

Tender ID: 2025_NHIDC_843756_1

दिनांक: 18.02.2025

विषय: Consultancy Services as Independent Engineer during Operation and Maintenance of Z-Morh tunnel including approaches on Srinagar Sonamarg section connecting National Highway no. 1 in the UT of J&K on DBFOT annuity basis.

REPLY OF PRE BID QUERIES

S. No.	Ref Clause	Clause Description	Query	Reply
1.	Clause 1 of Data Sheet	Pre-Proposal Conference shall be held at: National Highways& Infrastructure Development Corporation Ltd. (NHIDCL) HQ on 24.01.2025 at 15.00 hrs.	We request the client to kindly provide link for online meeting to facilitate the participation of those consultants who are unable to present physically but wish to raise their queries and engage in discussion to ensure preparation of well estimated & comprehensive proposal.	As per RFP
2.	Clause 9 of Data Sheet, Last Date for submission of the Proposal	The time and date of submission: 1500 hrs on 08.02.2025.	It is requested to kindly extend the bid due date by at least 2 weeks from the date of issue of pre-bid replies so that we can submit a well estimated & quality proposal.	Refer Amendm ent No. 1
3.	Request For Proposal (RFP) Page No. 03 of RFP	Section 1: Information to consultants Table 1: details of project Project length: 11.98 km.	The mentioned project length is including approaches, we kindly request the client to provide the project tunnel length.	Refer Amendm ent No. 1
4.	Request For Proposal (RFP) Section 1: Information to consultants Clause No. 18 Page No. 5 & 6 of 246	A) Eligibility criteria for sole applicant firm. Sr. No. 1(b) Firm should also have prepared DPR/ Feasibility Study cum Preliminary Design Report for at least one Tunnel project of similar category** of project length equal to 30% of project tunnel length. Firm should have also experience of Project Supervision/ Independent Engineer/ Authority's Engineer of at least one Tunnel project of similar category** of project length equal to 40% of the project tunnel length in O&M or DLP stage.	For easy understanding & calculation purpose, kindly provide the project tunnel length excluding approach road. Further, we understand that supervision consultancy service provided at post construction stage will also be considered as service during O&M or DLP stage.	Refer Amendm ent No. 1.

			Please Confirm!!	
5.	<p>Request For Proposal (RFP)</p> <p>Section 1: Information to consultants</p> <p>Clause No. 18</p> <p>A) Eligibility criteria for sole applicant firm.</p> <p>Defination of Similar Category</p> <p>Page 6 of 246</p>	<p>** Similar Category of project means Tunnel project having twin tube (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter (each tube) or 2lane highway tunnel for which RFP is invited. For this tunnel project having twin tube (including tunnel(s) for roads/Railway /Metro rail/irrigation/ hydro-electric etc.) having at least 5 meter diameter (each tube) or 2 lane highway tunnel experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter (each tube) or 4/6 lane highway tunnel also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.</p>	<p>NHIDCL has considered Rail, Irrigation, and Hydro-electric tunnel projects as eligible under its guidelines, and it is noted that tunnel projects in these sectors are typically single-tube structures with no lanes.</p> <p>To ensure fair competition and parity among bidders, we request the inclusion of the following criteria for evaluating such projects:</p> <ol style="list-style-type: none"> 1. Tunnel lengths with a diameter of less than 5 meters shall not be considered; 2. Tunnel lengths with a diameter between 5 meters and 7 meters shall be considered with a multiplication factor of 0.4; and 3. Tunnel lengths with a diameter of more than 7 meters shall be considered with a multiplication factor of 1.5. <p>These criteria aim to account for the</p>	<p>Refer Amendm ent No. 1.</p>

				complexity and scale of tunnel projects, aligning them with the requirements of highway sector projects and ensuring a fair evaluation process for all stakeholders.																																																	
6.	Data Sheet Appendix-EC 1. Evaluation Criteria for Assessment of Experience of the Firm. Page 27 of 246	<table><tr><td>5</td><td colspan="2">In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)</td><td>5</td></tr><tr><td>5.1</td><td><2</td><td></td><td>0</td></tr><tr><td>5.2</td><td>2-5</td><td></td><td>3</td></tr><tr><td>5.3</td><td>>5</td><td></td><td>5</td></tr></table> <table><tr><td>5</td><td colspan="2">In hand DPRs for Authority (Ministry /NHAI/NHIDCL applicable) Tunnel Projects (presently under progress)</td><td></td></tr><tr><td>5.1</td><td><2</td><td></td><td>0</td></tr><tr><td>5.2</td><td>2-5</td><td></td><td>3</td></tr><tr><td>5.3</td><td>>5</td><td></td><td>5</td></tr></table>	5	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)		5	5.1	<2		0	5.2	2-5		3	5.3	>5		5	5	In hand DPRs for Authority (Ministry /NHAI/NHIDCL applicable) Tunnel Projects (presently under progress)			5.1	<2		0	5.2	2-5		3	5.3	>5		5	<table><tr><td>5</td><td colspan="2">In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)</td><td>5</td></tr><tr><td>5.1</td><td><2</td><td></td><td>0</td></tr><tr><td>5.2</td><td>2-5</td><td></td><td>3</td></tr><tr><td>5.3</td><td>>5</td><td></td><td>5</td></tr></table>	5	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)		5	5.1	<2		0	5.2	2-5		3	5.3	>5		5	Under referenced criteria for evaluation purpose, we kindly request to consider In hand DPRs for any Govt. Authority (National/ International) Projects of Road/ Rail/ sector (presently under progress). Above mentioned criteria was already considered in previous Supervision/ AE/ IE tunnel tenders invited by NHIDCL.	Refer Amendm ent No. 1
5	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)		5																																																		
5.1	<2		0																																																		
5.2	2-5		3																																																		
5.3	>5		5																																																		
5	In hand DPRs for Authority (Ministry /NHAI/NHIDCL applicable) Tunnel Projects (presently under progress)																																																				
5.1	<2		0																																																		
5.2	2-5		3																																																		
5.3	>5		5																																																		
5	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)		5																																																		
5.1	<2		0																																																		
5.2	2-5		3																																																		
5.3	>5		5																																																		
7.	Request For Proposal (RFP) Section 1: Information to consultants Clause No. 24 Page 9 of 246	Bid Submission End date: 1500 hrs on 08.02.2025		We kindly request that a minimum of three (03) weeks' time be provided to prepare and submit a competitive bid after the issuance of pre-bid replies. This additional time will allow bidders to complete the necessary formalities for internal approvals and arrange the required resources, ensuring a smooth and well-prepared bidding process.	Refer Amendm ent No. 1																																																
8.	3 Evaluation Criteria for assessment of score of Key Staff for adequacy of the Assignment. Page 29 & 30 of 246	3.1 Team Leader cum Senior Tunnel Expert B(i) Experience as Team leader or in Similar Capacity* in O&M of completed tunnel projects (Road/Rail/Metro) of length equal to 40% of similar category for which RFP is invited or more <5 years – 0 marks 5 years – 20 marks Add 2 marks extra for each additional year 56+3of experience subject to maximum 10 marks		We request the inclusion of construction or construction supervision experience for completed tunnel projects (Road/Rail/Metro) of length, alongside O&M experience, to ensure highly qualified candidates while maintaining project standards.	Refer Amendm ent No. 1																																																

