

Reply to Pre-Bid Queries																								
Project Name: Consultancy Services for Preparation of Detailed Project Report for 2 Lining of Aizawl Bypass including Tunnel (Connecting Sairang on NH-306 to NH-02) in the State of Mizoram under Bharatmala Pariyojna.																								
Contract Package No.: NHIDCL/Mizoram/DPR/Aizawl Bypass/2020-21																								
Tender ID: 2020_NHIDC_569046_1																								
Sl. No.	Reference No./Clause No./Annexure/items	Query	Reply																					
1	Clause 1.11 of Letter of Invitation (LOI) (Page no. 8)	No Consultancy firm will be awarded more than 03 (three) projects of Consultancy services as DPR Consultant in NHIDCL. If any consultancy firm either as a sole bidder or as JV partner/ Associate has already been awarded or ongoing 03 consultancy projects as DPR Consultant in NHIDCL, then that consultancy firm will not be eligible for bidding for this work. Consultancy firms who are H1 in any of the projects of DPR Consultant under NHIDCL will be considered as awarded projects. As per Clause 1.8.5 of the Letter of Invitation, only Indian Firms are allowed to participate in the Bid. Very few Indian Firms are present in the sector. Those firms are also working on NHIDCL DPR projects. We, therefore, request to remove this Clause 1.11 as it will not allow the available Indian Firms to bid for the project.	As per RFP.																					
2	DATA SHEET Clause 12.1 First stage evaluation – eligibility requirement. Table-1: Minimum Eligibility Requirements (Page no. 23)	Minimum experience and performance of Preparation of DPR of Highways / Bridges in the last 7 years (NH/ SH/ Equivalent) (for past performance attach undertaking for any litigation history/ and arbitration). We understand that Projects completed in FY 2013 -14 (i.e. April 2013 onwards) will be considered for evaluation.	As per RFP.																					
3	Appendix -V, Clause 2.4. Qualification and Competence of the Key Staff for adequacy of the Assignment. (Page 166)	2.4.3 Senior Geotechnical Engineer <table><tr><th>S. no.</th><th>Description</th><th>Marks</th></tr><tr><td>c)</td><td>Experience in Similar Capacity</td><td></td></tr><tr><td></td><td>(i) Professional Experience as Tunnel Design Engineer (Structural)</td><td></td></tr><tr><td></td><td><8 years</td><td>0</td></tr><tr><td></td><td>>=8 -10 years</td><td>6</td></tr><tr><td></td><td>>10 -12 years</td><td>7</td></tr><tr><td></td><td>>12 years</td><td>8</td></tr></table> For the Senior Geotechnical Engineer Position, the experience as Tunnel Design Engineer has been asked. We understand that this is a typographical error. Kindly Clarify.	S. no.	Description	Marks	c)	Experience in Similar Capacity			(i) Professional Experience as Tunnel Design Engineer (Structural)			<8 years	0		>=8 -10 years	6		>10 -12 years	7		>12 years	8	Please read 'Senior Geotechnical Engineer' instead of 'Tunnel Design Engineer (Structural)'. Please refer Amendment No. 1.
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4	General	Generally, after the DPR is submitted, some Land Acquisition (LA) and other miscellaneous activities are left which are beyond the control of the Consultant. The consultant therefore cannot show a 100% completion certificate. We therefore request you to consider such projects for proposal evaluation. Kindly confirm.	As per RFP.																																										
5	General	Requirement tunnel projects under firm's experience, we understand that Road/ Rail/ Metro Tunnels will be applicable for eligibility criteria and the same will be considered for evaluation of the technical proposal as well. Kindly clarify.	As per RFP.																																										
6	Appendix – V, Clause 1.2, A Firm's Relevant Experience (Page 158 – 159)	Second Stage Evaluation -Technical Evaluation (Para 12.2 of Data Sheet) A) Firm's Relevant Experience (40) <table><thead><tr><th>S.no</th><th>Description</th><th>Marks</th></tr></thead><tbody><tr><td>4</td><td>DPR of number of tunnels (if applicable)</td><td></td></tr><tr><td>4.1</td><td>1 Project</td><td>1</td></tr><tr><td>4.2</td><td>2 Projects</td><td>2</td></tr><tr><td>4.3</td><td>3 Projects</td><td>3</td></tr><tr><td>4.4</td><td>4 Projects</td><td>4</td></tr><tr><td>4.5</td><td>5 Projects</td><td>5</td></tr></tbody></table> This project involves the DPR and Pre-Construction Activities of a Tunnel. A consultant should have an experience of carrying out DPR for various Tunnels to be able to carry out such kind of services. Since, many times a single project contains more than 1 Tunnel, we therefore request you to provide marks based on the number of Tunnels instead of number of Projects. We suggest to provide marks as below: <table><thead><tr><th>S.no</th><th>Description</th><th>Marks</th></tr></thead><tbody><tr><td>4</td><td>DPR of number of tunnels (if applicable)</td><td></td></tr><tr><td>4.1</td><td>1 Tunnel</td><td>1</td></tr><tr><td>4.2</td><td>2 Tunnels</td><td>2</td></tr><tr><td>4.3</td><td>3 Tunnels</td><td>3</td></tr><tr><td>4.4</td><td>4 Tunnels</td><td>4</td></tr><tr><td>4.5</td><td>5 Tunnels</td><td>5</td></tr></tbody></table> Kindly Consider.	S.no	Description	Marks	4	DPR of number of tunnels (if applicable)		4.1	1 Project	1	4.2	2 Projects	2	4.3	3 Projects	3	4.4	4 Projects	4	4.5	5 Projects	5	S.no	Description	Marks	4	DPR of number of tunnels (if applicable)		4.1	1 Tunnel	1	4.2	2 Tunnels	2	4.3	3 Tunnels	3	4.4	4 Tunnels	4	4.5	5 Tunnels	5	As per RFP.
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7	General	Based on the prevailing market conditions & based on expert salaries in the specialized field of tunnel engineering, the estimated cost of the work is not given. We need to know the Estimated Cost of Services. Consultancy Budget is required because this will be specialized job.	As per RFP.
8	General	We need to know the Alignment coordinate of the Project Location.	Alignment is to be finalized by the DPR Consultant.
9	Clause 1.8.4, Page 7	"Only Indian firms are allowed to participate in the bid and no International Bidder is eligible as individually or as a member of a Joint Venture or as an associate. However, the firms may propose foreign nationals (maximum 02 Nos.) as key personnel." We suggest that, International Firm should also be eligible in this project.	As per RFP.
10	Clause 5.1 (ii), Page 14	"The Proposal is accompanied by Bid Security of required value and of validity equal or more than the minimum required validity" The RFP mentions only "Bid Security" but the amount of Bid Security is not mentioned. We need to know the bid security amount.	This may be treated as 'Deleted'. Please refer Amendment No. 1.
11	Clause 6.3, Page 16	"In the event the Consultant fails to provide the security within 15 days of date of LOA, it may seek extension of time for a period of 15 (Fifteen) days on payment of damages for such extended period in a sum of calculated at the rate of 0.05% (Zero Point Zero Five Percent) of the Bid price for each day" We suggest that, it should be relaxed to 25 days. It takes a larger period for firms to prepare and submit a Bank Guarantee in the COVID Condition.	As per RFP.

