

National Highways & Infrastructure Development Corporation Limited

Name of the Project: All-Weather Project of construction of Zojila Tunnel on NH-01 & Connecting road from Z-Morh Tunnel to Zojila Tunnel in the UTs of J&K and Ladakh.

Tender Id: 2020_NHIDC_564017_1

Reply to Pre-Bid Queries

S.No.	Clause	Description	Suggestion/Query	Reply
1.	EPC Article-29.7 -Pg-147/268 Geological Occurance	The EGO provisions do not in any way release the contractor from his responsibility/ obligations stipulated under this Contract Agreement.	We request the authority, if any change in the alignment/ length of structure/Tunnel/Road occurs due to Geological reasons that may please be considered for variation.	As per RFP.
2.	Schedule-J, Pg.-487/592 Project Completion Schedule	For-Part-1 =913 days and for Part-2 = 2190 days	For the timeline considered, the daily progress rate works out to be on an average of 8.5 m/day for Nilgrar tunnel and 21 m/day for Zojila Tunnel. Considering the geological profile provided in the documents and climatic condition of the region, this seems to be on very higher side and unrealistic to achieve. Requested to review the same and reconsider it.	As per RFP.
3.	EPC Article-14.1 -Pg-78 /268 Maintenance	<p>(a) For flexible pavement with 5 years Maintenance Period including structures: no maintenance charges shall be paid for the first year; 0.50%of the Contract Price each for the second, third and fourth year; and 1% of the Contract Price for the fifth year</p> <p>(d) For stand-alone Bridge/ Tunnel works: the contractor shall be paid @ 0.25% of the Contract Price each for the first five years and @ 0.50% of the Contract Price each for the remaining period of five years.</p>	<p>The total payment considered 14.1(a) is 2.5% and 14.1(d) is 3.75%.</p> <p>Keeping in view the very harsh climatic condition and terrain of the region and specialised machinery provisions to be included for snow clearance and special protection measures due to avalanche etc., the maintenance cost payment considered is inadequate. Requested to review the same and reconsider it.</p>	As per Amendment no. 1.
4.	Schedule-A-Annex-I 1.2.5	The geology as assessed during field investigation is brought out as follows for the guidance purposes only. The Contractors are required to carry out their own assessment of the geology of the project area.	Keeping in view the time available it is not possible to carry out the assessment of the geology. Hence authority is requested to bear the geological risk.	As per RFP.

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5.	Schedule-B-Annex-IA- Pg.21,24,26 CL-1.2,2.5 & 2.11 -Width of Carriageway and Typical Cross-section	From Km. 0.350 to 2.100, CL-1.2 and 2.11 mentions TCS-II and CL-2.5 mentions TCS-VII.	Kindly confirm which TCS to be followed.	As per Amendment no. 1.
6.	Schedule-B-Annex-IA- Pg.-41 CL-12	Reinforced Earth Wall Structure for High embankments shall be provided as per applicable Typical Cross-Section.	Kindly confirm that the Contractor can design appropriate arrangement as per the actual site requirement.	Being an EPC project, the Contractor can design with alternate better technology as per the latest code/specifications acceptable to NHIDCL with the approval of Authority's Engineer.
7.	Schedule-B-Annex-I B- Pg.57/592 5.5	Rainwater Harvesting As per Ministry of Environment and Forests Notification, New Delhi dated 14.01.1997 (as amended on 13.01.1998, 05.01.1999 & 6.11.2000), the construction of Rain water harvesting structure is mandatory in and around water crisis area, notified by the Central Ground water Board. State Govt rules shall be complied with.	Please confirm whether the project location fall in water crisis area.	As per RFP.
8.	Schedule-B-Annex-I B- Pg.57/592 1.16	Muck Dump Disposal Muck dump disposal sites are available in the Project area. Upto 20 land pockets have been proposed for muck disposal and these disposal area are located between approx. km stone 90 and Km stone 120 on existing NH 1 (Refer Appendix-B II).	Kindly provide the co-ordinates of Muck dumping Locations and there assess road details.	Available Muck disposal site will be handed over to the successful bidder immediately on appointed date as per the detail given in Schedule - B Appendix -B2, Part -2. These muck disposal site will be used for the entire project highway. However, additional requirement of muck disposal sites shall be arranged by bidder himself.
9.	Schedule-B-Annex-I B- Pg.57/592 5.2	Proposed Right of Way for approaches to Portal In view of Shri Amaranth base camp at Baltal, the alignment of the temporary approach road are to be cleared by SASB/ local Authorities. The contractor	Kindly provide the details of Road and structure to be considered for the construction of temporary approach road.	All temporary work of road and bridge are required to be designed and constructed by the contractor at their own cost based on the site requirement.

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		will be required to construct this temporary approach road including bridge at their own cost.		
10.	Schedule-C-Annex-I- Pg.67/592 2.(p)	Training to officers of the Authority for minimum 5 Days (excluding journey time) including all arrangements of Lodging, Food as per 3 star facilities. Training shall include 3 days classroom and 2 days site visit.	Kindly confirm that the training location will be at site only.	Training to officers of the Authority shall be held in a country having similar type tunnel construction project preferably in developed country.
11.	Schedule-C-Annex-I- Pg.67/592 2.(o)	Vehicle for Authority:-Initially, new vehicles shall be provided and a vehicle shall replace with a new vehicle after a maximum run of 75, 000 km or Four years whichever is earlier.	Requested to consider the period for vehicle replacement as 6 years and remove the condition of 75,000 Km.	As per RFP.
12.	EPC-Article 19- Price Adjustment-Pg-99/268 19.13	CO = The WPI for grey cement for the month of the Base Date.	WPI for grey cement is not available. Kindly confirm.	As per amendment no. 1.
13.	Risk Allocation Matrix - Pg.115/592 Annexure to Article 21) Annexure-I	Risk allocation column is empty.	Kindly provide the risk allocation'/risk sharing of employer and contractor.	As per amendment no. 1.
14.	Attachment-D- Technical- Specifications -Pg-113 CL-504	"The bitumen shall be paving bitumen of viscosity grade VG-30 complying with Indian Standard Specifications for "Paving Bitumen", IS: 73."	As per MORTH Circular dtd-24th Aug'2018 reads-"Only VG-40 Grade of bitumen shall be used for the National Highways". Please Confirm.	As the site is "snow bound area" the contractor shall have to use the appropriate grade of bitumen as per latest IRC /IS Codes applicable in such area.
15.	General Assess road to Ventilation shaft, OMC and loop roads.		Please provide the cross-sectional features of the assess roads.	The Contractor may design the cross-section as per the terrain based on the provisions in code/manual.
16.	General		Kindly confirm whether the duration of Amarnath Yatra has to be considered as working or non-working period as the work will get largely affected during this period.	The duration of Amarnath Yatra will be considered as a working period.

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17.	RFP Clause No-2.14.1.2 Pg-36 Bidders registration	To participate in the bidding, it is mandatory for the Bidders to get registered their firm/ Joint Venture with e-procurement portal https://eprocure.gov.in/eprocure/app & https://nhidcl.com to have user ID & password which has to be obtained free of cost.	Please clarify do we need to register in NHIDCL Website.	The bidder is required to register their firm/JV with eprocurement portal i.e. https://eprocure.gov.in/eprocure/app only.
18.	Article 29 - Extra ordinary Geological Occurrence (EGO)	Clause 29.8 Measurement and payment: <i>"Temporary suspension of D&B excavation due to extraordinary geological occurrence, payment will be by the number of working day during which such suspension occurs. This cost includes the cost of all D&B equipments and D&B tunneling crews for the heading to the extent that this manpower cannot be used for special measures to deal with extraordinary geological occurrence or elsewhere on the project. The cost towards such occurrence shall be finalized by the contractor in consultation with the Authority Engineer. Further, for avoidance of doubt, it is clarified that the EGO and its cost shall be dealt in accordance with Annexure-I the Article 21 which is as per the Risk Allocation Matrix. The sum total of the cost towards EGO shall have the pre-determined upper ceiling upto 5% of the Contract Price"</i>	<u>Annexure-I the Article 21 - Risk Allocation Matrix:</u> Risk allocation matrix only briefs about the response in case of EGO but do not define about risk allocation and how its cost shall be dealt. Kindly clarify.	As per Amendment no.1.
19.	Annexure-I the Article 21 (Draft CA)	Risk Allocation Matrix	Maximum rock cover of 970m is expected above tunnel and therefore rockbursting and squeezing is expected during construction as per the geological report. As per the risk allocation matrix, EOT provision is made only in case of rock bursting. Apart from this, Almost every risk is under contractors purview and contractor has to organize/plan and arrange extra resources overcome that risk. Risk allocation ratio between parties not	As per Amendment no. 1.

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			mentioned. For underground risk, client should have greater responsibility for risk.	
20.	Clause No 7 of Annexure 1 A (Page No 34 of Schedule B)	Minor Bridge of Span 35 m	It is requested to kindly provide detail regarding Type of bridge. Whether it is steel bridge, PSC bridge, Culvert Bridge?? Please Confirm.	As per amendment no.1.
21.	Clause 1.1.1 (page No 8 of RFP)	Completion Period - 6 years	The completion period of the work of 14.15 km long Zojila tunnel is insufficient and with removal of Escape tunnel, the possibility of working on many fronts gets reduced.	As per RFP.
22.	Clause No 1.16 of Annexure 1 B (Page No 52 & 54 of Schedule B)	03 ventilation caverns are situated perpendicular to the main tunnel and 03 ventilation shafts are required above the caverns which connect the cavern to the ground.	As per sub clause 1.4.6, contractor is at the liberty to reduce the number of ventilation shaft from 03 to 02, and since each shaft is constructed above the cavern. It is understood that requirement of cavern shall also get reduced from 03 to 02	As per amendment no.1.
23.	Clause No 1.4.2 & 1.4.6 of Annexure 1 B (Page No 56 of Schedule B)	20 land pockets have been proposed for muck disposal between approx. km stone 90 and Km stone 120 on existing NH 1 (Refer Appendix-B II).	It is understood that more details of these identified land pockets shall be provided to the contractor by authority at later stage for exact identification of their locations.	Available Muck disposal site will be handed over to the successful bidder immediately on appointed date as per the detail given in Schedule - B Appendix -B2, Part -2. These muck disposal site will be used for the entire project highway. However, additional requirement of muck disposal sites shall be arranged by bidder himself.

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24.	Article 19: Payment: Clause 19.2 (i)	The Authority shall make an interest-bearing advance payment (the "Advance Pay-ment") @ "Bank Rate + 3%", equal to 10 % (ten percent) of the Contract Price, exclu-sively for mobilization expenses. The Advance Payment for mobilization expenses shall be made in two instalments each equal to 5% (five percent) of the Contract Price. The second 5% (five percent) mobilization advance would be released after submission of utilization certificate by the Contractor for the first 5% (five per cent) advance already released earlier. The Contractor may seek separate mobilization advance for each Part of the Project Highway.	Annex - III (Schedule - G) Clause C states that ; <i>In accordance with Clause 19.2 of the Agreement, the Authority shall make to the Contractor an interest free advance payment (herein after called "Advance Payment") equal to 10% (ten per cent) of the Contract Price; and that the Advance Payment shall be made in three installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a scheduled bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in accordance with the Agreement. The amount of {first/second/third} installment of the Advance Payment is Rs. ---- -- cr. (Rupees ----- crore) and the amount of this Guarantee is Rs. ----- cr. (Rupees ----- crore) (the "Guarantee Amount")"</i> <i>Both clauses are conflicting. Kindly confirm</i>	As per Amendment no. 1
25.	Schedule B - Clause 5.2 Pg 57	Proposed Right of Way for approaches to Portal In view of Shri Amarnath base camp at Baltal, the alignment of the temporary approach road are to be cleared by SASB/ local Authorities. The contractor will be required to construct this temporary approach road including bridge at their own cost.	It is requested to provide the Bridge details on the approach road.	All temporary work of road and bridge are required to be designed and constructed by the contractor at their own cost based on the site requirement.
26.	Appendix B-I (Part 02) - Page No. 62 of 592	T7 8482B_II-ZOT_GEN-05-12-00 - "Tunnel system and installations"	Drawing is not available in the tender document. The tender documents uploaded on CPPP contains only folder naming "Appendix B-I". Folder naming "Appendix B-I (Part 02)" uploaded on www.nhidcl.com contains	Yes. These drawings can be downloaded from the NHIDCL website as these could not be uploaded on e-procurement site due to size constraint.

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			exactly same drawings as provided in "Appendix B-I". Please confirm	
27.	Risk allocation matrix (Page No. 120 of 268)	Note: Cost of redoing of damaged Permanent Work shall mean to include all the activities (e.g. dewatering, removal of debris etc.) required for redoing of damaged Permanent Works. Such cost shall be paid by the Employer provided the same is arising as a consequence of uninsurable events as per Contract subject to the provision mentioned under Article 30, sub-clause 30.8.	Article 30, sub-clause 30.8 is missing in the document. Please confirm	As per amendment no. 1
28.	Article 3 Obligations of the Authority Clause 3.1(iii)(a)	No less than 90% (ninety per cent) of the required Right of Way of the Construction Zone of total length of the Project Highway within a period of 30 (thirty) days from the date of this Agreement, which shall be in contiguous stretches of length not less than 1 (one) kilometer.	It is requested to modify "Contiguous stretches" to "Continuous stretches"	As per RFP.

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29.	Article 7 Performance Security Clause 7.1(i) (A)	Within 30 (thirty) days of receipt of Letter of Acceptance, the selected Bidder shall furnish to the Authority an irrevocable and unconditional guarantee from a Bank in the form set forth in Annex-I of Schedule-G (the "Performance Security") for an amount equal to 2.5% (Two point five percent) of its Bid Price. In case of JV, if the Bidder is qualifying the Clause 2.2.2.2 (iii) (a) of Technical Capacity on the experience of for-foreign firm, then the foreign firm is required to submit, on behalf of JV, a valid and Binding Bank Guarantee amounting to 60% of Performance Security amount from Bank of their Country, counter guaranteed by a branch located in India of any Scheduled Commercial Indian Bank. The balance 40% of Performance Security amount on behalf of JV may be submitted by any of the member(s) of JV.	Performance Security shall be 2.5% of Bid Price or 2.5% of Contract Price ? Please Confirm	As per RFP.
30.	Article 8 Right of Way Clause 8.2(ii)	The Authority Representative and the Contractor shall, on the date so notified, inspect the specified parts of the Site, and prepare a memorandum containing an inventory of the vacant and unencumbered land, buildings, structures, road works, trees and any other immovable property on or attached to the Site so handed over.	The site to be handed over has to be in minimum 1 Km as specified in Clause 3.1(iii)(a). Does Clause 3.1(iii) (a) relates this handover schedule ?	As per RFP.
31.	Article 8 Right of Way Clause 8.3 (i)	Amount of Damages in Rs. per day per metre = $0.05 \times C \times 1/L \times 1/N$	We request the damage for Tunnel portion shall be increased as idling in Tunnel Construction will cost larger damage for which Authority is accountable.	As per RFP.
32.	Article 13 Change of Scope Clause 13.2.iv.(c)	The design charges shall be considered only for new works or items (i.e. the Works or items not similar to the works or items in the original scope) @ 1% (one per cent) of cost of such new works	It is requested that the design charges may please be revised to 2% which is normally being paid in other NHAI contracts in India.	As per RFP.

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		or items.		
33.	Article 13 Change of Scope Clause 13.3	Payment for Change of Scope shall be made in accordance with the payment schedule specified in the Change of Scope Order.	Mode of Payment of COS is not given. Will it be on BOQ basis or EPC basis?	As per RFP.
34.	Article 13 Change of Scope	Reduction in Scope clause is not envisaged	Please incorporate this clause.	As per RFP.
35.	Article 17 Defect Liability Clause 17.1: Defect Liability Period	The Contractor shall be responsible for all the Defects and deficiencies, except usual wear and tear in the Project Highway or any Section thereof, till the expiry of a period of commencing from the date of Completion Certificate (the "Defects Liability Period") as specified below:	Is the BG validity different for is section having a different DLP? Or a uniform BG shall be submitted?	Defect liability period for entire project will be till 5 years from completion of the entire project highway as per Amendment no. 1.
36.	Article 18 Authority's Engineer Clause 18.1 (iii)	The Authority's Engineer should be appointed within 10 days from the date of this Agreement or before declaration of Appointed Date, whichever is earlier. The Authority shall notify the appointment or replacement of the Authority's Engineer to the Contractor.	Delay damage for delay in appointment of Authority Engineer is not mentioned.	As per RFP.
37.	Article 19 Payments Clause 19.3(iii)	Any reduction in the Contract Price arising out of Change of Scope or the works with-drawn under Clause 8.3 shall not affect the amounts payable for the items or stage pay-ments thereof which are not affected by such Change of Scope or withdrawal. For avoid-ance of doubt and by way of illustration, the Parties agree that if the amount assigned to Major Bridges is reduced from Rs.100 crore to Rs.80 crore owing to Change of Scope or withdrawal of work, the reduction in payment shall be	Payments for the works under Descope provision and its determination shall be separate for Tunnel and Road as the overheads are different in Part 01 and Part 02.	As per RFP.

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		restricted to relevant payments for Major Bridges only and the payment due in respect of all other stage payments under the item Major Bridges shall not be affected in any manner.		
38.	Article 21 Force Majeure Clause 21.2 (a)	Act of God, epidemic, extremely adverse weather conditions, lightning, earthquake, landslide, cyclone, flood, volcanic eruption, chemical or radioactive con-tamination or ionising radiation, fire or explosion (to the extent of contamina-tion or radiation or fire or explosion originating from a source external to the Site);	In view of present COVID scenario, "Pandemic situation" may please be added in this clause	As per RFP.
39.	Article 21 Force Majeure Clause 21.8	Termination Payment for Force Majeure Event	Procedure not defined for Force Majeure payment. May please incorporate.	As per RFP.
40.	Article 21 Termination Clause 23.2	Termination for Authority Default	As delay damages mentioned to a celing limit of 1% of Contract price is not feasible to accommodate Contractor's losses. Just to explain, it is requested to consider the situation such as " LOA given, Contract Signed but Right of way not handed over and Contract is on the verge of termination" It is requested to increase ceiling limit of delay damages.	As per RFP.
41.	Appendix IA	Annexure IX	Annexure IX to be submitted by both members of JV? Kindly confirm	Yes. Annexure IX is required to be submitted by all the member of JV.