9.	<p>3. Evaluation Criteria for assessment of score of Key Staff for adequacy of the Assignment.</p> <p>Page 37 & 38 of 246</p>	<p>3.6 Senior Geologist:</p> <p>Similar Capacity includes the following positions: -</p> <p>i. on the behalf of Consultant/ Contractor: Senior Geologist</p> <p>In Govt. Organizations: Executive Engineer (or equivalent) and above</p>	<p>We kindly request the inclusion of Sr. Geophysicist as a similar/ equivalent position to Senior Geologist under the "Similar Capacity" criteria for roles on behalf of Consultant/Contractor. Sr. Geophysicists bring valuable expertise in subsurface investigations and geophysical assessments, which are highly relevant to tunnel projects. Their inclusion would broaden the scope for qualified professionals while ensuring technical proficiency and project standards are upheld.</p>	As per RFP
		<p>3.6 Senior Geologist:</p> <p>b iii) Experience in similar capacity in highway tunnel construction/construction supervision with minimum length of 4 Km < 2 projects – 0 2 project – 7 marks Add 1.5 marks extra for each additional projects subject to maximum 3 (three) marks.</p>	<p>Under the referenced criteria, we kindly request to consider construction/ construction supervision of Rail/Metro tunnel also alongwith highway tunnel.</p>	Refer Amendm ent No. 1
10.	<p>Para 2 of NIT And Clause 10 (viii) of data sheet on page 25 of 246</p>	<p>QCBS Ratio</p> <p>“RFP is invited from eligible Consultants for engaging Independent Engineer on the basis of International Competitive Bidding. The selection of Independent Engineer would be on QCBS Basis with 70:30 weightage for Technical and Financial scores respectively.”</p> <p>“The weightage given to technical proposal is 80%. The weightage given to financial proposal is 20%.”</p>	<p>As per the NIT, the QCBS ratio for the Technical and Financial scores is specified as 70:30. However, Clause 10 (viii) of the data sheet indicates a weightage of 80% for the technical score and 20% for the Financial score. These two statements are contradictory.</p> <p>In the interest of prioritizing the quality of</p>	Refer Amendm ent No. 1

			the proposal, we kindly request that the QCBS ratio be maintained as 80:20 for Technical and Financial scores. Please confirm.	
11.	Clause 1.6 of Section 2 on page 10 of 246	Conflict of Interest <i>"Consultant have an obligation to disclose any situation of actual or potential conflict that impacts their capacity to serve the best interest of their Client, or than may reasonably be perceived as having this effect. Failure to disclose said situations may lead to the disqualification of the Consultant or the termination of its Contract and/or any other action as deemed fit by the Authority at any stage"</i>	Kindly advise, if the existing Independent Engineer, who has worked during construction stage, can participate in the current tender process.	Yes, existing IE can participate if there is no adverse proceedings pending against the present contract.
12.	Clause 18 A) 1(a) and 1(b) Eligibility criteria of section 1 on page 5 & 6 of 246	Project Tunnel Length <i>The firm should have minimum experience of preparation of detailed Project Report/ Feasibility Study cum Preliminary Design Report of Tunnel Project of aggregate length equal to the project tunnel length or more of 'Similar category** for which RFP is Invited</i>	<p>As per the eligibility criteria 1(a) and 1(b), the term "Project Tunnel Length" has been referenced throughout. However, according to the NIT, the total project length is specified as 11.98 km, while the specific "Project Tunnel Length" has not been provided.</p> <p>We kindly request you to provide the exact tunnel length within the project to enable us to assess our eligibility accurately.</p>	Refer Amendment No. 1.
13.	Clause 18 A) 1(b) Eligibility Criteria of section 1 on page 6 of 246	Eligibility Criteria (1b) <p>Experience of the firm in last 7 years Project Supervision/IC (NH/ SH/ Equivalent)</p> <p>Firm should have also experience of Project Supervision/ Independent Engineer/ Authority's Engineer of at least one Tunnel project of similar category** of project length equal to 40% of the project tunnel length in O&M or DLP stage.</p>	<p>Only a few tunnel projects of similar length have been completed in India. Therefore, we kindly request the authority to consider relaxing this criteria as follows:</p> <p>Firm should have also experience of Project Supervision/ Independent Engineer/ Authority's Engineer of at least one Tunnel project of similar category** of project length equal to</p>	Refer Amendment No. 1

