

राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड  
National Highways & Infrastructure Development Corporation Ltd.

2023\_NHIDC\_734455\_1

17.02.2023

Sub:Consultancy Services as Authority's Engineer for Supervision of "Construction of Uni-directional Sudhmahadev-Dranga Twin Tube Tunnel and its approach roads (From D.Ch. 0.00 to D Ch. 12.85) on Chenani - Sudhmahadev - Goha road (design length 12.850km including Uni-directional Tunnel 1- 5.449/5.417km (Tube-1/Tube-2) and Tunnel 2- 2.64/2.63km (Tube-1/Tube-2)) on NH-244 in the Union Territory of Jammu-Kashmir on EPC mode."

Reply of Pre bid Queries

S. No	Reference/ Clause	Clause Description	Query	Reply
1.	Eligibility criteria for sole applicant firm Clause 16 A	** Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/ Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	Request you to kindly consider single tube tunnel in place of twin tube tunnel FOR ELIGIBILITY CRITERIA which was the underlying criteria for NHAI & NHIDCL Projects: 1. Independent Engineer services for Four laning of Chenani to Nashri Section (New Alignment) of NH 1A including 9 km long tunnel (2 lane) with Parallel escape tunnel on BOT(Annuity) basis in the State of Jammu & Kashmir. 2. Construction of (i) Connecting road from Z-Morh Tunnel to Zojila Tunnel and (ii) 14.150 km long bi-directional tunnel across Zojila Pass on Sonamarg-Kargil section of NH-01 on EPC mode in the Union Territories of Jammu & Kashmir and Ladakh.	Please refer to Amendment No.-III.
2.	Eligibility criteria for sole applicant firm (Clause 1a)	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 8.07 km (equal to the project tunnel length) or more of 'Similar category** for which RFP is Invited.	Request you to kindly amend it to "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 6 km or more of 'Similar category** for which RFP is Invited	As per RFP.



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3.	(Clause 1a)	The firm should have minimum experience of Project Supervision / Independent Engineer/ Authority's Engineer of Tunnel project of aggregate length equal to 8.07 km (equal to the project tunnel length) or more of 'Similar category** for which RFP is Invited.	Request you to kindly amend it to the firm should have minimum experience of Project Supervision / Independent Engineer/ Authority's Engineer of Tunnel project of aggregate length equal to 6 km or more of 'Similar category** for which RFP is Invited.	-do-
4.	(Clause 1a)	Annual turnover (updated average of last 3 years) of the firm from consultancy business should be equal to or more than 2% of estimated Project Cost (i.e. Rs.51.87 Cr.)	Request you to kindly amend the criteria to Annual turnover (updated average of last 3 years) of the firm from consultancy business to be equal to or more than 0.5% of estimated Project Cost (i.e. Rs.12.99 Cr.), similar to the criteria mentioned under the same eligibility criteria on Zozila Tunnel and Z Morh Tunnel project (copy enclosed for your reference)	-do-
5.	(Clause 1b)	Firm should also have prepared DPR/ Feasibility Study cum Preliminary Design Report for atleast one Tunnel project of similar category** of project length equal to 2.42 km (30% of project tunnel length)	Request you to kindly amend it to Firm should also have prepared DPR/ Feasibility Study cum Preliminary Design Report for atleast one Tunnel project of similar category** of project length equal to 1.2km (15 % of the project tunnel length)	-do-
6.	(Clause 1b)	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 3.23 Km. (40% of the project tunnel length)	Request you to kindly amend it to 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 2.25 Km. (30% of the project tunnel length)	-do-
7.	Eligibility criteria for sole applicant firm Clause 1A	Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	Request you to kindly consider additional weightage of 2 multiplication factor instead of 1.5 multiplication factor for 6 laning experience instead of considering it as equivalent to 4 laning experience. In addition, request you to kindly consider experience of 2 lane main tunnel with escape tunnel as 4 lane tunnel experience with a multiplication factor of 1.5 (tunnel having more than 5 m diameter)	Please refer to Amendment No.-III.

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8.	Minimum Eligibility Requirements under Clause no. 16.B:	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. If the applicant firm has completed projects as JV with some other firms, weightage shall be given as per the JV share***. However if the applicant firm has executed the project as associate with some other firms, 25% weightage shall be given to the applicant firm for the projects completed under such association.	Request you to kindly consider experience as per actual sharing pattern as mentioned in client's certificate irrespective of the company being Lead or JV or Associate.	As per RFP.
9.		The mentioned project is open for International Competitive bidding.	Request you to consider this project under National Competitive bidding considering it's a border area project involving high security which was the underlying criteria for Z Morh, Zozila tunnel & Khellani Tunnel of NHIDCL as mentioned below: The National Highways & Infrastructure Development Corporation Limited (the 'NHIDCL') invites proposals from eligible Consultants for engaging an Authority's Engineer (AE) on the basis of National Competitive Bidding for the following contract package in the UT of Jammu & Kashmir- Khellani Tunnel	As per RFP.
10.	Page 6 of the RFP	** Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5-meter diameter for which RFP is invited. For this projects experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5-meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	Since hydro-electric tunnels are not necessarily twin tube. We would like to request you to kindly consider allowing single tube tunnels as well.	Please refer to Amendment No.-III.





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11.	Page 36-37 of the RFP, Evaluation Sheet 3.5 for Tunnel Safety Expert	<ul style="list-style-type: none"> <li>Graduate in Civil/Mining Engineering or Equivalent</li> <li>Adequacy for the project- 70 marks, but in the breakdown, it comes out to be 75</li> <li>2.C) Experience in construction of major tunnel projects (Road/Rail/Metro) using 1 project - 3 marks Add 1 mark extra for each additional projects subject to maximum 2 (two) marks.</li> </ul>	<ul style="list-style-type: none"> <li>Kindly clarify the criteria for equivalent</li> <li>Kindly revise the marking</li> <li>Sentence incomplete since nothing has been mentioned after using</li> </ul>	As per Amendment no-III.
12.	Page 35-36 of the RFP, Evaluation Sheet 3.4 for Tunnel Safety Expert	<ul style="list-style-type: none"> <li>Post-Graduate in Engineering (Structural)</li> </ul>	<ul style="list-style-type: none"> <li>We request you to kindly include post-graduate in civil engineering</li> </ul>	As per RFP.
13.	Section 1: Clause 16 (B) page no. 6 & 7 of RFP document " B. Eligibility Criteria for partners	<p>in case of JV; The lead partner must fulfill atleast 50% of requirements at 1(a) of table in para (A) above and other JV partner should fulfill atleast 30% of eligibility criteria as indicated at 1(a) of table in para (A) above. Lead partner should meet the criteria 1 (b) of table in para (A) above."</p> <p>Please appreciate that for specialized projects like Tunnel, limited firms are having the required experience as stated in the RFP. It is imperative now to increase the base of potential Consultants in Tunnel and provide opportunities to them with a perspective of developing more Consultants for the benefit of the nation.</p>	We, therefore, would request you to please modify the clause as " B. Eligibility Criteria for partners in case of JV; Either of the JV firm Solely or jointly should meet the 100% of requirements at 1(a) and 1 (b) of table in para (A) above" in page 6 & 7 of RFP document. Please consider and confirm.	As per RFP.
14.	Datasheet Sr. No. 10 (i): Sub Criteria for Relevant Experience of the firm for the assignment	In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As Applicable) Tunnel Projects (presently under progress) and Appendix EC, Sr. No. 5; In hand DPRs of Highway/Bridge/Tunnel projects (presently under progress).	We would request you to please modify the Clause at Datasheet Sr. No. 10 (i): Sub Criteria for Relevant Experience of the firm for the assignment; In hand DPRs for Authority (Ministry/NHAI/NHIDCL/International Projects-As Applicable) Tunnel Projects (presently under progress). Please consider and confirm.	Please refer to Amendment No.III.
15.	Section 1 ICT	1a. The firm should have minimum experience of	From the document it is presumed that detailed	As per RFP.



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	Clause 16 A. Eligibility criteria 1 a. & 1b.	preparation of detailed Project Report/ Feasibility Study cum Preliminary Design Report of Tunnel Project of aggregate length equal to 8.07 km (equal to the project tunnel length) or more of 'Similar category** for which RFP is Invited. 1b. 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 2.42 km (30% of project tunnel length)	Project Report/ Feasibility Study cum Preliminary Design Report also stands for Detailed Design project report for evaluation. <b>Please confirm.</b>	
16.	Section 1 ICT Clause 16 B. Eligibility criteria	The lead partner must fulfill at least 50% of requirements at 1(a) of table in para (A) above and other JV partner should fulfill at least 30% of eligibility criteria as indicated at 1(a) of table in para (A) above. Also the lead partner and JV partner jointly should meet the eligibility criteria as mentioned at 1(a) of table in para (A) above. Lead partner should meet the criteria 1 (b) of table. in para (A) above.	It is presumed that the Detailed design criteria is being equated w.r.t the DPR/Feasibility study cum Preliminary Design Report of the projects as mentioned in the NHIDCL document.	As per RFP.
17.	Section 1 ICT Clause 16 B. Eligibility criteria	The firm should have minimum experience of Project Supervision / Independent Engineer/ Authority's Engineer of Tunnel project of aggregate length equal to 8.07 km (equal to the project tunnel length) or more of 'Similar category** for which RFP is invited.	Request you to clarify if the experience is considered on the basis of participation defined in Joint Venture Agreement entered into as per the contract OR as per the client completion certificate along with payment made based on actual work executed by members of consortium as per relevant GSTR document	As per RFP.
18.	Data Sheet Clause 10.1 Sub criteria for Relevant Experience of the firm for the assignment	Consultants should give details of the experience of the firm considering the completed and the ongoing highway assignments, separately for PPP and non-PPP Projects along with experience certificates from clients.	It is noted that number of tunnel projects in India is not as PPP. Hence please confirm if this is relevant.	-do-
19.	Section 2 Part 2: Financial Proposal	Beginning 13th months from the last date of submission of bid, billing rates shall be increased to cover all items of the contract i.e. remuneration, vehicle hire, office rent,	Please clarify if the 5% increase of billing rate from 25th to 36th month is based on base price or escalated price.	-do-



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		consumables, furniture etc. @ 5% every 12 months.		
20.	Appendix EC (S. No-1) Page NO 27	Average Annual Turnover (last 3 years) from consultancy business < Rs. 51.97 Cr.- 0 marks Rs. 51.97 Cr. - 1.5 marks Add for additional turnover 0.25 (Zero point two five) marks for every Rs. 25.98 Cr above Rs. 51.97 Cr. subject to maximum 0.5 marks.	The minimum financial criteria in the case of JV has been proposed as 50% of the value of PMC cost whereas, in marking system the marks are being allocated for total value of the PMC value. Either the marks or the JV financial condition needs to be updated w.r.t Minimum Financial eligibility criteria i.e., 50% of the PMC values.	-do-
21.	SECTION 1: INFORMATION TO CONSULTANTS, Clause no. 16, A Eligibility criteria,	<p><b>Note: **</b> Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter also to be considered with a multiplication factor of 1.5.</p> <p><u>Experience of single tube tunnel</u> (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be <u>considered with a multiplication factor of 0.4.</u></p>	<p>The Consultant would like to submit that, project in the similar region namely “Ramban to Banihal Section of NH-1A” which was published by the Client NHAI, where the eligibility criteria was restricted to only “Road/ Rail/ Metro” projects of similar nature. As the irrigation/ hydro-electric tunnel projects doesn’t required proper ventilation, E &amp; M works also the cross sections are very small compared to the Road tunnel and Construction method is very different.</p> <p>Therefore the Consultant earnestly requests the Client to kindly remove the requirement of Metro rail/ irrigation/ hydro-electric tunnel projects and amend it as “Road/ Rail Tunnel project”.</p> <p>Similarly if similar projects are being considered for the above work, The Consultant would like to submit that, in India most of the Tunnels are single tube weather it is a Road Tunnel or Rail Tunnel, therefore with respect to the fair bidding, it is earnestly requested to kindly remove the <u>multiplication factor of 0.4 for the single tube Tunnels.</u></p>	Please refer to Amendment No.-III.
22.	Additional point	Availability of Resume on the INFRACON portal	The Consultant would like to submit that, there is immense scarcity of key experts for the tunnel projects. Most of the Experts working in the Consulting firms are already engaged in the various ongoing tunnel projects.	As per RFP.