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12	Data Sheet, Clause 12.1- Minimum Eligibility Requirements RFP Page 23	"Firm applying for this project should have Experience of preparation of Detailed Project Report of two/four/six lane / Feasibility of Two/ four/ six lane projects in hilly and mountainous terrain of aggregate length equal to the indicative length of the project." As Per Terms of Reference, the Consultant needs to prepare detailed Tender drawing and cost estimates. We request you to consider Preliminary Design and Detail Design experience of tunnels at par with DPR experience.	Preliminary Design and Detail Design experience of tunnels during pre-construction only may be considered at par with DPR experience.
13	Table- B Material testing, survey and investigation, equipment, and software RFP Page 25	Availability of Material Testing Facilities with persons/resources having operational skills of the equipment We believe that generally it is not desirable for a firm specializing in tunnel design and construction management to have Material Testing, Survey and Investigation, equipment in-house. Such services are outsourced to specialized vendors/sub-consultants. In house and outsource arrangements both should be treated at par for technical evaluation as design consultant is solely responsible for qualities in both cases. If at all needed, Associate firms whose credentials are presented in the tender together with MoU should be awarded full Marks.	Only Associate firms whose credentials are presented in the tender together with MoU may be treated as 'Available In House'.
14	Table- B Material testing, survey and investigation, equipment and software S. No. 4 (Experience in LIDAR) S. No. 5 (Experience in GPR) S. No. 6 (Experience in Cadastral Maps) RFP Page 25	Since Many of the Tunnel Engineering firms specially the foreign firms are specialized in tunnel design and construction, do not have much of the experience in LIDAR, GPR and Cadastral mapping and on the other hand, many of the Indian firms also do not experience in LIDAR, GPR and Cadastral mapping but they all outsource all these three survey works. We therefore request you to kindly allow the wave off of Experience of LIDAR, GPR and cadastral mapping.	As per RFP.