			<p>20% of the project tunnel length in O&M or DLP stage.</p> <p>OR</p> <p>Firm should have also experience of Project Supervision/ Independent Engineer/ Authority's Engineer of at least one project of similar category** of aggregate Tunnels length equal to 40% of the project tunnel length in O&M or DLP stage.</p>	
14.	Sr. No. 5 of Appendix-EC on page 27 of 246	<p>In hand DPRs for Authority</p> <p><i>In hand DPRs for Authority (Ministry /NHAI/NHIDCL-As applicable) Tunnel Projects (presently under progress)</i></p>	<p>The Consultants respectfully submit that the current project encompasses highways, bridges, and tunnels. Therefore, we kindly request that "In hand DPR projects" related to highways and bridges undertaken for the authority (Ministry /NHAI/NHIDCL) also be considered for providing marks, in addition to tunnel projects. Kindly consider.</p>	Refer Amendment No. 1
15.	Clause 18 A) Eligibility criteria of section 1 on page 5 of 246 and Sr. No. 3,4,6 and 7 of Appendix-EC on page 27 of 246	<p>Consultant's Experience</p> <ul style="list-style-type: none"> <i>Experience of the firm in last 7 years</i> <p><i>Experience as Independent Engineer / Authority Engineer / Construction Supervision in Number of tunnel Projects of length equal to 40% of similar category for which RFP is invited or more in last 10 years</i></p>	<p>As per the eligibility criteria, experience from the last 7 years is required. However, in Sr. No. 3, 4, 6, and 7 of Appendix-EC, experience from the last 10 years is mentioned for evaluation. These clauses appear to be inconsistent.</p> <p>We understand this to be a typographical error in Appendix-EC and that experience from the last 7 years will be considered as per the eligibility criteria. Kindly confirm.</p>	As per RFP

16.	Sr. no. 7 of appendix-EC on page 27 of 246	<p>Experience on O&M of Tunnel project</p> <p><i>Experience as Independent Engineer/Supervision Consultants on O&M project under DBFOT/OMT/O&M of tunnel project** in last 10 years</i></p>	<p>As the current project includes highway, bridge, and tunnel works, we kindly request that DBFOT/OMT/O&M experience for highways and bridges also be considered alongside tunnel projects.</p> <p>Furthermore, since experience during the DLP stage is permitted under the eligibility criteria, we understand that such experience will also be taken into account during the detailed evaluation of the Consultant's experience. Kindly confirm.</p>	(i) As per RFP. (ii) As per Amendment No. 1.
17.	Clause 3.1, Sr. No. b i) of appendix-EC on page 29 & 30 of 246	<p>Evaluation Criteria for assessment of score of Key Staff, Team Leader cum Senior Tunnel Expert</p> <p><i>Experience as Team leader or in Similar Capacity* in O&M of completed tunnel projects (Road/ Rail/ Metro) of length equal to 40% of similar category for which RFP is invited or more</i></p>	<p>We request the authority to also consider experience as Team leader or in Similar Capacity* in under Construction tunnel projects(Road/ Rail/ Metro) along with the O&M of completed tunnel projects and revised this requirement as follows:</p> <p>Experience as Team leader or in Similar Capacity* in under Construction tunnel projects(Road/ Rail/ Metro) OR O&M of completed tunnel projects (Road/ Rail/ Metro) of length equal to 40% of similar category for which RFP is invited or more.</p> <p>Kindly Consider.</p>	Refer Amendment No. 1
18.	Clause 3.1, Sr. No. b ii) of appendix-EC on page 30 of 246	<p>Evaluation Criteria for assessment of score of Key Staff, Team Leader cum Senior Tunnel Expert</p> <p><i>Experience in similar capacity* in Highway/ Tunnel Projects taken up under PPP</i></p>	<p>We request the authority to also consider experience in Similar Capacity* in Highway/ Railway/ Metro tunnel projects taken up under EPC mode, along with</p>	As per RFP