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					<p>Experts working with Tunnel Contractors who are willing to work with the Consulting organization are finding it difficult to upload their resume on the Infracon portal and get it verified.</p> <p>As per the Infracon policy Consultant cannot utilize Experts whose resume are not verified and assign category on Infracon portal.</p> <p>Under the circumstances we request you to allow the utilization of resume of below mentioned experts whose resume are yet not verified.</p> <p>Team Leader Cum Senior Tunnel Expert, Resident cum Excavation Specialist, Geotechnical Engineer, Tunnel Design Expert &amp; Tunnel Safety Expert</p>																		
23.	SECTION 6: TERMS OF REFERENCE FOR AUTHORITY'S ENGINEER,	<table><tr><th>S No</th><th>Key metrics of Ass</th><th>Equipment to be used</th></tr><tr><td>1</td><td>Surface defects of pavement</td><td>Network Survey Vehicle (NSV)</td></tr><tr><td>2</td><td>Roughness of pavement</td><td>Laser Profilometer</td></tr><tr><td>3</td><td>Strength of pavement</td><td>Falling Weight Reflectometer (FWD)</td></tr><tr><td>4</td><td>Bridges</td><td>Mobile Bridge Inspection Unit (MBIU)</td></tr><tr><td>5</td><td>Road signs and road markings</td><td>Retro-reflectometer</td></tr></table>	S No	Key metrics of Ass	Equipment to be used	1	Surface defects of pavement	Network Survey Vehicle (NSV)	2	Roughness of pavement	Laser Profilometer	3	Strength of pavement	Falling Weight Reflectometer (FWD)	4	Bridges	Mobile Bridge Inspection Unit (MBIU)	5	Road signs and road markings	Retro-reflectometer	<p>The Consultant would like to submit that, kindly provide the details of the Bridges where the MBIU is required as this will help to the Consultant to cater the cost of survey need to be carried out by using MBIU</p>		As per RFP.
S No	Key metrics of Ass	Equipment to be used																					
1	Surface defects of pavement	Network Survey Vehicle (NSV)																					
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24.	Sr.No.X of Financial Proposal, Hard Copy of RFP,	<p>Contingencies</p> <p>A fixed amount of Indian Rupees 10 (ten) Lakh shall be included in the Financial Proposal. The provisions of Contingency shall be operated with</p>			<p>There are discrepancies between Hard copy of RFP and Uploaded Financial Format. It may kindly clarify Contingency amount is required or not. If required then provide provision in Uploaded Financial</p>	Please refer to Amendment no-III																	

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	BoQ1 of Uploaded Financial Proposal	the specific approval from the Competent Authority in NHIDCL. Provision not given	Format.	
25.	Sr.No.15 of Appendix C-2, Financial Proposal, Hard Copy of RFP	Sub Professional 15. Lab Technician	The position Lab Technician is given in Appendix C-3, Financial Format whereas no Qualification & Experience given in Enclosure B, Page 95. Kindly provide the same.	Please refer to Annexure-1
26.	Data Sheet; Clause 3,	<b>3.5 Tunnel Safety Expert Adequacy for the Project</b> <b>Max. Points - 70</b>  a iii) International exposure in tunnel safety works in developed countries	The Consultants would like to mention that Max. Points - 70 are allocated for the Adequacy for the Project, while counting the sub heads total 75 marks are given. Therefore, the Consultants request to revise the same.  As number of experts are available who are capable of carrying out similar assignments of similar magnitude and complexity and having vast similar experience in various other developing Countries but may not have worked in Developed Countries. Thus the Consultants request the Client to amend the requirement as:  a iii) International exposure in tunnel safety works in Developing/developed countries  <b>This may please be considered and confirmed</b>	Please refer to Amendment no-III.
27.	Data Sheet; Clause 3,	<b>3.7 Sr. Geotechnical Expert</b> B i) Experience as Geotechnical engineer or similar capacity in construction/ construction supervision of at least 4 tunnel projects(Road/Rail/Metro) of length equal to or more than 4 km < 4 projects - 0 4 projects -17 marks Add 2 mark extra for each additional project subject to maximum 8 (eight) marks	The Consultants would like to mention that the requirement of minimum 4 tunnel projects with length more than 4 km is on higher side, therefore the Consultant request to relax the requirement up to 2 projects instead of 4 projects.	As per RFP.
28.	Clause 4.5.2 of GCC,	<b>Removal and/or Replacement of Personnel</b> It is stated that in case notice to commence services is given within 120 days of signing of	The Consultants would like to mention that in most of the projects funded by Multilateral agencies such as ADB, World Bank, etc. there is no penalty for	-do-





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		<p>contract the, the Authority expects all the Key Personnel specified in the Proposal to be available during implementation of the Agreement. The Authority will not consider any substitution of Key Personnel except under compelling circumstances beyond the control of the Consultant and the concerned Key Personnel. Such substitution shall be limited to not more than three Key Personnel subject to equally or better qualified and experienced personnel being provided to the satisfaction of the Authority. Replacement of the Team Leader will not normally be considered and may lead to disqualification of the Applicant or termination of the Agreement. Replacement of one</p> <p>Key Personnel shall be permitted subject to reduction of remuneration equal to 5 % (five per cent) of the total remuneration specified for the Key Personnel who is proposed to be replaced. In case of second replacement the reduction in remuneration shall be equal to 10% (ten per cent) and for third and subsequent replacement; such reduction shall be equal to 15% (fifteen per cent).</p>	<p>replacement of Key Personnel. The Consultants shall have to provide a suitable replacement, a person of equivalent or better qualification and experience at the same rate of remuneration.</p> <p>Since a large number of Consulting assignments are ongoing and being proposed in the country, individuals tend to shift jobs frequently and resign. This is beyond the control of the consulting firm &amp; thus any penalty to be imposed on the firm for replacement of staff, in such cases, which is beyond their control, is unfair. Instead, the Client may consider debarring the concerned nominated member of the team for certain period who has given the consent and does not provide his input on the assignment.</p> <p>Hence, it is requested that this para may please be deleted and Consultant be allowed to propose alternate equivalent or better candidate in case, a replacement is required at the same rate of remuneration.</p>	
29.	Clause No. 6.2 (d) of GCC,	<p><b>Deployment of Key Personnel</b></p> <p>It is stated that notwithstanding anything to the contrary stated in the GCC and SCC, it shall be mandatory to deploy the key personnel and sub-professional as per the Man-Months Input specified in the Terms of Reference.</p> <p>Inadequate deployment of key personnel and sub-professional shall lead to deduction in the monthly payment as per the table mentioned therein. The key personnel and sub-professional shall be considered to be inadequately deployed if he/she is not present for at least 90% of the time stipulated in the month, as per the Man-Months Input in the Terms of Reference and the Deployment Schedule proposed by the firm.</p>	<p>In this regard, it is submitted that all the Consultants try their level best to deploy the experts soon after commencement of services. However, due to unavoidable circumstances there is a delay in providing the services of the proposed staff. Hence, there should not be any deduction in the monthly payment of the Consultant if there is a delay in deployment of the proposed staff. Further, such clause is not available in RFPs of all renowned agencies such as World Bank, ADB &amp; AfDB etc. Hence, it is requested that this Clause may kindly be deleted.</p>	Please refer to Amendment No-III.

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		For avoidance of doubt, in case the Team Leader cum Senior Highway Engineer has not been made available for 90% of the stipulated time in the month, then only 80% of the monthly payment shall be released. In the case of "Other Key Personnel (Sr.No.4)" and "Sub-professional staff (Sr.No.5)", the average availability across the group shall be considered for calculation.		
30.	Clause No. 8.4.4 of GCC,	<b>Qualifications of Arbitrators</b> In the Clause No. 8.4.4 of SCC, there is a reference of Clause No. 8.2.1.	It is observed that the referred Clause may be modified as 8.4.2 instead of 8.2.1 as the same does not belong to selection of Arbitrator.	As per RFP.
31.	Clause No.8.2 of SCC	As per Clause No.8.2 of SCC, Disputes shall be settled by arbitration in accordance with the following provisions.	Since this Para is incomplete, hence may be removed from SCC.	This para may be read as 'Disputes shall be settled by arbitration in accordance with the provisions in clause 8.4 of General condition of Contract'.
32.	Clause No.4.5.7 of GCC  Additional Clause	The Client is requested to add a new Clause in the GCC under Clause 4.5.	In this regard, we would like to submit that the Project is located in the difficult terrain area of the J&K and individuals tend to shift jobs due to extreme cold weather conditions and project is located at high altitude. Hence, the Client is requested to kindly include an additional Clause in the General Condition of Contract under the Clause 4.5 as below:- <i>4.5.7. No reduction in the remuneration shall be applicable for the Key Personnel whose replacement is sought after he/she has been deployed for at least 50% of his/her scheduled Man-months for construction. For the avoidance of doubt, Key Personnel replaced during negotiations or due to death/extreme medical grounds and those replaced after deployment of 50% of his/her scheduled Man-months for construction, shall not be counted under</i>	As per RFP.