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15	Clause 9, Point 4 Page 95	Project Team and Project Office of the Consultant. This clause mentions that senior personal will man the site office (to be established near site) during field survey stage. Also that all the project related office work should be taken from NHIDCL. Considering that this work required specialized Experts, software's and Hi-end computing Facilities for handling DTM, AEM and Satellite imagery data, we request that: - An office will be set-up in the nearest place only for the duration of surveys & investigation. - The Presence of Key Personal for specific time period (as specified in Enclosure-I, Page 119) should not be made mandatory at site. However, there presence for project review meetings should be made mandatory. This being a lump sum contract, time-based assessment of Experts should not be made mandatory. The DPR consultant is allowed to carry out their office-based work from their offices in India or any part of the world.	Please refer Enclosure-I (Manning Schedule) on page 119 wherein Total Time Period of Assignment for each personnel is mentioned irrespective of the time required at Site or at Design Office.
16	Clause 10.4, Page 96	Stage 3, 5 and 6 shall run parallel with Stage 2 and 4 The last paragraph states that "Stage 3,5 and 6 shall run parallel with the stage 2 and 4". This clause is not in sync with Clause 2.6, Page 32 since the Consultant will start working on Stages 3, 5 and 6 will not be paid in the case of force-closure (for any reason) post Feasibility Study stage. Kindly delete Or else you can state that fee will be paid for work done for Stages 3, 5 & 6 (post assessment of tasks carried out till the day of Force-closure)	Please refer to the Payment Schedule mentioned in clause 6.3(b) on page 192 wherein the items of payment are mentioned and Stage 3 & 6 is further bifurcated for the purpose of payment. Payment may be made as per payment schedule if the consultant satisfactory completes the work as per Contract Agreement.
17	Clause 10.4.2.2 Page 100	Stage 3: Strip Plan and Clearance Kindly let us know if this section passes through a Reserved Forest.	This is to be assessed by the DPR Consultant during finalization of alignment.

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18	Clause 10.4.5 Bid Documents and Technical Schedules Page 108	Please confirm if Tender design / Drawings and BOQ are in the scope of work. If 'Yes' then 180 days for work completion is two short a Time.	As per RFP.
19	APPENDIX-V Detail Evaluation Criteria Clause 2.4.1 Team Leader cum Senior Tunnel Engineer S. No. (b) Experience in Tunnel Project Clause 2.4.2 Tunnel Design Expert S. No. (b) Experience in Tunnel Project Clause 2.4.3 Senior Geotechnical Engineer S. No. (b) Experience in Tunnel Project Page 161-166	Experience in Tunnel Projects (i) Professional Experience in handling major tunnel projects (Road/Rail/Metro) (ii) Experience of major tunnel construction/construction supervision projects (Road/Rail/Metro) (iii) Experience in preparation of DPR or Feasibility report of major tunnel projects (Road/Rail/Metro) There are more tunnel works like Head Race Tunnel (HRT), Dam etc. These works also required high Technical Skills and Potential. We therefore requested to kindly allow HRT/DAM experience to be eligible in the project.	As per RFP.
20	Clause 2.4.4 Highway cum Pavement Engineer S. No. (f) Experience in Tunnel Project	ii) Post Graduation in Highway Engg/Transportation Engineering [AICTE approved] We suggest that, Post-Graduation in Structure or any equivalent shall be eligible.	Post Graduation in Highway Engg/Transportation Engineering or equivalent' qualification will be considered which is mentioned on page 121 under Enclosure-II (Qualification and Experience Requirement of Key Personnel).

