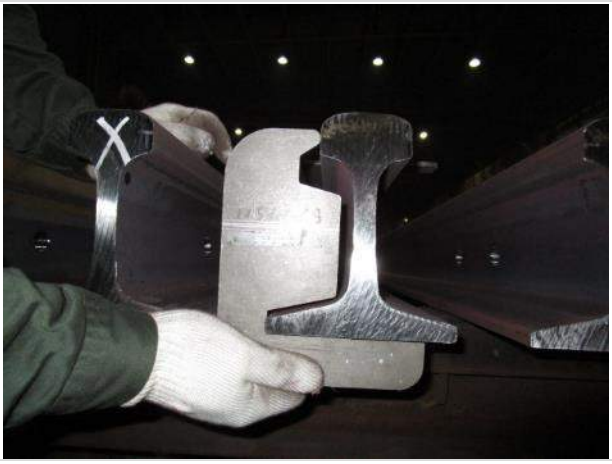

Fig.20 Dimension examination

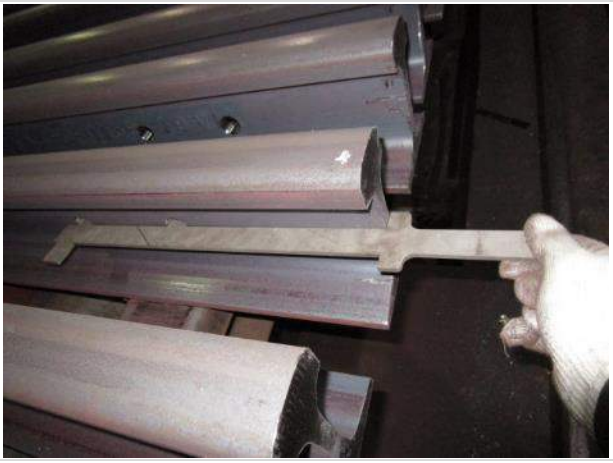

Fig.21 Dimension check of drilling hole

Fig.22 Drilling hole

Fig.23 Tensile test

Fig.24 Tensile test

Fig.25 Hardness test

Fig.26 Hardness test

Fig.27 Macroetch Evaluation

Fig.28 Witness UT test

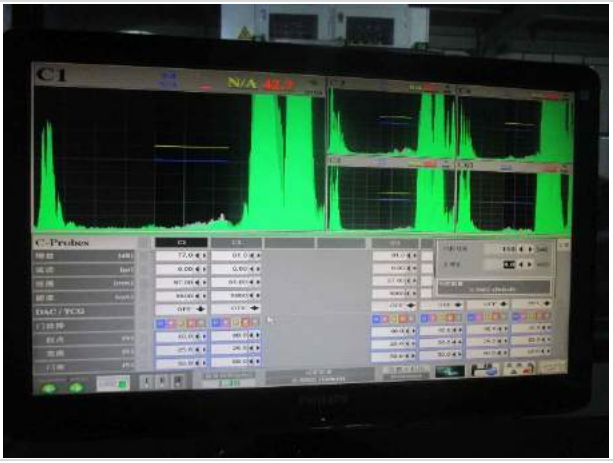

Fig.29 Witness UT test

Fig.30 hot stamp marking

Fig.31 Marking on the rail end

Fig.32 Hot stamp marking

11 Timesheet

Name/Staff ID	Date	Working Hours	Overtime Hours
Raymond Yu/SZ7085	July 4, 2019	10	2
Raymond Yu/SZ7085	July 5, 2019	4	
Raymond Yu/SZ7085	July 6, 2019	8	8
Raymond Yu/SZ7085	July 8, 2019	16	8
Raymond Yu/SZ7085	July 9, 2019	16	8
	Total time charged	**54**	**26**

Note: Both traveling time and reporting time are included.

Name/Staff ID	Date	Working Hours	Overtime Hours
Dick Yang /SZ8140	July 9, 2019	12	4
Dick Yang /SZ8140	July 10, 2019	12	4
Dick Yang /SZ8140	July 11, 2019	8	
Dick Yang /SZ8140	July 12, 2019	8	
	Total time charged	**40**	**8**

Note: Both traveling time and reporting time are included.

Name/Staff ID	Date	Working Hours	Overtime Hours
Spark Yue /WH0169	July 4, 2019	8	
Spark Yue /WH0169	July 5, 2019	8	
	Total time charged	**16**	**0**

Note: Both traveling time and reporting time are included.

Name/Staff ID	Date	Working Hours	Overtime Hours
Jason Jia /TJ1211	July 8, 2019	13.5	5.5
Jason Jia /TJ1211	July 9, 2019	13.5	5.5
Jason Jia /TJ1211	July 10, 2019	13.5	5.5
Jason Jia /TJ1211	July 11, 2019	8	
Jason Jia /TJ1211	July 12, 2019	8	
	Total time charged	**56.5**	**16.5**

Note: Both traveling time and reporting time are included.

Issued by:	Raymond Yu **Raymond Yu/ Jason Jia/Dick Yang/Spark Yue**	**Reviewed by:**	**Jessica Chen**	**Approved by:**	**Julie Zhao**
Title or position:	**Inspector**	**Title or position:**	**Coordinator**	**Title or position:**	**Section Head**
Date:	**July 14, 2019**	**Date:**	**July 15, 2019**	**Date:**	**July 15, 2019**

------End of Report------