

REQUEST FOR PROPOSAL FOR PREPERATION OF COMPREHENSIVE MOBILITY PLAN FOR THE STATE OF GOA AND PARKING MASTER PLAN FOR PANAJI

PRE-BID QUERIES AND CLARIFICATION ISSUED

7th August 2017

BIDDER 1

Sr.No.	CLAUSE FROM RFP	EXISTING PROVISION	QUERY/SUGGESTION/CLARIFICATION SOUGHT	CLARIFICATION ISSUED
1	Clause 2.1.4; Table 1 (Page 14)	Team Leader's Educational Qualification is stated as "Master's in Transport Planning"	Different Universities award the same degree under different titles. Hence, it is requested that the qualification should be stated as: Master's in Transport Planning/Master's in Transport Engineering/Master's in Civil Engineering (Transport).	Educational Qualification of Urban Transport Planner (Team Leader) in clause 2.1.4 of Table 1 has been revised to Masters Degree in Transport Planning/Masters Degree in Transport Engineering.
2	Clause 2.2.1 (Page 15)	All the Experts should be on the payroll of the Consultancy Firm	In order to enhance the quality of the work, it may be necessary to bring in Experts from outside the Firm as Associates. Hence, it is requested not to make it mandatory that all experts should be on the payroll of the Firm.	Experts for Key Personnel at Sr. No. A, B, C, E & F of Table 1 of Clause 2.1.4 shall be on payroll of the firm. Experts for Key Personnel at Sr. No. A of Table 1 of Clause 2.1.4 shall be at least 70% time available for the project. Experts for Key Personnel at Sr. No.B, C, E & F of Table 1 of Clause 2.1.4 shall be available 100% time for the project on site. Experts for Key Personnel at Sr.No. D, G & H of Table 1 of Clause 2.1.4 shall be available as and when required on need basis and must be available on call.
3	Clause 3.2 Table- Point #3 (Page 38)	Under Experience of Key Personnel – each key personnel is evaluated based on his/her CMP experience in cities having an area of 500 sq.km and population of at least 10 lakh	This requirement of specific population and area of the city is good for considering a Firm's experience and not for evaluating individual Key Staff. Request to remove the area and population criteria and instead, evaluate based on the number of similar work that the individual has carried out as experience.	Strictly as per RFP.
4	Clause 1.2.2; Task 2-4 (Page 55)	Classified traffic volumes and occupancy counts should be carried out for 16/24/72 hours per day... The surveys should record volumes of all motorised vehicles, non-motorised vehicles and pedestrians	16 hour Volume counts are enough within the city/town limits and 24 hour counts are needed outside city locations. Please clarify what is 72 hours count per day? Volume and Occupancy counts do not include pedestrians. Pedestrian surveys are done separately at specified locations.	Classified traffic volumes and occupancy counts has been updated to 16 Hours/day
5	Clause 1.2.2; Task 2-4 (Page 56)	Route number (if applicable). In the case of para-transit vehicles for which the route number cannot be determined from obvious signage, the Consultant should devise an alternate methodology to determine the relative frequency of each service on the corridor	More clarification is needed, especially on the frequency of para-transit service on each corridor. Request to clearly state the data that IPSCDL is looking for here	The Consultant is expected to take into account and collect primary data on para-transit vehicles and surveys and secondary data to be collected from the data available from respective departments.