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21	APPENDIX-V Detail Evaluation Criteria Clause 2.4.1 Team Leader cum Senior Tunnel Engineer S. No. I Page 161	General Qualification – Post-Graduation in Civil Engineering/Tunnel Engineering/Mining Engineering Since the tunnel engineers mostly do civil engineering at graduate level and Geo-Technical Engineering/Soil Mechanic/Foundation Engineering or Structural Engineering at post-graduation level the tunnel designing being mix of civil structure and Geotech design. We therefore request to kindly consider the qualification in Post-Graduation with Geo-technical Engineering Soil Mechanic/Foundation Engineering and Structural Engineering also.	As per Enclosure-II (Qualification and Experience Requirement of Key Personnel) on page 120 'Post-Graduate in Civil Engineering/Tunnel Engineering/Mining Engineering or equivalent' qualification will be considered.
22	APPENDIX-V Detail Evaluation Criteria Clause 2.4.1 Team Leader cum Senior Tunnel Engineer S. No. II (a) Page 161	Total Professional Experience <20 yrs. -0 >20-25 yrs. -8 >25-28 yrs. -9 >28 yrs. -10 20 years of experience for a tunnel engineer is huge and the clause permits '0' marks to such experience which is not encouraging, we would like to draw Authority's attention that in foreign firms since tunnel is being in practice for many years, the professionals do have 20 years of continuous experience in tunneling itself, so 20 years being considered as 'none' is a serious setback and difficulties for a tunneling firm to proposed its core staff in the project. We therefore request to allow 8 Marks kindly at least for '10 years' period of services	As per RFP. Moreover, as per clause 1.8.5 on page 7, maximum 02 foreign nationals may be proposed as key personnel.

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23	APPENDIX-V Detail Evaluation Criteria Clause 2.4.1 Team Leader cum Senior Tunnel Engineer S. No. II (b) (i) Professional Experience in handling major tunnel projects (Road/Rail/Metro) Page 161	S. No. (b) (i) Professional Experience in handling major tunnel projects (Road/Rail/Metro) <12 yrs. -0 >=12-14 yrs. -6 >14-15 yrs. -7 >15 yrs. -8 We request to kindly consider the tunnel experience of <12 yrs. also since more than 8 yrs. experience in allied to tunnel projects is of great value and significance. Therefore, request to kindly consider 8 yrs. experience for 7 marks instead of 15 yrs.	As per RFP.
24	APPENDIX-V Detail Evaluation Criteria Clause 2.4.1 Tunnel Design Expert S. No. II (b) (ii) Experience in tunnel projects and (c) Experience in Similar Capacity Page 163	S. No. II (b) Experience in tunnel projects (ii) Experience in major tunnel construction/construction supervision project (Road/Rail/Metro) (c) Experience in Similar Capacity (ii) Experience as Tunnel Design Engineer (Structural) of major tunnel construction/construction supervision project (Road/Rail/Metro) (iv) Experience as Tunnel Design Engineer (Structural) in preparation of DPR/Feasibility report of Major Tunnel Projects (Road/Rail/Metro) using NATM We request you to delete these criteria, as pure Designer would not have Construction / Supervision Experience particularly in respect of specialized project of tunnels. We also request you to kindly modify the criteria to tunnel works like Head Race Tunnel (HRT), Dam, etc. as it also required high Technical Skills and Potential in designing.	As per RFP.