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42.	Appendix VI	Integrity pact	Integrity pact to be signed only by Lead Member of the JV or by each member of JV ... Pls confirm	Integrity Pact has to be signed by the JV.
43.	RFP Clause ____	Statement of compliance	If a bidder is having inhouse design team, will it be still necessary to submit statement of compliance?? Kindly confirm	Yes. The statement of compliance has to be submitted.
44.	RFP Clause No.2.14.1.2	To participate in the bidding, it is mandatory for the Bidders to get registered their firm/ Joint Venture with e-procurement portal https://eprocure.gov.in/eprocure/app & https://nhidcl.com to have user ID & password which has to be obtained free of cost. Following may kindly be noted:	In case of JV, is it possible to submit the bid by the Lead members CPPP eprocurement account or the JV has to register on the CPPP portal? Also, do we need to register separately to https://nhidcl.com account? Kindly confirm	As per RFP.
45.	2.2.2.4 (Page No 23 of RFP)	In case of a Joint Venture: Other member (s) of JV shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity individually as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and 2.2.2.3 (i) and (iv) and requirements of clause 2.2.2.3 (ii) and (iii).	Sub Clause No 2.2.2.3 (iv) is not mentioned anywhere.	As per Amendment no. 1.
46.	General	Due date for submission of Bid: 23.07.2020	Considering the complexity and high value of the project, preparation of a competitive bid requires a concentrated team effort. It may be noted under the present COVID-19 scenario, it is very difficult for the bidders to visit site and do the assessments in the available time period. Also, officials/staff are not attending offices regularly and hence it is practically not possible for the bidders to compile the documentation requirements and submit the bid in time. Keeping above circumstances in view and in order to have fair competition, it is requested to extend the bid submission dates by at least 30 days beyond 23.07.2020.	As per RFP.

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47.	Clause 1.1 & 1.2 of Annex-1, Sch-A	Site	As per Clause 1.2 of Annex-1, Sch-A the scope of work for Zojila tunnel is two lane bi-directional single tube tunnel, but the DPR documents are for two lane bi-directional single tube tunnel with parallel egress tunnel. Please provide updated DPR documents for better understanding	The available DPR has already been uploaded.
48.	Clause 4.2.1 of Annex-D-II, Sch-A (Pg 375)	High Voltage supply	Dedicated power supply source is required for tunnel and nearest receiving stations of DISCOMs-JKPDCL/LPDCL are incapable to cater such load. Even the distance from Grid stations is too long and not suitable to lay 33kV lines due to voltage drop. So, 132kV/11kV substation from Baltal side and 66kV/11kV substation from Minamarg side and associated transmission line work of 132kV & 66kV is essentially required. Whether the client NHIDCL will reimburse the transmission line & substation costs that would be executed as deposit work as advance with JKPDCL/JKPTCL/LPTCL/LPDCL.	Providing dedicated power supply source at portal is not in the scope of contractor. However, the Contractor shall be responsible for obtaining power supply for all his site operation during the construction period.
49.	Clause 3.5.3 of Attachment D-I, Sch-D (Pg 185)	Cabling	Specifications is silent about need of fire rated cables. The tunnel exposed cables shall be fire rated as per BS 6387 Cat-C for installations. Please confirm.	The fire rating for cables, luminaries and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
50.	Clause 4.9 of Attachment D-II, Sch-D (Pg 410)	Lighting	Specifications is silent about need of fire rated luminaries F250, 1hr which is usually adopted in road tunnels as emergency lighting during fire conditions at intervals of 50m. Whether it is required to be adopted. Please confirm	The fire rating for cables, luminaries and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
51.	Clause 4.2.3.2 of Attachment D-II, Sch-D (Pg 377)	Diesel Generators	DG sets with fuel tanks inside ventilation caverns as proposed in specifications are hazardous/fire prone and it should be	As per RFP.

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			located outside tunnel. Please confirm	
52.	Clause 4.2.3.2 of Attachment D-II, Sch-D (Pg 377)	Diesel Generators	The power supply feed of DG sets shall be mandatory to ventilation fans instead of opposite in specifications. Please confirm	As per RFP.
53.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	Specifications is silent about need of fire rated cables. The tunnel exposed cables shall be fire rated as per BS 6387 Cat-C for installations. Please confirm.	The fire rating for cables, luminaries and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
54.	Clause 2.4 & 2.5 of Attachment D-I, Sch-D (Pg 165), Clause 2.1 of Attachment D-II, Sch-D (Pg 369)	Standards	To promote 'Make in India', wherever equivalent Indian Standards are available for any electrical work/equipment, it can be adopted. Please confirm	Preference shall be given to the equipment manufactured/Make in India satisfying contractual specifications over the equipment manufactured outside the country.
55.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	Whether the panels shall be stainless steel and fire rated T120 grade in main tunnel and stainless steel in caverns/OMCs. Please confirm	All the panel shall be stainless steel with fire rating of T120 grade in tunnel cavern and OMC.
56.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377)	Ventilation system	Whether the exposed ventilation grills in tunnel shall be fire rated T120 grade. Please confirm	As per RFP.
57.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377)	Ventilation system	Whether the ventilation fans shall be fire rated F250 grade or better. Please confirm	As per RFP.
58.	Clause 4.10 of Attachment D-II, Sch-D (Pg 415)	SCADA System	Protocols to be adopted are not mentioned, kindly provide	As per RFP.
59.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	Specification is silent about corrosion effects on material. All housing material exposed to tunnel environment shall be of stainless steel to combat corrosion. Please confirm	All the panel shall be stainless steel with fire rating of T120 Grade in tunnel, cavern and OMC.

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60.	Clause 1.1 of Attachment D-II, Sch-D (Pg 368)	General tunnel data	Cross passages are mentioned, whereas escape tunnel is absent in scope of works. Please confirm the cross passages availability.	Construction of cross passages only for Nilgrar tunnel is in the scope of this bid.
61.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377)	Ventilation system	Whether the exposed ventilation grills in tunnel shall be fire rated T120 grade. Please confirm	As per RFP.
62.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377)	Ventilation system	The specification is silent about other sensors required i.e. Relative Humidity, NOx Sensor, SOx sensor, CO2 sensor, Barometric Pressure sensor, Particulates (PM10) sensor, Methane and other Hydrocarbons gas detectors. Please confirm whether it has to be adopted	All the required sensors as Relative Humidity, NOx Sensor, SOx sensor, CO2 sensor, Barometric Pressure sensor, Particulates (PM10) sensor, Methane and other Hydrocarbons gas detectors are required to be provided by the contractor based on his design and approval of the Authority's Engineer.
63.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	The specification is silent about gas suppression inside ventilation caverns/substations and OMCs. Please confirm whether it has to be adopted	As per RFP.
64.	Clause 4.11 of Attachment D-II, Sch-D (Pg 418)	Doors & Gates	The specification is silent about fire rating of essential doors, which is usually T120 grade for road tunnels. Please provide.	The fire rating for fire doors, cables, luminaries and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
65.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377)	Ventilation system	Please provide the fire load to be considered for tunnel ventilation and fire fighting system design. Also please provide important parameters for ventilation design - critical velocity, thrust requirement, etc.	Heat release rate/Fire load for the tunnel shall be as below: Nilgrar Tunnel : 200 MW Zojila Tunnel : 50 MW

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66.	Sch-H (Pg 462, 478, 479 & 483)	Contract Price Weightages (E&M and Ventilation System)	The payment terms on supply, installation & commissioning is 40%, 20%, 40%. It may be changed to 75% on supply, 20% on installation, 5% on commissioning, in view of improving cash flow in the project. An indemnity bond in favour of NHIDCL may be secured on supply of material to ensure 100% safety of material and undertaking that the material shall be used for the project only. Please accept.	As per RFP.
67.	Sch-M (Pg 495)	Payment reduction for non-compliance	Payment reduction on non-compliance may be reviewed considering the weightage of the sub-system involved. Please accept	As per RFP.
68.	Clause 4.4 of Attachment D-II, Sch-D (Pg 381)	Traffic Control System	The specification is silent about boom barriers as tunnel closure system. Please confirm whether it has to be adopted	The contractor may design its own traffic control system with the approval of Authority's Engineer.
69.	Clause 4.3 of Attachment D-II, Sch-D (Pg 377) and relevant drawings	Ventilation system	DPR mentions about transverse ventilation system, whereas it is implied from the drawings that longitudinal ventilation system has to be adopted. Please confirm which of the two has to be adopted. If longitudinal ventilation system is allowed, then the ventilation duct is not required. Please confirm.	For Nilgrar Tunnel the contractor may adopt longitudinal ventilation system whereas for Zojila Tunnel Transverse ventilation system has to be adopted.
70.	Clause 2.2 of RFP (Pg 19)	Eligibility & qualification requirements of bidder	Whether sub-contractors for specialised sub-systems i.e. Ventilation, and E&M systems are allowed during bidding stage.	As per RFP.
71.	Clause 4.2.1 & 4.2.2 of Attachment D-II, Sch-D (Pg 375)	HV/LV Power supply	Please confirm whether Aluminum cables can be used.	As per RFP.
72.	Clause 4.2.1 of Attachment D-II, Sch-D (Pg 375)	HV Power supply	Please confirm whether Air insulated switchgear instead of Gas Insulated switchgear suiting to the tunnel site conditions can be used.	As per RFP.
73.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	IP rating of tunnel equipment is usually IP 55 or better, please confirm	As per RFP.

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74.	Clause 4.2.1 & 4.2.2 of Attachment D-II, Sch-D (Pg 375)	HV/LV Power supply	Please confirm whether modifications in civil structure is allowed owing to additional substations.	Modification in civil structure to accommodate additional sub-station will be allowed subject to compliance of horizontal and vertical clearance inside the tunnel.
75.	Clause 2.3 of Attachment D-II, Sch-D (Pg 370)	Protection of FOE	Please confirm whether cable trays & support structure including anchor bolts shall be stainless/galvanised steel fire rated E90 grade or without any fire rating	The fire rating for cable tray & support structure including anchor bolts and other fixture shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
76.	Clause 4.9 of Attachment D-II, Sch-D (Pg 410)	Lighting	Please provide lux level requirement in main tunnel, approach/connecting road, buildings etc. for external/internal illumination	As per RFP.
77.	EPC: Article 10 : Design and Construction of the Project Highway, Clause 10.2 (ii) : Design and Drawings	The Contractor shall appoint a proof check consultant (the "Proof Consultant") after proposing to the Authority a panel of three (3) names of qualified and experienced firms from whom the Authority may choose one (1) to be the Proof Consultant	Can names of institutes of repute such as IIT's, NIT's, Regional Engg. Colleges be proposed for Proof Consultants?	The contractor can include name of one institute of repute such as IITs or equivalent in the panel proposed to the Authority.
78.	EPC: Article 10 : Design and Construction of the Project Highway, Clause 10.2 (iv-c) : Design and Drawings	within 15 (fifteen) days of the receipt of the Drawings, the Authority's Engineer shall review the same and convey its approval/observations to the Contractor with particular reference to their conformity or otherwise with the Scope of the Project and the Specifications and Standards. Provided, however that in case of a major bridge or structure, the aforesaid period of 15 (fifteen) days may be extended up to 30 (thirty) days.	It is suggested this time period may please be restricted to 7 working days.	As per RFP.

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79.	EPC: Article 10 : Design and Construction of the Project Highway, Clause 10.2 (iv-f) : Design and Drawings	the Contractor shall be responsible for delays in submitting the Drawing as set forth in Schedule-I caused by reason of delays in surveys and field investigations, and shall not be entitled to seek any relief in that regard from the Authority.	If there is delay in obtaining ROW and subsequent delay in surveys and field investigations will it be entitled for any relief i.e time extension etc.?	As per RFP.
80.	EPC: Article 10 : Design and Construction of the Project Highway, Clause 10.2 (iv-h) : Design and Drawings	the Contractor shall ensure that all the designs and drawings shall be approved from the Authority's Engineer within 90 days (ninety) from the Appointed Date.	Since completion period for tunnel portion is 6 yrs, it is requested to review this clause of submission of all design and drawings within 90 days from appointed date.	As per RFP.
81.	EPC: Article 13 : Change of Scope	-	If due to geological problems there is requirement of change/deviation in alignment of tunnel, will it be considered as change of scope? If yes then to what extent of change in alignment shall it be considered as change of scope?	As per RFP.
82.	Schedule: Aneexure-IA Part-7	Design of Structures	Load classification for bridge design is IRC:6 but type of loading to be considered is not specified.	As per Amendment no. 1
83.	General	Technical Documents required	The bidder requests for the following documents 1. Study of Seismicity of the area. 2. rock analysis (Ground types and behaviour types) for Nilgrar Tunnels. 3. Bore log report and other geological interpretation reports. 4. Hydrology & Geo-Technical reports for Major bridges. 5. Drawings in Auto-Cad format.	Available documents and copy of DPR has already been uploaded on NHIDCL website.
84.	Schedule: Annexure-IA Part-7	Design of Structures	Please clarify if SV loading needs to be considered for Design.	As per Amendment no. 1
85.	General		Can the Span scheme and type of Bridge structure be changed during final design?	The span scheme and type of bridge structure can be

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				modified with prior approval of the Authority's Engineer.
86.	Schedule: Annexure-IA Part-1 (19)	Change of Scope : The length of Structures, bridges, culverts and slope protection works whatsoever in terms of retaining wall, breast wall, gabion wall, RE wall, chute drain, catch pit, baffle piers/blocks etc. are under special requirement of hill slope specified hereinabove shall be treated as an approximate assessment. The actual lengths as required on the basis of detailed investigations shall be determined by the Contractor in accordance with the Specifications and Standards. Any variations in the lengths specified in this Schedule- B shall not constitute a Change of Scope, save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article.	It is requested to consider any change in length of structures, bridges, culverts, slope protection works etc. due to any Technical/Geological reasons as a change in scope.	As per RFP.
87.	Article 10 Design and Construction of the Project Highway	Clause 10.3 - Construction of the Project highway The Contractor shall construct the Project Highway in accordance with the Project Completion Schedule set forth in Schedule-J. In the event that the Contractor fails to achieve any Project Milestone or the Scheduled Completion Date within a period of 30 (thirty) days from the date set forth in Schedule-J, unless such failure has occurred due to Force Majeure or for reasons solely attributable to the Authority, it shall pay Damages to the Authority of a sum calculated at the rate of 0.05% (zero point zero five percent) of the Contract Price for delay of each day reckoned from the date specified in Schedule -J and until such Project	The value of contract price on which damages shall be calculated, Authority is requested to kindly bifurcate contract price as: Part 01 - Connecting road Part 02 - Zojila Tunnel The respective contract price shall be considered for damage calculation in which part contractor fails to achieve the milestone.	As per amendment no. 1.

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		Milestone is achieved or the Project Highway is completed; provided that if the period for any or all Project Milestones or the Scheduled Completion Date is extended in accordance with the provisions of this Agreement, the dates set forth in Schedule-J shall be deemed to be modified accordingly and the provisions of this Agreement shall apply as if Schedule-J has been amended as above; provided further that in the event the Project Highway is completed within or before the Scheduled Completion Date including any Time Extension, applicable for that work or section, the Damages paid under this Clause 10.3 (ii) shall be refunded by the Authority to the Contractor, but without any interest thereon.		
88.	Schedule A, Annex II	ROW	The Employer is requested to provide the coordinates along the ROW alignment.	Please refer amendment no. 1 for Centerline coordinates of the proposed alignment of the project highway. These coordinates are only for reference purpose and the alignment plan & profile provided under the Schedule has to be followed.
89.	Design report on tunnel excavation and portal cut slopes Cl 6.1(Tunnel 01) and Drawing 7061520(2B)-TUN-SUP-1300, 1301,1302	Support Class A,B and C	The support defined in report and shown in drawings are not same. Please clarify.	As per RFP.
90.	Drawing No 7061520-TUN-ALN-1002	Two PCP and one VCP is shown in drawing.	What should be the spacing between cross passages? Does all the cross passages need to be VCP or is there need to provide PCP, if so then what will be the arrangement. Do we need	As per RFP.