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6	Task 5-7 (Page 60)	Road inventory: IPSCDL desires to have an inventory of all roads in the City in electronic database form	Please clarify whether the inventory is needed only for major arterial roads or for all roads in Goa. This is an exhaustive exercise.	Strictly as per RFP																																
7		GENERAL COMMENT - 1	There is no mention of House-hold Surveys (HHI) in the Data Collection Section. We propose to conduct HHI in the region – a sample size of 1.5%.	Proposed sample size shall be minimum 10% of the population.																																
8		GENERAL COMMENT - 2	Are there any GIS maps available with the City? If so, request to provide to the Consultant.	Currently not available																																
9		GENERAL COMMENT - 3	Request IPSCDL's assistance in collecting the Secondary Data from various agencies.	Will be provided as applicable and as available.																																
10	Clause 1.5.3. (Page 69)	Master Plan for High Capacity Transit System - 03 Months	A master plan for high capacity transit system cannot be prepared without conducting primary surveys and preparation of travel demand model. This deliverable can be done after 08 months (after submission of interim report).	Time schedule in clause 1.5.3, KD2 and KD3 are interchanged i.e. KD2 shall be KD3 and KD 3 shall be KD2.Updated table is as follows <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10%</td> </tr> <tr> <td>KD2</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>10%</td> </tr> <tr> <td>KD3</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>03</td> <td>10%</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30%</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20%</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20%</td> </tr> <tr> <td colspan="3" style="text-align: center;">Total</td> <td>100%</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment	KD1	Inception Report on CMP & Parking Plan	01	10%	KD2	Interim Report on CMP & Parking Plan	08	10%	KD3	Master Plan for high capacity transit system (MRT/BRTS)	03	10%	KD4	Draft CMP & Parking Policy	10	30%	KD5	Final CMP & Draft Parking Master Plan	11	20%	KD6	Final Parking Master Plan	12	20%	Total			100%
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11	Clause 1.3.2. (Page 67)	The Consultant shall collect all available secondary data , review it, identify data gaps if any and develop a transport demand model and formulate parking policy. The consultant shall outline the existing situation Analysis, land use transportation issues in integration, and suggest preliminary strategies to works towards the draft CMP.	Preparation of existing situation analysis and development of travel demand model will require data from all primary surveys. Hence, it is suggested to change as: “The Consultant shall collect all available secondary data and primary surveys , review it, identify data gaps if any and develop a transport demand model and formulate parking policy. The consultant shall outline the existing situation Analysis, land use transportation issues in integration, and suggest preliminary strategies to works towards the draft CMP”	Clause 1.3.2 (page 67) stands revised as follows: “The Consultant shall collect all available secondary data and primary surveys available with respective departments, review it, identify data gaps if any and develop a transport demand model and formulate parking policy. The consultant shall outline the existing situation Analysis, land use transportation issues in integration, and suggest preliminary strategies to works towards the draft CMP”																																
12	Clause 1.1.4. (Page 54)	Objectives of Parking Master Plan To develop a parking information system to assist authorities in parking management.	We understand that it is to develop the framework of parking information system and does not include any mobile app development. If otherwise, please clarify.	It shall include all necessary applications required for implementation of an effective Parking Information System.																																