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25	APPENDIX-V Detail Evaluation Criteria Page 161-168	Qualification and competence of the key staff, Scoring of Key Personal Employment with the Firm. Under the evaluation of the proposed key personal S. No. III, the marking for employment with firm is 0 for employment of Less than 1 years and 7.5 points for employment 1-2 years, no marking is given for employment between 0-1 years with the firm. We request you to kindly provide at least 5 points for the permanent employment with firm in between 0-1 years.	As per RFP.
26	GCC Clause 6.3 (b)- Payment Schedule Page 203	Sr. No. 2 Approval of final Alignment Report Sr. No. 3 Submission of final Feasibility Report We request you to kindly inter change these payment schedule because after submission of final Feasibility Report we can go for Approval of final Alignment Report.	Please refer clause 10.4.2 (Stage-2) on page 98. Alignment Options Report is to be submitted before Feasibility Report.
27	GCC Clause 6.3 (b)- Payment Schedule Page 192	Payment Schedule We appreciate the provision of 10% payment on inception. But next payment is on the approval of final Alignment Report and then submission of final Feasibility Report. This means that all investigation have to be done without payment by then. Other items have 80% of the payment and land acquisition is having maximum percentage. Actually, only 40% payments is to be released on submission and approval of FINAL DPR REPORT, DOCUMENT AND DRAWINGS. The payment schedule is highly skewed against the cash flow of consultant. We request that the payment schedule should be suitably revised.	As per RFP.
28	GCC Clause 6.3 (b)- Payment Schedule Page 192	Payment Schedule The scope of work included field survey and investigation required initial capital expenditure. As per the proposed payment terms consultant. Will face high negative cash flow, therefore, it is requested and add mobilization advance in the proposed payment terms.	As per RFP.

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29	GCC Clause 6.3 (b)- Payment Schedule Page 192	Payment Schedule The payment terms are heavily back-loaded. Only 47.5% is payable till 'Approval of Bid Document....' Stage (7th stage). For a tunnel projects, there is heavy upfront investments envisaged in LiDAR, Satellite Imagery procurement and processing, Geo-technical investigations and other surveys. This form at least 40% of the Consultant's fee, but the payment terms till this stage just amount to 20%. We therefore request that the payment terms for the first 2 stages and increased to 30% and the payment terms till the 7th stage is at least 85% since the Consultant's main design input end by this stage.	As per RFP.
30	GCC Clause 7.2 Retention Money Page 194	An amount equivalent to 10% of the contract value shall be retained at the end of the Contract for accuracy.....same amount valid up to the period is above. Out of this 15%, 10% shall be in the form of Bank Guarantee and 5% shall be the amount retained from Consultancy fee payable to the Consultant. Generally, detail design by the detail design consultant/Power's Engineer for construction is done based on the DPR. Detail Design consultant also left for the DPR Consultant during the entire phase of Construction. Therefore, retaining 10% of the contract value till completion of the project for 3 years, is highly undesirable and will adversely impact competitive quote by consultants. We request it to be reduced to 5% and duration to 1 year. Moreover, Performance Security (NIT Clause 6.1-Performance Security vide page 15) of 10% of the contract amount is very high and that also will be released after three years of completion of services. These conditions will undue impact adversely to cover the financial risks.	As per RFP.

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31	SCC Clause 2.1 (b) and Clause 3.5 (c) Page 202-203	Clause 2.1 (b) of SCC mentions validity period of three years beyond the date of completion of services for Performance Guarantee. Clause 3.5 (c) of SCC mentions validity period of 5 years beyond completion of services for PLI (Professional Liability Insurance) Policy Validity. Define Defect Liability Period. It is recommended to keep is one year after completion of services.	As per RFP.
32	SCC Clause 3.4 (a) Limitation of Client's Liability towards the Client Page 202	(a) Except in case of negligence or willful misconduct on the part of the Consultants or on the part of any person or firm acting on behalf of the Consultants in carrying out the Services, the Consultants, with respect to damage caused by the Consultants to the Client's property, shall not be liable to the Client: (i) for any indirect or consequential loss or damage; and (ii) for any direct loss or damage that exceeds (A) the total payments for Professional Fees and Reimbursable Expenditure made or expected to be made to the Consultants hereunder, or (B) the proceeds the Consultants may be entitled to receive from any insurance maintained by the Consultants to cover such a liability, Whichever of (A) or (B) is higher. Define Phrase "Damage caused to client Property" to include damage cause to client weather in contract, tort or indemnity under the Agreement.	As per RFP.
33	LOI, Clause 1.4, Pg 5 of RFP	The consultants shall submit proposals either in sole capacity or in JV or in Association. In case of Joint Venture, the maximum number of Joint Venture partners is limited to 2 (i.e. one lead + 1 JV partner). The Applicant whether a sole applicant or joint venture may include an Associate company also. Generally DPR consultant does not have in-house facilitates for surveys like Material, Topography, GPR, LiDAR etc. It is an out sourced work. For evaluation of score purpose, we request you to permit associate partner for contributing project experience of all survey related work.	Only for the purpose of evaluation under "Material testing, survey and investigation, equipment and software proposed to be used", Experience of Associate partner of bidder whose credentials are presented in the tender together with MoU may be considered. 