			the PPP project and revised this requirement as follows: Experience in similar capacity* in Tunnel (Highway/Railway/Metro) Projects taken up under PPP or EPC mode Kindly Consider.																																																																																															
19.	Enclosure-A, on page 91 of 246	Man-months Input of Key and sub professional Staff <table><tr><th>Sr. No.</th><th>Position</th><th>Man-months</th></tr><tr><td colspan="3">Key Personnel</td></tr><tr><td>1</td><td>Team Leader Cum Senior Tunnel Expert</td><td>1×18</td></tr><tr><td>2</td><td>Resident cum Highway Engineer</td><td>1×36</td></tr><tr><td>3</td><td>Bridge/Structural Engineer</td><td>1×06</td></tr><tr><td>4</td><td>Traffic cum Road Safety Expert</td><td>1×09</td></tr><tr><td>5</td><td>Sr. Pavement Specialist</td><td>1×06</td></tr><tr><td>6</td><td>Sr Geologist</td><td>1×06</td></tr><tr><td></td><td>Sub Total</td><td>81</td></tr><tr><td colspan="3">Sub Professional Staff</td></tr><tr><td>(a)</td><td>Tunnel Ventilation cum E&M expert</td><td>1×12</td></tr><tr><td>(b)</td><td>Assistant Bridge Engineer</td><td>1×12</td></tr><tr><td>(c)</td><td>Assistant Highway Engineer</td><td>1×36</td></tr><tr><td>(d)</td><td>Assistant Tunnel Engineer</td><td>1×36</td></tr><tr><td>(e)</td><td>Instrumentation & Control Expert (SCADA)</td><td>1×36</td></tr><tr><td>(f)</td><td>Quantity Surveyor</td><td>1×12</td></tr><tr><td>(g)</td><td>Assistant Quality cum Material Engineer</td><td>1×12</td></tr><tr><td></td><td>Sub Total</td><td>156</td></tr><tr><td></td><td>Total for O&M</td><td>237</td></tr></table>		Sr. No.	Position	Man-months	Key Personnel			1	Team Leader Cum Senior Tunnel Expert	1×18	2	Resident cum Highway Engineer	1×36	3	Bridge/Structural Engineer	1×06	4	Traffic cum Road Safety Expert	1×09	5	Sr. Pavement Specialist	1×06	6	Sr Geologist	1×06		Sub Total	81	Sub Professional Staff			(a)	Tunnel Ventilation cum E&M expert	1×12	(b)	Assistant Bridge Engineer	1×12	(c)	Assistant Highway Engineer	1×36	(d)	Assistant Tunnel Engineer	1×36	(e)	Instrumentation & Control Expert (SCADA)	1×36	(f)	Quantity Surveyor	1×12	(g)	Assistant Quality cum Material Engineer	1×12		Sub Total	156		Total for O&M	237	The man-months provided in the Enclosure-A, is very much lower side. We request the authority to increase the man-months as shown below so that the Consultants will able to carryout their duties properly. <table><tr><th>Sr. No.</th><th>Position</th><th>Man-months</th></tr><tr><td colspan="3">Key Personnel</td></tr><tr><td>1</td><td>Team Leader Cum Senior Tunnel Expert</td><td>1×36</td></tr><tr><td>2</td><td>Resident cum Highway Engineer</td><td>1×36</td></tr><tr><td>3</td><td>Bridge/Structural Engineer</td><td>1×18</td></tr><tr><td>4</td><td>Traffic cum Road Safety Expert</td><td>1×09</td></tr><tr><td>5</td><td>Sr. Pavement Specialist</td><td>1×12</td></tr><tr><td>6</td><td>Sr Geologist</td><td>1×12</td></tr><tr><td></td><td>Sub Total</td><td>121</td></tr><tr><td colspan="3">Sub Professional Staff</td></tr><tr><td>(a)</td><td>Tunnel Ventilation cum E&M expert</td><td>1×36</td></tr><tr><td>(b)</td><td>Assistant Bridge</td><td>1×36</td></tr></table>	Sr. No.	Position	Man-months	Key Personnel			1	Team Leader Cum Senior Tunnel Expert	1×36	2	Resident cum Highway Engineer	1×36	3	Bridge/Structural Engineer	1×18	4	Traffic cum Road Safety Expert	1×09	5	Sr. Pavement Specialist	1×12	6	Sr Geologist	1×12		Sub Total	121	Sub Professional Staff			(a)	Tunnel Ventilation cum E&M expert	1×36	(b)	Assistant Bridge	1×36	As per RFP
Sr. No.	Position	Man-months																																																																																																
Key Personnel																																																																																																		
1	Team Leader Cum Senior Tunnel Expert	1×18																																																																																																
2	Resident cum Highway Engineer	1×36																																																																																																
3	Bridge/Structural Engineer	1×06																																																																																																
4	Traffic cum Road Safety Expert	1×09																																																																																																
5	Sr. Pavement Specialist	1×06																																																																																																
6	Sr Geologist	1×06																																																																																																
	Sub Total	81																																																																																																
Sub Professional Staff																																																																																																		
(a)	Tunnel Ventilation cum E&M expert	1×12																																																																																																
(b)	Assistant Bridge Engineer	1×12																																																																																																
(c)	Assistant Highway Engineer	1×36																																																																																																
(d)	Assistant Tunnel Engineer	1×36																																																																																																
(e)	Instrumentation & Control Expert (SCADA)	1×36																																																																																																
(f)	Quantity Surveyor	1×12																																																																																																
(g)	Assistant Quality cum Material Engineer	1×12																																																																																																
	Sub Total	156																																																																																																
	Total for O&M	237																																																																																																
Sr. No.	Position	Man-months																																																																																																
Key Personnel																																																																																																		
1	Team Leader Cum Senior Tunnel Expert	1×36																																																																																																
2	Resident cum Highway Engineer	1×36																																																																																																
3	Bridge/Structural Engineer	1×18																																																																																																
4	Traffic cum Road Safety Expert	1×09																																																																																																
5	Sr. Pavement Specialist	1×12																																																																																																
6	Sr Geologist	1×12																																																																																																
	Sub Total	121																																																																																																
Sub Professional Staff																																																																																																		
(a)	Tunnel Ventilation cum E&M expert	1×36																																																																																																
(b)	Assistant Bridge	1×36																																																																																																

			<table><tr><td></td><td>Engineer</td><td></td></tr><tr><td>(c)</td><td>Assistant Highway Engineer</td><td>1×36</td></tr><tr><td>(d)</td><td>Assistant Tunnel Engineer</td><td>1×36</td></tr><tr><td>(e)</td><td>Instrumentation & Control Expert (SCADA)</td><td>1×36</td></tr><tr><td>(f)</td><td>Quantity Surveyor</td><td>1×36</td></tr><tr><td>(g)</td><td>Assistant Quality cum Material Engineer</td><td>1×18</td></tr><tr><td></td><td>Sub Total</td><td>234</td></tr><tr><td></td><td>Total for O&M</td><td>355</td></tr></table>		Engineer		(c)	Assistant Highway Engineer	1×36	(d)	Assistant Tunnel Engineer	1×36	(e)	Instrumentation & Control Expert (SCADA)	1×36	(f)	Quantity Surveyor	1×36	(g)	Assistant Quality cum Material Engineer	1×18		Sub Total	234		Total for O&M	355	
	Engineer																											
(c)	Assistant Highway Engineer	1×36																										
(d)	Assistant Tunnel Engineer	1×36																										
(e)	Instrumentation & Control Expert (SCADA)	1×36																										
(f)	Quantity Surveyor	1×36																										
(g)	Assistant Quality cum Material Engineer	1×18																										
	Sub Total	234																										
	Total for O&M	355																										
20.	Additional Point	Extension of Date	It is requested that the date of submission of the proposal may please be extended and a period of at least 3 weeks may please be granted for the preparation of the proposal from the date of issue of clarifications so that our Experts can prepare a comprehensive proposal addressing all the issues of the RFP document / ToR.	Refer Amendment No. 1.																								
21.	Appendix-EC, Clause 3.1, page no.31	Experience as Team leader or in Similar Capacity* in O&M of completed tunnel projects (Road/Rail/Metro) of length equal to 40% of similar category for which RFP is invited or more <5 years – 0 marks 5 years – 20 marks Add 2 marks extra for each additional year of experience subject to maximum 10 marks	Please consider the experience as a Team Leader or in a similar role in the Operation & Maintenance/ construction supervision/ or design of completed tunnel projects (Road/Rail/Metro) with a length equal to or greater than 40% of the similar category for which the	Refer Amendment No. 1																								