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			<p><i>the total replaced Key Personnel.</i></p> <p>Further, we would like to highlight that the above mentioned suggested Clause is also available in various contracts executed with NHIDCL such as AE for Zojila Tunnel in J&amp;K and Ladakh, IE-Z-Morh Tunnel in J&amp;K and AE for Aizawl - Tuipang Section NH-54 in Mizoram.</p> <p>In view of the above we strongly believe that in all fairness the above suggested Clause may kindly be added in the GCC</p>	
33.	Data Sheet,	<p><b>SL no. 9</b></p> <p>The time and date of submission: <b>09.02.2023 at 1500 Hr.</b></p>	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.	Please refer to Amendment No. II.
34.	Page 7 of RFP, A). Eligibility criteria for sole applicant	Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	Request you to consider single tube without multiplication factor, as the same method and expertise is required for single tube as well, Ex. - if a consultant has done 5km single tunnel, after applying the factor it will be reduced to 2km tunnel, we understand that the project is twin tube tunnel, but request to consider single tube without multiplication factor as not many twin tubes are built in India.	Please refer to Amendment No. III.
35.	Page 7 of RFP, A). Eligibility criteria for sole applicant	sole applicant firm, including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 meter diameter	Request you to kindly confirm that Hydro tunnel will be evaluated and considered? As usually hydro tunnel diameter is less than 5 meters. Please confirm and relax the diameter in case of Hydro tunnel.	-do-
36.	Page 27 of RFP, Appendix-EC	Nos. of Highway Professionals with the firm * & Nos. of Tunnel Professionals with the firm **	Request you to kindly confirm that we require 30 plus Highway Professionals and 10 plus Tunnel Professionals in total 40 professionals on Infracon to score 10 marks, Request you to kindly confirm and relax the number of Tunnel Professionals to 5 no. or reduce the 5 marks of tunnel professional to 2 and increase the highway professionals to 8 marks.	As per RFP.

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37.	Please refer Section 1: Clause 16 (B) page no. 6 & 7 of RFP document " B. Eligibility Criteria for partners in case of JV; The lead partner must fulfill atleast 50% of requirements at 1(a) of table in para (A) above and other JV partner should fulfill atleast 30% of eligibility criteria as indicated at 1(a) of table in para (A) above. Lead partner should meet the criteria 1 (b) of table in para (A) above."	Please appreciate that for specialized projects like Tunnel, limited firms are having the required experience as stated in the RFP. It is imperative now to increase the base of potential Consultants in Tunnel and provide opportunities to them with a perspective of developing more Consultants for the benefit of the nation.	We, therefore, would request you to please modify the clause as " B. Eligibility Criteria for partners in case of JV; <b>Either of the JV firm Solely or jointly should meet the 100%</b> of requirements at 1(a) and 1 (b) of table in para (A) above" in page 6 & 7 of RFP document. Please consider and confirm.	As per RFP.
38.	Please refer Datasheet Sr. No. 10 (i): Sub Criteria for	Relevant Experience of the firm for the assignment; In hand DPRs for Authority (Ministry/NHAI/NHIDCL-As Applicable) Tunnel Projects (presently under progress) and Appendix EC, Sr. No. 5; In hand DPRs of Highway/Bridge/Tunnel projects (presently under progress).	We would request you to please modify the Clause at Datasheet Sr. No. 10 (i): Sub Criteria for Relevant Experience of the firm for the assignment; In hand DPRs for Authority (Ministry/NHAI/NHIDCL/International Projects-As Applicable) Tunnel Projects (presently under progress).Please consider and confirm.	Please refer to Amendment No. III.
39.	Please refer to Data sheet Sr. No. 10(i):Sub criteria for relevant Experience of the	In hand DPRs for Authority (Ministry /NHAI/ NHIDCL-As applicable) Tunnel Projects (presently under progress):	We would request you to modify the clause as In hand DPRs for Authority (Ministry /NHAI/ NHIDCL/International Projects-As applicable) Tunnel Projects (presently under progress):	Please refer to Amendment No. III.



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	firm for the assignment			
40.	A) Eligibility criteria for sole applicant firm	Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	You are requested to consider Experience of single tube tunnel of Railway/Metro rail with a multiplication factor of 1. As many Railway projects are of Single line only. Also in civil tender single tube or twin tube tunnel is considered without any multiplication factor	Please refer to Amendment No. III.
41.	B) Eligibility Criteria for partners in case of JV (not more than 1 JV partners shall be allowed) shall be as under:	The lead partner must fulfill atleast 50% of requirements at 1(a) of table in para (A) above and other JV partner should fulfill atleast 30% of eligibility criteria as indicated at 1(a) of table in para (A) above. Also the lead partner and JV partner jointly should meet the eligibility criteria as mentioned at 1(a) of table in para (A) above. Lead partner should meet the criteria 1 (b) of table in para (A) above.	You are requested to kindly modify the clause as mentioned below. It has already been changed in the Various tenders of Ministry (Addendum/Corrigendum attached).  The lead partner must fulfil (i) At least 50% of turnover requirements at 1(a) of table in para (A) above and other JV partner should fulfil at least 30% of eligibility of turnover requirement. (ii) In respect of Technical Requirement under para 1(a) of table in para (A) above, both members combined should meet the requirement.  In respect of Technical Requirement under para 1(b) of table in para (A) above, lead member should meet the requirement.	As per RFP.
42.		All the bidders registered on Infracon shall form a Team on Infracon and which would be assigned	As most of the CVs are in Amber or Red category on Infracon. You are requested to provide any solutions.	It is clarified that the experts/ Key

S. No	Reference/ Clause	Clause Description	Query	Reply
		unique Infracon Team ID. Bidders while submitting the proposal shall quote the Infracon Team ID.		personnel newly registered on Infracon portal, whose verification is yet to be completed shall be allowed for bidding process.
43.	Note under Clause 16 (A) of Section - 1 (Information to Consultants), Page no. 6  Data Sheet,	** Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/ Railway / Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	We understand that the irrigation/ hydro-electric tunnels are different from transportation tunnels as there is no provision of fire safety in such tunnels.  It is also highlighting that transportation tunnels are complex in nature in comparison with irrigation/ hydro-electric tunnels in term of technical, geological challenges and design challenges as irrigation/ hydro-electric tunnel are generally with small diameter in comparison with transportation tunnels. In irrigation/ hydro-electric tunnels ventilation aspects is not required wherein long transportation tunnels ventilation and E&M works are critical for ensuring safety of the road users and is a specialized expertise is required where as in the hydro / irrigation tunnels these safety aspects are not being taken into consideration. In addition Operation and Maintenance of the transportation tunnels is a critical activity which is conspicuous by its absence in Hydro / Irrigation tunnel. Hence, how a firm having experience in Hydro / irrigation tunnel only will justify in delivering the scope of services required for the project. On account of above it is requested to remove the irrigation/ hydro-electric tunnel as eligible projects for an assignment.	Please refer to Amendment No. III.
44.	Note under Clause 16 (A) of Section -	** Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for	We request the authority should appreciate that the requirement of transportation tunnels (Like tunnels	-do-





S. No	Reference/ Clause	Clause Description	Query	Reply
	1 (Information to Consultants), Data Sheet,	roads/ Railway / Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5 meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	<p>ventilation, Fire safety, and E&amp;M works etc.) and its operation and maintenance are different and are critical activities. Further the requirement that more than twin tube tunnels shall be accorded higher weightage is not justified nor required, rather higher weightage should given to the transportation tunnels having larger Diameters.</p> <p>The existing requirement as per RFP gives undue and unjustified advantage to the firms having experience either than in Transportation tunnels which is not fair considering the nature of the assignment.</p> <p>Hence, it is requested that in order to place all the prospective bidders on the same platform, the following if recommended.</p> <p><i>“** Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/ Railway / Metro rail)having at least 5 meter diameter for which RFP is invited. For this project experience of twin tubes or more (including tunnel(s) for roads/Railway /Metro rail) having at least 5 meter diameter also to be considered with a multiplication factor of 2. Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail.) having at least 5 m diameter will be considered with a multiplication factor of 1.”</i></p> <p>Kindly confirm that the prescribed diameter of 5 m is the finished diameter of the tunnel project which will be evaluated as such.</p>	
45.	Clause 13 of Section - 1 (Information to Consultants),	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 3 (i.e., one lead + 1 JV partners+ One Associate). Formulation of more than one JV/ association with different	It is to bring to your kind notice that this is one of the most complex projects which would require expertise in different domains of Tunnel construction. To enable bidder to propose best team composition with highly qualified experts, one more partner may be allowed as it is very unlikely for one company possess	Please refer to Amendment no-III.

S. No	Reference/ Clause	Clause Description	Query	Reply																					
		partners for the same work is not allowed and all such proposal involving the firms shall be treated as non-responsive. If the Consultant submits bids as sole applicant and also in JV/ Association with another consultant, both bids shall be summarily rejected. No Consultant shall submit more than one bid.	<p>all expertise required in Tunnel construction. This will ensure quality of workmanship during design review and construction.</p> <p>In view of aforesaid facts, it is requested to kindly have flexibility of JV and association formation with maximum limit of 4 members. Therefore, kindly allow 1 lead partner + 2 JV + 1 Associate partner or 1 lead partner + 1 JV + 2 Associate partners</p>																						
46.	GCC  Clause 6.2 Remuneration and Reimbursable Expenditures	<p>Notwithstanding anything to the contrary stated in the GCC and SCC, it shall be mandatory to deploy the key personnel and sub-professional as per the Man- Months Input specified in the Terms of Reference.</p> <p>Inadequate deployment of key personnel and sub-professional shall lead to deduction in the monthly payment as per following table. The key personnel and sub- professional shall be considered to be inadequately deployed if he/she is not present for atleast 90% of the time stipulated in the month, as per the Man Months Input in the Terms of Reference and the Deployment Schedule proposed by the firm.</p> <table><tr><th>Sr. No.</th><th>Personnel</th><th>% reduction in monthly payment</th></tr><tr><td colspan="3">Normal Highway Project</td></tr><tr><td>1</td><td>Team Leader cum Senior Tunnel Expert</td><td>20%</td></tr><tr><td>2</td><td>Resident cum Tunnel Excavation Expert</td><td>25%</td></tr><tr><td>3</td><td>Bridge/Structural Engineer</td><td>20%</td></tr><tr><td>4</td><td>Other Key Personnel</td><td>20%</td></tr><tr><td>5</td><td>Sub- Professional Staff</td><td>15%</td></tr></table> <p>For avoidance of doubt, in case the Team Leader cum Senior Highway Engineer has not been made available for 90% of the stipulated time in the month, then only 80% of the monthly payment shall be released. In the case of “Other Key Personnel (Sr. No. 4)” and “Sub - Professional Staff (Sr. No. 5)”, the average availability across</p>	Sr. No.	Personnel	% reduction in monthly payment	Normal Highway Project			1	Team Leader cum Senior Tunnel Expert	20%	2	Resident cum Tunnel Excavation Expert	25%	3	Bridge/Structural Engineer	20%	4	Other Key Personnel	20%	5	Sub- Professional Staff	15%	<p>The project site is located in the difficult terrain, adverse climatic conditions, and is having Law and Order problems, and accordingly the clause is very disadvantageous in terms of financial implications for the consultant.</p> <p>Accordingly, it is suggested that the payments should be on actual man-days in a month without imposing any penalty.</p> <p>OR</p> <p>We suggest the client to kindly consider inadequate deployment of the expert if he/she is present for less than 90% (excluding holidays) of the time stipulated in a <b>half year</b> as per the Man-Month input, which is illustrated in the RFP for “Project Management Consultancy Services For Construction of Twin Tube Uni-directional Tunnel (10.8 km) under Ganesh top hill including approaches on Khanabal-Baltal section under UT of Jammu &amp; Kashmir on EPC Mode” as enclosed in <b>Annexure -IV</b>.</p>	Please refer to Amendment no-III.
Sr. No.	Personnel	% reduction in monthly payment																							
Normal Highway Project																									
1	Team Leader cum Senior Tunnel Expert	20%																							
2	Resident cum Tunnel Excavation Expert	25%																							
3	Bridge/Structural Engineer	20%																							
4	Other Key Personnel	20%																							
5	Sub- Professional Staff	15%																							