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13	Qualification & Experience, Table 1 (Page 14)	D. Traffic Engineer- B tech in Transportation Engineering	This Graduation is not offered in India. Request to either make it B Tech Civil or M tech Transportation Planning/Engineering.	Clause 2.1.4 Table 1 (page 14) has been updated as Educational Qualification required for D. Traffic Engineer shall be Masters Degree in Transportation Engineering																																																																																																
14	Clause 2.20 (Page 29)	The Applicant shall furnish as part of its Proposal, a bid security of Rs.10 (ten) lakhs in the form of a Demand Draft in favour of IPSCDL payable at Panaji (the "Bid Security"), returnable not later than 30 (thirty) days from FPO except in case of the two highest ranked Applicants as required in Clause 2.24.1.	Generally it is a practice that whenever limited tender is floated and inly empaneled Consultants are eligible to apply, Bid Security/EMD is waived off. Notwithstanding the above practice, we believe the above amount is very high. Request you to reduce the amount and accept Bank Guarantee as a valid submission against Bid Security.	Strictly as per RFP																																																																																																
15	Clause 1.5 (Page 69)	<p style="text-align: center;">Time and Payment Schedule</p> <table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10 %</td> </tr> <tr> <td>KD2</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>03</td> <td>10 %</td> </tr> <tr> <td>KD3</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>10 %</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30 %</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20 %</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20 %</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	10 %	KD2	Master Plan for high capacity transit system (MRT/BRTS)	03	10 %	KD3	Interim Report on CMP & Parking Plan	08	10 %	KD4	Draft CMP & Parking Policy	10	30 %	KD5	Final CMP & Draft Parking Master Plan	11	20 %	KD6	Final Parking Master Plan	12	20 %	<p>The payment at the initial stages till KD3 is only 15% till 8th Month. The consultant expends major chunk of the money in the surveys and investigations in the initial months. Loading all the payments at the end creates cash flow problem to the consultant Request you to revise the same. Suggested distribution is-</p> <table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>15%</td> </tr> <tr> <td>KD2</td> <td>Report on Surveys Done (Except Analysis)</td> <td>03</td> <td>15%</td> </tr> <tr> <td>KD3</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>08</td> <td>10%</td> </tr> <tr> <td>KD4</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>15%</td> </tr> <tr> <td>KD5</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>20%</td> </tr> <tr> <td>KD6</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>15%</td> </tr> <tr> <td>KD7</td> <td>Final Parking Master Plan</td> <td>12</td> <td>10%</td> </tr> <tr> <td colspan="2" style="text-align: center;">Total</td> <td></td> <td>100%</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	15%	KD2	Report on Surveys Done (Except Analysis)	03	15%	KD3	Master Plan for high capacity transit system (MRT/BRTS)	08	10%	KD4	Interim Report on CMP & Parking Plan	08	15%	KD5	Draft CMP & Parking Policy	10	20%	KD6	Final CMP & Draft Parking Master Plan	11	15%	KD7	Final Parking Master Plan	12	10%	Total			100%	<p>Time schedule in clause 1.5.3, KD2 and KD3 are interchanged i.e. KD2 shall be KD3 and KD3 shall be KD2.Updated table is as follows</p> <table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10%</td> </tr> <tr> <td>KD2</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>10%</td> </tr> <tr> <td>KD3</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>03</td> <td>10%</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30%</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20%</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20%</td> </tr> <tr> <td colspan="3" style="text-align: center;">Total</td> <td>100%</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	10%	KD2	Interim Report on CMP & Parking Plan	08	10%	KD3	Master Plan for high capacity transit system (MRT/BRTS)	03	10%	KD4	Draft CMP & Parking Policy	10	30%	KD5	Final CMP & Draft Parking Master Plan	11	20%	KD6	Final Parking Master Plan	12	20%	Total			100%
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BIDDER 2

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1	Clause 2.1.4 Key Personnel Table-1 (Page 14)	Educational Qualification for i) Transport Modeller, ii) Traffic Engineer and iii) NMT Expert/Urban Designer	Education qualification is mentioned as B.Tech. degree in Transportation Engineering. As there wont be any B.Tech. degree in Transportation Engineering, Please update to M.Tech./M.Plan Degree in Transport Engineering / Planning	Clause 2.1.4 Table 1 (page 14) has been updated as Educational Qualification required for C. Transport Modeller shall be Master's Degree in Transport Planning/Master's Degree in Transportation Engineering D. Traffic Engineer shall be Master's Degree in Transportation Engineering F. NMT Expert /Urban Designer shall be Master's Degree in Urban Planning / Urban Design / Master's Degree in Transportation Engineering
2	Clause 3 Criteria for Evaluation Clause 3.2 (Page 37)	Technical Capability for Experience of Preparing Comprehensive Mobility Plans.	It is requested that Comprehensive Traffic and Transportaion Studies (CTTS) shall also be considered as Project Experience as these studies are having similar scope of work.	Strictly as per RFP
3	Clause 3 Criteria for Evaluation Clause 3.2 (Page 37)	Technical Capability for Experience for Preparing Comprehensive Mobility Plans.	It is requested that Mobility Plan prepared for cities having areas of 250 square km shall also be considered as eligible assignment.	Strictly as per RFP
4	Clause 3 Criteria for Evaluation Clause 3.2 (Page 38)	Technical Capability for Experience of Developing Parking Master Plan	Since there are very few city level Parking Master Plan prepared in India, it is suggested that studies comprising of components of Parking Master Plan such as identification of parking facilities, demand assessment of parking facilities, parking management plan, traffic impact assessment of parking facilities, feasibility of parking areas etc. shall also be considered as eligible assignment.	Strictly as per RFP
5	Clause 1.9 Schedule of Selection Process (Page 10)	Pre proposal conference: 04.08.17 Proposal submission date : 14.08.17	There are only 6 working days available for bid submission after the pre-bid meeting. This period also includes the time which would be taken by the authorities to respond to the pre-bid queries. Considering the fact that the response to the queries is important for bidders in preparing the bid document, we request at least 2 weeks extension for proposal submission post release of the pre bid responses.	Proposal submission day has been postponed to 22.08.17 upto 15.00 hrs

