

REPLY OF QUERRIES RECEIVED & DISCUSSED IN PRE BID MEETING DATED 17-10-2011 OF REQUEST FOR PROPOSAL (RFP) FOR FOUR LANING OF ZIRAKPUR – PATIALA SECTION OF NH-64 FROM KM 0.000 TO KM 50.700 IN THE STATE OF PUNJAB THROUGH PUBLIC-PRIVATE PARTNERSHIP ON DESIGN, BUILD, FINANCE, OPERATE AND TRANSFER (DBFOT) BASIS.

Sr. No.	Reference	Query	Reply
1.	CL. 3.1 on Page 81 : Concession Period.	After contemplating the capital cost to be invested for the subjected project and the revenue to be generated from the Toll collection, it seems the project is unviable for the Concession Period of 14 years as mentioned in the above clause. Therefore you are kindly requested to amend the Concession Period as 20 years instead of 14 years to make the project viable and also to have a healthy competition for bidding.	As per RFP
2.	CL. 9.1.1 on Page 100 : Performance Security.	According to the general practice in such type of tenders, the performance Security shall be 2% of the total project cost i.e. 8.44 Cr. Instead of 5% of the total project cost i.e. 21.09 Cr. As mentioned in the clause.	As per RFP
3.	CL. 10.5 on Page 106 : Protection of Site from Encroachments	Considering limited scope to concessionaire being a non government entity, the scope of this clause shall be made limited to monitor the all occupations, encroachments, unauthorized utilities on encumbrances and report to the PWD. Necessary action to remove the same shall be done by Authority. Kindly amend the clause accordingly.	As per RFP
4.	CL. 11.1 on Page 108 : Existing Utilities.	We request you to provide list of the existing utilities which will come under provision of this clause.	Such Existing Utilities will be identified during Joint inspection as stated vide clause 10.3.

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5.	ARTICLE 23 & Schedule P on Page 142 & 243 : Remuneration of Independent Engineer.	After contemplating the above clauses, the maximum limit of remuneration for Construction Period has been provided therein. However it is requested to clarify the maximum limit of remuneration to Independent Consultant for Operation Period.	As per RFP
6.	Article 27.10 on Page 152 : Additional fee for overloaded vehicles.	It has been mentioned that the concessionaire may recover fee for such overloaded vehicles at the rate applicable to the next higher category of vehicles. It is requested to clarify which rate shall be applicable for the highest category of vehicle i.e. Oversized Vehicles (seven or more axles) if overloaded.	As per RFP
7.	Point No. 10 of Annex – I (Schedule A) on Page 295 : Permanent Bridge, Bye Pass or Tunnel costing Rs. 50 Cr. Or more	It has been mention that Permanent Bridge, Bye Pass or Tunnel costing Rs. 50 Cr. or more. It is noted that the Fee Rules are to be followed is of NHAI's Toll Policy "Determination of Rates and Collection Rules, 2008 and Amendment Rules, 2010 & 2011" wherein for these structures of Bridge, Tunnel etc. the additional fees are to be charged for the structures have their cost more than 10 Cr. and there is no reference of cost of 50 Cr. Therefore kindly provide the list of such structures having cost thereof more than 10 Cr.	There is no structure costing more than 50 Crores.
8.	Point No. 4.1 of Annex-I (Schedule B) & Appendix-B1 on Page 298 & 309 : Cross Section.	It is mentioned that the Typical Cross Sections to be referred as per Manual of Specifications and Standards as referred in Schedule D i.e. "Manual of Specifications and Standards of Four laning of Highways Through Public Private Partnership" (IRC: SP:84-2009.Also in this regard Appendix B1 shall also to be referred. It is noted that there no TCS in IRC: 84-2009, are matching with the TCS mentioned in the Appendix B-1. Also TCS types like ROB TCS, Transition of TCS etc. are not found anywhere in the referred IRC or Manual. Therefore you are kindly requested to provide all the Typical Cross Sections referred in Appendix-B1.	The TCS as said in Appendix –BI for "Detail of cross sections" along the project road have been uploaded on www.pwdpunjab.gov.in .

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9.	Point No. 4.4 of Annex-I (Schedule B) on Page 299 : ROW Available.	It is mentioned that Land is required to be acquired within the Ch. From 16.05 to 28.11. Therefore you are kindly requested to provide the status of the Land Acquisition as on date.	The Notification under section 3(A) of National Highway Act 1956 for Publication have been submitted to the Ministry.
10.	Typical Drawings.	It is noted that Grade Separated Intersections, vehicular Underpass, pedestrian/ cattle Underpass and Foot Over Bridges are proposed to be constructed. However there is no Typical Drawings are incorporated in the Bid Document. Therefore it is requested to provide the typical drawings for all the proposed structures at the bidding stage only.	As stated in Annex-I (Schedule-D) specifications and standards for four-laning, the structures be designed accordingly .For ROB's following points be taken care of:- i) The proposed span arrangements of the ROB are tentative and subject to change as per availability of railway boundaries/requirements of the railways. Any change in the proposed span arrangement shall not be treated as change in scope of work. ii) ROB shall be designed, constructed and maintained as per the requirements of Railway authorities. The construction plans shall be prepared in consultation with the concerned railway authority. iii) The ROB's portion falling in railway jurisdiction shall be constructed and maintained by the concessionaire under supervision of the Railway. iv) All charges payable to the Railways like P&E, D&O, Capitalized maintenance, Supervision charges, Providing vehicles etc. shall be born by the Concessionaire.

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11.	Point No. 2 of Annex-I (Schedule-D) on Page 316 : Deviations from the Manual.	The description of Deviation is mentioned herein that typical cross section as shown in Appendix-B1 of Schedule B shall be followed instead of TCS given in fig. 2.2 to 2.10 for various locations. However it is noted that no TCS has been provided in Appendix-B1 of Schedule B except its names. Therefore it is requested to provide all the applicable TCS and drawings for all the structures to be provided as per scope of work at this bidding stage only.	The Typical cross sections stated in Appendix B-I are uploaded on www.pwdpunjab.gov.in .
12.	Due Date of Submission.	Considering the upcoming Diwali festival, there will be the tremendous seasonal variation in the traffic counts to be taken by the bidder for the assessment of the viability and may lead to unusual prediction for the traffic and hence the wrong bidding. Therefore, we request you to extend the date of submission of the bid at least by 30 days after issuance of the clarification of the above points so that normal Traffic Counts shall be taken by the bidders. We further request you to allow bidders to raise more points if necessary to seek clarification before 10 days of due date of bids, which can be clarified by PWD (B & R) Branch within the suitable time.	The sufficient time as specified i.e. 45 days has been given. Therefore date of submission of RFP cannot be extended.
13.	General	It has been observed that soft copy of RFP also uploaded on your website without Drawings & Feasibility Report. The soft copy of document helps bidder to expedite the working on proposal. NHA and other clients also provide soft copy to bidders as per their general practice. You are, therefore, requested to kindly upload the drawings and feasibility reports at the earliest on your website or can be provided in CD to bidder who has purchased the document.	As per RFP