S. No	Reference/ Clause	Clause Description	Query	Reply
		the group shall be considered for calculation.		
47.	Clause 3 of Section - 1 (Information Consultants), to	All the bidders registered on Infracon shall form a Team on Infracon and which would be assigned unique Infracon Team ID. Bidders while submitting the proposal shall quote the Infracon Team ID.	<p>The project demands highly skilled personal with extensive tunnelling experience for which there are only limited number of experts available on Infracon portal and within those experts plenty of them are in red or amber category which further limits the pool of experts having tunnelling experience.</p> <p>Hence consultant is forced to propose the new experts which are not yet registered on Infracon portal. In case we propose a new candidate, it will take min. 2 months of time for the registration and verification process for new profile. Hence, we request that the bidding process of the consultant's bid may be considered where the CV of the expert is on the Infracon portal, but generation of unique team ID shall not be made mandatory. Also, the evaluation of the CV shall not be considered through Infracon portal. Same has been considered under the Sungal tunnel bid floated by MORT&amp;H. (enclosed at Annexure - I)</p> <p>We suggest that CV as proposed by the consultant during the process of submission of bid on the Infracon portal which shall not be considered / included in the Team ID pending verification by the NHIDCL, considering the reasons as cited above, should be considered for evaluation purpose and the verification of the same may be done by the NHIDCL post submission of the bids.</p> <p>It is also proposed that in order to ensure the transparency in the bidding process, the copy of the CV as proposed by the consultant shall be uploaded / displayed on the E-Portal of the Client. This way, the CV's which are otherwise submitted as above, shall be in public domain.</p>	It is clarified that the experts/ Key personnel newly registered on Infracon portal, whose verification is yet to be completed shall be allowed for bidding process.

S. No	Reference/ Clause	Clause Description	Query	Reply
			A mechanism in this regard should be worked out by the Client.	
48.	Clause 10 (i) Sub criteria for Relevant Experience of the firm for the assignment of Data Sheet, Page no. 23  Sl. No. 5, Evaluation Criteria for Assessment of Experience of the Firm of Appendix-EC,	In hand DPRs for Authority (Ministry /NHAI/ NHIDCL-As applicable) Tunnel Projects (presently under progress): 10 marks  In hand DPRs for Authority (Ministry / NHAI/ NHIDCL As applicable) Tunnel Projects (presently under progress) <2: 0 marks 2-5: 5 marks >5: 10 marks	We understand that the DPR projects which are not officially/ contractually closed as on bid submission date will be considered as in hand DPR projects.  Please Clarify.	Please refer to Amendment No. III.
49.	Clause 10 (i) Sub criteria for Relevant Experience of the firm for the assignment of Data Sheet, Sl. No. 5, Evaluation Criteria for Assessment of Experience of the Firm of Appendix-EC	In hand DPRs for Authority (Ministry /NHAI/ NHIDCL-As applicable) Tunnel Projects (presently under progress): 10 marks  In hand DPRs for Authority (Ministry / NHAI/ NHIDCL As applicable) Tunnel Projects (presently under progress) <2: 0 marks 2-5: 5 marks >5: 10 marks	We understand that apart from tunnel projects, Highway / Bridges DPR projects under progress from Ministry / NHAI / NHIDCL will be consider for evaluation as per the SBD floated by Ministry enclosed as Annexure - II  We understand that the Ministry relates to the Ministry of Road Transport and Highways only, and no international / overseas In hand DPR will be considered for evaluation.	-do-
50.	Note under Clause 10 (i) Sub criteria for Relevant Experience of the firm for the assignment of	Consultants should give details of the experience of the firm considering the completed and the on-going highway assignments, separately for PPP and non-PPP Projects along with experience certificates from clients. This list of the completed works should also include those	We understand that only the projects with civil work progress of 90% or more shall be considered as substantially completed assignments and will be considered for evaluation under supervision category. Please Clarify	As per RFP.



S. No	Reference/ Clause	Clause Description	Query	Reply
	Data Sheet,	assignments which are substantially (90% of Contract value) completed. No Qualification/ Experience etc. shall be considered without proof of experience.	Further, in case of DPR/ Feasibility Study projects, there is no mechanism to define the physical progress of the work. Hence the projects for which DPR has been submitted and civil tenders have been invited should be considered as substantially completed project and should be considered for evaluation under DPR category.	
51.	<p>Clause 10 (ii) Sub criteria for Experience in use of technology for road inspection of Data Sheet,</p> <p>Sl. no. 2. Evaluation Criteria for assessment of experience in use of technology for road inspection of Appendix-EC</p>	<p>1. Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection: 7 marks</p> <p>1.1. Equipment: 4 marks (a) <i>Equipment on MOU with Associate or on hiring basis: 2 marks</i> (b) <i>Own Equipment: 4 marks</i></p> <p>1.2. Experience: 3 marks (a) <i>1-2 projects: 1 marks</i> (b) <i>3-5 projects: 2 marks</i> (c) <i>&gt;5 projects 3 marks</i></p> <p>2. Experience in Falling Weight Deflectometer (FWD) or better technology for pavement strength measurement: 4 marks</p> <p>2.1. Equipment 2 marks (a) <i>Equipment on MOU with Associate or on hiring basis: 1 marks</i> (b) <i>Own Equipment 2 marks</i></p> <p>2.2. Experience: 2 marks (a) <i>1-3 projects: 1 marks</i> (b) <i>&gt; 3 projects: 2 marks</i></p> <p>3. Experience in Mobile Bridge Inspection Unit or better technology for bridge inspection: 5 marks</p> <p>3.1. Equipment: 2 marks (a) <i>Equipment on MOU with Associate or on hiring basis: 1 marks</i> (b) <i>Own Equipment: 2 marks</i></p> <p>3.2. Experience: 3 marks (a) <i>1-2 projects: 1 marks</i> (b) <i>3-5 projects: 2 marks</i> (c) <i>&gt;5 projects: 3 marks</i></p>	<p>As the project comes under the category of Greenfield project there is no requirement for carrying out condition survey hence requirement of technology such as NSV, FWD, MBIU, shall not be evaluated for the project.</p> <p>Being a tunnel project, geological and geotechnical investigations are prominent which involve both invasive and non-invasive investigations.</p> <p>Therefore, the equipment and technology relevant to the sub-surface investigations should be considered. Kindly consider.</p> <p>Further it may be appreciated that generally there are specialized vendors which owns such equipment and provide equipment. There would be few consultants who might own such equipment, as owning such equipment/ technology does not directly fall under consultant's business line.</p> <p>Furthermore, with reference to MoRTH Policy no. RW/NH-33044/24/2020-S&amp;R (P&amp;B) dated 6th January 2021 enclosed as Annexure - III, it is stated that "the marks for equipment is rationalized and full score be accorded for either of ownership or hire purchase or other option such as leasing as the intent of contract is to get the services of the Consultant for using the equipment for the given assignment".</p> <p>In view of the aforesaid, Own equipment or MOU with any associate technology firms who's owning the</p>	<p>The guidelines issued vide MoRTH Policy no. RW/NH-33044/24/2020-S&amp;R (P&amp;B) dated 6th January 2021 shall be applicable.</p>

S. No	Reference/ Clause	Clause Description	Query	Reply
		<p>4. Experience in Retro reflectometer technology: 4 marks</p> <p>4.1. Equipment: 2 marks  (a) <i>Equipment on MOU with Associate or on hiring basis: 1 marks</i>  (b) <i>Own Equipment: 2 marks</i></p> <p>4.2. Experience: 2 marks  (a) <i>1-3 projects: 1 marks</i>  (b) <i>&gt; 3 projects: 2 marks</i></p>	equipment may also be given full marks under the head of Equipment.	
52.	Clause 14 (B) of Section - 1 (Information to Consultants),	In addition, the applicant whether a sole applicant or lead member with joint venture may also include an Associate for providing key personnel. In such case, the applicant should submit an MOU with associate regarding role and responsibility of Associate Company. However, the maximum no. of key personnel from Associate firm during RFP proposal and implementation of contract should be limited to two (2).	<p>In general Authority Engineer tenders there are only six key experts required. However in the subject project there are nine key experts. In view of same we request you to kindly allow associate partner to propose atleast four experts.</p> <p>Kindly consider.</p>	As per RFP.
53.	<p>Note under Clause 16 (B) of Section - 1 (Information to Consultants),</p> <p>Clause (d) and (e) of Appendix-A of Section - 3: Formats for submission of Firms Credentials,</p>	<p>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. If the applicant firm has completed projects as JV with some other firms, weightage shall be given as per the JV share***. However if the applicant firm has executed the project as associate with some other firms, 25% weightage shall be given to the applicant firm for the projects completed under such association. For weightage of experience in any past Consultancy assignment, experience certificate from the client shall be submitted. In absence of clear demarcation of JV share in client certificate, the weightage will be treated as 60 % for lead partner and 40% for minor partner. Annual turnover duly certified by Chartered Accountant shall be accepted. In case of non-availability of such documents no weightage of</p>	<p>We understand that the weightage of the Associate Firms will be considered 25%, however, we would like to submit that the project executes as consortium/ association, the sharing of roles and responsibility of each member are defined in their MOU based on their consultancy fee sharing. Whereas this project is open for international bidding where the consortium might have scenarios like (Lead+JV+JV), in such cases there will be a sharing of 40% to both the JV partners. So, we request you to kindly consider the sharing given in the certificate.</p> <p>We kindly request the client to consider the same.</p>	-do-



