

CORRIGENDUM No. 2: REPLY TO PRE-BID QUERIES

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1.	7	1.1	iv. Consultancy Period: Twelve (12) Months / 365 Days	As per the RFP the consultancy period is 12 months. Consultants are of the opinion that, considering the quantum of primary traffic & transportation surveys to be carried out, especially <i>Home Interview Survey</i> which consume lot of time in organization and further analysis, Consultants request for considering minimum of 18 months of period.	RFP Prevails
2.	7	1.2.2/4.1.3 Table 2 b) and c)	b) Experience in Comprehensive Transport Study (CTS)/Comprehensive Mobility Plan (CMP) Projects in the cities with population not less than 5 million as per 2011 census during the last Ten (10) years; (At least 3 Projects)	The number of Indian cities with population not less 5 million as per 2011 census which has prepared CTS/CMP studies in the last 10 years is very limited. Therefore, we request to consider the Experience in CTS/CMP Projects in the cities with Population not less than 1.0 million as per census 2011.	Assignments in cities with population not less than 2 (Two) million during the last Ten (10) years can be considered for evaluation as per 4.1.3 Table 2 - b) and c)
3.	7	1.2.2	d) Experience of Traffic and Transportation consultancy projects ("Similar Works") in the Mumbai Metropolitan Region. (At least 3 Projects)	We request to consider the projects with 80% completion also for evaluation.	For the purpose of this RFP, the Assignments shall necessarily include works as mentioned in Terms of Reference (TOR). The list of completed works can also include those assignments which are substantially (90% of contract value) completed.
4.	8	1.3	Bid Submission End Date 20.03.2024 / 1500 Hrs.	We request to extend the Bid Submission End Date by two weeks after the replies to the pre bid clarification.	Bid Submission End Date 11.04.2024 / 1500 Hrs.
5.	8	1.2.4	A Bidder should be a single entity: Consortium / Joint Venture will not be allowed for the purpose of this RFP.	It is requested to allow Joint Venture for the purpose of this RFP.	RFP Prevails
6.	13	3.2	Transport Economist	A comprehensive mobility plan only gives block financial estimates of the sustainable transportation projects identified. It does not estimate economic returns of any projects as that is taken as part of the DPR stage. Hence, it is requested to remove this	RFP Prevails


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				position of key expert from the total list of experts required.	
7.	14	3.3.2(C)		Consultants request for reducing the Minimum number of years of experience from 10 years to 8 years for the following Key Personnel: 1) Urban Planner / Land Use Expert 2) Highway Engineer 3) Traffic Survey and Modelling Specialist	RFP Prevails
8.	16	3.3.2 (C)	Conditions of Eligibility for Key Personnel Highway Engineer The person shall have Master degree in Transportation Engineering / Planning with graduation in civil engineering from a accredited college or university.	Please remove the Master's Degree in Transportation / Planning Engineering and Allow Masters in any Civil specialization.	RFP Prevails
9.	16	3.3.2 (C)	Highway Engineer <ul style="list-style-type: none"> • Minimum 10 Years' experience • Should have worked in at least two similar assignments as specified in Clause 3.3.2(A) in urban area as Road and/or Transportation Engineer. • Should also have experience in similar capacity in carrying out feasibility studies for construction of road/ bridges/ flyovers preferably in urban areas. • 15-day Road Safety Auditors Certification Course 	It is requested to either remove the criteria of 15-day Road Safety Auditors Certification Course from the position of Highway Engineer or remove the criteria of experience of CMP / CTS in the position of Highway Engineer.	Highway Engineer <ul style="list-style-type: none"> • Minimum 10 Years' experience • Should have worked in at least two similar assignments as specified in Clause 3.3.2(A) in urban area as Road and/or Transportation Engineer. • Should also have experience in similar capacity in carrying out feasibility studies for construction of road/ bridges/ flyovers preferably in urban areas.