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			to provide alternately?	
91.	Drawing No 7061520-TUN-MON-1430 Schedule D Annex I B, Clause 8.1	Drawings shows only target point and MPBX, Schedule D suggests use of various instruments like load cell, strain gauge etc.	Please clarify whether only target points and MPBX needs to be used or instrumentation needs to be carried as per instruments and spacing suggested in schedule D.	The contractor is required to follow the technical specifications given in Schedule - D. The contractor is required to established an online instrumentation and monitoring system so that the authorised representatives of the Authority, Authority's Engineer and the contractor can monitor and review the trigger and allowable values.
92.	Annex I B Schedule B Clause 1.17	At each Lay-bys, a walkable emergency escape is envisaged through the fresh air duct to both the portals. Detailed design of the Emergency Escape has to be prepared by the contractor, which may include stairs, fire doors, exit route design etc.	In case of emergency like fire or vehicle explosion this type of emergency escape is not suitable as the commuters will have to use stairs for assessing the air duct, especially for old/ disabled persons. Also during emergencies fresh air duct won't be able to accommodate sudden inflow of huge number of passengers. Please clarify.	As per RFP.
93.	Tunnel Design Report Tunnel 01, Table 6-2 and Drawing 7061520-GEO-015-003	Whole table and drawing	The support category mentioned in report and support shown in drawings are not same depending upon overburden, Please clarify.	As per RFP.
94.	Tunnel Design Report Tunnel 02	Report	Please provide tunnel design report for tunnel 02, the report kept in DPR Road 2 folder is of tunnel 01.	As per Amendment no. 1

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95.	Drawing T8482B_II-ZOT_VEN-01-12-00, T8482B_II-ZOT_VEN-02-12-00 and Schedule B, Annex I B, clause 1.4.3	Length of shafts as per schedule is 484 m, 365 m and 208 m for shaft 1,2 and 3 respectively. Length of shafts as per drawing is 370 m for shaft 1 & 2 and 225 m for shaft 3.	Please clarify what length to be adopted for design.	Drawings are only for references. The length of shaft as mentioned in schedule is the minimum length. However, the bidder may himself assess the actual length based on site conditions and locations.
96.	Drawing T8482B_II-ZOT_VEN-01-12-00	Ground water collecting pipe 200 mm diameter.	In plan, pipe is shown after excavation line and in cross section it is shown inside excavation line. Please clarify.	As per RFP.
97.	Drawing T8482B_II-ZOT_VEN-03-12-00 and T8482B_II-ZOT_VEN-04-12-00	Pedestrian Cross passage	Where will these passages be connected?	Construction of cross passages only for Nilgrar tunnel is in the scope of this bid.
98.	Drawing T8482B_II-ZOT_VEN-03-12-00	Shaft location	Please mark the shaft location in the drawing.	As per RFP.
99.	Drawing T8482B_II-ZOT_VEN-03-12-00 and T8482B_II-ZOT_VEN-04-12-00 and Schedule B, Annex I B, clause 1.4.2	Length and width of ventilation cavern is 30 m and 21 m as per schedule B.	Dimensions in schedule and drawings are not same. Please clarify.	As per RFP.
100.	General	Drawings	Please provide auto cad drawings.	Available drawings are uploaded.
101.	General	Geotechnical Investigation data	Please provide geotechnical investigation data and geological baseline report (GBR).	As per RFP.
102.	General	Geotechnical Investigation data	Please provide the detailed bore logs of all drill holes drilled along the tunnel alignment.	As per RFP.
103.	General	Geophysical survey report	Please provide geophysical survey report conducted along the tunnel alignment (if any).	As per RFP.

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104.	General	Lay Bys	Please provide the plan and section of Lay Bys for Tunnel 01, Tunnel 02 and Zojila Tunnel.	As per RFP.
105.	General	Alignment drawings	Please provide the finished road level drawings for Zojila tunnel.	As per RFP.
106.	General	Cross Passages for Tunnel 01, 02 and Zojila.	Please provide the Typical Cross Section of Cross Passages (both VCP and PCP) indicating lane width, kerbs, drains and walkways. Does cross passages need to be concrete lined or shotcrete can be used as permanent lining?	As per RFP.
107.	General	Design Life	What should be the design life of tunnel and it's support system?	As per amendment no. 1.
108.	General	Niches for Zojila Tunnel.	Please provide the Typical Cross Section of all niches (ETN, HN, Electrical supply cabinet, Jet fan).	Being an ECP contract the responsibility rests with the contractor.
109.	Annex - I (Schedule-A), Clauses 1.2.4 and PKG I Main Report (Doc. No.- ZOI-SMEC-REP-GEN-017-R0) Clauses 3.8.2	According to schedule-A, the project is situated in Seismic Zone IV, but in the PKG 1 Main Report (DPR Road 1) Seismic Zone V has been taken for Criteria used for Design of Reinforced Earth Slopes.	Kindly confirm which Zone is taken for design purpose.	As per RFP.
110.	General	Typical cross section (TCS)	Please provide TCS VII and XIII.	As per Amendment no. 1
111.	General	Counter Map	Please provide counter map for road alignment.	The query of the bidder is not clear.
112.	Annexure B - Drawing No. 7061520-P&P-004-004	Tentative Plan & Profile from CH. 3+350 to 4+200 alignment will be finalized after receiving Sonanarge bypass alignment from BRO	Kindly confirm when the data shall be made available.	There can be minor deviation from the existing plan and hence the comment on the drawing.

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113.	Annexure B - Drawing No. 7061520-P&P-004-007 & Drawing No. 7061520-TCS-002-013	Typical cross section (TCS) mentioned in Drawing No.7061520-TCS-002-013 and TCS in Plan and Profile of Highway Alignment are not matched.	Kindly clarify which one to follow.	Drawing no. 7061520-TCS-002-013 has typographical error and hence, you are requested to refer Annex-IA of Schedule - B.
114.	General	Catch Dam	Please provide TCS of Catch Dam.	As per RFP.
115.	Principal fill material, page no. 151, Schedules	The properties of structure fill, subsoil and the retained fill and their interface media shall be based on assumed representative soil data at the design stage, but the values shall be verified at the time of the construction.	Please clarify that borrow area land acquisition should be done by client.	As per RFP.
116.	7.3 Slope Stability Analysis, Schedules	The slope stability shall specifically be checked for global slip failures using TALREN / SLIDE 2.0 design software (Advanced stability software in geo techniques) prior to commencement of all works.	Please clarify whether slide 6.0 or Slide 7.0 can be used for the slope stability analysis.	As per RFP.
117.	General	Hydrology Data	It is requested to you provide the hydrology calculation of the bridges/crossing structures.	As per RFP.
118.	Schedule , clause 1.2.1	Assess Road to Ventilation shaft	Length of assess road for each ventilation shaft is mentioned in the Schedule, clause 1.2.1. Kindly provide the drawings and details of assess road to ventilation shaft.	The Contractor may design the cross-section as per the terrain based on the provisions in code/manual.
119.	General	Type of bridge/crossing structure	Typical drawings of bridge/crossing structures is given, it is requested to clarify type of bridges/crossing structures can be change or modify.	The span scheme and type of bridge structure can be modified with prior approval of the Authority's Engineer.
120.	Schedule , clause 3 , page no. 29	Intersection and grade separators	In schedule, clause 3, Table of intersections at different chainage is given. It is requested to you kindly provide the detail drawings for the same.	Being an EPC contract the detailed design is in the scope of the contractor.

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121.	General	Bridge	Geology/rock line along the bridge NSL is not provided. It is requested to provide the same.	As per RFP.
122.	General	Soil/Rock Investigation data	Soil investigation data for bridges/crossing structures foundation is not provided. It is requested to you Kindly provide the same.	Please refer the uploaded DPR.
123.	General	Geological Baseline Report	The Geological Baseline Report has not been provided in the tender document. Being an EPC project, it should be part of tender. Kindly provide the same.	As per RFP.
124.	General	Drawings	Please provide all Geological drawings of Zojila tunnel and road alignment including Plans and sections.	Geological drawing and plan & profile have already been uploaded.
125.	General	Geotechnical Investigation data	Please provide the Geotechnical investigation report including detailed drill logs and in-situ as well as lab test results along the tunnel alignment including ventilation shaft locations.	As per Amendment No. 1
126.	General	Geophysical survey report	Please provide geophysical survey report conducted along the tunnel alignment (if any).	All the available documents of DPR are provided.
127.	Schedule	Quarry (Sub clause 111.3)	It is requested to provide the details of nearby licensed quarries	As per RFP.
128.	General	Assess of Z Morh eastern portal	The area of Baltal, wherein the approach road to the west portal is required to be made, falls adjacent to the camp of Kailash Mansarovar pilgrimage. The area is prone to heavy traffic congestion and the plying of heavy construction vehicle during the same will create lot of issues leading to the ongoing works. The time loss due to these instances beyond control of contractor need to be duly considered for time and cost compensation to contractor.	Baltal is not a base camp for Kailash Mansarovar pilgrimage.

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129.	Drawing no. 7061520-TUN-E&M-1461, 1462 & 7061520-TUN-RCS-1232	TUNNEL-1 & TUNNEL-2 OPERATION AND SAFETY SYSTEM SCHEMATICS & MAIN TUNNEL HYDRANT CABINET NICHE REGULAR CROSS-SECTION	The drawing no. 1460 shows Laybye across the whole length of tunnel. Whereas the dwg. No. 1232 etc. shows regular 2-lanes only through the tunnel with details of hydrant Niche. It is requested to provide the details of the Lay-Bye and overall cross-section giving due consideration to the laybye throughout.	As per RFP.
130.	Drawing No 7061520-TUN-ALN-1002, 7061520-TUN-ALN-1003 & Schedule - ATTACHMENT-DII-Section 1.1	Cross passages	There is mismatch between the spacing in cross passages in drawing and document. Kindly confirm the same.	As per RFP.
131.	Appendix BI, dwg. No. T15_8482B_II-ZOT-HYD-03-12-00	Hydraulic system	The drawing shows Egress tunnel in plan for the ZOJILA TUNNEL. We understand Egress tunnel is not in current scope. Kindly provide the revised drawings. Further we understand the space as envisaged for the facilities and layout will remain unchanged even if Egress tunnel is removed from this drawing. Kindly confirm.	Separate Egress Tunnel for Zojila Tunnel Project is not a part of project. However, understand the space as envisaged for the facilities and layout will remain unchanged.
132.	Drawing no. 7061520-TUN-CON-1450	TUNNEL-1 CONSTRUCTION TIME SCHEDULE	It is not practical to adopt 2 faces for such total small length of around 400m. We understand it is to be planned by contractor to ensure completion of the part-1 within 2.5 years. Kindly confirm. The production range of around 200m / Month as considered for the heading and benching from the single face is very unpractical in the current geology and needs to be given due consideration. Kindly consider revising the schedule based on the geological data as presented by the geological L-Section of tender.	As per RFP.

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			We understand the invert lining has to be undertaken after Overt lining and requires due provision in the schedule.	
133.	Drawing no. 7061520-TUN-CON-1451	TUNNEL-2 CONSTRUCTION TIME SCHEDULE	<p>The east portal envisages cutting of around 70-80m. Thus a minimum of around 2 months will be required for same. Same needs to be considered duely in the schedule.</p> <p>The production range of around 200m / Month as considered for the heading and benching from the single face is very unpractical in the current geology and needs to be given due consideration. Kindly consider revising the schedule based on the geological data as presented by the geological L-Section.</p> <p>The excavation in tunnel by heading and benching after 1st winter break is shown to be going without any lag and further these are ending at the same time. This is practically not possible and the schedule requires due revision on this account.</p> <p>We understand the invert lining has to be undertaken after Overt lining and requires due provision in the schedule.</p>	As per RFP.
134.	Drawing no. 7061520-TUN-CON-1450 & Drawing no. 7061520-TUN-CON-1451	TUNNEL-1 CONSTRUCTION TIME SCHEDULE & TUNNEL-2 CONSTRUCTION TIME SCHEDULE	The impact of the above points as discussed will lead to increase in the construction period by 6-9 months. It is requested to give due consideration to these for providing the completion period of part-1 of the tender. Further in view of the main Zojila tunnel being completed in 6 years, It is requested to consider the completion of part-1 a bit flexible.	As per RFP.
135.	Drawing no. T8482B_II-ZOT_GEOM-01-12-01	Zojila Tunnel Cross-Section	Kindly provide details of the section with Niche, Any Lay-bys if envisaged as understand 14KM tunnel needs to have	Being an EPC contract the detailed design is in the scope of the contractor.

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			provision for operational perspective and details of same are missing in the tender drawings.	
136.	Schedule	Design Fire size - Ventilation & firefighting system	Request to confirm Design fire size characteristics to be considered.	Heat release rate/Fire load for the tunnel shall be as below: Nilgrar Tunnel : 200 MW Zojila Tunnel : 50 MW
137.	Schedule page 54 of 592 Cl 1.6	At the end of the Lay-bys, the contractor is required to construct an emergency escape for road users by constructing a stairs connecting Lay by to the fresh air ventilation duct with provisions of fire doors as per contractors design.	We understand that there is no escape tunnel and provision of fire doors will be there. Request to kindly provide detailed specifications of fire doors.	As per RFP.
138.	Schedule page 375 of 592 Cl 4.2.1	<i>High Voltage Power Supply The power supply of the tunnel shall be adapted to the given network conditions of the energy supply company (ESC, 33kV-High voltage grid). The power supply shall be provided from two independent power sources at the east portal and west portal (two independent HV transmission lines). For basic graphical description see drawing "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS" and "POWER SUPPLY SCHEME".</i>	The complete specification with single line diagram & description of Electrical power supply system is required to prepare a competitive proposal. The material specification of electric cable etc. are required.	The fire rating for cables, luminaries and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
139.	Schedule page 23 of 592 Cl 1.3.3	Tunnel ventilation fans	We understand that ventilation system shall be in combination with Axial fans at portal & jet fan inside the tunnel. Kindly specify type of motor starter (star delta/soft starter/VFD) to be used for tunnel ventilation fans.	As per RFP.

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140.	General	Source of water supply for construction	We request you to kindly provide source of water supply during construction and permanent operation.	As per RFP.
141.	General	Fire hydrant pipes- MOC for Fire hydrant pipes	Please clarify material for fire hydrant pipes.	The fire rating for fire hydrant pipes and other fixtures, material shall comply NFPA 502 (latest version) in addition to the provision in the schedule for tunnel category D.
142.	General	Active fire system- High pressure mist system for fire suppression	Kindly clarify whether Active fire like high pressure mist system is required for fire suppression.	As per RFP.
143.	Schedule page 379 /380 of 592 Clause 4.3.2	Tunnel Physical Variables Measurement System- For Basic Graphical Description see drawing "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS	Please provide the drawings as mentioned in the tender document	As per RFP.
144.	Schedule page 381 of 592 Clause 4.4	Traffic Control For basic graphical description see drawing "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS", "TYPICAL CROSS SECTION INSTALLATIONS", "SCHEMATIC LAY-OUT OF TECHNICAL EQUIPMENT IN FRONT OF THE TUNNEL"; "SCHEMATIC LAY-OUT OF TECHNICAL EQUIPMENT IN THE INNER AREA OF THE TUNNEL"	Please provide the drawings as mentioned in the tender document	As per RFP.

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145.	Schedule page 393 of 592 CI 4.5	CCTV Monitoring For basic graphical description see drawing "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS", "TYPICAL CROSS SECTION INSTALLATIONS", "SCHEMATIC LAY-OUT OF TECHNICAL EQUIPMENT....."	Please provide the drawings as mentioned in the tender document	As per RFP.
146.	Schedule page 410 of 592 Clause 4.9	Tunnel lighting Minimum illumination level in LUX not mentioned for permanent lighting inside the tunnel.	Request to kindly specify whether minimum illumination level to be maintained inside the tunnel.	As per RFP.
147.	Schedule page 411 of 592 Clause 4.9	Tunnel lighting For a basic graphical description see drawing "TYPICAL CROSS SECTION INSTALLATIONS"; "SCHEMATIC LAY-OUT OF TECHNICAL EQUIPMENT IN THE INNER AREA OF THE TUNNEL" and "MAIN TUNNEL LIGHTING - SCHEMATIC LAY-OUT"	Please provide the drawings as mentioned in the tender document	Uploaded DPR may be referred.
148.	Schedule page 415 of 592 CI4.10	Integrated Tunnel control system SCADA For a basic graphical description see drawing "SCHEMATIC DIAGRAM OF THE INTEGRATED TUNNEL CONTROL SYSTEM":	Please provide the drawings as mentioned in the tender document	Uploaded DPR may be referred.
149.	Schedule page 405 of 592 CI4.7	Communication Systems For a basic graphical description see drawing "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS"; "TYPICAL CROSS SECTION INSTALLATIONS" and "OPERATORS WORKPLACES - MAIN CONTROL CENTRE"	Please provide the drawings as mentioned in the tender document	Uploaded DPR may be referred.

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150.	RFP 1.2.2 & Bid securing declaration	<p>RFP 1.2.2 - The Bid shall be valid for a period of 120 days from the date specified in Clause 1.3 for submission of BIDs.</p> <p>Bid securing declaration - I hereby submit a declaration that the bid submitted by the undersigned, on behalf of the bidder, [Name of the bidder], either sole or in JV, shall not be withdrawn or modified during the period of validity i.e. not less than 180 (one hundred eighty) days from the bid due date.</p>	<p>Ambiguity persists on the bid validity period as in RFP it is mentioned as 120 days whereas in bid security it is 180 days.</p> <p>Request to clarify the same.</p>	As per Amendment no. 1
151.	RFP 2.2.2.2 (ii) & 2.2.2.7	<p>The bidder himself should have the experience as mentioned below or propose a specialized sub-contractor who has successfully completed at least one work of underground excavation of not less than 50,000 CuM through vertical shaft of minimum 200 m depth. The Bidders shall submit the credentials and the qualifying experience of the specialized sub-contractor along with the Technical Proposal of the bid.</p> <p>(i) The Bidder should furnish the details of Eligible Experience for the last 12 (Twelve) financial years immediately preceding the Bid Due Date.</p>	<p>Request to change the clause as below:</p> <p>(i) The Bidder should furnish the details of Eligible Experience for the last 15 (Fifteen) financial years immediately preceding the Bid Due Date.</p>	As per RFP.
152.	RFP 2.1.13 and Annex IV	<p>Notwithstanding anything to the contrary contained herein, in the event that the Bid Due Date falls within three months of the closing of the latest financial year of a Bidder, it shall ignore such financial year for the purposes of its Bid and furnish all its information and certification with reference to the 5 (five) years or 1 (one) year, as the case may be, preceding its</p>	<p>The bidder has not published the accounted financial data for the FY 2019-20; considering the current bid due date. As all technical and financial particulars seek the updation factors year wise, it is requested to amend the clause such that Year 1 falls on FY2018-19, Year 2 as FY 2017-18 and so on.</p>	As per RFP.