S. No	Reference/ Clause	Clause Description	Query	Reply
		turnover/experience will be considered.		
54.	Clause 3.4 x (a) of Section - 2 (LOI),	<p>x. Requirement for submission of CVs.</p> <p>a. The CVs of following [eight key personnel in the format as per Appendix- B-6 is to be furnished on INFRACON portal.</p> <p>[Team leader cum Senior Highway Engineer, Resident cum Highway Engineer (2 Nos.), Bridge/Structural Engineer, Senior Pavement Specialist, Senior Quality cum Material Expert, Slope Protection Expert and Road Safety Expert in case of Normal Highway Project]</p>	<p>Contradictory with the requirement of key experts in the RFP.</p> <p>We understand that CVs of following 9 key experts to be furnished with the technical proposal.</p> <ol style="list-style-type: none"> <li>1. Team Leader Cum Senior Tunnel Expert</li> <li>2. Resident Engineer cum Excavation Specialist</li> <li>3. Senior Geotechnical Expert</li> <li>4. Tunnel Design Engineer</li> <li>5. Tunnel Safety Expert</li> <li>6. Senior Geologist</li> <li>7. Senior Contract Specialist</li> <li>8. Bridge/Structural Engineer</li> <li>9. Senior Quality cum Material Expert</li> </ol>	<p>This clause may be read as “</p> <p>The CVs of following [Nine key personnel in the format as per Appendix- B-6 is to be furnished on INFRACON portal.</p> <p>[Team Leader Cum Senior Tunnel Expert, Resident Engineer cum Excavation Specialist, Senior Geotechnical Expert, Tunnel Design Engineer, Tunnel Safety Expert, Senior Geologist, Senior Contract Specialist and Bridge/Structural Engineer, Senior Quality cum Material ]</p>
55.	Clause 8 of Data Sheet, And BoQ (excel) uploaded on E-tendering portal	<p>The Consultants to state cost in INR.</p> <p>Basic Rate (excluding GST) in figures to be entered by the Bidder in Rs.</p>	<p>The National Highways &amp; Infrastructure Development Corporation Limited (NHIDCL) (the ‘Employer’) invites proposals from eligible Consultants for this project on the basis of International Competitive Bidding, moreover this project is of high importance and many International Firms as well as Experts would be participating in this project. Therefore, we request to please allow the bidders to quote the remuneration of experts in other currencies like Euro/ USD.</p>	As per RFP.
56.	Sl. No. 1 of 3.2	1. General Qualification	We understand that Post Graduation in any	As per RFP.

S. No	Reference/ Clause	Clause Description	Query	Reply
	Resident cum Tunnel Excavation Expert of Evaluation Criteria for assessment of score of Key Staff,	I) Graduate in Civil/ Mining Engineering or equivalent - 21 marks II) Post-Graduate or Chartered Engineer in Civil/ Mining Engineering or equivalent - 4 marks	specialization of Civil Engineering i.e. (Geotechnical Engineering, Structural Engineering, Highway Engineering, Soil Mechanics, Transportation Engineering etc.) will fetch full (4) marks.  Please Clarify.	
57.	Sl. No. 2 (a) (iii) of 3.5 Tunnel Safety Expert of Evaluation Criteria for assessment of score of Key Staff,	III) International exposure in tunnel safety works in developed Countries  <7 years - 0 7 years - 7 marks <i>Add 1 mark extra for each additional project subject to maximum 3 (three) marks.</i>	We request the authority to kindly share the list of developed country from which the experts need to have experience so as to fetch full marks under this criteria. We request you to kindly relax this criterion as "International exposure in tunnel safety works in developed/ developing countries", as there are several competent professionals working in developing countries as well. We further request you to modify the criteria as following: <3 years - 0 3-5 years - 5 5- 7 years - 7  Add 1 mark extra for each additional project subject to maximum 3 (Three) marks.	As per RFP.
58.	Sl. No. 2 (b) (ii) of 3.7 Senior Geotechnical Expert of Evaluation Criteria for assessment of score of Key Staff,	<b>Senior Geotechnical</b> Experience as Geotechnical engineer or similar capacity in Construction/ Construction Supervision of major tunnel projects <b>involving vertical shaft</b> sinking of at least 200m vertical depth. <i>1 project - 4 marks 2 or more projects - 5 marks</i>	As per our understanding of the project, there isn't any provision of vertical shaft. Hence, the requirement for vertical shaft of 200m vertical depth shall be deleted and the weightage 5 marks shall be allocated under other prescribed criteria.  Kindly consider.	-do-
59.	Sl. No. 2 (b) (i) of 3.8 Senior Geologist of Evaluation	<b>Senior Geologist</b> Experience in major Tunnel (Road/ Rail/ Metro) <b>Construction works</b> in similar capacity <i>&lt; 7 years - 0</i>	We understand that the experience of <b>construction works as well as construction supervision works</b> will be considered. Please Clarify	-do-



S. No	Reference/ Clause	Clause Description	Query	Reply
	Criteria for assessment of score of Key Staff,	<i>7 years - 12 marks Add 1 mark extra for each additional year of experience subject to maximum 3 (three) marks</i>		
60.	General	Tunnel projects, unless specifically mentioned, has to be major tunnels of length equal to or more than 1.5 Km to be considered for evaluation	We understand that Tunnel projects (Road/ Rail/ Metro) with length equal to or more than 1.5 Km will be considered as Major tunnels.	-do-
61.	Clause vii and viii of Appendix-A of Section - 3: Formats for submission of Firms Credentials,	vii. Experience as Authority Engineer/ Independent Consultant/ Construction supervision of <b>Highway projects</b> , separately for PPP and non-PPP Projects during the last 7 years. ***  viii. Experience in DPR/ Feasibility Study cum Preliminary Design Report preparation of 2/4/6 laning / Bridge <b>Highway Projects</b> separately for the PPP and non-PPP projects during the last 7 years. ***	We understand that only experience of <b>tunnel projects</b> to be provided under this requirement.	Agreed.
62.	Note for Similar Capacity- 1 (i) under Team Leader cum Senior Tunnel Expert of Evaluation Criteria for assessment of score of Key Staff,	Note:  (1) Similar Capacity includes the following positions  i) On behalf of Consultant: Team Leader/Resident Engineer/ <b>Professional Engineer/ Chartered Engineer</b> (Construction Supervision /IE/AE)	We request the client to kindly define the term Professional engineer and Chatered Engineer and which designation are covered under this capacity.	As per RFP.
63.	General	Mobilisation During Extreme climatic Condition.	The project is located in such a geography that the region is covered with snow for six months and the climatic conditions does not allow to work during these six months. In such conditions, it would be very difficult to demobilize and mobilize the resources again and again as it would incur huge burden on the consultants. Hence it is kindly requested from the client to make provision for payment to consultant during snow periods as well.	As per RFP.

S. No	Reference/ Clause	Clause Description	Query	Reply
			Kindly consider	
64.	Sl. No. 1 (A), Clause 16 (A) Eligibility criteria for sole applicant firm of Section - 1  (Information to Consultants),	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 8.07 km (equal to the project tunnel length) or more of 'Similar category** for which RFP is Invited.	You will agree to our point that in European and other International countries the certificates issued by clients for Detailed design/ Feasibility studies projects only Design/ Detailed Design word has been used.  In view of same it is requested to kindly accept the terminology as Design/ Detailed Design for the overseas projects done in European countries under this category and same shall be considered under the evaluation.	-do-
65.	Clause 1 of Section - 1 (Information to Consultants),	The National Highways & Infrastructure Development Corporation Limited (NHIDCL) (the 'Employer') invites proposals from eligible Consultants for engaging an Authority's Engineer (AE) on the basis of International Competitive Bidding for the following contract package in the State of Mizoram.	It seems to be typo error The National Highways & Infrastructure Development Corporation Limited (NHIDCL) (the 'Employer') invites proposals from eligible Consultants for engaging an Authority's Engineer (AE) on the basis of International Competitive Bidding for the following contract package in the Union Territory of Jammu & Kashmir.	Agreed
66.	Clause 24 of Section - 1 (Information to Consultants),	RFP submission must be received not later than 1500 hrs on 09.02.2023 in the manner specified in the RFP document at the address given below	We request the authority to kindly extend the bid submission date by at least 3 weeks from the date of floating of Pre-Bid replies so as to prepare a comprehensive proposal.	Please refer to Amendment No. II.
67.	Evaluation Criteria for assessment of score of Senior Geotechnical Expert,	<b>Senior Geotechnical Expert</b> A ii) Experience in Construction/ Construction Supervision of major tunnel Projects (Road/ Rail/ Metro) - 10 marks < 10 years - 0 10 years - 7 marks Add 1 mark extra for each additional year of experience subject to maximum 3 (three) marks. b i) Experience as Geotechnical engineer or similar capacity in construction/ construction supervision of at least 4 tunnel projects (Road/ Rail/ Metro) of length equal to or more than 4 km - 25 marks	We request you to consider the experience of Hydro tunnels for this position under this criterion, as the geotechnical conditions and technical aspects of hydro tunnels projects are similar to road/ rail/ metro tunnel projects.	As per RFP.





S. No	Reference/ Clause	Clause Description	Query	Reply
		<p>&lt; 4 projects - 0 4 projects - 17 marks Add 2 mark extra for each additional project subject to maximum 8 (eight) marks</p> <p>b ii) Experience as Geotechnical engineer or similar capacity in Construction/ Construction Supervision of major tunnel projects involving vertical shaft sinking of at least 200m vertical depth - 5 marks 1 project - 4 marks 2 or more projects - 5 marks</p> <p>b iii) Experience as Geotechnical engineer or similar capacity in design/project preparation of tunnel projects (Road/ Rail/ Metro) of at least 4 km length - 15 marks &lt; 2 projects - 0 2 projects - 11 marks Add 2 marks extra for each additional projects subject to maximum 4 (four) marks.</p>		
68.	Evaluation Criteria for assessment of score of Senior Geologist,	<p><b>Senior Geologist</b></p> <p>A ii) Experience in major Tunnel construction/ construction supervision Projects (Road/ Rail/ Metro) using NATM technology - 15 marks &lt; 5 years - 0 5 years - 12 marks Add 1.5 marks extra for each additional year subject to maximum 3 (three) marks.</p> <p>b i) Experience in major Tunnel (Road/ Rail/ Metro) Construction works in similar capacity - 15 marks &lt; 7 years - 0 7 years - 12 marks Add 1 mark extra for each additional year of experience subject to maximum 3 (three) marks.</p> <p>b ii) Experience in similar capacity in project</p>	We request you to consider the experience of Hydro tunnels for this position under this criterion, as the geotechnical conditions and technical aspects of hydro tunnels projects are similar to road/ rail/ metro tunnel projects.	-do-