					RFP has been invited. < 3 years – 0 marks 3 years – 20 marks For each additional year of experience beyond 3 years, add 5 marks, with a maximum of 10 additional marks.	
22.	Appendix-EC, Clause 3.1, page no.31	Experience in similar capacity* in Highway/Tunnel Projects taken up under PPP 1 project - 4 marks add 3 mark extra for additional projects subject to maximum 6 (six) mark			Please consider the experience in a similar capacity* on Highway/Tunnel projects undertaken under PPP/EPC 1 project – 8 marks 2 projects – 10 marks	As per RFP
23.	Appendix-EC, Clause 3.2 Resident cum Highway Engineer, page no.32-33	Sr. No.	Description	Max. Points	Reference/Details of projects Claimed for self-assessment	We kindly ask for more details on the term 'similar configuration'. Also, the reference marked with a single asterisk (*) isn't clear. Could you please confirm if highway projects with 2, 4, or 6 lanes are eligible in this section? Also, please consider experience in Operation & Maintenance/ construction supervision/ or design of completed highway/tunnel projects
		i)	Experience in Highway/Bridge/Tunnel works (inspection/ design/construction/maintenance) • < 10 years -0 Marks • 10 years -12 Marks • Add two marks extra for each additional completed year of experience subject to maximum 8 (eight) marks.	20		

		ii) Experience as Resident Engineer/Project Director/Project Manager/Superintending Engineer or equivalent/Executive Engineer or equivalent on O&M works (similar configuration (2/4/6 laning*) and above). < 5 years -0 5 years -16 Add 1 marks extra for each additional year of experience subject to maximum 4 (four) marks.	20		
		iii) Experience in similar capacity in handling major projects (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) < 2 nos -0 2 nos -19 Add three marks extra for each additional project subject to maximum 6 (Six) marks.	25		

		iv) Experience in similar capacity of Highway Project of Construction/Construction Supervision/IC on PPP Mode (of length 40% of project length or more of similar configuration (2/4/6 laning**) and above) 2.5 marks for each project subject to maximum 5 (five) marks	5			
24.	Appendix-EC, Clause 3.2 Resident cum Highway Engineer, page no.32-33	B ii) Experience as Resident Engineer/ Project Director/Project Manager/ Superintending Engineer or equivalent/Executive Engineer or equivalent on O&M works (similar configuration (2/4/6 laning*) and above). < 5 years -0 5 years -16 Add 1 marks extra for each additional year of experience subject to maximum 4 (four) marks.	Kindly consider experience as a Resident Engineer, Project Director, Project Manager, Superintending Engineer, Executive Engineer, or equivalent on O&M works/construction supervision/ or design works for projects with similar configurations (2/4/6 laning*) and above. < 5 years – 0 marks 5 years – 16 marks Add 1 mark for each additional year of experience, up to a maximum of 4 additional marks.	Refer Amendment No. 1		
25.	Appendix-EC, Clause 3.3 Bridge/Structural Engineer, page no.:34	B iii) Experience in similar capacity in O&M of Major Highway Bridges/ROB/Flyover/ Interchanges/ any other structures < 2 Bridges -0 02 Bridge -16 Add 2 mark extra for each additional bridge subject to maximum 4 marks	Kindly consider experience in a similar capacity in O&M/ construction supervision/ or design of Major Highway Bridges/ ROB's/ Flyovers/ Interchanges/or any other structures < 2 bridges – 0 marks	As per RFP		

			2 bridges – 16 marks Add 2 marks for each additional bridge, up to a maximum of 4 additional marks.																												
26.	Enclosure-A Man Months Input For Key Professional Staff, page no. 93	<table> <tr> <th>Sr. No.</th> <th>Position</th> <th>Man-months</th> </tr> <tr> <td colspan="3">Key Personnel</td> </tr> <tr> <td>1</td> <td>Team Leader Cum Senior Tunnel Expert</td> <td>1×18</td> </tr> <tr> <td>2</td> <td>Resident cum Highway Engineer</td> <td>1×36</td> </tr> <tr> <td>3</td> <td>Bridge/Structural Engineer</td> <td>1×06</td> </tr> <tr> <td>4</td> <td>Traffic cum Road Safety Expert</td> <td>1×09</td> </tr> <tr> <td>5</td> <td>Sr. Pavement Specialist</td> <td>1×06</td> </tr> <tr> <td>6</td> <td>Sr Geologist</td> <td>1×06</td> </tr> <tr> <td></td> <td>Sub Total</td> <td>81</td> </tr> </table>	Sr. No.	Position	Man-months	Key Personnel			1	Team Leader Cum Senior Tunnel Expert	1×18	2	Resident cum Highway Engineer	1×36	3	Bridge/Structural Engineer	1×06	4	Traffic cum Road Safety Expert	1×09	5	Sr. Pavement Specialist	1×06	6	Sr Geologist	1×06		Sub Total	81	The man-month for Team Leader is lower than that of the Resident cum Highway Engineer. We would like to know if the Team Leader will have less input than the Resident Engineer? Kindly clarify.	As per RFP
Sr. No.	Position	Man-months																													
Key Personnel																															
1	Team Leader Cum Senior Tunnel Expert	1×18																													
2	Resident cum Highway Engineer	1×36																													
3	Bridge/Structural Engineer	1×06																													
4	Traffic cum Road Safety Expert	1×09																													
5	Sr. Pavement Specialist	1×06																													
6	Sr Geologist	1×06																													
	Sub Total	81																													
27.	Clause 18 (A) of Section 1: Information to Consultants, Page no. 5	<p>Eligibility criteria for sole applicant firm.</p> <p>1(a) The firm should have minimum experience of preparation of detailed Project Report/ Feasibility Study cum Preliminary Design Report of Tunnel Project of aggregate length equal to the project tunnel length or more of 'Similar category** for which RFP is Invited.</p> <p>The firm should have minimum experience of Project Supervision / IC of Tunnel project of aggregate length equal to the project tunnel length or more of 'Similar category** for which RFP is Invited.</p>	<p>Considering the length of the project tunnel is 6.50 km., we understand that under these criteria the requirement of "aggregate length equal to the project tunnel length or more of 'Similar category** for which RFP is Invited" is 6.50 Km. Kindly confirm</p>	Refer Amendment No. 1																											