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		latest financial year. Year 1 refers to the financial year immediately preceding the Bid Due Date; Year 2 refers to the year before Year 1, Year 3 refers to the year before Year 2, and so on		
153.	Annex III - Instructions - Point 5	In the case of a Joint Venture, a copy of the Jt. Bidding Agreement shall be submitted in accordance with Clause 2.1.15 (g) of the RFP document.	The mentioned clause 2.1.15 is absent in RFP document. Request to clarify the same.	As per amendment No. 1
154.	RFP Appendix 1A - Annex III (b) Point 4	-Whole clause -	The financial years considered for turnover considers FY2018-19 as the latest audited year, while other conditions consider FY 2019-20. This creates an ambiguity in considering the updation factors also. Request to kindly clarify. It is also requested to unify the technical and financial considerations by considering FY 2018-19 as the latest audited year.	As per RFP, FY 2019-20 is to be considered as the year 1 for this bid. Necessary modifications in the format may be carried out.
155.	RFP Annex - IV	-Whole condition -	It is not possible to get certificates from various Govt. authorities in required tender format as they follow their own formats. Hence, request you to consider certificates issued from respective authorities in any relevant format provided all necessary details are filled in as per requirement with competent authority signature. Please confirm	As per RFP.
156.	DCA 1.1	"Appointed Date" means the date declared by the Authority as the project commencement date with the consent of the contractor, as per the process prescribed in Article 3 and 8 of this Agreement;	The definition and process (Article 3 and 8) is ambiguous as it doesn't specifically mention the date of commencement of work. Please specify the time period after receipt of Letter of Acceptance after which the project commences.	It is very clear from the definition of the Appointment date that the project commencement date and Appointed date are one and same.

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157.	DCA 1.1	"Cure Period" commence from the date on which a notice is delivered by one Party to the other Party asking the latter to cure the breach or default specified in such notice;	It is requested to numerically specify the days within which the notice for curing should be delivered by any party to reduce/ prohibit the consequential effects of the same in terms of time and cost	As per RFP.
158.	3.1 Obligations of Authority	No less than 90% (ninety per cent) of the required Right of Way of the Construction Zone of total length of the Project Highway within a period of 30 (thirty) days from the date of this Agreement, which shall be in contiguous stretches of length not less than 1 (one)kilometer or 10 % of total length whichever less..	Bidder's understanding is that 90% of the ROW will be handed over within 30days of the appointed date in continuous stretches of not less and 1km or 10% of total length; and the rest within 150 days. Please confirm.	As per RFP.
159.	DCA 3.1 (v)	Notwithstanding anything to the contrary contained in this Agreement, the Parties expressly agree that the aggregate Damages payable under Clauses 3.1 (iv), 8.3 and 9.5 shall not exceed 1% (one per cent) of the Contract Price.	It is requested to kindly remove the cap on 1% of the Contract price and pay the damages as per actuals	As per RFP.
160.	DCA 3.3	The Authority represents and warrants that the environmental clearances required for construction of the Project shall be procured by the Authority prior to the date of issue of LOA.	Bidder understands that as per Schedule-A the package is exempted from environmental clearances. During the course of the project, if environmental clearances are enforced, it is the authority's obligations to obtain the environmental clearances and suitable time and cost compensation will be provided if any delay happens due to the same. Please confirm	As per RFP.

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161.	DCA 4.4	The Contractor will try to hire at least 10% (ten percent) trained workmen as per the National Skills Qualifications Framework.	Bidder understands that the 10% requirement of trained workmen is for the project as a whole and not for each project component. Please confirm	As per RFP.
162.	DCA 4.7	4.7 Electricity, water and other services The Contractor shall be responsible for procuring of all utilities as may be required, including without limitation, adequate power, water and other services.	The authority is kindly requested to provide the electricity required for the works at multiple points of the project length, i.e at Each Tunnel Portals and Shafts location, Contractor's facilities and Camps.	As per RFP.
163.	DCA 4.8	The Contractor accepts complete responsibility for having foreseen all difficulties and costs of successfully completing the Works;	Since the project is at a difficult geology with harsh climatic conditions, it would be difficult to foresee all the difficulties upfront. Hence it is requested to compensate for the time and cost expenditure caused due to such difficulties at actuals.	As per RFP.
164.	DCA 7.5	From every payment for Works due to the Contractor in accordance with the provisions of Clause 19.5, the Authority shall deduct 6% (six per cent) thereof as guarantee money for performance of the obligations of the Contractor during the Construction Period (the " Retention Money ") subject to the condition that the maximum amount of Retention Money shall not exceed 5% (five per cent) of the Contract Price.	In order to have a workable cash flow at site, Bidder requests the Authority to kindly delete the retention provision. Alternatively, the authority is requested to allow the substitution of retention money with bank guarantee of equivalent amount.	As per RFP.

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165.	DCA 8.2	The Authority Representative, the Contractor and Authority's Engineer shall, within 10 (ten) days of the date of this Agreement, inspect the Site and prepare a detailed memorandum containing an inventory of the Site including the vacant and unencumbered land, buildings, structures, road works, trees and any other immovable property on or attached to the Site.	The authority is requested to provide the details on the vacant and unencumbered land, status of ROW and other obstructions in proposed ROW before the bid submission date itself.	As per RFP.
166.	DCA 8.3 (ii)(b)	<p>Provided that if any Works cannot be undertaken within the municipal limits of a town or within any area falling in a reserved forest or wildlife sanctuary or the stretches where vacant assess and Right of Way could not be handed over, as the case may be, because the requisite clearances or approvals or affected land parcels for commencing construction of Works therein have not been given within 180 (one hundred and eighty) days of the Appointed date, the affected Works shall be deemed to be withdrawn under the provisions of this Clause 8.3.3.</p> <p>Such Works shall not be computed for the purposes of the aforesaid ceiling of 10% (ten per cent) hereunder.</p>	<p>It is requested to provide the details on the land which is falling in a reserved forest or any other conserved area.</p> <p>Bidder understands that any delay or cost occurred due to the non-issuance of land under conserved area will be suitable compensated.</p> <p>Please confirm</p>	As per RFP.
167.	DCA 8.3 (iii)	In the event of withdrawal of Works under Clause 8.3 (iii) (a), the Contract Price shall be reduced by an amount equal to 90 (ninety) per cent of the value of the Works withdrawn and the Contractor shall not be entitled to any other compensation	<p>It is requested to delete the clause.</p> <p>In case of withdrawal of works, the contractor should be compensated for all the costs incurred by the Contractor in anticipation of completion of the works.</p>	As per RFP.

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		or Damages for the withdrawal of Works.		
168.	DCA 9.2	The cost of such shifting, as per estimates prepared by the entity owning the utility and approved by the Authority, shall be reimbursed by the Authority to the Contractor	Bidder understands that the clause is applicable for both chartered and unchartered utilities. The authority is expressly requested to assist the contractor in getting the approvals from the concerned authorities. Please confirm	As per RFP.
169.	DCA 9.3 (ii)	The Authority may, by notice, require the Contractor to connect any adjoining road to the Project Highway, and the connecting portion thereof falling within the Site shall be constructed by the Contractor at the Authority's cost in accordance with Article 10.	Bidder understands that those works will not be considered as part of the scope of the project, including the maintenance clauses. Please confirm	As per RFP.
170.	DCA 9.5	The Contractor shall at its own cost dismantle the structures in the acquired lands including those on patta lands, abadi lands, assigned lands, etc. the compensation for which, was paid by the Authority to the land owners and the lands were handed over to the Contractor as per Schedule B-I. The Contractor shall, at its own cost, dispose of the dismantled material in its sole discretion as deemed appropriate, while complying with all environmental guidelines and regulations and clear the Site for undertaking	The authority is requested to pay for the dismantling and disposal of structures. Also, it is requested to provide the details on the structures to be dismantled prior to the bid submission.	As per RFP.

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		construction.		
171.	DCA 10.2 (iv) (j)	Any cost or delay in construction arising from review/approval by the Authority's Engineer shall be borne by the Contractor.	It is requested to kindly delete this condition as delay in reviewing by the authority should indemnify the contractor from the repercussions.	As per RFP.
172.	DCA 10.4	The Contractor may, at its cost, interrupt and divert the flow of traffic if such interruption and diversion is necessary for the efficient progress of Works and conforms to Good Industry Practice;	The authority is requested to clarify who holds the responsibility for preparation of traffic management plan.	It is clarified that the responsibility for preparation of traffic management plan alongwith obtaining applicable permission from the concern authorities rest with the contractor.
173.	DCA 11.12	If the Authority's Engineer requires the Plant, Materials, design or workmanship to be retested, the tests shall be repeated under the same terms and conditions, as applicable in each case	Clarity is sought on the no. of times a particular work will be retested before given a taking over certificate. Also, the grounds on which the retest would be done on a project component which was already tested shall be explained by the authority.	As per RFP.
174.	DCA 13.2 (iv-a)	For the avoidance of doubt, in case the cost as determined by the Contractor and the Authority reveals a difference of more than 10% (ten per cent), the cost as determined by the Authority shall be considered as final and binding on the Contractor.	It is requested to delete the clause. The Cost for Variation items should be derived mutually based on actuals with additional provision of 25% towards Contractor's Overheads and Profit.	As per RFP.

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175.	DCA 14.1	- Whole Clause -	Bidder understands that the charges for electricity, water and other services required for maintenance will be borne by the authority. Please confirm.	It is clear from the clause 14.1 (ii) b, that the ONLY electricity charges for operation of electrical infrastructure installed along the project length, except the infrastructure being used by the Contractor for its own use, shall be borne by the Authority.
176.	DCA14.10	- Whole Clause -	It is requested to mention the days within which the taking over certificate will be issued once the requirements of schedule E & Q are met.	As per RFP.
177.	DCA 17.1	- Whole clause -	The defects liability period of 10 years is too long. It is requested to kindly restrict the defect liability period and maintenance of the project to 2 (two) years	As per Amendment no. 1.
178.	DCA 19.2	The Authority shall make an interest-bearing advance payment (the "Advance Payment") @ "Bank Rate + 3%", equal to 10 % (ten percent) of the Contract Price, exclusively for mobilization expenses	The authority is requested to provide interest free mobilization and equipment advances	As per RFP.
179.	DCA 19.2 (vi-a)	Deductions shall commence in the first Stage Payment Statement;	The authority is requested to commence the deduction once the stage payment reaches 20% of the contract price.	As per RFP.
180.	DCA 19.5	Within 10 (ten) days of receipt of the Stage Payment Statement from the Contractor pursuant to Clause 19.4, the Authority's Engineer shall broadly	Bidder understands that 90% of contract price will be provided within 20 days of submission of stage payment statement and rest within another 10days.	As per RFP.

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		determine the amount due to the Contractor and recommend the release of 90 (ninety) percent of the amount so determined as part payment against the Stage Payment Statement, pending issue of the Interim Payment Certificate by the Authority's Engineer. Within 10 (ten) days of the receipt of recommendation of the Authority's Engineer, the Authority shall make electronic payment directly to the Contractor's bank account.	Please confirm	
181.	DCA 26.3	- Whole Clause-	<p>(i) It is requested to kindly clarify the edition of Arbitration and conciliation act which will be followed.</p> <p>(ii) It is also requested to mention the place of arbitration and the jurisdiction of which court will be followed.</p>	<p>(i) As per RFP.</p> <p>(ii) The seat & venue of the arbitration proceedings shall be given in New Delhi/Delhi.</p>
182.	DCA 26.3	In the event the Party against whom the Award has been granted challenges the Award for any reason in a court of law, it shall make an interim payment to the other Party for an amount equal to 75% (seventy-five per cent) of the Award, pending final settlement of the Dispute. The aforesaid amount shall be paid forthwith upon furnishing an irrevocable Bank Guarantee for a sum equal to 120 % (one hundred and twenty per cent) of the aforesaid amount	<p>Authority is kindly requested to remove the condition of 75% of the payment upfront and reduce the bank guarantee to 100% of the disputed amount.</p> <p>It is also requested to clarify whether the 10% interest rate on delay is simple interest or compounded monthly.</p>	As per RFP.

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183.	DCA 29.8 Extraordinary Geological Occurrences	The sum total of the cost towards EGO shall have the pre-determined upper ceiling upto 5% of the Contract Price.	It is requested to kindly delete the limit of 5% towards EGO's as it cannot be quantified and limited at this juncture.	As per RFP.
184.	Annex IV Schedule A	For Connecting Road (Part-1) of the project, initial 6 km of the highway is located within 10 km from the notified Thajwas Wildlife Sanctuary under the provision of Wildlife (Protection) Act, 1972. Therefore, Wildlife Clearance for this part of project highway is being obtained.	Bidder understands that the environmental clearance would be obtained by the authority prior to the bid submission date and any delay will be compensated in terms of time and cost at actual. Please confirm.	Any clearance/NOC required for handing over of the encumbrance free land to the contractor shall be arranged by the Authority.
185.	DCA 51.0	The Authority shall arrange permission from the forest department for trees to be felled or transplanted. The Authority will permit the removal of trees or shrubs only after prior approval.	The authority is requested to bear the cost for felling of the trees.	As per amendment no.1.
186.	Schedule B 1.15	Four site installations are visualised.... After making the assessment of requirement, the Contractor has to ascertain the availability of the land with the local authorities/ NHIDCL.	<ul style="list-style-type: none"> The authority is requested to confirm on the availability of the land for site installations. It is also requested to provide the layout and other specifications of the land proposed. Bidder also understands that the procurement of land from the concerned authorities including the charges are the responsibility of authority. It is also requested to provide the timelines within which the handover will be ensured. Please confirm	All temporary land required for site installation as contractor camp, office, storage area, plant & machinery, crusher, testing lab etc. has to be arranged by the contractor at his own cost.

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187.	Schedule B 1.16	Prior to any disposal of muck dump material, necessary permission shall be obtained from the local authorities (Civil administration/Forest/Wildlife) as per law for which the local NHIDCL office will provide necessary assistance	<ul style="list-style-type: none"> The authority is requested to procure the permission for muck disposal prior to bid submission. It is also requested to provide with the data on the distance of these identified muck disposal areas from each portal. Also, kindly provide the timelines within which the lands will be handed over. 	As per RFP.
188.	Annex IA - Schedule B 5.2	In view of Shri Amarnath base camp at Baltal, the alignment of the temporary approach road are to be cleared by SASB/ local Authorities. The contractor will be required to construct this temporary approach road including bridge at their own cost.	The authority is kindly requested to pay for this approach road and bridge.	As per RFP.
189.	Schedule - H	B1 Reconstruction /new 2 lane, realignment/ bypass (flexible pavement) Unit of measurement is linear length. Payment of each stage shall be made in pro rata basis on completion of 250 mtrs of length.	It is requested to release the Payment on Pro-rata basis on actual monthly progress	As per RFP.
190.	Schedule - H	C. Tunnel Unit of measurement is linear length-meter. Payment of each stage shall be made on pro rata basis of completion of a stage in a continuous length of 25 meter of individual tube length.	It is requested to release the Payment on Pro-rata basis on actual monthly progress in individual tubes	As per RFP.
191.	Schedule - H	J-Main Tunnel Unit of measurement is linear length-meter. Payment of each stage shall be made on pro rata basis on completion of a stage in a continuous length of 50 meter.	It is requested to release the Payment on Pro-rata basis on actual monthly progress	As per RFP.

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192.	Schedule H	J-Main Tunnel Unit of measurement is linear length-meter. Payment of each stage shall be made on pro rata basis on completion of a stage in a continuous length of 10 meter.	It is requested to release the Payment on Pro-rata basis on actual monthly progress	As per RFP.
193.	Schedule J	-	In the milestones for Part 1 (approach road) the contract price for approach road is explicitly mentioned in the clause. But for Part 2 (Zojila Tunnel), only 'contract price' as such is mentioned to be expended. Bidder understands that the milestone clauses mentioned for Part 2 demands the contract price of the whole project, ie, 4429.83Cr and not the contract price pertaining to Part 2 alone. Please confirm	As per Amendment no. 1.
194.	Schedules (Clauses wherever applicable)	Usage of water proofing membrane for different components -	The authority is requested to permit the usage of waterproofing spray of adequate quality instead of water proofing membrane. Please consider.	As per RFP.
195.	Article 30 Part A: SHE Management 3.4.1	The works should be undertaken in accordance with the applicable international guide-lines, standards and specifications on SHE and every contract shall aim to achieve ISO certifications listed below during the currency of the contract: OHSAS 18001-1999 : Occupational Health and Safety Management System. ISO 14001-2004 ; Environmental Management Systems.	Bidder possesses the latest version of ISO 14001:2015 Environmental Management Systems and ISO 45001:2018 Occupational Health and Safety Management System. Please clarify whether this would suffice or if the mentioned certifications need to be taken for the project separately	The certification need to be taken for the project specifically.

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196.	8482B-II-ZOT_rep-01-12-00.pdf (DPR_Documents\Vol-01_Executive Summary), pdf-page-4, section-1, under 'project history' heading - point (c) document page no.s-31-34) document page no.s 29-31	SASE Report-1 and 2 in the set of tender documents includes Umbrella type snow retaining structures and slope stabilization with nailing, wire mesh and Hydroseeding.	However, the respective specifications are missing in the 'schedule.pdf' as well as the BoQ. It is required to confirm whether they are in scope of work or have been removed.	As per RFP. The SASE Reports have been given for guidance/reference purpose only. The bidder is free to choose the measures for Avalanche protections as per the best practices available with the approval of Authority.
197.	Avalanche-catch dam-table('Schedule.pdf'-pdf page no.42) and dwg ('Annexure-B.pdf'-pdf page no.3).	Extent of protection measures are mentioned in tables with numerical difference of start and end chainages are length as stretch length.	In actual, the length of protection may be different taking into account the closing wall arrangements at the end or any intermediate gaps in structure. Therefore, it is required to clarify what considerations are required to be kept while considering the length of the structure.	As per RFP.
198.	Under section '19. Change of Scope' (pdf page no.s 47-48) of 'Schedule.pdf	In 'Schedule.pdf', it is mentioned that 'The length of Structuresspecified hereinabove shall be treated as an approximate assessment. The actual lengths as required based on detailed investigations shall be determined by the Contractor in accordance with the Specifications and Standards. Any variations in the lengths specified in this Schedule- B shall not constitute a Change of Scope, save and except any variations in the length arising out of a Change of Scope expressly undertaken in accordance with the provisions of Article',	Clarification is required on how variations shall be accounted as any variations in the lengths specified in this Schedule- B shall not constitute a Change of Scope, (As it is mentioned to carryout detailed investigations and arrive at actual lengths, it is likely that there will be changes stretch lengths and quantities. It is not clear how these variations shall be accounted.)	The length mentioned in schedule are the minimum length.