BIDDER 3

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1	Clause 2.2 .1 of 2 INSTRUCTIONS FOR APPLICANTS, (Page 15)	All the experts shall be on the payroll of the Consultancy firm.	We would like to humbly submit that insisiting on all the Key Experts on the payroll of the company will be difficult as their inputs are of short duration . In view of the above,we request following modification in the clause: "The Team Leader shall be on the payroll of the consultancy firm. Overall 50% of the experts shall be on the payroll of the company"	Experts for Key Personnel at Sr. No.A, B, C, E & F of Table 1 of Clause 2.1.4 shall be on payroll of the firm. Experts for Key Personnel at Sr. No. A of Table 1 of Clause 2.1.4 shall be at least 70% time available for the project. Experts for Key Personnel at Sr. No.B, C, E & F of Table 1 of Clause 2.1.4 shall be available 100% time for the project on site. Experts for Key Personnel at Sr. No. D, G & H of Table 1 of Clause 2.1.4 shall be available as and when required on need basis and must be available on call.																																				
2	Clause 2.20.1 of 2 INSTRUCTIONS FOR APPLICANTS, (Page 29)	The Applicant shall furnish as part of its Proposal, a bid security of Rs.10 (ten) lakhs in the form of a Demand Draft in favour of IPSCDL payable at Panaji (the " Bid Security "), returnable not later than 30 (thirty) days from FPO except in case of the two highest ranked Applicants as required in Clause 2.24.1.	The bid security of Rs.10 lakhs seems to be high when compared to studies of similar nature carried out elsewhere in India. Hence we kindly request you to reduce the bid security to an amount of Rs.5 lakhs. Please confirm.	Strictly as per RFP																																				
3	Clause 3.2 of 3 CRITERIA FOR EVALUATION, (Page 37)	<table border="1" data-bbox="481 786 745 1370"> <thead> <tr> <th data-bbox="481 786 526 826">Sl. No.</th> <th data-bbox="526 786 667 826">Evaluation criteria</th> <th data-bbox="667 786 745 826">Max Marks</th> </tr> </thead> <tbody> <tr> <td data-bbox="481 826 526 866">2)</td> <td data-bbox="526 826 667 866">Technical Capability</td> <td data-bbox="667 826 745 866"></td> </tr> <tr> <td data-bbox="481 866 526 938">2.1</td> <td data-bbox="526 866 667 938">Experience of Preparing Comprehensive Mobility Plans</td> <td data-bbox="667 866 745 938">20</td> </tr> <tr> <td data-bbox="481 938 526 1370"></td> <td data-bbox="526 938 667 1370">Minimum experience of preparing the Comprehensive Mobility Plans for at least two cities with a planning area in excess of 500 sq. km & a population of 10 lakhs or more. (A CMP development project for a city with a planning area in excess of 500 sq. km & a population of 10 lakhs or more, will satisfy the requirement jointly.)</td> <td data-bbox="667 938 745 1370">14</td> </tr> </tbody> </table>	Sl. No.	Evaluation criteria	Max Marks	2)	Technical Capability		2.1	Experience of Preparing Comprehensive Mobility Plans	20		Minimum experience of preparing the Comprehensive Mobility Plans for at least two cities with a planning area in excess of 500 sq. km & a population of 10 lakhs or more. (A CMP development project for a city with a planning area in excess of 500 sq. km & a population of 10 lakhs or more, will satisfy the requirement jointly.)	