

HYDERABAD METROPOLITAN DEVELOPMENT AUTHORITY
DEVELOPMENT OF INTER CITY BUS TERMINAL AT MIYAPUR, HYDERABAD ON PPP BASIS

Prebid Meeting held on June 15, 2011 - Common list of queries received from Prospective Bidders and HMDA Clarifications

S No	Queries received	HMDA Clarification
1.	Please extend bid submission due date by one month	Due date as per RFP only.
2.	The date of bid submission may be postponed for at least 15 days, since any amendment to be issued after the prebid meeting shall require sufficient time for working out details	Clarified as above.
3.	Please provide authorisation period of 33 years plus next term to the selected developer only without further bidding on Right of First Refusal	As per RFP conditions only.
4.	As per MDOs, what type of structure has to be constructed for Passenger Terminal – whether RCC roof completely or steel frame with light roof partly (Page 8 of Sec I of RFP)	Proper designing is the responsibility of the Developer and it should be approved by HMDA as part of the DPR.
5.	World Class Bus Terminal with State of Art Facilities – Kindly explain in detail (page 7 of Sec II of RFP)	"HMDA envisages world class bus terminal.....". This indicates the type of facility required. Adherence to RFP conditions specifically section II is required to make the project world class terminal with state of the art facility.
6.	Estimated Project Cost of Rs. 100 Cr. Brief the Details.	Project Information Memorandum (PIM) provides brief of estimated project cost and is provided along with the RFP document.
7.	Idle Bus Parking: Clarify whether any shade has to be provided for these parking facilities and what type of roof?	Yes. Details provided at point no. 3.5.4 (c) at page 10, section II of RFP. <i>"The idle parking for buses shall have rigid concrete pavement, shade and shelter that provide all weather protection....."</i>
8.	Dormitory for drivers – 750 capacity. Can we provide with steel structure with light roof with basic amenities	Designing is the responsibility of the Developer and it should be approved by HMDA as part of the DPR.
9.	Development of any project components which are not mentioned in the RFP should have prior approval of HMDA. In this regard, can we go for related value add facilities like amusement park for children,	Yes, after meeting Minimum Development Obligations (MDOs). The selected developer need to include the proposed components in the DPR to be submitted for

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10.	entertainment for commuters like multiplex, swimming pool attached to hotel, supermarket/ mall, etc.	the approval. Selected developer need to ensure that the additional components shall not hinder the core activities/ MDOs
11.	Public utility offices will pay 50% of the applicable rent. Please furnish the rates approved by HMDA.	As per the then prevailing market rates.
12.	How many travelers, escalators are to be provided in the terminal	As per plan submitted by the selected developer as part of the DPR and approved by HMDA.
13.	Permission for construction of passenger terminal to be taken from HMDA/ GHMC?	The Developer has to submit the plans to HMDA for approval. On approval, the same will be released through GHMC.
14.	Formation of a 30 meter approach road from Miyapur road to Site is essential prerequisite before signing the agreement	Road is under construction and will be completed by conditions precedent period (clause 3, section IV of RFP - draft authorization agreement)
15.	The site under reference is pointing towards North West, which is against Vasthu. Therefore it is requested to correct the site and give a rectangular piece from the available HMDA site.	Will be examined during the project planning stage
16.	For the success of the project, it is essential that the site gets the accessibility from Bachupally side also. Therefore it is requested that HMDA should form a 30 meter connection from Miyapur to Bachupally thru the available land with HMDA in Sy. No. 20 of Miyapur Village.	Will be considered as per the final DPR and land availability etc.
17.	Request HMDA to provide all the required permissions/licences for the development of the Project.	As per section 5.1.2 (a) of Draft Authorization Agreement provided as part of the RFP.
18.	The HMDA is requested to obtain permissions from the various departments for providing the required amenities like water, electricity etc.,	As above.
19.	The success of the project is dependent on the cooperation of the Private Bus Operators. HMDA shall ensure that all the private bus operators originate, terminate and park their vehicles at the project.	All key stakeholders like Private Bus Operators, RTA, APSRTC, Traffic Police, etc. have expressed keenness in the project in UMTA meetings.
20.	Will there be any Commitment Support from APSRTC to route at least certain % of buses through ICBT?	Clarified as above.
	Will there be any GO or similar discretion issued to ensure that all private buses are routed through ICBT?	Clarified as above.
	Will order from UMTA be binding on all private players in this regard?	UMTA decisions would be implemented/ regulated