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199.	Annexure-B. pdf (prepared by SMEC (marked as "for tender") pdfs in 'B1. Amended Drawings' folder (prepared by 3G and Vayam (in 2013)	Two set of drawings are included: 1) Annexure-B. pdf (prepared by SMEC (marked as "for tender") 2) pdfs in 'B1. Amended Drawings' folder (prepared by 3G and Vayam (in 2013) marked as "TENDER DRAWINGS)	Clarification is required as to which set need to be referred? (Or) Some drawings from each set need to be referred? If so, which all to be considered as final?	As per RFP.
200.	section'5.3 Slope protection'(pdf page no.57) of 'Schedule.pdf'	Slope protection measures are mentioned in generic way in 'Schedule.pdf'.	The applicable chainages/extent is not clear and hence clarification of scope is required.	As per RFP.
201.	-	BS 8006:2010 is mentioned as standard reference for reinforced soil structures throughout the files. The latest revision is of 'BS 8006-1:2010-A1:2016-Code of practice for strengthened/reinforced soils and other fills'	It is required to confirm which version is to be referred for this project.	Latest revision of all the codes mentioned in the RFP issued before submission of the bid will be the reference code for design and execution purpose.
202.	pdf page-146 of 'Schedule.pdf'	The tender comprises of company specific product description (RECO specifications are included as reinforcement, fascia, connection arrangement etc (eg: pdf page-146 of 'Schedule.pdf')	Clarification is required to be sought regarding the basis of inclusion of such specific system and whether there are any experiences available of its use in Himalayan terrain and its performance is known for such application and conditions? Further, It is required to propose that the system specifications shall be generalized and shall be confirming to MORTH specifications.	Contractor is free to have its own design confirming to MORTH specifications.
203.	'Schedule.pdf'- pdf page no.42 Annexure-B.pdf'- pdf page no.18	Catch dam- indicated between design ch: 17300 to ch: 17550, is missing in drawing (seems that it got curtailed by view port boundary).	Need the drawing with detail shown.	As per RFP.
204.	'Annexure-B.pdf'- pdf page no.38.	Gabion wall is shown as cladding and not a gravity retaining structure in 'Annexure-B.pdf'(Title of drawing is 'Typical wall detail')	Need clarification on consideration to be made.	As per RFP.

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205.	pdf page-14, 39 : only figure numbers are included	Multiple figures are missing in 'Geological report Zoji-La, Final - 2012' in folder 'DetailedGeologicalReport' (pdf page-14, 39 : only figure numbers are included).	Full report with all figures is required.	Available report has been uploaded for reference purpose only.
206.	'Schedule.pdf'- pdf page no.46-47 'Schedule.pdf'- pdf page no. 206, under heading-'6.8 Gabions' (pdf page no.206),	Gabion specifications mentioned are not matching. As per 'Schedule.pdf'- pdf page no.46-47, for Gabions (under heading- 17. Downstream slope: (Snow Gallery)), coating is specified as 'stone crates comprising of stone filled zinc coated box gabions'. As per 'Schedule.pdf'- pdf page no. 206, under heading-'6.8 Gabions' (pdf page no.206), 'double twisted woven mesh gabions with coated, polymer sheathed wires or equivalent'. As per 'BoQEstimate.pdf'-'Providing andgabion structure for retaining earth withmade from 4mm galvanized steel wire @32kg per 10sqm having minimum tensile strength of 300Mpa conforming to IS:280 and galvanizing coating conforming to IS:4826, woven into mesh with double twist, mesh size not exceeding 100x100mm, filled with boulders with least dimension of 200mm, all loose ends to be tied with 4 mm galvanised steel wire."	It is required to propose and change the specifications of Gabion as per IS: 16014:2018 and IRC: SP-116 which are most appropriate and up to date. Further we need to highlight the advantages of mechanically woven DT wire mesh gabion unit along with the importance of proper coating taking into account the brittleness due to low temperature	National or International specifications of gabions for snow bound area can be adopted with the prior approval of the Authority's Engineer.

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207.	'Schedule.pdf'- pdf page no. 484 section '19. Change of Scope' (pdf page no.s 47-48) of 'Schedule.pdf')	As per 'Schedule.pdf'- pdf page no. 484, "The Contractor shall submit a design basis report for the entire project within 30 days of appointed date.". The overall length of the tender scope is 32.785km (Part-I-Project length = 18.475 km and Part 2 - Project length = 14.310 km). The time given for the submission of design basis report for the entire project seems to be very less, considering the enormous stretch length involved and the detailed investigations to be determined by the Contractor (as mentioned Under section '19. Change of Scope' (pdf page no.s 47-48) of 'Schedule.pdf').	Relaxation is required to be sought for submission since the detailed investigations themselves are likely to take 1 month time after which the design basis report can be formulated. 2 months' time would be required tentatively.	As per Amendment no. 1.
208.	'Annexure-B.pdf'- pdf page no.39 and pdf pages-43/45 of 'Schedule.pdf'	As per 'Annexure-B.pdf'- pdf page no.39 and pdf pages-43/45 of 'Schedule.pdf', the Avalanche catch dam and deflector dam is of reinforced soil structure (back to back) 8m above OGL (downslope side).	Approx. variation of slope shall be required to identify the overall height and accordingly workout quantity estimate.	As per RFP.
209.	'Annexure-B.pdf'- pdf page no.31,39	For steel wire products mentioned as fascia elements for high embankment, Avalanche catch dam and deflector dam (eg: 'Annexure-B.pdf'- pdf page no.31,39), galvanization is mentioned as 'hot dip galvanization-500gsm'.	The fascia element is again system specific of RECO. Moreover, considering that the structure will be subject to impacts and alternate wetting and drying conditions, it is ideal that the corrosion protection system should be It is ideal to have the fascia which is galvanized +Polymer coated which can withstand the conditions.	Contractor is free to have its own design confirming to MoRTH specifications.
210.	pdf page-146 of 'Schedule.pdf'	As per 'Schedule.pdf', "The work consists of designing and constructing permanent retaining wall or steep slope only through specialized system or technology providers like M/s. Reinforced Earth India Pvt. Ltd. or other similar agencies meeting the eligibility criteria as mentioned elsewhere in this document	Details of eligibility criteria is not included in 'Schedule.pdf'. Considering the importance of the project, ideally, an agency who has sufficient experience in construction of similar systems in challenging situations existing in Himalayan regions shall be considered.	As per RFP.

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211.	pdf page-146 of 'Schedule.pdf' '1.2.4 Seismicity' pdf page-4 of 'Schedule.pdf'	IS: 1893 are mentioned with different years in different locations of same document.	It is to be confirmed that which version is to be considered. (Note: IS 1893 Part 1 - 2016 is the latest version)	Latest version of code/MORTH specifications should be adopted.
212.	'7.4.1 Facing of the steep slope' (pdf page-146-147 of 'Schedule.pdf') Sl.no. 4.01a and 11.01 of BoQ (pdf page-4 of 19 of 'BoQEstimate.pdf')	As per 'Schedule.pdf', facia element for reinforced soil structure, 'the facing units are galvanized steel (GeoTrel or similar) welded mesh units' only is mentioned which is company specific.	The relevant items of BoQ are mentioned without MORTH specifications. Other widely used facia system conforming to MORTH-section 3100 in reinforced soil structures in mountainous terrain shall be allowed. The coating of the steel wire facia element shall have the suitable coating to have required durability to sustain in climate of alternate wetting and drying and impacts from boulders and snow.	National or International specifications for snow bound area can be adopted with the prior approval of the Authority's Engineer.
213.	'7.4.2 Soil Reinforcement'(pdf page-147-148 of 'Schedule.pdf') Sl.no. 4.01a and 11.01 of BoQ (pdf page-4 of 19 of 'BoQEstimate.pdf')	As per 'Schedule.pdf', reinforcement element for reinforced soil structure, 'Geosynthetic strap' only is mentioned. The relevant items of BoQ are mentioned without MORTH specifications and it is mentioned as 'higher friction coefficients (varying from 1.5 at top to tanΦ at 6.0m and below) or equivalent' . In pdf page-150 of 'Schedule.pdf', 50mm/60mm wide Geosynthetic strap of Characteristic Strength 25.0 to 100.0kN is mentioned and mentioned that "Other soil reinforcement in the form of grid/ mat/ sheet made of metal or HDPE or any other form of geosynthetic shall not be acceptable".	Geogrids' conforming to MORTH-section 3100, which is more widely used in reinforced soil structures in mountainous terrain shall be allowed to be used in the project. Instead of specifying higher friction coefficients (which is specific to a product), it can be requested to have the relevant tests done as per MORTH section 3100. The grades of Geosynthetic reinforcement depend on the height of the design section, spacing of reinforcement, fill material and loading and hence not appropriate to limit it without specifying the height details.	National or International specifications for snow bound area can be adopted with the prior approval of the Authority's Engineer.
214.		Priority of standards / codes not specified in tender.	Please clarify the same.	As per RFP.

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215.	Schedule A8 and A9	<p>Design, providing construction drawings, providing methodology for construction of Reinforced Earth steepened slope as per BS8006:2010, FHWA NHI-10-024(2009), supply of minimum 50 mm wide geosynthetic strap, high adherence geosynthetic strap soil reinforcement with higher friction coefficients (varying from 1.5 at top to $\tan\Phi$ at 6.0m and below) or equivalent including galvanized steel mesh facia (made from minimum 8mm diameter bars with hot-dip galvanization of 610 grams per sqm to be used), galvanized steel mechanical connectors (610 grams per sqm hot-dip galvanization), non-woven coir geotextile (if any as per approved drawings) as per the technical specification of reinforced earth technology</p> <p>(B) As per Tender - Schedule - <u>TECHNICAL SPECIFICATIONS FOR ROAD TUNNELS - CIVIL WORKS - 6. Open Excavations - 6.8 Gabions</u>- Gabions and mattresses shall consist of double twisted woven mesh gabions with coated, polymer sheathed wires or equivalent in agreement with the Authority's Engineer.</p> <p>As per Tender - BOQ Estimate - <u>BILL NO. 7 - DRAINAGE & PROTECTION WORKS</u>: Item No. 7.08 - Providing and construction of gabion structure for retaining earth with segments of wire crates each divided into compartments by cross netting, made from 4mm galvanized steel wire @32kg per 10sqm having minimum tensile strength of 300Mpa conforming to IS:280 and galvanizing coating conforming to IS:4826, woven into mesh with double twist, mesh size not exceeding 100x100mm, filled with boulders with least dimension of 200mm, all loose ends to be tied with 4 mm galvanised steel</p>	<ul style="list-style-type: none"> • We would like to bring to your notice that the technology specified above of high adherence Geosynthetic strap soil reinforcement with higher friction coefficients (varying from 1.5 at top to $\tan\Phi$ at 6.0m and below) having galvanized steel mesh facia (made from minimum 8mm diameter bars with hot-dip galvanization of 610 grams per sqm to be used) is more specific to a single system provider as named above in the "Schedule". • Hence, we suggest to allow technologies with technical specification for facing elements and reinforcement components conforming to "Specifications for Road & Bridge Works (5th Revision)- section 3100", with suitable coatings to have required durability to sustain in climate of alternate wetting and drying and impacts from boulders and snow which are flexible and suitable for mountainous terrain such as current site. • Further, Considering the importance of the project, a technology provider who has proven experience of using Reinforced soil slope technology in challenging mountainous terrain such as Himalayan regions shall be preferred. <p>We would like to bring to your notice that Gabion wall specifications conforming to IS: 16014:2018 and IRC: SP-116 which is a most- latest version available and most appropriate and up to date. Hence, we request to allow Gabion wall specification in conformity to IS: 16014:2018 and IRC: SP-116. Further, the coating of the mechanically woven steel wire Gabion boxes shall have the suitable coating to have required durability to sustain in climate of alternate wetting and drying and impacts from boulders and snow. It is ideal to have galvanized +Polymer coating which can perform better in these</p>	<p>National or International specifications for snow bound area can be adopted with the prior approval of the Authority's Engineer.</p>
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		wire."	conditions.	
216.	Clause 2.2.2.2 (ii) & Clause 2.2.2.2 (iii)	<p>The bidder himself should have the experience as mentioned below or propose a specialized sub-contractor who has successfully completed at least one work of underground excavation of not less than 50,000 CuM through vertical shaft of minimum 200m depth. The bidders shall submit the credentials and the qualifying experience of the specialized sub-contractor along with the Technical Proposal of the bid.</p> <p>a) The sole 'Bidder or in case the Bidder being a Joint venture lead Member of Joint Venture shall have completed atleast one tunnel project in the last 12 (Twelve) years preceding the Bid Due Date (including tunnel(s) for roads/railway/Metro rail/irrigation /hydro-electric projects etc. having atleast 50% of the cross-sectional area and 25% length of the longest tunnel to be constructed in this project and the cost of such project shall be at least 25% of the Estimated Project Cost.</p> <p>b) In addition, the aggregate length of the tunnel (having atleast 50% of the cross-sectional area of the tunnel to be constructed in this project) constructed by bidder in last 12 years preceding the Bid Due Date shall be 11.00 hrs.</p>	<p>We understand that in case the bidder proposes a specialized sub-contractor who has successfully completed work as mentioned in Clause 2.2.2.2 (ii), then the bidder need not necessarily meet criteria as mentioned in Clause 2.2.2.2 (iii) & Clause 2.2.2.2 (iii) (b).</p>	As per RFP.

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217.	Page No.05of RFP	However, Bid Securing Declaration, document fee, Power of Attorney and Joint Bidding Agreement etc. shall be submitted physically by the Bidder on or before 24.07.2020 11:00 Hrs IST),	As per MoRTH Circular dated 30.04.2020, due to Lockdown in many states/UTs, Physical submission of these document is required by L1 bidder before issue of Letter Of Acceptance (LOA).	As per RFP.
218.	Clause no.2.2.2.1 Bid Capacity, Page no.20 of RFP	N= Number of years prescribed for completion of work for which Bid is invited.	Kindly confirm <u>N</u> value. This will help in calculation of Bid Capacity.	Value of N is to be taken as 6 i.e. the completion period of the project highway.
219.	Clause no.2.2.2.2 (iii) (b), Page no.22 of RFP	(iii) (b) In addition, the aggregate length of tunnel (having atleast 50% of the cross-sectional area of the tunnel to be constructed in this project) constructed by bidder in last 12 years preceding the Bid Due Date shall be 11.00 km.	<u>Kindly confirm whether below mentioned clause is applicable for 2.2.2.2 (iii) (b) qualification criteria or not.</u> For this purpose, a project shall be considered to be completed, if more than 90% of the value of work has been completed and such completed value of work is equal to or more than 25% of the Estimated Project Cost. Please confirm this qualification criteria should meet by Lead Partner alone or should met by the all the partner collectively as per ratio of Lead member and other member.	Please refer clause 2.2.4 and clause 2.1.11(c) as amended vide amendment no. 1 for qualification criteria of Joint Ventures.
220.	Clause no.2.2.2.2 (iii) (b), Page no.22 of RFP	(iii) (b) In addition, the aggregate length of tunnel (having atleast 50% of the cross-sectional area of the tunnel to be constructed in this project) constructed by bidder in last 12 years preceding the Bid Due Date shall be 11.00 km.	We understand from this Qualification criteria that we can add number of length of tunnel (having atleast 50% of the cross-sectional area of the tunnel to be constructed in this project) constructed by bidder in last 12 years preceding the Bid Due Date so that aggregate length of tunnel should be 11.00 km.	Yes. However, it is further clarified that in twin tunnel construction only single length can be added.

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221.	Clause no.2.2.2.4 (i), Page no.23 of RFP	In case of a Joint Venture: (i) The Bid Capacity, Technical Capacity and Financial Capacity of all the Members of Joint Venture would be taken into account for satisfying the above conditions of eligibility. Further, Lead Member shall meet at least 60% requirement of Bid Capacity, Technical and Financial Capacity as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and <u>2.2.2.3 (i) and (iv)</u> and requirements of clause 2.2.2.2 (iii) (a) and 2.2.2.3 (ii) and (iii). Other member (s) of JV shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity individually as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and <u>2.2.2.3 (i) and (iv)</u> and requirements of clause 2.2.2.3 (ii) and (iii). For avoidance of doubt it is further clarified that the Joint Venture must collectively and individually satisfy the above qualification criteria i.e. JV shall cumulatively/collectively fulfill the 100% requirement.	<u>Kindly modify the clause as follows:</u> In case of a Joint Venture: (i) The Bid Capacity, Technical Capacity and Financial Capacity of all the Members of Joint Venture would be taken into account for satisfying the above conditions of eligibility. Further, Lead Member shall meet at least 60% requirement of Bid Capacity, Technical and Financial Capacity as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and <u>2.2.2.3 (i)</u> and requirements of clause 2.2.2.2 (iii) (a) and 2.2.2.3 (ii) and (iii). Other member (s) of JV shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity individually as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and <u>2.2.2.3 (i)</u> and requirements of clause 2.2.2.3 (ii) and (iii). For avoidance of doubt it is further clarified that the Joint Venture must collectively and individually satisfy the above qualification criteria i.e. JV shall cumulatively/collectively fulfill the 100% requirement.	As per amendment no. 1.
222.	Clause no.2.2.2.5 (iii) (a), Page no.24 of RFP	(a) highways sector would be deemed to include highways, expressways, bridges, <u>tunnels</u> , runways, railways (construction/re-construction of railway tracks, yards for keeping containers etc.) metro rail and ports (including construction/reconstruction cost of Jetties, any other linear infrastructure	As per RFP document, Highway Sector include Tunnel. <u>Kindly confirm it means Railway Tunnel or Highway Tunnel Metro Tunnel</u>	Yes.