28.	Clause 18 (A) of Section 1: Information to Consultants, Page no. 6	Eligibility criteria for sole applicant firm. 1 (b) Firm should also have prepared DPR/ Feasibility Study cum Preliminary Design Report for at least one Tunnel project of similar category** of project length equal to 30% of project tunnel length.	Considering the length of the project tunnel is 6.50 km., we understand that under these criteria the requirement of "project length equal to 30% of project tunnel length" is 1.95 Km. tunnel length. Kindly confirm	Refer Amendment No. 1
29.	Clause 18 (A) of Section 1: Information to Consultants, Page no. 6	Eligibility criteria for sole applicant firm. 1 (b) Firm should have also experience of Project Supervision/ Independent Engineer/ Authority's Engineer of at least one Tunnel project of similar category** of project length equal to 40% of the project tunnel length in O&M or DLP stage.	Considering the length of the project tunnel is 6.50 km., we understand that under these criteria the requirement of "project length equal to 40% of project tunnel length" is 2.6 Km. tunnel length. Kindly confirm	Refer Amendment No. 1
30.	Note, Clause 18 (B) of Section 1: Information to Consultants, Page no. 6	Note: The weightage given for experience of a firm would depend on the role of the firm in the respective assignments. The firm's experience would get full credit if it was the sole firm in the respective assignment. Experience weightage for firms joining Lead partner JV partner shall be considered in the same proportion as payment has been received *** by the firm towards consultancy work in the project.	We understand that the project executed in Joint Venture or Association, experience weightage for firms joining Lead partner/JV partner/Associate partner shall be considered in the same proportion as payment has been received *** by the firm towards consultancy work in the project. Kindly confirm	As per RFP
31.	Section 1, Information to Consultants, Clause 15, Page No. 4	Consultants may apply either as a sole firm or forming Joint Venture with other consultants. In case of Joint Venture, the maximum number of Joint Venture partners is limited to 2 (i.e. one lead + 1 JV partner).	In addition to this, kindly allow the consultants to participate as one lead + two associates. Currently, very few firms qualify as JV and considering the location, one associate will not be enough. Please consider.	As per RFP
32.	Section 1, Information to Consultants, Eligibility Criteria, Table 18 (A), S. No. 1(a) & 1(b), Page No. 5 & 6	1(a) The firm should have minimum experience of preparation of detailed Project Report/ Feasibility Study cum Preliminary Design Report of Tunnel Project 1(b) The firm should have minimum experience of preparation of detailed Project Report/ Feasibility Study cum Preliminary Design Report of Tunnel	Please note that International Consultants carry out detailed design assignments and there is no DPR nomenclature. Kindly, accept and evaluate detailed design assignments	As per RFP

			<p>as equivalent to DPR assignments.</p> <p>In continuation to the same, please allow Preliminary Design assignments even if the word Feasibility is not mentioned in the name of the assignment or as a scope item.</p> <p>Even in India, DPR for Metro projects does not even involve preliminary design. This nomenclature (DPR) is not uniformly followed even in India.</p>	
33.	<p>Eligibility Criteria, Clause 16 (A), Page No. 6</p> <p>Data Sheet, Clause 10(i), Sub criteria for Relevant Experience of the firm, Page No. 23</p>	<p>For this tunnel project having twin tube (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter (each tube) or 2 lane highway tunnel experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter (each tube) or 4/6 lane highway tunnel also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for Railway /Metro rail/ irrigation/ hydro- electric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.</p>	<p>We are facing difficulty in understanding the interpretation of the sentence - more than twin tubes tunnels. Does this mean an additional escape tunnel, which is normally included for longer length tunnels, hence it's not special? We, therefore request that:</p> <p>Single tube tunnel of 2-lane or 2 rail/metro lines are considered with a multiplication factor of 0.4.</p> <p>Twin Tube Tunnel (1X1) of 2 lane road or 2 rail/metro lines (1X1) are considered with a multiplication factor of 1.</p> <p>Twin Tube Tunnel (2X2) of 4 lane or (3X3) of 6 lanes road are considered with a multiplication factor of 1.5.</p> <p>Please confirm.</p>	Refer Amendm ent No. 1
34.	<p>Section 1, Information to Consultants, Eligibility Criteria, Table 18 (A), S. No. 1(b), Page No. 6</p>	<p>Firm should also have prepared DPR/ Feasibility Study cum Preliminary Design Report for at least one Tunnel project of similar category** of project length equal to 30% of project tunnel length.</p>	<p>We usually see that 40% of project length is considered for Minimum Eligibility Criteria in Preparation of DPR and Project</p>	As per RFP