S. No	Reference/ Clause	Clause Description	Query	Reply																						
		<p>preparation/ DPR involving of major tunnel projects (Road/ Rail/ Metro). (Min 1 year experience in a project) - 10 marks &lt;2 projects - 0 2 projects -7 marks Add 1.5 marks extra for each additional projects subject to maximum 3 (three) marks.</p> <p>b iii) Experience in similar capacity in highway tunnel construction/ construction supervision with minimum length of 4 Km - 10 marks &lt; 2 projects - 0 2 project - 7 marks Add 1.5 marks extra for each additional projects subject to maximum 3 (three) marks.</p>																								
69.	APPENDIX C-3: Remuneration for Local Professional Staff,  Enclosure-A Man - Months input for Key Professional Staff,	<p><b>APPENDIX C-3: BREAKDOWN OF LOCAL CURRENCY COSTS</b></p> <p><b>I. REMUNERATION FOR LOCAL PROFESSIONAL STAFF</b></p> <table><tr><th rowspan="2">Position</th><th colspan="2">No. of man- months</th></tr><tr><th>Constructio n period</th><th>Maintenance period</th></tr><tr><td>Tunnel Design Engineer</td><td>48</td><td>6</td></tr><tr><td>Senior Geotechnical Expert</td><td>48</td><td>6</td></tr><tr><td>Senior Geologist</td><td>48</td><td>6</td></tr></table> <p><b>MAN - MONTHS INPUT FOR KEY PROFESSIONAL STAFF</b></p> <table><tr><th rowspan="2">Position</th><th colspan="2">No. of man- months</th></tr><tr><th>Constructi on period</th><th>Maintenance period</th></tr><tr><td>Tunnel Design Engineer</td><td>48</td><td>6</td></tr></table>	Position	No. of man- months		Constructio n period	Maintenance period	Tunnel Design Engineer	48	6	Senior Geotechnical Expert	48	6	Senior Geologist	48	6	Position	No. of man- months		Constructi on period	Maintenance period	Tunnel Design Engineer	48	6	We Request you the reduce the inputs of the Key Personnel (Tunnel Design Engineer, Senior Geotechnical Expert, Senior Geologist) as the critical inputs of these key experts will be completed before the 48 months. The key experts can engaged on intermittent basis i.e., 24 months, which also reduces the overall cost of the consultancy.	-do-
Position	No. of man- months																									
	Constructio n period	Maintenance period																								
Tunnel Design Engineer	48	6																								
Senior Geotechnical Expert	48	6																								
Senior Geologist	48	6																								
Position	No. of man- months																									
	Constructi on period	Maintenance period																								
Tunnel Design Engineer	48	6																								



S. No	Reference/ Clause	Clause Description				Query	Reply
		Senior Geotechnical Expert	48	6			
		Senior Geologist	48	6			
70.	criteria for Relevant Experience of the firm for the assignment (	In hand DPRs for Authority (Ministry /NHAI/NHIDCL-As applicable) Tunnel Projects (presently under progress) and In hand DPRs of Highway/Bridge/Tunnel Projects (presently under progress) (Page No. 28)				It is our request to allow International and Other Client DPR projects as well. Similar provision was allowed in following projects of NHAI and MoRTH; <ul style="list-style-type: none"> <li>- Sahibganj Cable Stayed Bridge project.</li> <li>- Six lane Bridge Sherpur Dighwara across River Ganga as Part of Patna Ring Road</li> <li>- Six Lane Bridge including its approaches across River Ganga on NH-96 (New NH-330) at Phaphamau, Prayagraj U.P.</li> <li>- Four Lane Bridge (parallel to the existing MG SETU) With Its Approaches across River Ganga NH-19 at Patna</li> </ul> <p>This will increase competition and it will allow International firm to participate in the project.</p>	Please refer to Amendment No. III.
71.	Appendix-EC - S. No.2-	Nos. of Highway Professionals with the firm who possess degree in Civil Engineering/Transport Planning /Transport Economics/Traffic Management / Geology/ Environment Science or Engineering and 8 years experience in highway/bridge with employment in the firm for more than one year. The current Employment Certificate shall be uploaded by Key Personnel on INFRACON.				It is requested that Professionals registration at INFARCON portal should be deleted due; <ul style="list-style-type: none"> <li>- It will take long time to get registration.</li> <li>- INFRACON takes long time for verification.</li> </ul>	As per RFP.
72.	Section 1, Information to Consultants,	Consultants may apply either as a sole firm or forming Joint Venture with other consultants. In case of Joint Venture, the maximum number of				In addition to this, kindly allow the consultants to participate as one lead + two associates. Currently, very few firms qualify as JV and	As per RFP.

S. No	Reference/ Clause	Clause Description	Query	Reply
	Clause 13,	Joint Venture partners is limited to 3 (i.e., one lead + 1 JV partners + One Associate). Formulation of more than one JV/association with different partners for the same work is not allowed and all such proposal involving the firms shall be treated as non-responsive.	considering the location, one associate will not be enough.  Please consider.	
73.	Section 1, Information to Consultants, Eligibility Criteria, Table 16 (A), S. No. 1(a) & 1(b),	1(a)The firm should have minimum experience of preparation of <b>Detailed Project Report/ Feasibility Study cum Preliminary Design Report</b> of Tunnel Project ..... 1(b)Firm should also have prepared <b>DPR/ Feasibility Study cum Preliminary Design Report</b> for at least one Tunnel project .....	Please note that International Consultants carry out detailed design assignments and there is no DPR nomenclature. Kindly, accept and evaluate detailed design assignments as equivalent to DPR assignments. 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. Even in India, DPR for Rail & Metro projects does not even involve preliminary design. This nomenclature (DPR) is not common even in India.	As per RFP.
74.	Eligibility Criteria, Clause 16 (A), - Note,	Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5-meter diameter for which RFP is invited.	Since this is a Twin Tube Uni-directional Tunnel, we understand our 6-lane twin tube (3 tube x 3 lane) tunnel experience will be considered with a multiplication factor of 1.5.  Kindly confirm.	Please refer to Amendment No. III.
75.	Eligibility Criteria, Clause 16 (A),  Data Sheet, Clause 10(i), Sub criteria for Relevant Experience of the firm,  Appendix EC, Evaluation Criteria, Note 3,	For this project experience of <b>more than</b> twin tubes (including tunnel(s) for roads/ Railway/ Metro rail/ irrigation/ hydroelectric etc.) having at least 5-meter diameter also to be considered with a multiplication factor of 1.5. Experience of single tube tunnel (including tunnel(s) for roads/ Railway / Metro rail/ irrigation/ hydro-electric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.	We are facing difficulty in understanding the interpretation of the sentence - <b>more than</b> twin tubes tunnels. Request you to clarify: Single tube tunnel to be considered with a multiplication factor of 0.4. Twin Tube Tunnel or <b>more</b> to be considered with a multiplication factor of 1.5.  Please confirm.	-do-
76.	Section 1,	Firm should also have prepared DPR/ Feasibility	We usually see that 40% of project length is	As per RFP.



S. No	Reference/ Clause	Clause Description	Query	Reply																				
	Information to Consultants, Eligibility Criteria, Table 16 (A), S. No. 1(b), Appendix EC, Evaluation Criteria of Firm, S. No. 4,	Study cum Preliminary Design Report for at least one Tunnel project of similar category** of project length equal to 2.42 km (30% of project tunnel length)  Experience DPR preparation for Number of Tunnel Projects of length 3.23 km (40% of similar category for which RFP invited) or more in last 10 years.	considered for Minimum Eligibility Criteria for a sole applicant in Preparation of DPR and Project Supervision/IC. 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 3.23 km (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 4.842 km (60% of project tunnel length)																					
77.	Data Sheet, Clause 10(i), Sub criteria for Relevant Experience of the firm, Appendix EC, Evaluation Criteria, Note 3,	<table><tr><td colspan="4">In hand DPRs for Authority (Ministry/ NHAI/ NHIDCL - As applicable) Tunnel Projects (Presently under progress)</td></tr><tr><td>5</td><td colspan="2">In hand DPRs for Authority (Ministry /NHAI/NHIDCL- As applicable) Tunnel Projects (presently under progress)</td><td>10</td></tr><tr><td>5.1</td><td>&lt;2</td><td>0</td><td></td></tr><tr><td>5.2</td><td>2-5</td><td>5</td><td></td></tr><tr><td>5.3</td><td>&gt;5</td><td>10</td><td></td></tr></table>	In hand DPRs for Authority (Ministry/ NHAI/ NHIDCL - As applicable) Tunnel Projects (Presently under progress)				5	In hand DPRs for Authority (Ministry /NHAI/NHIDCL- As applicable) Tunnel Projects (presently under progress)		10	5.1	<2	0		5.2	2-5	5		5.3	>5	10		<p>The criteria is very difficult for any consultant to fulfil since none of the consultant will have &gt; 5 in hand DPR for Authority. Thus, for fair evaluation and equal marking opportunity for all interested consultant, kindly accept in hand DPRs of the consultant irrespective of the type of Client.</p> <p>Request you to modify as: In hand DPRs for Domestic and International Government Authorities Projects (presently under progress) Enclosed similar RFP documents of Ministry &amp; NHAI: - MoRTH AE 6-lane H.L./Extra-dosed Cable Bridge on river Ganga - MoRTH 4-lane Vikramshila Bridge - MoRTH 4-lane Beyt Dwarka - NHAI 4-lane Sahibganj Bypass</p> <p>Please also note that work done by Indian/ International Firms with relevant in hand DPRs will not qualify as JV Firm as they will not suffice the JV requirement.</p>	Please refer to Amendment No. III.
In hand DPRs for Authority (Ministry/ NHAI/ NHIDCL - As applicable) Tunnel Projects (Presently under progress)																								
5	In hand DPRs for Authority (Ministry /NHAI/NHIDCL- As applicable) Tunnel Projects (presently under progress)		10																					
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5.2	2-5	5																						
5.3	>5	10																						
78.	Appendix EC, Evaluation	Experience as Independent Engineer/ Authority Engineer/ Construction Supervision in Number of	If a project contains multiple tunnels of length > 3.23 km (40% of similar category for which RFP is invited)	As per RFP.																				

S. No	Reference/ Clause	Clause Description	Query	Reply
	Criteria of Firm, Table 1, S. No. 3,	tunnel Projects of length equal to 3.23 km (40% of similar category for which RFP is invited) or more in last 10 years.  1 project - 8 marks  Add 1(one) mark extra for completed assignment of <b>Authority Engineer/ Independent Engineer</b> and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 2 (Two) marks.	or more in last 10 years, we request to consider single tunnel length > 3.23 km as eligible assignment. Also, please consider <b>Construction Supervision</b> experience in added marks criteria. To be read as: 1 tunnel - 8 marks  Add 1(one) mark extra for completed assignment of <b>Authority Engineer/ Independent Engineer/ Construction Supervision</b> and add 0.5 (Zero point five) marks extra for completed assignment of supervision consultancy subject to maximum 2 (Two) marks.	
79.	Appendix EC, Evaluation Criteria of Firm, Table 1, S. No. 3,	Experience as Independent Engineer/ Authority Engineer/ Construction Supervision in Number of tunnel Projects of length equal to 3.23 km (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.
80.	Appendix EC, Table 2, Evaluation Criteria in use of technology for road inspection, Clause 12.2, Sl. No. 1-4,	Marks distribution for (a) Equipment on MOU with Associate or on hiring Basis and (b) Own Equipment	Marks for equipment (NSV, FWD, MBIU & RR) are reduced for MOU with Associate or on hired basis. Full marks should be allotted as per the new policy guidelines dt. 06.01.2021, Point No. 5 uploaded by MoRTH - "The marks for equipment is rationalized and full score be accorded for either of ownership or hire purchase or other option such as leasing as the intent of contract is to get the services of the Consultant for using the equipment for the given assignment."	The guidelines issued vide MoRTH Policy no. RW/NH-33044/24/2020-S&R (P&B) dated 6th January 2021 shall be applicable.
81.	Appendix EC, 3 Evaluation Criteria for assessment of score of Key Staff,	Evaluation Criteria for assessment of score of Key Staff - Tunnel projects (Road/Rail/Metro) of length equal to or more than 4 Km	If in a particular project, an expert has worked in more than one tunnel, will all the length of the tunnels be aggregated to meet the required Tunnel Length of > 4 km in the project.  Please clarify.	As per RFP.
82.	Appendix EC, Evaluation	b(i) Experience as Tunnel Excavation Expert or similar capacity in construction supervision of	As per the interpretation of clause, experience is only considered for construction supervision projects,	As per RFP.