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		including bridges etc.); and		
223.	Clause no.2.2.2.6(i) (d), Page no.26 of RFP	(d) the entity claiming experience shall, during the <u>last 5 (five) financial years</u> preceding the Bid Due Date.....	Kindly modify as follows: (d) the entity claiming experience shall, during the last <u>12 (twelve) financial years</u> preceding the Bid Due Date.....	As per Amendment no. 1
224.	Clause no.2.2.2.6(ii), Page no.26 of RFP	(ii) For a project to qualify as an Eligible Project under Categories 3 and 4, the Bidder should have received payments from its client(s) for construction works executed, fully or partially, during <u>the 5 (five) financial years</u> immediately preceding the Bid Due Date, and only the amounts (gross) actually received, <u>during such 5 (five) financial years</u>	Kindly Modify as follows: (ii) For a project to qualify as an Eligible Project under Categories 3 and 4, the Bidder should have received payments from its client(s) for construction works executed, fully or partially, during the <u>12 (twelve) financial years</u> immediately preceding the Bid Due Date, and only the amounts (gross) actually received, during such <u>12 (twelve) financial years</u>	As per Amendment no. 1
225.	Clause no.2.2.2.9 (i), Page no.27 of RFP	(i) Certificate(s) from its statutory auditors or the concerned client(s) stating the payments received or in case of a PPP project, the construction carried out by itself, during the past <u>5 years</u>	Kindly modify as follows: (i) Certificate(s) from its statutory auditors or the concerned client(s) stating the payments received or in case of a PPP project, the construction carried out by itself, during the past <u>12 years</u>	As per Amendment no. 1
226.	Cl. 1.4 of DCA	Priority of agreements and errors/discrepancies	As the referred clause doesn't clearly mention the precedence/ priority between various documents i.e. RFP, EPC (Draft Concession Agreement), Schedules, BOQ & DOQ, Drawings, the same may be provided by the Authority.	As per RFP.

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227.	Cl. 7.5 (iii) of DCA Annex-III to Schedule-G	<p>Retention Money</p> <p>Within 15 (fifteen) days of the date of issue of the Completion Certificate, the Authority shall refund the balance of Retention Money remaining with the Authority after adjusting the amounts appropriated under the provisions of Clause 7.5 (ii).</p> <p>Form for Guarantee for Withdrawal of Retention Money</p> <p>.....</p> <p>(B) In accordance with Clause 7.5.3 of the Agreement, the Contractor may withdraw the retention money (hereinafter called the "Retention Money") after furnishing to the Authority a bank guarantee for an amount equal to the proposed withdrawal.</p>	Provision to replace the retention money against / in lieu of Bank guarantee, of same amount of proposed withdrawal, is seems to be deleted inadvertently in the referred clause in DCA. Bidder request Authority to reinstate the provision for replacement/ withdrawal of retention money deducted against bank guarantee in installment of 0.5% of contract price i.e. 10 total installments. This will lead in helping to manage efficient cashflow during critical phase of the project performance.	As per Amendment no. 1.
228.	Cl. 10.3 (i), DCA	<p>Project Duration</p> <p>The Contractor shall construct the Project Highway as specified in Schedule-B and Schedule-C, and in conformity with the Specifications and Standards set forth in Schedule-D. The Contractor shall be responsible for the correct positioning of all parts of the Works, and shall rectify any error in the positions, levels, dimensions or alignment of the Works. The [913th day (Nine Hundred and Thirteenth day) and 2190th day (Two Thou-sand One Hundred Ninetieth day) from the Appointed Date shall be the scheduled completion date (the "Scheduled Completion Date") for Part 1 and Part 2 of the Project Highway respectively and the Contractor agrees and undertakes that the construction</p>	It is seen that the number of Zojila tunnel faces for construction and its respective lengths are not changed / reduced from the earlier tender/ bid and also Part-1, about 18.475km road along with tunnels are included in the present tender/ bid. Hence, Bidder request Authority to reinstate the original project duration of 2555 days i.e. 84 months instead of 2190 days i.e. 72 months.	As per RFP.

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		shall be completed on or before the Scheduled Completion Date, including any extension thereof..		
229.	Cl. 10.3 (ii), DCA	<p>Liquidated Damages</p> <p>The Contractor shall construct the Project Highway in accordance with the Project Completion Schedule set forth in Schedule-J. In the event that the Contractor fails to achieve any Project Milestone or the Scheduled Completion Date within a period of 30 (thirty) days from the date set forth in Schedule-J, unless such failure has occurred due to ForceMajeure or for reasons solely attributable to the Authority, it shall pay Damages to the Authority of a sum calculated at the rate of 0.05% (zero point zero five percent) of the Contract Price; provided further that in the event the Project Highway is completed within or before the Scheduled Completion Date including any Time Extension, applicable for that work or section, the Damages paid under this Clause 10.3 (ii) shall be refunded by the Authority to the Contractor, but without any interest thereon.</p>	<p>Considering the value of the project and the deduction of Liquidated damages (LD) will impact the cashflow, during critical phase of the project execution, Bidder request Authority to modify the referred clause as mentioned below.</p> <p>The Contractor shall construct the Project Highway in accordance with the Project Completion Schedule set forth in Schedule-J. In the event that the Contractor fails to achieve any Project Milestone or the Scheduled Completion Date within a period of 30 (thirty) days from the date set forth in Schedule-J, unless such failure has occurred due to ForceMajeure or for reasons solely attributable to the Authority, it shall pay Damages to the Authority of a sum calculated at the rate of 0.025% (zero point zero two five percent) of the Contract Price; provided further that in the event the (i) the successive milestone or (ii) Project Highway is completed within or before the Scheduled Completion Date including any Time Extension, applicable for that work or section, the Damages paid under this Clause 10.3 (ii) shall be refunded by the Authority to the Contractor, but without any interest thereon.</p>	As per Amendment no. 1
230.	Cl. 10.3 (iii), DCA	Liquidated Damages (LD)	Based on the request above, Bidder request Authority to modify the referred clause with a maximum Liquidated	As per Amendment no. 1.

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		<p>The Authority shall notify the Contractor of its decision to impose Damages in pursuance with the provisions of this Clause 10.3. Price The Parties expressly agree that the total amount of Damages under Clause 10.3 (ii) shall not exceed 10% (ten percent) of the Contract Price. If the damages exceed 10% (ten percent) of the Contract Price, the Contractor shall be deemed to be in default of this agreement having no cure and the Authority shall be entitled to terminate this Agreement by issuing a Termination Notice in accordance with the provisions of Clause 23.1 (ii).</p>	<p>Damages of 5% (Five Percent) only.</p> <p>It is also pertinent to mention that due to the heavy rate of LD per day, that is proposed to be levied and contractor will have very short duration to catch up the delayed portion of work, the provision of termination on account of exceeding the maximum LD shall be deleted.</p>	
231.	CL. 14.1 (i) of DCA	<p>Maintenance obligations of the Contractor</p> <p>The Contractor shall maintain the Project Highway for a period of [5 (five) / 10 (ten)] years, corresponding to the Defects Liability Period, commencing from the date of the Completion Certificate (the "Maintenance Period"). For the performance of its Maintenance obligations, the Contractor shall be paid:</p> <p>(a) For flexible pavement with 5 years Maintenance Period including structures: no maintenance charges shall be paid for the first year; 0.50% of the Contract Price each for the second, third and fourth year; and 1% of the Contract Price for the fifth year</p> <p>(b)</p> <p>(c)</p> <p>(d) For stand-alone Bridge/ Tunnel works: the contractor shall be paid @ 0.25% of the Contract Price each for the first five years and @ 0.50% of the</p>	<p>Maintenance period of 5 & 10 Years are proposed for Flexible pavement & Tunnel/ Bridge works which are very long. Bidder request authority to suitably modify the referred clause modifying/ incorporating the total maintenance period of only 3 & 5 Years for Flexible pavement & Tunnel/ Bridge works.</p>	<p>As per Amendment no. 1.</p>

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		Contract Price each for the remaining period of five years.		
232.	Cl. 19 of DCA	The Authority shall make an interest-bearing advance payment (the "Advance Payment") @ "Bank Rate + 3%", equal to 10 % (ten percent) of the Contract Price, exclusively for mobilization expenses.	As Interest Bearing advance will have impact in cash flow of the project, we request you to make the interest free mobilization and equipment advance.	As per RFP.
233.	Cl. 19.2 (vi), DCA	<p>Advance Payment</p> <p>....</p> <p>The Advance Payment shall be repaid through percentage deductions from the stage payments determined by the Authority's Engineer separately for each Part of the Project Highway in accordance with Clause 19.5, as follows:</p> <p>(a) deductions shall commence in the first Stage Payment Statement;</p> <p>(b) deductions shall be made at the rate of 20% (Twenty percent) [comprises 13% (Thirteen percent) for recovery of 10% advance for mobilisation and 7% (Seven percent) for recovery of 5% advance against newly purchased key construction equipment] of each Stage Payment Statement until such time as the advance payment has been repaid; provided that the advance payment shall be completely repaid prior to the time when 80% (eighty percent) of the Schedule Construction Period is over;</p>	<p>Cashflow during the initial phase of the project are critical as the periods involves mobilisation of manpower, huge fleet of construction plant and machineries. Deduction of about 20% of each stage payment in the first Stage payment statement itself will have huge cascading effect in managing the cashflow, Hence, Bidder request Authority to modify the said clause as mentioned below</p> <p>(a) deductions shall commence in the next Stage Payment Statement following that in which the total of all certified stage payments (excluding the advance payment and deductions and repayments of retention) exceeds 25%(Twenty five percent) of the Contract Price; and</p> <p>(b) deductions shall be made at the rate of 23% (Twenty Three percent)* of each Stage Payment Statement until such time as the advance payment has been repaid; provided that the advance payment shall be completely repaid prior to the time when 90% (Ninety percent) of the Contract Price has been certified for payment.</p> <p>*23% (Twenty three percent) shall comprise 15.3% (10% Mob Adv / (90%-25% period) for recovery of advance for mobilisation and 7.7% (5% Mob Adv / (90%-25% period)for recovery of advance against newly purchased key construction equipment required for work.</p>	As per RFP.

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234.	Cl. 19.20, DCA	<p>Bonus for early completion</p> <p>....</p> <p>For avoidance of doubt, it is clarified that the extension of time guaranteed due to EGO and due to occurrence of events as mentioned under Underground Excavation in Annexure-I of Article 21 shall not be considered towards Bonus determination).</p>	<p>Kindly note occurrences of events related to EGOs, at this stage, are could not be foreseen by any Parties and the same needs to be tackled by mobilizing huge amount of manpower, materials and machineries on time. Hence omission of the extension of time that were granted for EGOs for consideration of Bonus is not justified. We Request Authority remove the referred clause and consider the EOT for EGOs also for calculation of Bonus.</p>	As per RFP.
235.	Cl. 21.5 (ii) of DCA	<p>Duty to report Force Majeure Event</p> <p>The Affected Party shall not be entitled to any relief for or in respect of a Force Majeure Event unless it shall have notified the other Party of the occurrence of the Force Majeure Event as soon as reasonably practicable, and in any event no later than 10 (ten) days after the Affected Party knew, or ought reasonably to have known, of its occurrence, and shall have given particulars of the probable material effect that the Force Majeure Event is likely to have on the performance of its obligations under this Agreement</p>	<p>As the time period of 10 (ten) days are very short in nature during the occurrence of Force Majeure event, kindly modify the same to 28 (Twenty Eight) days.</p>	As per RFP.
236.	Cl. 22 of DCA	<p>Suspension of Contractor's Rights</p>	<p>Kindly incorporate the provision for Contractor for Suspension due to Authority's Default along with Cost & Time compensation due to prolonged suspension period.</p>	As per RFP.
237.	<p>Cl. 29.1 of DCA</p> <p>Cl. 7.2 of Annex-IB</p>	<p>EXTRAORDINARY GEOLOGICAL OCCURRENCE (EGO)</p> <p>Only exceptionally adverse and unexpected geological conditions and/or an unexpected influx of water severely in excess of the capacity of the facilities envisaged and required for temporary and permanent dewatering,..... ..</p>	<p>Kindly detail the said clause incorporating more details on the quantum of influx of water during or after completion of tunnel construction.</p> <p>No payment mechanism for the payment of Geological overbreak is found in the bid document. Hence bidder request the incorporation of Geological overbreak into EGO as the same is beyond the control of an experienced contractor and increase of the payment limit of EGO from 5% of Contract Price to 10% Contract Price</p>	As per RFP.

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	to Schedule-D	<p>Overbreak</p> <p>.....</p> <p>The void formed by the geological overbreak shall be measured in-situ. Individual voids of less than 5 m3 shall be discarded for measurement purposes. The materials required to complete the repair shall be quantified and approved by the Employer's Representative and certified for payment</p>		
238.	Cl. 29.2 of DCA	<p>EXTRAORDINARY GEOLOGICAL OCCURRENCE (EGO)</p> <p>Any variations in intact rock and rock mass properties, geological units and lithologies along the tunnel alignments from data provided in the Detailed Geological Report appended to bid documents will not be accepted as an Extraordinary Geological Occurrence (EGO).</p>	Bidder request Authority to reconsider this clause as this will have huge impact on the Contractor during performance of the contract. Considerable variation in rock mass properties, from the data provided in the Bid documents, shall be considered for compensation as, at this stage, it is very difficult to predict and consider the same in the costing.	As per RFP.
239.	Article 29 EXTRAORDINARY GEOLOGICAL OCCURRENCE (EGO)	Only exceptionally adverse and unexpected geological conditions and/or an unexpected influx of water severely in excess of the capacity of the facilities envisaged and required for temporary and permanent dewatering, under circumstances-leaving no possibility of further advance by the construction methods and leading to a serious and protracted interruption (in general more than 7 days) in the advance of the drill and blast excavation, will be considered as an Extraordinary Geological Occurrence (EGO).	Due to adverse geological conditions in the project region, the issue of water ingress will be very frequent and encountering the geological surprises as well. Hence Bidder request Authority to change/ reconsider this clause as it will have direct effect on project performance (In general more than 3days).	As per RFP.
240.	Article 29 EXTRAORDINARY GEOLOGICAL	Temporary suspension of D&B excavation due to extraordinary geological occurrence, payment will be by the number of working day during which such	Percentage of Risks shared between parties is not mentioned in "Risk Allocation Matrix Between the Parties" attached vide Annexure to Article 21.	As per amendment no. 1

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	OCCURRENCE (EGO) 29.8 Measurement and Payment	suspension occurs. This cost includes the cost of all D&B equipments and D&B tunneling crews for the heading to the extent that this manpower cannot be used for special measures to deal with extraordinary geological occurrence or elsewhere on the project. The cost towards such occurrence shall be finalized by the contractor in consultation with the Authority Engineer. Further, for avoidance of doubt, it is clarified that the EGO and its cost shall be dealt in accordance with Annexure-I the Article 21 which is as per the Risk Allocation Matrix. The sum total of the cost towards EGO shall have the pre-determined upper ceiling upto 5% of the Contract Price	Bidder request authority to consider compensation towards cost for establishment of plants, contractor infrastructure facilities, camps and other In-direct and Overheads as the proportionate utilization of these costs/ assets will also get affected.	
241.	Schedule-H, Table 1.3.1, Sr No-J	Stage of Payment for Part-2, Tunnel J - Main Tunnel - Unit of measurement is linear length-meter. Payment of each stage shall be made on pro rata basis on completion of a stage in a continuous length of 50 meter.	Kindly modify the referred clause similar to the provisions made for Tunnels in Part-1 scope of work i.e. 25 meter.	As per RFP.
242.	Annex-1A to Schedule-B, Cl. 1.3.7	Construction Concept - Part-1 The construction method of the tunnel shall be internationally accepted method as proposed in the Technical proposal maintaining the clear profile with prior approval of NHIDCL in consultation with the Authority Engineer. However, the method of construction is Contractor's choice. However, Tunnel will be constructed from both the tunnel portals.	There are two tunnels in Part-1 Scope of work of length 433/439m & 1928/1956m respectively. Considering the length of Tunnel-1 is very short in length, method of construction and number of tunnel faces shall be left to be decided by the Contractor for efficient utilization of construction plant & machineries, without violating the project completion date.	As per RFP.

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243.	Annex-1A to Schedule-B, Cl. 8.(ii)	The minimum quantity of Traffic signage and pavement marking are tabulated here: 8 Metal Beam Crash Barrier - 4935m	The total length of metallic crash barrier based on the Table at Cl. 11, Metal Beam Crash Barrier (as per TCS) is about 8051m considering the sides of the carriageways. Kindly confirm the actual length of Metallic Crash barrier.	As per Amendment no. 1
244.	Appendix B-2 to Annexure IB to Schedule B, Part-2	Muck Disposal Sites	In total 20 pockets having a total area of about 1310057 m2 are identified and acquired for muck disposal areas. Bidder request Authority to confirm the tentative capacity / volume of these muck disposal sites along with the distance from the major road assess.	Available Muck disposal site will be handed over to the successful bidder immediately on appointed date as per the detail given in Schedule - B Appendix -B2, Part -2. These muck disposal site will be used for the entire project highway. Additional sites to be arranged by the bidder himself.
245.	Cl. 4.3, 4A.3, 4B.3, 4C.3 of Schedule-J (Part-02)		It is seen that in addition to financial milestone, i.e. % of work-done for each milestone, list of activities are also mentioned under each referred milestone clauses. Bidder understand that the list of activities are for guidance purpose for Finalisation of the construction schedule in line with these activities and levy of any Liquidated damages will be carried out only when the Financial targets of each milestone are not achieved.	As per RFP.
246.	Cl.25.1.1 (g) of Schedule-S	Safety and Health Manual The Contractor shall develop safety procedures and methods of working to be adopted during the course of tunnelling operations. These procedures shall include but not be limited to; (a) Shafts and Tunnels Entry Procedure. (Including visitors.) (b) Blasting operations. (c) Atmosphere Monitoring.(Oxygen Levels, Explosive Gases, Carbon	Kindly confirm that the use of Tunnel Boring Machine (TBM) is not mandatory.	As per RFP.