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10.	25	3.15.2		The Clause indicates that "No Key Personnel should have attained the age of 65 years at the time of submitting the Proposal". Considering the study being a planning study, Consultants request for relaxing the age limit for Key Personnel from 65 years to 75 years.	RFP Prevails
11.	29	3.20.2	An amount equal to 10% (ten percent) of the Agreement Value shall be deemed to be the performance security.....	The Agreement value would be the value with or without applicable taxes? It is requested to reduce the performance security to 5% of the Agreement Value, as per general industry practice.	RFP Prevails
12.	29	3.20.3	The Performance Security may be discharged/ returned by the Authority on satisfactory completion of the Consultancy.	Is there a timeline by which the Performance Security shall be returned/discharged to the consultant, after completion of the consultancy? A timeline of 3 months is suggested from our side.	RFP Prevails
13.	34	4.1.3		Consultants request for considering the projects experience in last 15 years instead of 10 years or demand for less no. of projects as per the following within 10 years. a. 3 Projects - 3 Marks b. 4 Projects – 4 marks c. More than 4 Projects – 5 Marks	RFP Prevails
14.	35	4.1.3 Table 2	Sr. No. A, Specific experience of the consultants related to this assignment, Point – (d) Experience as per Cl. 4.2.1 "Similar Works" in Traffic & Transportation projects in cities with population not less than 5 million during the last Ten (10) years in Mumbai Metropolitan Region: a. 3 Projects - 3 Marks b. 4-6 Projects – 4 marks c. More than 6 Projects – 5 Marks	May please clarify that population criteria of 5 million shall be applicable individually to studies of Thane, Navi Mumbai etc. (which are part of MMR).	Pl. see Corrigendum No.1


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15.	42	1.1 of TOR	-	We request the Client to share the existing population details of the mentioned study area.	RFP Prevails
16.	43	1.0 of TOR	The investment programs are intended to achieve transport improvements consistent with the long-term strategy for 2043 . The ToR for preparation of "Comprehensive Mobility Plan (CMP) for the Study Area, 2043 is as per the toolkit of CMP 2014.	This is in conflict with the horizon year 2054 as specified in " Task 2: Delineation of the Planning area and planning horizon ", Section 1.1 . Kindly clarify whether, 2043 or 2054, is to be considered as the final horizon year? <i>As per the Revised CMP toolkit, the Horizon period should be at least 20 years.</i>	Pl. see Corrigendum No.1
17.	44	1.1 of TOR Task 5		As per Sl. No. 9 of Task 5: Data Collection Approach – Methodology and Sources, duration of Origin Destination Surveys: Outer Cordon and Screen Line locations is mentioned as 24 hrs and as per Task 6: Study of Existing Travel Behaviour, the duration is mentioned as 8 hours (Peak hours). Consultants are of the opinion that, the duration should be 24 hrs. Pl confirm.	RFP Prevails
18.	44	1.1 of TOR	Task 5: Data Collection Approach – Methodology and Sources 2. Classified Traffic Volume Count Surveys - 16 hours (Outer and Inner Cordon). 9. Origin Destination Surveys: Outer Cordon and Screen Line locations (24 hrs);	The O-D surveys are undertaken from a representative sample of the traffic volume on a given day. As the volume count at Outer Cordon and Inner Cordon location is expected to be carried out for 16 hours duration, the corresponding O-D Surveys should also be restricted to 16 hours duration at such locations.	RFP Prevails
19.	45	1.1 of TOR	Road Side Interview Surveys - 8 hours (peak hours)	The RSI surveys are undertaken from a representative sample of the traffic volume on a given day at selected locations. As the other volume count surveys are being conducted for 16 hours' duration, the RSI surveys should also be conducted for 16 hours' duration.	RFP Prevails
20.	47	1.1 of TOR	Various scenarios should be developed describing the plans and policies aimed	Please specify the tentative number of scenarios to be developed.	RFP Prevails


