

Clarifications to Queries

Name of the Work:-Design, Supply, Installation, Commissioning, testing and Warranty & Maintenance for equipments of Toll Collection System and Related Facilities for Outer Ring Road to Hyderabad City in the state of Andhra Pradesh, India being taken up with the loan of assistance of Japan International Cooperation Agency under Phase-2 program.

Sl. No.	Clause No./ Page No.	Query	Proposed Clarification
1	Forms	Please provide the forms for the PQ application in electrical editable format (by Microsoft MS-WORD).	Not Agreed to.
2	Clause No.2.1	The applicant founds there is no description in the ITA, to stipulate how many sets of the application documents should be submitted. Please confirm one original set of the application documents is enough for the Pre-Qualification.	1 set only (original)
3	Clause No.4.1/4.3	Can the experience of a subcontractor considered to meet the prequalification experience.	can be considered only for ETC experience as in 4.3
4		Does the subcontractor have to be an exclusive partner to a bidder or can provide its credential to multiple bidders.	Multiple bidders
5		Only for Electronic Toll Collection system(para4.3); the experience of the subcontractor shall be considered. Such subcontractors and their inputs shall be described in Application Form 3(b)", can one subcontractor provide ETC equipment to more than two bidders?	Please see Corrigendum
6	Clause No.4.2	Would the experienced of a wholly owned subsidiary of firm/company be eligible only on the credentials of the parent company?	Not Agreed to.
7		If Indian Subsidiaries of foreign companies are allowed, can we use combined credentials of foreign company and Indian Subsidiary.	Indian subsidiary and foreign company should be considered as separate entities.
8	Clause No.4.2(a)	The bidder shall have a proven track record as a tolling system supplier and shall have been in the business of Toll Collection system for a period of last 5 years. (The tolling industry in India is not very old and has actually picked up in the last 3 years)	Please see Corrigendum

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9	Clause No.4.2(b)	Because our business spectra is very wide and business size is very large, it is practically very difficult to separate the revenue as “system integrator” from the overall business revenue. Therefore, please accept our request to use alternate way to prove our turnover and business experiences as system integrator by submitting a copy of US GAAP (General Accepted Accounting Principle) based financial reports and/or Annual Report.	Agreed: Any official certificates are accepted such as USGAAP
10		US\$25 million as sytem integrator is a huge value and we request you to kindly change US\$25million as general turnover.	Not Agreed to.
11	Clause No.4.2(c)	Touch & Go System referred in the clause 4.2 (c) . Please clarify us whether it can be a smart based or a manual toll collection system.	Only smart card based
12		The bidder has successfully implemented three projects of 100 lanes of touch and go or any kind of ETC lanes as prime contractor. Does it mean that ETC lane can be of any number	Yes
13	Clause No.4.2(d)(i)	Toll lane consisting at least lane controller and one more peripheral device. (User fare display is still not a consistent part of standard bill of quantity)	Please see Corrigendum
14	Clause No.4.3(a)/(b)	The bidder should have experience of 5.8 GHz ACTIVE DSRC technology for implementation of more than 20 lanes. Could you please clarify the number of years the technology has been implemented for and in operations.	As per the requirement stated in clause no. 4..2 (c).
15		Other technologies shall also be allowed viz. RFID at 680 Mhz etc. (Approval of only one technology might create a monopolistic situation)	Not Agreed to.
16	Clause No.4.4	They should be relaxed to people having experience of installing more than 100 lanes in past 2-3 years. (Since the tolling industry is new in India, these kind of experiences shall take time to come in.)	Not Agreed to.
17	Clause No.4.5	Page 28. “Specify proposed sources of financing to meet the cash flow demands of the Project, net of current commitments for other contracts. ”	The line of credit data produced from any bank as indicated on Page No.28 shall be specific to this particular contract when and if the contract is awarded to the applicant.
18		It should be reduced to \$1million as working capital required shall not exceed more than this.	Not Agreed to.

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19	Clause No.4.7	The scope of "Litigation History" means that of ETC systems and/or Traffic Management Systems, and does not include that of Power Plants, etc.	It should include all litigation history related to considered turnover as system integrator
20	Clause No.5.1	We understand, with the written approval of the Employer, JV/Consortium are able to add partner(s) that meets all of the prequalification requirements, or applicant can form a JV/Consortium with such partners.	Not Agreed to.
21		How many numbers are permitted to form JV/Consortium?	The Employer does not wish to impose any restriction on the number of partners in the JV/Consortium as far as the PQ criteria is satisfied.
22	Clause No.5.1(a)	Is the clause 4.2(a) "The bidder shall have a proven track record as a Tolling System supplier and shall have been in the business of Toll Collection System for the period of last 10 years", part of the technical prequalification or the financial criteria?	Yes both technical and financial criteria
23	Clause No.5.1(a)(i)	we herewith modification in Qualification criteria for the above said work. As per clause no 5.1 Page No. 7 , the qualification in case of consortium is to be fulfilled by all the consortium members in the specific percentage, in place of the same this shall be revised as per the standard practice in other Government Authorities like National Highways Authority of India.	Please see Corrigendum
24	Clause No.5.1(a)(ii)/(iii)	Please consider to relax the technical requirements for JV/Consortium partner as below so that we can invite Indian partners and business firms/partners to serve better for this project. Request for modification for Clause 5.1 (a) (ii) and (iii): "The lead partner and another partner of the JV/Consortium shall collectively satisfy the technical prequalification as par clause 4.2 above. Other partners of the JV/Consortium shall be either business partners or technical partners."	Please see Corrigendum
25		The Applicant understands that a partner having no sufficient technical criteria figures can be accepted to participate in the JV/Consortium, provided that the other partners, or the lead member of the JV/Consortium alone can fully meet with the criteria 5.1 (a) (i), (ii) and (iii). Please confirm aforementioned understanding is correct.	

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26	Clause No.5.1(a)(ii)/(iii)	The applicant does wish you to append that "In case of the lead of JV/ Consortium partner alone shall meet 100% of all the criteria, the other partner shall not meet the criteria in para.5.1.(a)(ii)." "	Please see Corrigendum
27		can we understand that the lead of JV/Consortium partner alone shall meet 40% of the technical prequalification or the financial criteria or both requirements? can we understand that the lead of JV/Consortium partner alone shall meet 40% of the technical prequalification or the financial criteria or both requirements? can we understand that the lead of JV/Consortium partner alone shall meet 40% of the technical prequalification or the financial criteria or both requirements?	
28		can we understand that the lead of JV/Consortium partner alone shall meet 40% of the technical prequalification or the financial criteria or both requirements?	
29		The technology partner of the consortium should meet 100% of the technical criterion and the commercial criteria and within themselves they can decide the lead partner. (Big project have not been done in India till now in Tolling industry and in case this is not allowed, specialist Toll collection Equipment suppliers shall lose out accordingly for 2(a) should get revised)	
30	Clause No.8.4	The Applicant understands the article intend to inform the expected required period from date of PQ application submission to the date of announce of the PQ results. Please advise the expected period.	6 to 8 weeks from the date of submission of PQ documents.
31	Clause No.4.3(c) /Form 3(g)	We understand that it pertains to requirement of Multiple manufactures of OBU. Why is the reference of 4.3(d) made in the Form and thereby making it applicable to OBU and Sub systems of Tolling system	4.3(d) indicated in Form 3(g) shall be read as 4.3(c).