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		<p>Monoxide, Hydrogen Sulphide, Oxides of Nitrogen, temperature, humidity, dust etc.) See also Section 15.4 of this Manual.</p> <p>(d) Portal Gantry Crane Operating Procedures.</p> <p>(e) Emergency Preparedness Plan for the Shaft and Tunnels. (Including liaison with the Emergency Services.)</p> <p>(f) Work Train Operating Procedure.</p> <p>(g) Tunnel Boring Machine Cutter Head Chamber Entry procedure.</p>		
247.	Appendix B-I to Annexure IB to Schedule B	The following drawings/Reports are enclosed	<p>Cl. 1.6 of Annexure-IB to Schedule-B states that "Lay-bys are located on both highway sides (B.H.S.) of the tunnel with interval of 750 m. The lay by shall have a width of 3 m and a length of 40 m. The detailed locations is given in the drawing "Tunnel system and installation" in Appendix B-I(Part02). At the end of the Lay-bys, the contractor is required to construct a emergency escape for road users by constructing a stairs connecting Lay by to the fresh air ventilation duct with provisions of fire doors as per contractors design".</p> <p>However the Drg No: 78482B_II-ZOT_GEN-05-12-00 [Tunnel system and installations] is missing. Kindly issue the same.</p>	The drawing has now been re-uploaded.
248.	<p>Cl. 1.6 of Annexure IB to Schedule B</p> <p>Cl. 1.17 of</p>	<p>Lay-by Cabinet</p> <p>Lay-bys are located on both highway sides (B.H.S.) of the tunnel with interval of 750 m. The lay by shall have a width of 3 m and a length of 40 m. The detailed locations is given in the drawing "Tunnel system and installation" in Appendix B-I(Part02). At the end of the Lay-bys, the contractor is required to construct a emergency escape for road users by constructing a stairs connecting Lay by to the fresh air ventilation duct with provisions of fire doors as per contractors</p>	<p>As per the Typical cross section of Main tunnel, the fresh air duct is provided on one side i.e. RHS of the tunnel. The Drg for "ELEMENTARY DIAGRAM OF SAFETY INSTALLATIONS" denotes Lay-by on both the sides of Main tunnel. We understand that at each Lay-by, Only at the side of Fresh Air Duct, a stair connecting lay-by to Fresh air ventilation duct with necessary provisions will be designed by the contractor as "Emergency Escape". Kindly confirm the bidder's understanding.</p>	The emergency escape stairs is required to be constructed only on the side of fresh air ventilation duct. For lay-bys on the exhaust air duct side the emergency escape stairs is also to be provided on the opposite side of the lay-bys. It is further clarified, that there will be emergency escape stairs at each lay-

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	Annexure IB to Schedule B	design. Emergency Escape At each Lay-bys, a walkable emergency escape is envisaged through the fresh air duct to both the portals. Detailed design of the Emergency Escape has to be prepared by the contractor, which may include stairs, fire doors, exit route design etc.		bys.
249.	Annex-1 Schedule-A 2.5 Geology (Rock mass classification)	The predicted distribution in percentage terms of Ground Types (GT), and Behaviour Types (BT) for the Zojila Tunnel.	Rock support classes from A to H are given in BoQ Estimate (Part-1) and DOQ(Part-2). But the same is not mentioned in Schedule-A where the Ground types are not clear and shows Only G. For better clarity, Bidder request Authority to provide the anticipated rock support classes for all the tunnels	As per RFP,
250.	Annex-1B Schedule-B 1.15 Site Installation	Four site installations are visualised. The site installation for the western portal is to be located in the area of Baltal. The site installation for the eastern portal is to be located in the area of Minamarg. Additional installations will be located in the vicinity of the openings of the construction assess shafts no 1 and no 2 near Km 106 and 110 of the NH1 and Gagangir close to the National Highway approx.25 km from the western port. After making the assessment of requirement, the Contractor has to ascertain the availability of the land with the local authorities/ NHIDCL	Bidder consider that the land for site installation incl. contractor's facilities like camps, batching plants, crushing plant, stores etc shall be provided by the authority will be established within the area acquired by Authority free of cost.	All temporary land required for site installation as contractor camp, office, storage area, plant & machinery, crusher, testing lab etc. has to be arranged by the contractor at his own cost.
251.	Annex-1B Schedule-B 1.16 Muck Dump Disposal	Prior to any disposal of muck dump material, necessary permission shall be obtained from the local authorities (Civil administration/Forest/Wildlife) as per law for which the local NHIDCL office will provide necessary assistance	Bidder understand that all the necessary / requisite permissions/ permits/ approval/ clearances for disposal of muck shall be carried out by Authority / Employer as per the requirement of project.	Obtaining all the necessary / requisite permissions/ permits/ approval/ clearances for disposal of muck shall be the responsibility of the contractor. However, the recommendatory letter

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				will be provided by Authority / Employer.
252.	Schedule-F Applicable Permits	Permission of the State Government / Village Panchayats and Pollution Control Board	For betterment of the project and obtaining approval on time, It is requested that following permissions from the respective authority will be carried out by Authority / Employer. 1) Identification, Approval and Acquiring the Quarries 2) Identification, Approval and Acquiring the Borrow Pits 3) Use of construction water from River / nallah	As per RFP.
253.	Sr.3, S-7, Data Sheet	Pre-Bid Venue Pre-BID meeting at venue 2.11.4 (i)	Detail of Venue for conducting the Pre-bid is not provided in the referred Cl. 2.11.4(i). Considering the difficulties faced during Covid-19 Pandemic, Bidder request Authority to conduct the Pre Bid via Online i.e. Video Conferencing.	.
254.	Sr.6, S-7, Data Sheet	BID Due Date	Due to extremely difficulties faced due to Corona pandemic coupled with restrictions placed in the Lock down/ Unlocking period and extension of Lockdown till the end of July by major states, Bid preparation and submission requires considerable amount time period as this work involves site visits with our Designer and coordination with many vendors/ supplies/ manufactures, we request Authority to accept our reasonable demand and extend the bid submission due date by atleast 45 days from the original due date, i.e. end of first week of Sep-20.	As per RFP.
255.	2.2.2.2 technical capacity iii(b)	In addition the aggregate length of tunnel (having atleast 50% of the cross- sectional area of the tunnel to be constructed in this project) constructed by bidder in the 1st 12 years preceding the Bid Due date shall be 11 Km	We would like to know whether the 11km cumulative length of tunnel is to be achieved by the Lead Bidder or by the partners in proportion to their participation.	As per RFP.

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256.	Schedule-A / "The Site" clause the Part 2		<p>The project describes the construction as a <u>single tube</u> tunnelling, i.e. "Part 2 of the project envisages the construction of <u>Single Tube</u> Bi-directional tunnel of length 14.150 Km (Project length = 14.310 km). The project is based on EPC mode. Project Highway shall include the land, buildings, structures and road works as described in Annex-I of this Schedule-A." as well as in some of the drawings such as Drawing No:7061520-APS-002-001 issue A.</p> <p>However, the same issue was clearly shown as a <u>double tube</u> construction project in the other drawings, i.e.; 7061520-TUN-BLD-1507 issue A & 7061520-PLS-SUP-1319 issue A & 7061520-PLS-SUP-1323 issue A.</p> <p>In the light of the above-mentioned discrepancies please clarify if this project is a double tunnel with the cross passages or single tube tunnel with the parallel escape tunnel.</p>	<p>It is to clarify that only a bi-directional tunnel has to be constructed as a part of Zojila Tunnel Project part 2 of the project highway without any egress tunnel.</p>
257.	Sub-Clause 2.11.2		<p>where it states the physical submission of the original tender files, we would like to state that as a Global Contractor having our Head Quarters in Ankara , Turkey , and due to the fact that the international aviation is not operating in the territory of the Indian Geography, it would not be possible for us to carry the hard document of the online submission to be carried in person for submission in New Delhi. And therefore, we will be unable to meet the deadline if the tender is to be submitted on 23rd July and respectively physical submission on 24th July, 2020. In the light of the above mentioned subject we kindly request you to extend the bid due date at least 2 (two) weeks from the existing due date and to consider to accept the hard copy submissions for 4 weeks after the bid due date/submission date.</p>	As per RFP
258.	RFP document Item 4.8 Proposed Construction Work and Design Submission		<p>we could not find any specific software for the submission of the work programme. Therefore, please confirm that the bidder is free to use any scheduling program which fulfils the necessary specifications mentioned in the Item 4.8 of</p>	<p>Yes. The bidder is free to use any scheduling programme. However, for evaluation of the work programme the bidder is</p>

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	Programme (page 84/110)		the RFP document.	required to provide license copy of the programme or online access to the programme.
259.	EPC document Item 1.4 Priority of agreements and errors/discrepancies		it has been understood that the priority of the tender documents are; a. EPC Document (Agreement) b. Schedules c. Annexes d. Latter of the published description on the drawings or Specifications or standards e. Latter given dimensions or drawings, f. And between numerals and words, latter published Shall prevail. We did not see the RFP documents and/or Replies to the queries within above interpretation, please confirm that the tender RFP is also a part of the agreement, and also please confirm our understanding as above.	As per RFP
260.	EPC Article 4.1 Obligations of the Contractor (page 24/268)		we understood that the maintenance of the works shall be done by the contractor during the DLP/Maintenance period which was mentioned in EPC Item 17.1 (Page 86/268), we kindly request you to please confirm that the operation for the project is not in the scope of the contractor, therefore the consumables and all other operational expenses are not in the scope of the contractor during the maintenance/DLP period.	Operation & Maintenance of Project highway during maintenance and defect liability period shall be the responsibility of the contractor. Please refer amendment no. 1.
261.	EPC Article 4.1 Obligations of the Contractor (page 24/268)		Since we did not see any price lines for the maintenance after the construction period in Schedule - H (Contract Price Weightages). Please confirm that the maintenance price after the construction shall not be included in the tender price, however it will be paid after the construction period according to the Article 14 of the EPC Document.	Please refer Article 14 of the DCA and amendment no. 1.

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262.	EPC items including the DLP/Maintenance items "Project Highway"		Please confirm that all these items and documents are covers all the project which is consist of Part 1 - Highway and Part 2 - Tunnel.	As per RFP.
263.	Annex IB of B Schedule Cl.1.4.6	Ventilation Shaft The contractor is at liberty to reduce the number of ventilation shaft from Three (03) to Two(02). However, both the shaft has to be used as construction shaft so as to complete the project within the scheduled time period. The contractor is also at liberty to shift the location of the ventilation shaft based on his design, however, the cost of land acquisition and approach road to the ventilation shaft has to be borne by the contractor.	Clause mentions that the Contractor is at liberty to reduce the number of ventilation shafts from 3 to 2, but the modality of evaluating the same is not specified in the tender document. Please clarify	Evaluation of the bid will be carried out as per Section 3 of the RFP.
264.	Annex IB of B Schedule Cl.1.16	Muck Dump Disposal Muck dump disposal sites are available in the Project area. Up to 20 land pockets have been proposed for muck disposal and these disposal areas are located between approx. km stone 90 and Km stone 120 on existing NH 1 (Refer Appendix-B II). Prior to any disposal of muck dump material, necessary permission shall be obtained from the local authorities (Civil administration /Forest/ Wildlife) as per law for which the local NHIDCL office will provide necessary assistance. For estimation of capacity of the individual pockets the Contractors are required to carry out reconnaissance in coordination with local NHIDCL authorities. Muck disposal and management shall be carried out in accordance with the Environmental Laws of State/Central Govt.	We understand that Muck Dump Disposal areas are in the possession of NHIDCL and will be handed over to the Contractor on the Appointed Date. Being a private agency obtaining permission for land for Muck Dump disposal from forest department will be time consuming and will delay the project duration , Request to confirm that the Dumping yard will be handed over by NHIDCL along with all statutory approvals.	Muck Dump disposal sites will be handed over to the contractor on Appointed Date. Obtaining all the necessary / requisite permissions/ permits/ approval/ clearances for disposal of muck shall be the responsibility of the contractor. However, the recommendatory letter will be provided by Authority / Employer.

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265.	Appendix B-II of Schedule B	Location of Muck Disposal Sites	Locations of Muck disposal pockets are not clearly mentioned in the map. Request to provide us a drawing with areas clearly demarcated for Muck Disposal Areas, Borrow Pits and Quarries	As per RFP
266.	Appendix B-II of Schedule B	Capacity of Muck Dump Disposal Sites	Approximate area of Muck disposal sites is mentioned in the documents, however quantity of muck that can be accommodated in the area is not specified. Request to clarify	The bidder is required to assess the requirement on their own before bidding.
267.	CL.111.1	NOISE: Blasting will not be undertaken at night.	We request employer to allow control blasting at night, since time is essence and working period is restricted to six to seven months a year .	There is no restriction on blasting in the night time from the Authority; however, permission from the District Administration shall be obtained by the contractor.
268.	CL. 111.3	Quarry Operations The Contractor shall obtain material from licensed quarries only after the consent of the forest department or other concerned authorities. The quarry operation shall be undertaken within the purview of the rules and regulations in force.	We request employer to provide list of quarries in the project vicinity with quantity & lead.	The contractor is required to assess the site before bidding.
269.	Schedules Schedule J		For Milestones in Part-1 it is mentioned as Percentage (%) of the Contract Cost of Approach Road where as in Milestones in Part-2 it is mentioned as Percentage (%) of the Contract Price. Please clarify	As per Amendment no. 1.
270.	Schedules - Schedule J (Part-1) CL. 2	Project Milestone-I : Project Milestone-I shall occur on the date falling on the 365 (Three hundred and sixty-five) day from the Appointed Date. Contractor shall have commenced construction of the Project Highway and submitted to the Authority duly and validly prepared Stage Payment Statements for an amount not less than 30% (thirty percent) of the contract cost for Approach Road	We understand the Bidding process and LOA award will be completed by Nov-Dec of this year. If so happens, the site will be experiencing severe Winter period and will not be assessable up to April- May 2021. In that case, the effective period including Design Submission and approval of Construction drawings, Mobilization of all equipment and for achieving 30% of CV shall be around 7-8 months only. This is too short a duration to achieve this Milestone. Hence, we kindly request to change the same.	As per RFP
271.	Schedules - Schedule J (Part-	Scheduled Completion Date (Part-I) (i) The Scheduled Completion Date shall	In the Part -1 Connecting road from Z morh to Zojila Tunnel end, Considering the size of the project with 2300 Rm of	As per RFP

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	1) Cl.5	occur on the 913 (Nine Hundred and Thirteen days) day from the Appointed Date. (ii) On or before the Scheduled Completion Date, the Contractor shall have completed construction in accordance with this Agreement.	Tunnel and 2300 Rm of Cut and Cover portion and available working period of approximately 5 to 6 months per year, scheduled completion date of 913 days seems to be extremely optimistic. Request to reconsider this and change the duration from 2.5 years to 4 years i.e 1460 days for part-1	
272.	Schedules - Schedule J (Part-2) Cl.3	Project Milestone-II 3.1 Project Milestone-II shall occur on the date falling on the 730th (seven hundred and thirtieth) day from the Appointed Date (the "Project Milestone-II"). 3.2 Prior to the occurrence of Project Milestone-II, the Contractor shall have commenced [construction of all bridges and expended not less than 26% (twenty-six per cent)] of the Contract price.	Bridges are included in the project highway part-1 but this milestone is mentioned under part-2 of Schedule J which is tunnel part. Request to clarify the same	As per Amendment no. 1.
273.	Schedules - Schedule J (Part-2) Cl.5	Scheduled Completion Date (Part II) (i) The Scheduled Two-Laning Date shall occur on the 2190th (two thousand one hundred and ninetieth) day from the Appointed Date. 5.2 On or before the Scheduled Two-Laning Date, the Contractor shall have completed Two-Laning in accordance with this Agreement.	Considering the size of the project and available working months per year scheduled completion date of 2190 days seems to be too optimistic. Request to reconsider this and change the duration from 6 years to 9 years for part-2	As per RFP.
274.	Annexure B - Drawings	Typical Cross Sections	Typical cross sections for TCS VI, TCS VII, TCS XIII are missing in the tender drawings. Please provide the same.	As per Amendment no. 1.
275.	Annexure B - Drawings Dwg No : 7061520-TCS-002-013 : Typical Cross Section Schedule	As per the schedule, applicable TCS for Ch : 3+350km to Ch : 4+200km, mentioned as "Details Awaited from BRO".	As per Schedules for Tender, Cl. 2.11, Pg no - 26 & 27, for Ch : 3+350km to 3+440km - TCS V, for Ch : 3+440km to 3+490km - TCS XI, for Ch : 3+490km to Ch : 4+200km - TCS IV. We understand Schedule shall be referred for TCS as per corresponding chainages. Please confirm.	Yes.

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276.	Drawings General		For all the Bridges [Major & Minor], type of foundation shown in the Tender drawing is 1.2m dia. Pile Foundation. We understand it is only indicative and Tenderer is free to choose the type of Foundation for the Bridges. Please confirm.	The contractor can modify the diameter of the pile as per the site condition.
277.	EPC Cl.10.1 (i) d	Obligations prior to commencement of works: Within 20 days of appointment date, the Contractor shall (d) make its own arrangements for quarrying of materials needed for the Project Highway under and in accordance with the Applicable Laws and Applicable Permits.	We understand that both open and underground excavated material can be used for the production of aggregate and boulders. Since the aggregate and boulder requirement for Concreting and embankment works is in the range of 34 lac Tonnes and excavated material that will be available from excavation is 39 lac tonnes. We can foresee the shortage of boulders for concrete works and embankment works. For this We request to provide quarries to the Contractor to overcome the shortfall and obtaining permission for quarries will be both time taking and Costly. Request to confirm	There is no restriction on use of excavated material for construction purpose, however, necessary approval from the concerned local authority and payment of royalty if any is the responsibility of the contractor.
278.	EPC Definitions	Base Rate means the floor rate of interest announced by the State Bank of India for all its lending operations	Date for which the floor rate is to be considered is not provided. Please clarify	Base rate on Base date is to be considered.
279.	EPC Schedule Annex 5	A- For Connecting Road (Part-1) of the project, initial 6 km of the highway is located within 10km from the notified Thajwas Wildlife Sanctuary under the provision of Wildlife (Protection) Act, 1972. Therefore, Wildlife Clearance for this part of project highway is being obtained.	We request you to let us know the present status of the Clearance. We understand, Wildlife clearance process shall be completed before the Award of Contract. Please confirm.	Any clearance/NOC required for handing over of the encumbrance free land to the contractor shall be arranged by the Authority.
280.	EPC Cl.7.5	Retention Money (i) From every payment for Works due to the Contractor in accordance with the provisions of Clause 19.5, the Authority shall deduct 6% (six per cent) thereof as guarantee money for performance of the obligations of the Contractor during the Construction Period (the "Retention Money") subject to the condition that the maximum amount of Retention Money shall not exceed 5% (five per cent) of the Contract Price.	We request to consider Bank Gaurantee in place of Cash retention to avoid cash flow issues being a large value project.	As per RFP.