S. No	Reference/ Clause	Clause Description	Query	Reply
	Criteria of Key Staff, 3.2 Resident cum Tunnel Excavation Expert,	major tunnelling projects (Road/Rail/Metro) b(ii)Experience as Tunnel Excavation Expert or similar capacity in <b>construction supervision</b> of tunnel projects (Road/Rail/Metro) of minimum length of 4 km (Minimum one year supervision in a project)	i.e., only on behalf of the Consultant. But in similar capacity positions, both on behalf of the consultant and contractor is consider. So, request you to please add: Experience as Tunnel Excavation Expert or similar capacity in <b>construction/ construction supervision</b> of major tunnelling projects (Road/Rail/Metro)	
83.	Appendix EC, Evaluation Criteria of Key Staff, Point No. 3,	Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months	For evaluation of CVs, we found details are missing for 3.1 Team Leader cum Senior Tunnel Expert, 3.2 Resident cum Tunnel Excavation Expert, 3.4 Tunnel Design Engineer, 3.5 Tunnel Safety Expert, 3.7 Senior Geotechnical Expert, 3.8 Senior Geologist. Please include the following for evaluation: For Project Preparation/ DPR: Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 6 months. (Even for MoRTH/NHIDCL projects DPR work does not go beyond 12 months) For Construction/ Construction Supervision: Only those projects (in numbers) will be considered for evaluation above, where the input of the personnel is not < 12 months	As per RFP.
84.	Appendix EC, Evaluation Criteria of Key Staff, 3.5 Tunnel Safety Expert,	Summation of Marking Criteria of Tunnel Safety Expert	The summation of total points is exceeding 100 marks.  Please modify.	Please refer to Amendment no-III.
85.	Appendix EC, Evaluation Criteria of Key Staff, 3.5 Tunnel Safety Expert, a iii)	International exposure in tunnel safety works in developed countries.  <7 years - 0 7 years - 7 marks  Add 1 mark extra for each additional project subject to maximum 3 (three) marks.  Note:	It is very difficult to find a Tunnel Safety Expert with minimum 7 years of international experience. Kindly delete this criterion.  Also, for the sake of simplicity kindly consider Tunnel Engineer (who will look after the safety aspect) as equivalent to Tunnel Safety Expert.  Please modify as: Note: Similar Capacity includes the following positions:	As per RFP.

S. No	Reference/ Clause	Clause Description	Query	Reply
		Similar Capacity includes the following positions: i. on the behalf of Consultant/ Contractor: Tunnel Safety Engineer/ Tunnel Safety Expert. ii. In Govt. Organizations: Executive Engineer (or equivalent) and above.	i. on the behalf of Consultant/ Contractor: <b>Tunnel Engineer/ Tunnel Safety Engineer/ Tunnel Safety Expert.</b> ii. In Govt. Organizations: Executive Engineer (or equivalent) and above.	
86.	Appendix Office Clause. V, C-3, Rent,	Authority's Engineer/ Authority's Office during construction and maintenance period shall be provided by the EPC Contractor.	During construction and maintenance period, we request that the EPC Contractor should maintain a separate office space of equivalent size during the 5 months of extreme winter when this location might be closed, or conditions may not be suitable for continuing work.	As per RFP.
87.	Appendix Office Clause. V, C-3, Rent,	Authority's Engineer/ Authority's Office during construction and maintenance period shall be provided by the EPC Contractor.	Considering the terrain, climate, and difficult conditions at site, we request that at least Bachelor Accommodation for all staff along with Heating & Oxygen Facilities should be provided by the EPC contractor during the construction and maintenance stage. Please consider.	As per RFP.
88.	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.	As per RFP.
89.	General	Award of contract	Due to paucity of good Tunnel experts CVs available on Infracon, if we propose same team with 2 different Team Leaders for the proposal of AE- Sudhmahadev and AE- Vailoo Tunnel, will we be eligible to win both the projects by allowing the Key Personnel to be replaced at the time of signing of contract.  Please confirm.	As per RFP.
90.	General	After Award of Contract	We have learned that after award of contract with NHIDCL, a separate JV (incorporated JV) entity must be formed between partners. Kindly let us know if this will be applicable for this assignment as well.	As per RFP.
91.	Clause 16,	Preparation of DPR (1b)	As defined in the Notes, Similar category projects of	Please refer to



S. No	Reference/ Clause	Clause Description	Query	Reply
	Eligibility Criteria Table A	<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 2.42 km (30% of project tunnel length)</p> <p><b>Project Supervision/ IC (NH/SH/Equivalent) (1b)</b></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 2.42 km (30% of project tunnel length)</p> <p><b>Note: **</b></p> <p>Similar Category of project means Tunnel project having twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5-meter diameter for which RFP is invited. For this project experience of more than twin tubes (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydro-electric etc.) having at least 5-meter diameter also to be considered with a multiplication factor of 1.5.</p> <p>Experience of single tube tunnel (including tunnel(s) for roads/Railway /Metro rail/ irrigation/ hydroelectric etc.) having at least 5 m diameter will be considered with a multiplication factor of 0.4.</p>	<p>single tube tunnel shall be considered with a multiplication factor of 0.4, in this regard, it is submitted that, that most of the Tunnels constructed in India are of single tube only. Considering the above, it is requested that to have a fair bidding in the tenders, <b>the multiplication factor of 0.4 may please be removed.</b></p> <p>It is also mentioned that the tunnel projects for Roads/Railways/Metro Rail/Irrigation and Hydroelectric will also be considered. It is to submit that the Tunnel lengths in Hydro electric and Irrigation project are for conveying water rather than traffic movement, and they serve for an altogether different purpose. Therefore, it is requested that Hydroelectric and Irrigation projects may please be removed from the criteria.</p> <p>Moreover, it is understood by the consultant that the tunnel length mentioned in the given table under clause 1(b) for DPR preparation and Project supervision is for the tunnels falling under one project irrespective of the number of tunnels and length of tunnels in the project. The Tunnels aggregate length shall be considered for at least one tunnel project. Please clarify.</p>	Amendment no-III.

S. No	Reference/ Clause	Clause Description	Query	Reply																																																																																																																																
92.	Data Sheet, clause 10.2 Experience in use of technology for road inspection,	<div>ii. Sub criteria for Experience in use of technology for road inspection</div> <table><thead><tr><th>Sr. No.</th><th>Description</th><th>Maximum Points</th><th>Sub-Points</th></tr></thead><tbody><tr><td>1</td><td>Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection</td><td>7</td><td></td></tr><tr><td>1.1</td><td>Equipment</td><td>4</td><td></td></tr><tr><td></td><td>(a) Equipment on MOU with Associate or on hiring basis</td><td></td><td>2</td></tr><tr><td></td><td>(b) Own Equipment</td><td></td><td>4</td></tr><tr><td>1.2</td><td>Experience</td><td>3</td><td></td></tr><tr><td></td><td>(a) 1-2 projects</td><td></td><td>1</td></tr><tr><td></td><td>(b) 3-5 projects</td><td></td><td>2</td></tr><tr><td></td><td>i &gt;5projects</td><td></td><td>3</td></tr><tr><td>2</td><td>Experience in Falling Weight Deflectometer (FWD) or better technology for pavement strength measurement</td><td>4</td><td></td></tr><tr><td>2.1</td><td>Equipment</td><td>2</td><td></td></tr><tr><td></td><td>(a) Equipment on MOU with Associate or on hiring basis</td><td></td><td>1</td></tr><tr><td></td><td>(b) Own Equipment</td><td></td><td>2</td></tr><tr><td>2.2</td><td>Experience</td><td>2</td><td></td></tr><tr><td></td><td>(a) 1-3 projects</td><td></td><td>1</td></tr><tr><td></td><td>(b) &gt; 3 projects</td><td></td><td>2</td></tr><tr><td>3</td><td>Experience in Mobile Bridge Inspection Unit or better technology for bridge inspection</td><td>5</td><td></td></tr><tr><td>3.1</td><td>Equipment</td><td>2</td><td></td></tr><tr><td></td><td>(a) Equipment on MOU with Associate or on hiring basis</td><td></td><td>1</td></tr><tr><td></td><td>(b) Own Equipment</td><td></td><td>2</td></tr><tr><td>3.2</td><td>Experience</td><td>3</td><td></td></tr><tr><td></td><td>(a) 1-2 projects</td><td></td><td>1</td></tr><tr><td></td><td>(b) 3-5 projects</td><td></td><td>2</td></tr><tr><td></td><td>i 5 projects</td><td></td><td>3</td></tr><tr><td>4</td><td>Experience in Retro reflectometer technology</td><td>4</td><td></td></tr><tr><td>4.1</td><td>Equipment</td><td>2</td><td></td></tr><tr><td></td><td>a) Equipment on MOU with Associate or on hiring basis</td><td></td><td>1</td></tr><tr><td></td><td>(b)Own Equipment</td><td></td><td>2</td></tr><tr><td>4.2</td><td>Experience</td><td>2</td><td></td></tr><tr><td></td><td>(a)1-3 projects</td><td></td><td>1</td></tr><tr><td></td><td>(b)&gt; 3 projects</td><td></td><td>2</td></tr><tr><td></td><td>Total</td><td>20</td><td></td></tr></tbody></table>	Sr. No.	Description	Maximum Points	Sub-Points	1	Experience in Network Survey Vehicle (NSV) or better technology for pavement inspection	7		1.1	Equipment	4			(a) Equipment on MOU with Associate or on hiring basis		2		(b) Own Equipment		4	1.2	Experience	3			(a) 1-2 projects		1		(b) 3-5 projects		2		i >5projects		3	2	Experience in Falling Weight Deflectometer (FWD) or better technology for pavement strength measurement	4		2.1	Equipment	2			(a) Equipment on MOU with Associate or on hiring basis		1		(b) Own Equipment		2	2.2	Experience	2			(a) 1-3 projects		1		(b) > 3 projects		2	3	Experience in Mobile Bridge Inspection Unit or better technology for bridge inspection	5		3.1	Equipment	2			(a) Equipment on MOU with Associate or on hiring basis		1		(b) Own Equipment		2	3.2	Experience	3			(a) 1-2 projects		1		(b) 3-5 projects		2		i 5 projects		3	4	Experience in Retro reflectometer technology	4		4.1	Equipment	2			a) Equipment on MOU with Associate or on hiring basis		1		(b)Own Equipment		2	4.2	Experience	2			(a)1-3 projects		1		(b)> 3 projects		2		Total	20		<p>As per the Ministry of Road Transport &amp; Highways File No.: RW/NH/33044/24/2020-S&amp;R (P&amp;B) Dated 06.01.2021; under point no. 5 it is clearly stated as - "The marks for equipment's is rationalized, and full score be accorded for either of ownership or hire purchase or other option such as leasing as the intent of contract is to get the services of the Consultant for using the equipment for the given assignment". Following the above, full marks shall be accorded in case firms of ownership and also if firms make a MoU arrangement with Associate partners.</p> <p>NHIDCL previously in their tenders have accepted this condition and full marks were awarded to the consultants for equipment on MoU basis.</p> <p>Kindly consider.</p>	<p>The guidelines issued vide MoRTH Policy no. RW/NH-33044/24/2020-S&amp;R (P&amp;B) dated 6th January 2021 shall be applicable.</p>
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4.1	Equipment	2																																																																																																																																		
	a) Equipment on MOU with Associate or on hiring basis		1																																																																																																																																	
	(b)Own Equipment		2																																																																																																																																	
4.2	Experience	2																																																																																																																																		
	(a)1-3 projects		1																																																																																																																																	
	(b)> 3 projects		2																																																																																																																																	
	Total	20																																																																																																																																		
93.	Appendix EC Sl. No. 2	The Current Employment Certificate shall be uploaded by Key Personnel on the Infracon.	<p>In view of the time take for approval process of the CV on INFRACON, it is requested the Client to consider an undertaking by the bidder for the permanent employee of the firm in place of Employment certificate of key personnel on Infracon.</p> <p>Kindly consider and confirm.</p>	As per RFP.																																																																																																																																
94.	Appendix EC Sl. No. 5	In hand DPR for Authority (Ministry / NHAI / NHIDCL - as applicable) tunnel Projects (presently under Progress)	As the Client is intending to engage Consultants for Authority's Engineer (AE) based on International Competitive Bidding and the Project is of	Please refer to Amendment no-III.																																																																																																																																