			<p>Supervision/IC. This was followed for all NHIDCL proposals earlier.</p> <p>So, to involve better consultants to undertake design review of a complex project, the criteria as per Table 16 (A), S. No. 1(b) should be modified as: Firm should also have prepared DPR for at least one Tunnel project of similar category** of project length equal to 40% of project tunnel length) and Feasibility Study cum Preliminary Design Report for at least one Tunnel project of similar category** of project length equal to 60% of project tunnel length</p>									
35.	Section 2, LOI, Clause 3.4.(x). b, Page No. 14	The age limit for key personnel is 65 years as on the date of bid submission.	<p>Most key personnel with tunnel related work experience in this region are above 65 years of age.</p> <p>We therefore request you to extend the age limit to 70 years.</p>	As per RFP								
36.	Data Sheet, Clause 10(i), Sub criteria for Relevant Experience of the firm, Page No. 23 Appendix EC, Evaluation Criteria, Note 3, Page No. 27	<p>In hand DPRs for Authority (Ministry /NHAI/NHIDCL-As applicable) Tunnel Projects (presently under progress)</p> <table><tr><td colspan="2">In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)</td></tr><tr><td><2</td><td>0</td></tr><tr><td>2-5</td><td>3</td></tr><tr><td>>5</td><td>5</td></tr></table>	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)		<2	0	2-5	3	>5	5	<p>Usually for complex tunnel and bridge assignments, the NHIDCL & MoRT&H have allowed the evaluation of International In-hand DPRs. This is because the tunnel specific requirements are usually met by niche tunnel firms who do not have many ongoing DPRs in India.</p> <p>This was modified by NHIDCL (due to the</p>	Refer Amendment No. 1
In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As applicable) Tunnel projects (presently under progress)												
<2	0											
2-5	3											
>5	5											

			<p>same reason) in the following proposals: AE for SudMahadev Tunnel AE for Vailoo Tunnel Also MoRT&H modified the RFP documents for the following assignments: AE 6-lane H.L./Extra-dosed Cable Bridge on river Ganga AE for 4-lane Vikramshila Bridge AE for 4-lane Beyt Dwarka AE for 4-lane Sahibganj Bypass (NHAI)</p> <p>Request you to modify as: 'In hand DPRs for <u>Domestic and International Government Authority Tunnel</u> Projects (presently under progress)'</p> <p>Please note that since most firms in India (Indian/Intl.) do not meet the stringent qualifying conditions, Intl. firms (niche tunnel focussed) cannot even enter into JV to meet this requirement.</p>	
37.	Appendix EC, Evaluation Criteria of Firm, Table 1, S. No. 3, Page No. 26	<p>Experience as Independent Engineer/Authority Engineer / Construction Supervision in Number of tunnel Projects of length equal to 40% of similar category for which RFP is invited or more in last 10 years.</p> <p>1 project – 8 marks</p> <p>Add 1(one) mark extra for completed assignment of Authority Engineer/ Independent Engineer and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 2 (Two) marks.</p>	<p>As per evaluation methodology followed by Clients like yourself, multiple tunnels meeting the requirements are not assessed, only longest tunnel is evaluated if 'projects' are evaluated. Kindly confirm.</p> <p>If a project contains multiple tunnels of length > 4.8 km (40% of similar category for which RFP is invited), we believe</p>	Refer Amendm ent No. 1

			that only the longest tunnel length will be assessed.	
38.	Appendix EC, Evaluation Criteria of Firm, Table 1, S. No. 3, Page No. 26	<p>Experience as Independent Engineer/Authority Engineer / Construction Supervision in Number of tunnel Projects of length equal to 40% of similar category for which RFP is invited or more in last 10 years.</p> <p>1 project – 8 marks</p> <p>Add 1(one) mark extra for completed assignment of Authority Engineer/ Independent Engineer and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 2 (Two) marks.</p>	<p>Since Criteria in S. No. 7 (same Table) already assesses the maintenance related experience for Firms, we request that Construction Supervision experience is also assessed for the 'more than 1 project' criteria. The present marking criteria is very tough.</p> <p>S. No. 3 can thus be modified as follows: 1 tunnel – 8 marks</p> <p>Add 1(one) mark extra for completed assignment of Authority Engineer/ Independent Engineer/Construction Supervision and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 2 (Two) marks.</p>	As per RFP
39.	Appendix EC, Evaluation Criteria of Firm, Table 1, S. No. 3, Page No. 26	Experience as Independent Engineer/Authority Engineer / Construction Supervision in number of tunnel projects of length equal to 40% of similar category for which RFP is invited or more in last 10 years.	Please confirm that our BOT project supervision certificate issued by Client will be accepted even if it does not refer to us as Independent Engineer. This is because in the countries we work, the term Independent Engineer is not used.	As per RFP
40.	Appendix EC, 3.1.b.i Evaluation Criteria for assessment of score of Key Staff, Page No. 29	Evaluation Criteria for assessment of score of Key Staff - tunnel projects (Road/Rail/Metro) of length equal to 40% of similar category for which RFP is invited or more	If in a particular project, an expert may have worked in more than one tunnel. Will all the length of the tunnels be aggregated to meet the required Tunnel Length of > 4.8 km in the	No

			project. Please clarify.	
41.	Appendix C-3, Breakdown of Local Currency costs, Page No. 73 Enclosure B, Qualification of key Personnel, Page No. 92	Remuneration for local professional staff 1.Team Leader Cum Senior Tunnel Expert – 18 Enclosure B states that 'The Team Leader will reside at project site throughout the period...He will guide, monitor, supervise and control all the activities related to supervision for the construction package. He will interact with the Project Director/ General Manager and the other officials of the Authority	Considering the intensive tasks involved mentioned in the scope, and the fact that the Team Leader will be responsible for signing off on all documents and reports for this assignment, we request that this position is fixed for 36 months, i.e., entire duration of this assignment.	As per RFP
42.	Appendix C-3, Office Rent, Clause V & VII, Office Rent & Furniture & Equipment, Page No. 74 & 75	Office Rent, Office & Furniture & Equipment to be provided by the Consultant	Considering the difficult terrain and weather conditions, we request that the EPC Contractor should maintain a separate fully furnished office space of the required size for the Consultant. This will help the Consultant to focus on the Maintenance supervision rather than the day-to-day office operations in this terrain and location	As per RFP
43.	Clause 4, Review of Drawings & Documents, Page No. 78	Scope entails review of drawings; surveys & investigation data; construction methodology; Quality Assurance Manual & Plan; etc.	We request that this part of the scope is modified for O&M supervision. Currently it is focussed on construction stage tasks.	As per RFP
44.	Clause 3.1 (xi), Role and functions of the Independent Engineer, Page No. 78 Clause 4, Review of Drawings and Documents, Page No. 78	Scope entails review of drawings & documents. And as per Clause 3.1 (xi) it includes the minor designs of drainage, blackspot removal, etc.	'Drawings & Documents review' is part of the scope. Moreover, minor designs are also included as part of Consultant's scope. Hence, we request that a 'Drawings & Documents review' cost head is included in the BoQ that the Consultants have to fill up for their financial quote. This is important since without any design	As per RFP