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281.	EPC CL. 19.2 (ii)	<p>In addition to above, the Authority shall make an additional interest-bearing Advance Payment against newly purchased key Construction equipment required for the works as per agreed Construction programme and brought to the site, if so requested by the Contractor subject to the same terms and conditions specified for Advance Payment for mobilization expenses in this Agreement. The maximum of such advance shall be 5% (five per cent) of the Contract Price against Bank Guarantee. This advance shall be further subject to the condition that:</p> <p>(a) such new equipment are considered by the Authority's Engineer to be necessary for the works and</p> <p>(b) these new equipment should be procured in the name of Contractor and is verified by Authority's Engineer to have been brought to site. The Advance Payment for mobilization expenses and for acquisition of key new Construction equipment would be deemed as interest bearing advance at the applicable interest rate (@"Bank rate + 3%"), to be compounded annually on a reducing balance basis. The interest would be recovered along with the recovery of mobilization Advance Payment as per provision laid down for the mobilization advance recovery.</p>	Considering the size of project and the number of equipment to be used we request to make interest free advance payments for mobilization as well as for equipment	As per RFP.
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282.	EPC CL.19.2 (vi) (a)(b)	<p>Recovery of Advances: The Advance Payment shall be repaid through percentage deductions from the stage payments determined by the Authority's Engineer separately for each Part of the Project Highway in accordance with Clause 19.5, as follows: (a) deductions shall commence in the first Stage Payment Statement; (b) deductions shall be made at the rate of 20% (Twenty percent) [comprises 13% (Thirteen percent) for recovery of 10% advance for mobilization and 7% (Seven percent) for recovery of 5% advance against newly purchased key construction equipment] of each Stage Payment Statement until such time as the advance payment has been repaid; provided that the advance payment shall be completely repaid prior to the time when 80% (eighty percent) of the Schedule Construction Period is over;</p>	<p>Request to change the clause as follows: 1. Repayment of advances shall commence when the cumulative project completion reaches 20% and shall be completely repaid prior to the time when 80% of schedule construction period is over</p>	As per RFP.
283.	EPC Article 14 Maintenance 14.1	The Contractor shall maintain the Project Highway for a period of [5 (five) / 10 (ten)] years, corresponding to the Defects Liability Period, commencing from the date of the Completion Certificate (the "Maintenance Period")	With reference to the previous tender's clarifications, please be informed that the maintenance period and in connection with the Performance security duration is 10+ 6 years (Construction period). We kindly request you to change this maintenance period to 4 years as per older tender conditions for the same project.	As per Amendment 1.
284.	EPC Article - 19.10.iv	<p>Contract Price shall be adjusted for increase or decrease in rates and price of labour, cement, steel, Plant, machinery and spares, bitumen, fuel and lubricants, and other material inputs in accordance with the principles, procedures and formulae specified below: $VRTR = RTR \times [(PL \times LI-L0 / L0) + (PA \times AI-A0 / A0) + (PF \times FI-F0 / F0) + (PC \times CI-C0 / C0) + (PS \times SI-S0 / S0)]$</p>	<p>In the given formula, the components of 'Bitumen' and 'Other materials' is not provided. However in clause it clearly states Contract price shall be adjusted for increase or decrease of Bitumen and Other materials as well. Part - 1 : Approach Road of Contract includes major work on Road, hence component of Bitumen is very vital in the same. Hence we request, to kindly include "Bitumen " and "Other Material" in the formula for Price Adjustment.</p>	As per Amendment no. 1

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285.	EPC Article - 19.10.iv	PC, the % of cement, for the relevant item. = 0.15. PL, the % of labour, respectively for the relevant item = 0.22. PS, the % of steel/components (incl. strands & cables) respectively for the relevant item = 0.25. PA, the % of Plant, machinery & spares component for the relevant item = 0.18. PF is the % of fuel and lubricants for the relevant items = 0.05 Total = 0.15 + 0.22 + 0.25 + 0.18 + 0.05 = 0.85.	Kindly include component of Bitumen and provide percentage for the same.	As per Amendment no. 1
286.	EPC Attachment - 4	Minimum Manpower Requirement of SHE orgnaization: Note 1: Adequate, qualified & trained SHE Professionals with required support staff to be deployed at each worksite at each shift. Note 2: Adequate, qualified & trained Electrical Engineers / supervisors to be deployed at each worksite at each shift.	We understand Part -1, Approach road as One [1] Site. Kindly confirm our understanding is correct.	As per RFP.
287.	EPC Article - 10.3. ii	Shall pay Damages to the Authority of a sum calculated at the rate of 0.05% (zero point zero five percent) of the Contract Price for delay of each day reckoned from the date specified in Schedule -J and until such Project Milestone is achieved	LD for each day @ 0.05% of CV works out to be 2,21,49,150 Cr. [295,322 USD]. If so, any delay in achieving Key Dates in Approach road [as per Schedule J] will amount to same LD? As the Total contract is divided into <u>Part 1 - Approach Road</u> and <u>Part 2 - Zojila Main Tunnel</u> , Delay damages should not be same for Part - 1 Approach road as the major work under the Contract is that of Part 2 - Zojila Main Tunnel. Request you to clarify.	As per Amendment no. 1
288.	RFP Appendix - 1A, Annexure - 10 Clause 3	The Bidder Technical Proposal shall cover the following :Clause 3.1 to 3.14 covers the requirements.	However, in Appendix - 1A, Annexure - 10, page no - 82, cl. no - 4, The Contractor's Technical Proposals shall include the following documents : Clause 4.1 to 5.4 covers the requirements. In Clauses 4.1 to 5.4, in many instances it is mentioned that following documents to be submitted along with Bid. Its very confusing. We understand as a part of Bidder's Technical Proposal, documents mentioned in <u>3.1 to 3.14</u> to be submitted along. Request you to please confirm.	As per RFP.

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289.	Annexure B Sch - B Clause 4	The shifting of utilities & felling of trees shall be carried out by the contractor. The Cost of the same is included in the lumpsum cost to be quoted by the bidder.	As per Schedule, Sch B-1, the shifting of Utilities and Felling of trees shall be carried out by the contractor. The Cost of the same shall be borne by the Authority. We understand, Cost towards shifting of Utilities & Felling of trees shall be borne by the Client. Please confirm.	As per Amendment no. 1
290.	Dwg No : 7061520-P&P-004-010 Plan and Profile	Following are the Ground levels at CL : At Ch : 9+280km = 2733.950 El.m At Ch : 9+300km = 2689.854 El.m At Ch : 9+320km = 2742.214 El.m	From Ch : 9+280km to Ch : 9+300km, there is a drop of 44.096m for a distance of 20m and from Ch : 9+300km to Ch : 9+320km there is a rise of 52.36m. Request you to kindly check the levels and inform if there is some typographical error. If so kindly provide the correct levels.	As per Amendment no. 1
291.	Annexure-I B Part-2 : Zojila Tunnel Project Clause 1.4.3	The shaft #3 is only used for ventilation measures and is constructed with raise boring with a diameter of 6 m and an excavation cross section of 28 m ² .	Is it mandatory to construct shaft no. 3 by Raise boring as mentioned in 1.4.3? Since, this shaft won't become part of critical path method, we believe that Choice of construction method should be kept open. Please confirm that these kind of methodology changes are allowable for the EPC contractor.	Being an EPC project, the contractor is free to choose the construction method as per his design with approval of AE. However, no time extension due to change in method of constructed will be granted.
292.	Drawings Appendix B1	Cut n cover/ Snow gallery Cross Sections	Is the geometry of typical cross sections of tunnels/ Cut n cover/ Snow gallery provided in the drawings mandatory to follow? Or the contractor may optimize the same following the minimum functional requirements of carriageway width and duct requirements?	Being an EPC project, the contractor is free to choose the construction method as per his design with approval of AE. However, no time extension due to change in method of constructed will be granted.
293.	Drawings	Ventilation Caverns	Request you to please provide the cross sectional drawing of ventilation caverns.	As per RFP.
294.	Drawings	Layby Sections' drawings	Request you to provide the drawings of Layby cross section for Nilgrar tunnels and Zozila tunnel.	As per RFP.
295.	Drawings Schedules &		As per Schedules, the total width of Cut n cover sections should be 11.7m , however as per drawing present in Appendix B1, Option 2 of cut n cover shows total width as 12.35m. Please confirm which one to follow.	As per RFP.

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296.	Drawings & Schedules		As per SP91, the vehicular cross passages should be inclined to main tunnel at an angle of 30 degrees, however, in GAD of tunnel 2 (Nilgrar), the vehicular cross passages are shown perpendicular to both tunnels. Please confirm.	As per RFP.
297.	E&M	-	As per Schedule D, the specifications of lighting equipment's, conventional lighting equipment have been specified. However, we would like to highlight that conventional lights are becoming obsolete. Hence, it is requested to change the specifications to LED lights which are more common and shall be readily available when the project comes into operation	Being an EPC project, the contractor is free to choose the equipment as per his design with approval of AE. However, no time extension due to change in method of constructed will be granted.
298.	E&M Phase II: Detailed Project Report - Preliminary Tunnel Design Volume VIII: Preliminary Ventilation Design Report	-	We understand that Ventilation System for Zojila Tunnel will be designed according to 50 MW fire load. Please confirm.	Yes.
299.	E&M General	-	Please confirm that Water Mist System or Sprinkler System is not required inside the Zojila Tunnel.	As per Amendment no. 1.
300.	EPC-Clause 4.7	-	It is stated in the EPC Clause 4.7 that "The Contractor shall be responsible for procuring of all utilities as may be required, including without limitation, adequate power, water and other services." Bidder is kindly asking permit to use existing government sources for the construction work.	As per RFP.
301.	EPC-Clause 4.7	-	If electricity and water shall be used from government source, please provide unit rates of the related items.	The bidder has to obtain the required details directly from the agency themselves.

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302.	Schedule section 3.5.1		Please give more information about temporary power and water supply connection point's availability and capacity and details.	The bidder has to obtain the required details directly from the agency themselves.
303.	Schedule section 3.5.1		Please give contact information of local power and water supply authorities.	The bidder may visit the site and contact the local power and water supply authorities.
304.	Schedule section 3.5.1		You are kindly requested clarify that whether can we use the same infrastructures (especially HV transmission lines) of temporary electricity connection (for mobilization purposes) for the permanent electricity connection (for project operating purposes)?	As providing the permanent electric connection / infrastructure facilities may take time. The contractor may make their own arrangement for construction period.
305.	Schedule section 3.5.1		Bidder is kindly requesting Government Electricity Lines in order to estimate accurately for the connection of existing lines to operate tunnels permanently.	As per RFP.
306.	Schedule section 4.9.8; Annexure (ii) to Attachment DII_Product Info Sheet page 11		In document Schedule, section 4.9.8, it is specified that the sign will contain LEDs whereas in the Annexure (ii) to attachment DII_Product Info Sheet, page 11, it is specified that it will contain two bulbs of 24W. Please clarify regarding this.	As per RFP.
307.	Schedule section 4.9.9;		Are EVACUATION ROUTE SIGN photo luminescent signs?	Yes.
308.	Schedule section 4.9.9;		Is it compulsory for the EVACUATION ROUTE SIGN to be of the same dimensions as specified in the specification sheet?	Yes.
309.	Schedule section 4.4.8		You are kindly requested to give technical specifications for ESCAPE EXIT RUNNING LIGHT fixture which contains the wattage and the GA drawing.	The responsibility rests with the contractor.

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310.	Schedule section 4.4.8		What type of fixtures are these? You are kindly asked to share the technical specifications.	As per RFP.
311.	Schedule section 4.7.1		How many hand portable radios are required?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
312.	Schedule section 4.7.1		By "fixed radio equipment" page 297, line 4, is "desk mount radio terminal" meant? How may fixed radio equipment are required?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
313.	Schedule section 4.7.1		Do we expected to provide base station and network control infrastructure for maintenance radio service?	Yes.
314.	Schedule section 4.7.1		What will be the frequency bands of the radios to be provided for the maintenance service?	Available frequency band in the project site location is to be used with the approval of the local authority.
315.	Schedule section 4.7.1		Which standard to be provided for radios? TETRA, DMR, Analog, etc?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
316.	Schedule section 4.7.1		How many carriers for maintenance radio are required?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
317.	Schedule section 4.7.1		It is stated in section 4.7.1.2 that fire brigade, ambulance and police services will be transmitted into the tunnel. What will be the frequency band of each service respectively?	The same will be informed to the successful bidder for their design purpose.
318.	Schedule section 4.7.1		Which standard will each emergency service to be? TETRA, DMR, Analog, etc?	As per the contractors detailed design and O&M plan duly approved by the

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				Authority's Engineer.
319.	Schedule section 4.7.1		How many emergency service radio channels in total will be transmitted into the tunnels?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
320.	Schedule section 4.7.1		How will emergency services connect to the tunnel radio equipment? Will there be dedicated base stations? Or are we expected to receive the emergency service signal via off-air?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
321.	Schedule section 4.7.1		Which cellular communication standards will be transmitted into the tunnels? Is it 2G, is it 3G, is it 4G? Or all of them?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
322.	Schedule section 4.7.1		How many cellular carriers/sectors/channels in total will be transmitted into the tunnels?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
323.	Schedule section 4.7.1		How will mobile operators connect to the tunnel radio equipment? Will there be dedicated base stations? Or are we expected to receive the mobile operator signals via off-air?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
324.	Schedule section 4.7.1		What is the minimum signal level in the tunnel for each service respectively?	As per the contractors detailed design and O&M plan duly approved by the Authority's Engineer.
325.	Schedule section 4.7.1		Is redundancy or hot standby required in tunnel radio equipment?	Yes.
326.	Schedule section 4.7.1		Is remote monitoring required for the tunnel radio system?	Yes.

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327.	Schedule, Attachment DII		Although transformers for subsurface usage requested dry type (refer to Schedule chapter 3.5.1 "Electrical Power Supply"/"General" and 4.1.1.1), HV transformers are requested oil type (refer to Schedule chapter 4.2.1 "High Voltage Power Supply") please specify.	Dry type transformers are to be installed inside the tunnel.
328.	Schedule section 27.2		Highway lighting system is not mentioned in given table at schedule section 27.2 "Selection of Luminaries". Please inform that whether highway lighting system in our scope or not. If so please give the "area of requirement" and "luminaries" details.	Lighting system is in the scope of the contractor as per the details given in the RFP.
329.	Schedule section 1		Although it is stated that " <i>Part 2 of the project envisages the construction of Single Tube Bi-directional tunnel of length 14.150 Km (Project length = 14.310 km).</i> " at Schedule section 1, it shown as twin tube with egress tunnel at given MEP drawing "T8_8482B_II-ZOT_E&M-01-12-00" Please confirm that zojila tunnel is going be construct as single tube and there will not an egress tunnel for it.	It is to clarify that only a bi-directional tunnel has to be constructed as a part of Zojila Tunnel Project part 2 of the project highway without any egress tunnel.
330.	Work Schedule		As far as we understood that the whole year working duration of this project is calculates as the Z-Morph Tunnel shall be finished in a suitable time frame before the roadworks of the Zojila tender start. Therefore the scheduled duration of the Zojila project is, at the moment, conditionally calculated as 6 years. Please Confirm.	As per RFP.
331.	2.2.2.2 Technical Capacity	iii (b) In addition, the aggregate length of tunnel (having atleast 50% of the crosssectional area of the tunnel to be constructed in this project) constructed by bidder in last 12 years preceding the Bid Due Date shall be 11.00 km. 2.2.2.4 In case of JV :Other member (s) of JV shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity	We wish to bring to your notice, our Prime Minister Sh. Narendra Modi envision for the future prosperity of our country India through Make in India vision "to create a favourable environment for investment, development of modern and efficient infrastructure, opening up new sectors for foreign investment and forging a partnership between Government and industry through a positive mind set." Taking into consideration of the same, Gujarat Metro Rail Corp Ltd had given a provision that, in case similar works completed by bidder in JV, to claim upto 100% value of that	As per RFP.

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		individually as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and 2.2.2.3 (i) and (iv) and requirements of clause 2.2.2.3(ii) and (iii)	project, not limiting to share of the applicants. Recently invited road tunnels projects of J & K by NHIDCL & MoRTH had given provision to meet similar tunnel work experience condition by any member of JV, in case of JV, as per MoRTH SBD. Above extracts are attached herewith. Therefore, we kindly request the employer to consider the reference clause no. iii (b) criterion can be met by any of members of JV, for caption project. And kindly modify criterion cl. 2.2.2.4 as follows.Other member (s) of JV shall meet at least 20% requirement of Bid Capacity, Technical and Financial Capacity individually as per Clause 2.2.2.1, 2.2.2.2(i), 2.2.2.2 (iii) (b) and 2.2.2.3 (i) and (iv) and requirements of clause 2.2.2.3 (ii) and (iii). Please clarify.	
332.		Date & time of Submission of Tender online	Taking into consideration of extraordinary times of epidemic and implementation of stern restrictions of the lockdowns. We kindly request the employer to extend bid submission by 6 weeks' time from the current bid due date. I.e., upto 15.Sept.2020	As per RFP.


B. Shivprasad
 General Manager (T)