S. No	Reference/ Clause	Clause Description	Query	Reply
			<p>international reputation of Tunnel, the Consultants would request to consider and allow <u>ongoing projects of tunnel</u> having scope of work for Detailed Engineering design / Detailed Project Report of domestic and international government authorities' under this category.</p> <p>It may kindly be noted that the NHAI had accepted the same on one of the Project bid for Authority Engineer for Construction Supervision of 6 Lane Bridge with approaches from Km 8+480 near Sherpur to km 23+000 near Dighwara across River Ganga as part of the Patna Ring road in the state of Bihar on EPC basis through the corrigendum No. IV dated 21 November 2022, ref. No. NHAI/HQ/BH/Sherpur-Dhghwara/AE/ Proc./2022. A copy of the same is attached with this letter for your ready reference.</p> <p>Kindly consider and confirm.</p>	
95.	Appendix EC Sl. No. 4	Experience in DPR preparation for number of tunnel Projects of length 3.23 km (40% of similar category for which RFP invited) or more in last 10 years	<p>As the Railway / Metro Rail / Irrigation / Hydro electric tunnels are allowed by the Client as Similar Project, the consultants understand the Preparation of Detailed Design for the respective tunnel Project for Railway / Metro Rail / Irrigation will be consider equivalent to DPR.</p> <p>Kindly confirm.</p>	As per RFP.
96.	APPENDIX C-3: Breakdown Of Local Currency Costs  Clause 4- Office Rent (Fixed Costs)-	<p><b>Office Rent (Fixed Costs)-</b></p> <p>Authority's Engineer/ Authority's Office during construction and Maintenance period shall be provided with all facilities by the EPC Contractor.</p>	<p><b>Accommodation</b></p> <p>As per the RFP office space will be provided by contractor for construction and maintenance period but looking at the location of work and its climatic condition we request the authority to kindly provide lodging and boarding services as the project is a Greenfield project it would be difficult to have any accommodation near the project site.</p>	As per RFP
97.	Clause 16 (B)	Note:	We request the authority to kindly clarify in case	As per RFP

S. No	Reference/ Clause	Clause Description	Query	Reply
	NOTE of Section - 1 (Information to Consultants),	<p>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. If the applicant firm has completed projects as JV with some other firms, weightage shall be given as per the JV share***. However if the applicant firm has executed the project as associate with some other firms, 25% weightage shall be given to the applicant firm for the projects completed under such association.</p> <p>Consultancy assignment, experience certificate from the client shall be submitted. In absence of clear demarcation of JV share in client certificate, the weightage will be treated as 60 % for lead partner and 40% for minor partner. Annual turnover duly certified by Chartered Accountant shall be accepted. In case of non-availability of such documents no weightage of turnover/experience will be considered.</p>	<p>a firm has executed a project as a minor / JV partner with share less than 40 %, then will the authority consider the actual share on the project or 40 % weightage of the project or whichever is higher.</p> <p>Kindly clarify.</p>	
98.	Evaluation Criteria for assessment of score of Senior Geotechnical Expert,	<p><b><u>Senior Geotechnical Expert</u></b></p> <p>A ii) Experience in Construction/ Construction Supervision of major tunnel Projects (Road/ Rail/ Metro) - 10 marks  <i>&lt; 10 years - 0</i>  <i>10 years - 7 marks</i>  <i>Add 1 mark extra for each additional year of experience subject to maximum 3 (three) marks.</i></p> <p>b i) Experience as Geotechnical engineer or similar capacity in construction/</p>	<p>We request you to consider the experience of Hydro tunnels for this position under this criterion, as the geotechnical conditions and technical aspects of hydro tunnels projects are similar to road/ rail/ metro tunnel projects.</p>	As per RFP

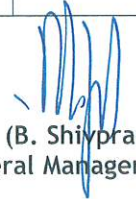


S. No	Reference/ Clause	Clause Description	Query	Reply
		<p>construction supervision of at least 4 tunnel projects (Road/ Rail/ Metro) of length equal to or more than 4 km - 25 marks  <i>&lt; 4 projects - 0</i>  <i>4 projects - 17 marks</i>  <i>Add 2 mark extra for each additional project subject to maximum 8 (eight) marks</i></p> <p>b ii) Experience as Geotechnical engineer or similar capacity in Construction/ Construction Supervision of major tunnel projects involving vertical shaft sinking of at least 200m vertical depth - 5 marks  <i>1 project - 4 marks</i>  <i>2 or more projects - 5 marks</i></p> <p>b iii) Experience as Geotechnical engineer or similar capacity in design/project preparation of tunnel projects (Road/ Rail/ Metro) of at least 4 km length - 15 marks  <i>&lt; 2 projects - 0</i>  <i>2 projects - 11 marks</i>  <i>Add 2 marks extra for each additional projects subject to maximum 4 (four) marks.</i></p>		
99.	Evaluation Criteria for assessment of score of Senior Geologist,	<p><b><u>Senior Geologist</u></b></p> <p>A ii) Experience in major Tunnel construction/ construction supervision Projects (Road/ Rail/ Metro) using NATM technology - 15 marks  <i>&lt; 5 years - 0</i>  <i>5 years - 12 marks</i>  <i>Add 1.5 marks extra for each additional year subject to maximum 3</i></p>		As per RFP

S. No	Reference/ Clause	Clause Description	Query	Reply
		<p><i>(three) marks.</i></p> <p>b i) Experience in major Tunnel (Road/ Rail/ Metro) Construction works in similar capacity - 15 marks  <i>&lt; 7 years - 0</i>  <i>7 years - 12 marks</i>  <i>Add 1 mark extra for each additional year of experience subject to maximum 3 (three) marks.</i></p> <p>b ii) Experience in similar capacity in project preparation/ DPR involving of major tunnel projects (Road/ Rail/ Metro). (Min 1 year experience in a project) - 10 marks  <i>&lt;2 projects - 0</i>  <i>2 projects - 7 marks</i>  <i>Add 1.5 marks extra for each additional projects subject to maximum 3 (three) marks.</i></p> <p>b iii) Experience in similar capacity in highway tunnel construction/ construction supervision with minimum length of 4 Km - 10 marks  <i>&lt; 2 projects - 0</i>  <i>2 project - 7 marks</i>  <i>Add 1.5 marks extra for each additional projects subject to maximum 3 (three) marks.</i></p>		
100.	APPENDIX C-3: Remuneration for Local Professional Staff,	<p><b><u>APPENDIX C-3: BREAKDOWN OF LOCAL CURRENCY COSTS</u></b></p> <p><b>I. REMUNERATION FOR LOCAL PROFESSIONAL STAFF</b></p>	We Request you the reduce the inputs of the Key Personnel (Tunnel Design Engineer, Senior Geotechnical Expert, Senior Geologist) as the critical inputs of these key experts will be completed before the 48 months. The key experts	As per RFP



S. No	Reference/ Clause	Clause Description			Query	Reply
	Enclosure-A Man - Months input for Key Professional Staff,	Position	No. of man- months		can engaged on intermittent basis i.e., 24 months, which also reduces the overall cost of the consultancy.	
			Construction period	Maintenance period		
		Tunnel Design Engineer	48	6		
		Senior Geotechnical Expert	48	6		
		Senior Geologist	48	6		
101.	Point 10. (i) , Sub criteria for Relevant Experience of the firm for the assignment,	**Tunnel professionals who possess degree in Civil Engineering / Mining Engineering or equivalent and 8 years' experience in Major tunnel with employment in the firm formore than one year. The current Employment Certificate shall be uploaded by KeyPersonnel on INFRACON.			It is requested to include Degree in Geology also under tunnel professionals with other terms and conditions unchanged.	As per RFP.
102.	Point 10. (i) , Sub criteria for Relevant Experience of the firm for the assignment,	Experience as Independent Engineer/Authority Engineer/Construction Supervision inNumber of tunnel Projects of length equal to 3.23 km (40% of similar category forwhich RFP is invited) or more in last 10 years**			We understand that feasibility study/basic design project will also be considered, please confirm.	-do-
103.	Point 10. (i) , Sub criteria for Relevant Experience of the firm for the assignment,	In hand DPRs for Authority (Ministry /NHAI/NHIDCL-As applicable) Tunnel Projects(presently under progress)			We understand that ongoing DPR projects of NHAI and MoRTH will be considered, please confirm.	Please refer to Amendment no-III.

  
 (B. Shivprasad)  
 General Manager (T)

**Lab Technicians:**

They should be at least Diploma-holders with about 5 to 6 years of experience in handling the quality control tests laboratories for road/bridge works or Graduates with more than 10 years of relevant experience in the field of testing of road/bridge projects.