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34	LOI, Clause 1.5, Pg 6 of RFP	To obtain first hand information on the assignment and on the local conditions, the consultants are encouraged to pay a visit to the client, local State PWDs and the project site before submitting a proposal and attend a pre-proposal conference. They must fully inform themselves of local and site conditions and take them into account in preparing the proposal. As on date under the Covid 19 guideline, State of Mizoram has 14 days of quarantine period upon arrival in the state. It is not possible to carry out site visit to understand the site in detail. Requesting to provide more project related information like site photos, local condition etc. And also increase the date of submission by at least 14 days.	As per RFP.
35	Data Sheet Cl 12.1, Table 1, Pg 23 of RFP	Minimum experience and performance of Preparation of DPR of Highways / Bridges in the last 7 years (NH/SH/Equivalent) (for past performance attach undertaking for any litigation history/ and arbitration). There are very few Indian firms which are having combine experience of Road and Tunnel DPR Preparation and have got multiple projects in last 7 years. Request you to increase the minimum experience consideration to 10 years instead of 7 years for relevant experience.	As per RFP.
36	LOI, Cl 3.2.4 - v, Pg 11 of RFP	The age limit for key personnel is 65 years as on the date of bid submission. The proof of age and qualification of the key personnel must be furnished in the technical proposal. The kind of professional experience asked in the bid document, it is difficult to have all Key Personnel available under the age of 65 years. We request you to increase the age limit of 65 years to 70 years for key personnel.	As per RFP.
37	General	In all NHIDCL DPR tenders, score of employment with firm has been 05. In this particular tender, it has been put as 10 except from Highway engineer CV. Request you to reduce the score of employment with firm to 05 instead of 10	Please refer Amendment No. 1.

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Project Name: Consultancy Services for Preparation of Detailed Project Report for 2 laning of Aizawl Bypass including Tunnel (Connecting Sairang on NH-306 to NH-02) in the State of Mizoram under Bharatmala Pariyojna. Contract Package No.: NHIDCL/Mizoram/DPR/Aizawl Bypass/2020-21 Tender ID: 2020_NHIDC_569046_1			
Sl. No.	Reference No./Clause No./Annexure/items	Query	Reply
38	General	We have procured intellectual property inter alia its expert knowledge, Knowhow and human intellect in respect of "Preparation of Detailed Project Report and Pre Construction activities" from one of the consulting organisation. (Acquired highway division of a company under Knowledge Transfer Agreement). Requesting to confirm that experience of consulting organisation from which highway division has been acquired would be considered as experience of our firm and the same project can be shown in infracon profile of both firms We are carrying out one DPR for NHIDCL in UT of J&K. Draft DPR for the project has been submitted. LA matter is pending. Confirm whether the same can be considered as feasibility study for indicative length purpose?	May be considered subject to the legality of acquisition.
39	General		As per RFP.
Note: Please read 'Aizawl Bypass including Tunnel (Connecting Sairang on NH-06 to NH-02/NH-06)' instead of 'Aizawl Bypass including Tunnel (Connecting Sairang on NH-306 to NH-02)' as mentioned in the RFP.			

[Signature]
 5/8/20