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21.	It is requested that the MRTS service may be extended up to the site for the convenience of passengers.	through concerned authorities like State Transport Authority (RTA) and hence will be binding on all transport carriers. Beyond the purview of HMDA.
22.	The starting date of the project (authorization period) shall be taken from the date of approval of Designs/permissions.	As per RFP only, i.e from the date of Agreement
23.	It is requested to permit the selected developer to complete and operationalise the minimum development obligations within a period of 4 years phase wise and not as specified in RFP, certain components in 2 years and others in 4 years.	MDOs as per the as per RFP only
24.	It is requested to reduce the Upfront Authorisation Premium (UAP)/ Bid parameter to Rs. 20 Crores.	UAP as per RFP only
25.	As already the annual lease rentals and UAP is to be paid by the selected developer, it is requested to consider the reduction of revenue share to 2% from 5% specified in RFP without insisting the payment of minimum amount.	As per RFP only
26.	Construction experience in sectors like highways may be included in the technical qualification	Qualification Criteria as per RFP only
27.	Request to consider exclusivity to the Project in a radius of 25 km in next 10 years.	As per RFP only, i.e 10 Km radius
28.	Please defer upfront premium from the date of COD instead of date of agreement	Payment conditions as per RFP only
29.	What is the Government support to this project in terms of tax holidays, stamp duty exemption and mandatory use of facility	HMDA ensures the support to the selected developer in availing all concessions and support as per the prevailing regulations of the respective authorities. Experience criteria as per RFP only.
30.	Request to include residential experience with 2.00 lakh sft in the technical experience criteria	Experience criteria as per RFP only.
31.	The detailed layout of proposed site shall be given	Provided in the PIM
32.	We would request you to kindly provide us the soft/ hard copy of topographical survey details of solistrata and other survey details if any carried out by the Department	Provided to the firms that purchased the RFP
33.	Under experience criteria, it is mentioned that, the Bidder should have	Qualification Criteria as per RFP only



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34.	<p>developed/ constructed a total built up area of 1,00,000 sft (commercial or industrial only). In this connection, we request you to consider general experience in any building construction also.</p> <p>Since we are taking 55 acres of land on lease and paying regular lease rental to HMDA, is it mandatory to get HMDA approval for other than MDO use for the land?</p>	<p>Yes. To ensure the ancillary facilities should not obstruct the core facilities. All the proposed facilities to be included in the DPR for HMDA's approval.</p>
	<p>To justify the costs and revenues at company level, can we make use of land for our internal purpose?</p>	<p>As per RFP, after meeting MDOs.</p>
35.	<p>In case the land provided to us contains any Power Transmission line or other infrastructure(not necessarily encumbrance) the lease agreement mentions that these have to be removed by the developer at his own cost, but what about the risk part associated with it- the delay in getting it removed etc is not captured in force majeure? Will we get HMDA support to get rid of the abovementioned?</p>	<p>As per point (d), section 4.3 (possession and use of project site), of draft authorization agreement. <i>(In the case of any delays in shifting of the utilities due and attributable to the owner of the utility or the Grantor and provided such delay is not due to any default or negligence on the part of the Authorisee or Persons claiming through or under it, there shall be a commensurate extension of the Authorization Period as certified by the Independent Engineer/Consultant.)</i></p>
36.	<p>Is there any limit to the built up area and vertical height under the contract, other than standard LEED designs and other applicable standards.</p>	<p>HMDA do not have any special restrictions. The Authorisee need to plan and build as per prevailing development regulations in the City - (G.O. 86 and amendments thereof)</p>
37.	<p>Since there is a long equity lock in period, in case neither private nor public buses come to IGBT, is the developer allowed to change the usage of the allocated land, or demolish the bus stand and use the land for other purposes?</p>	<p>As per section IV of RFP - draft authorization agreement.</p>


 Chief Engineer
 Hyderabad Metropolitan Development Authority

Date: June 18, 2011