			engineer on the team, this task will have to be taken up by the engineers stationed in the Consultant's Design office.	
45.	Clause 3.1.3, Lapses/deficiencies in services, Page No. 177 Appendix N, Penal Actions, Page No. 211	List of Penalties to be levied on Consultancy firm	In most assignments, including those funded by multi-lateral firms like World Bank & ADB, there is a 5% cap (of Contract Fee) on the maximum penalty to be levied on the Consultant. This was also followed by NHIDCL earlier. However, the present Rfp does not carry such a limit. Please provide a limit on the maximum penalty leviable on the Consultant in terms of % of Contract Fee	As per RFP
46.	General	Eligible Firms	We request that wholly owned Subsidiary incorporated in India of Foreign Firms can participate for this project by using the Technical & Financial Credentials of its parent firm. Please allow	The experience of holding company may be considered while evaluating the proposal of wholly owned subsidiary.
47.	General	After Award of Contract	Kindly confirm if the Client makes it mandatory for the Consultant to form a separate JV (incorporated JV) entity	As per RFP
48.	General	Bid Submission Date	We request you to please extend the submission date by at least 3 weeks (from the date of release of Pre-bid minutes) to allow us to prepare a competitive bid as the	Refer Amendm ent No. 1

			documents have to be translated, apostilled and notarised which takes some time for international firms	
49.	Clause no. 18 on page no. 5 of 246		The Sonamarg Tunnel, previously known as Z-Morh Tunnel, is a 6.5 km long 2-lane road tunnel between Gagangair and Sonamarg in the Ganderbal district of Jammu and Kashmir. As per RFP page no. 1 of 246, Total length of tunnel project is 11.98 km, which comprises tunnel, highway & bridges on both side. Actual tunnel length is 6.5 Km twin tube (two lane main tunnel with one escape tunnel) remaining 5.48 Km is bridges & highways. We request NHIDCL for revision of eligibility criteria as per clause no. 18 on page no. 5 of 246 Please provide separate eligibility criteria for tunnel & Bridges and highways etc.	As per RFP
50.	Clause no. 18 on page no. 6 of 246		As per clause no. 18 on page no. 6 of 246, Please consider multiplication factor 2 for twin tube tunnel & each tube having two lane each. In Z morh tunnel case, one is escape tunnel of smaller size therefore multiplication factor is 1.5.	Refer Amendment No. 1

51.	Clause no. 18 on page no 5 of 246		As per clause no. 18 on page no 5 of 246 under preparation of DPR (NH/SH/equivalent), please relax the eligibility criteria for preparation of DPR, which is to be followed as "the firm should have minimum experience of preparation of detailed project report/feasibility study cum preliminary design report of tunnel of aggregate length equal to 50% of tunnel length (6.5 Km) & 100% or more for bridges and highway length."	As per RFP
52.	Clause no.18 on page no. 5 of 246		As per clause no.18 on page no. 5 of 246 under Project supervision / IC, Please relax the eligibility criteria for supervision/IC(NH/SH/Equivalent) " The firm should have minimum experience of project supervision/IC of tunnel of aggregate length equal to 50% of tunnel length (6.5 Km) & 100% or more for bridges and highway length.	As per RFP
53.	Clause no. 18 on page no 5 of 246		Please include the 3rd party quality control/ assurance of civil work under the project supervision /IC In clause no. 18 on page no 5 of 246 as we have completed 3rd party quality control / assurance of civil work for many irrigation tunnels.	Refer Amendment No. 1
54.			This is difficult project under hostile terrain, please specify IE	As per RFP

			consultancy cost estimated by NHIDCL	
55.			<p>Please refer "It is a well known fact that the tunnel professionals are scarce in number and come with a higher cost, so we request to raise the age bar from 65 to 70 years as tunnel people are scarce in number. Please find attached RFP reference of Consultancy Services for preparation of Detailed Project Report and for Pre-Construction activities towards Construction of 4-lane Tunnel Connectivity across River Brahmaputra between Gohpur (on NH-15) and Numaligarh (on NH-715) in the State of Assam & Consultancy Services as Authority's Engineer for Supervision of "Construction of Twin Tube Uni-directional Aizawl Bypass Tunnel of 2.5 km and its approaches of 2.1 km from km 10.600 to km 15.200 (Package-2) on Sairang - Phaibawk section of NH-6 in the State of Mizoram on EPC Mode where age bar already raised to 70 years" (the relevant page of the RFP and Amendment NO.1 are enclosure-2 herewith). Please consider maximum age limit of 70 years for the Tunnel project. NHIDCL empaneled Tunnel expert of 70 years age for DPR</p>	As per RFP

			review & critical site supervision as per RFP Pages attached.	
56.			We would like to request you to kindly extend the proposal submission date by at least 2 weeks after the queries are replied. Kindly consider.	Refer Amendm ent No. 1

(आशीष गुप्ता)

उप महाप्रबंधक (तक.)

श्रीनगर भौगोलिक प्रभाग