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			at limiting private vehicle ownership and use.		
21.	48	1.1 of TOR		Since regulatory and institutional mechanisms, formation of SPVs etc. are needed, an institutional expert may be required at key experts level.	RFP Prevails
22.	50	1.1 of TOR		Please confirm that CIDCO will provide information on current committed projects, projects in pipeline and their mode of funding in the study area.	RFP Prevails
23.	50	1.1 of TOR	Task 31: Stakeholders Consultation	What would be the tentative number of CIDCO officials for which this workshop needs to be organized? Will this workshop be organized at CIDCO Bhawan/other CIDCO offices or the consultant needs to arrange for the logistics of the same? Is it at the discretion of the consultant to organize this workshop in physical or Virtual mode?	The Workshop shall be offline at the location suggested by CIDCO. The Consultant shall arrange the logistics of about 20 (Twenty) Officials.
24.	50	1.1 of TOR	The Consultant shall arrange One Day Workshop to CIDCO Officials explaining input parameters taken for development Urban Transport Modeling in Software's such as CUBE/EMME etc. and use of output model in the preparation of CMP with detailed deliberations.	The Consultant requests the Client to consider other modeling software's such as PTV VISUM to create the travel demand model of the study area. As mentioned in CMP Toolkit - Modeling software's like Quantum GIS, ArcGIS, TransCAD, CUBE, VISUM, EMME, OmniTrans etc., can be used to create the travel demand model of the city.	RFP Prevails
25.	51	1.1 of TOR	The Consultant shall prepare a minimum 5 (Five) minutes HD video of the CMP along with proposed projects in study area.	Please clarify/elaborate.	RFP Prevails
26.	55	3.1	KD 1 Mobilization Advance & Inception Report	It is requested that these two be segregated into two separate payment milestones. Mobilization advance (10%) should be given as soon as contract is executed.	RFP Prevails



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				Inception Report (10%) to be submitted within one month from signing of the contract.	
27.	55	3.1	Time schedule for important Deliverables	Does the delivery schedule include the time taken by the Authority to conduct various stakeholders meeting/giving comments on submitted reports? We understand the same shall be over and above the laid out delivery schedule.	RFP Prevails
28.	56	6.1	The Penalty of Rs. 50,000/- (Rupees Fifty Thousand Only) shall be applicable each time if Team Leader or any of Key professionals remain absent for the offline meeting called by Nodal Officer/CIDCO Management.	In case of unavoidable circumstances, Team Leader and/or key professionals may be exempted from certain meetings. Alternatively, meetings conducted for initial stages (such as inception, traffic survey stage) where all key professionals do not have any specific man day involvement, their absence for any unavoidable circumstances should not attract this penalty.	Key professionals including Team member should be available as per deployment plan as per Form 13.
29.	56	6.2	The Consultant's work on the TOR tasks should continue while the report is under consideration and is being discussed.	Some of the deliverables/reports may require approvals, before embarking on the next report/deliverable. In such cases, the consultant shall await clearances to avoid redundant working on the next deliverable.	RFP Prevails
30.	57	7.1 b)	Available data as may be required by the Consultant.	As per revised CMP toolkit 2014, the model developed for a CTTS can be used for the further development of scenarios while preparing the CMP. As there is an existing CTS Study for MMR conducted in 2021, will CIDCO provide the model and the supporting documents of the same to the "Selected Applicant" as part of the CMP preparation for Navi Mumbai and NAINA area. Pl. specify as this has a major time and financial implication on the project.	CIDCO will not provide any Transport Model. Consultant needs to procure from respective authority.
31.	57	8.2		It is requested to provide clarification on the number of vehicles to be provided by the consultant.	1 (One)


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32.	98	Form 8	<p>Abstract of Eligible Assignments of the Applicant Certificate from the Statutory Auditor This is to certify that the information contained in Column 4 & 5 above is correct as per the accounts of the Applicant and/ or the clients. Name of the audit firm: Seal of the audit firm Date: (Signature, name and designation of the authorised signatory)</p>	<p>Please remove the following clause as the CA does not provide certificates in as per format Certificate from the Statutory Auditor This is to certify that the information contained in Column 4 & 5 above is correct as per the accounts of the Applicant and/ or the clients. Name of the audit firm: Seal of the audit firm Date: (Signature, name and designation of the authorised signatory)</p>	<p>In the event, the Applicant does not have a statutory auditor, it shall provide the requisite certificate(s) from the firm of Chartered Accountants that ordinarily audits the annual accounts of the Applicant.</p>
33.	104	Form 14	Proforma of Bank Guarantee for EMD	<p>Please share CIDCO Bank details for Bank Guarantee</p> <p style="text-align: center;">  Transportation Engineer (Airport & NAINA-1) </p>	<p>CIDCOs Bank Details for directly remittance of EMD/Performance Security Amount:</p> <ul style="list-style-type: none"> • Name – CIDCO LTD T&C • Bank : TJSB Sahakari Bank Ltd , Vashi, Navi Mumbai • IFSC Code : TJSB0000012 • Account No: 012110100004719

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