14	<p>Comprehensive Mobility Plan is the strategic planning document consisting of various urban transport planning components such as Public Transport Planning, Ridership Estimate, Multimodal Integration plans, Transit Oriented Development, Non motorised Transport Plan. Therefore Urban Transport Planning studies can also be considered in the criteria for evaluation. These urban transport planning studies involves similar approach in data collection, analysis and recommendations as that of CMP.</p> <p>In India, mostly the cities having more than 10 lakhs population are spread over between 150 to 300 sq.km. Some of the cities with million plus population and area lesser than 500 sq.km. are:</p> <table border="1" data-bbox="887 1038 1236 1177"> <thead> <tr> <th data-bbox="887 1038 931 1078">Sr. No.</th> <th data-bbox="931 1038 1039 1078">City</th> <th data-bbox="1039 1038 1128 1078">Area in sq. kms.</th> <th data-bbox="1128 1038 1236 1078">Population in lakhs</th> </tr> </thead> <tbody> <tr> <td data-bbox="887 1078 931 1102">1.</td> <td data-bbox="931 1078 1039 1102">Lucknow</td> <td data-bbox="1039 1078 1128 1102">350</td> <td data-bbox="1128 1078 1236 1102">28.17</td> </tr> <tr> <td data-bbox="887 1102 931 1126">2.</td> <td data-bbox="931 1102 1039 1126">Nashik</td> <td data-bbox="1039 1102 1128 1126">300</td> <td data-bbox="1128 1102 1236 1126">15.62</td> </tr> <tr> <td data-bbox="887 1126 931 1150">3.</td> <td data-bbox="931 1126 1039 1150">Varanasi</td> <td data-bbox="1039 1126 1128 1150">112</td> <td data-bbox="1128 1126 1236 1150">14.35</td> </tr> <tr> <td data-bbox="887 1150 931 1174">4.</td> <td data-bbox="931 1150 1039 1174">Dhanbad</td> <td data-bbox="1039 1150 1128 1174">355</td> <td data-bbox="1128 1150 1236 1174">11.95</td> </tr> <tr> <td data-bbox="887 1174 931 1198">5.</td> <td data-bbox="931 1174 1039 1198">Jamshedpur</td> <td data-bbox="1039 1174 1128 1198">149</td> <td data-bbox="1128 1174 1236 1198">13.00</td> </tr> </tbody> </table> <p>Considering the above, the evaluation criteria can be modified as Minimum experience of preparing the Comprehensive Mobility Plans / Comprehensive Traffic and Transportation study / Multimodel Integration plans / Transit Oriented Development Plans / Public Transport Planning Studies for at least two cities with a planning area in excess of 150 sq.km. & a population of 10 lakhs or more. (A CMP development project for a city with a planning area in excess of 150 sq.km. & a population of 10 lakhs or more, will satisfy the requirement jointly).</p>	Sr. No.	City	Area in sq. kms.	Population in lakhs	1.	Lucknow	350	28.17	2.	Nashik	300	15.62	3.	Varanasi	112	14.35	4.	Dhanbad	355	11.95	5.	Jamshedpur	149	13.00	Strictly as per RFP
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6	Clause 1.5.3 of Schedule-I Terms of Reference (TOR), (Page 69)	<table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10 %</td> </tr> <tr> <td>KD2</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>03</td> <td>10 %</td> </tr> <tr> <td>KD3</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>10 %</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30 %</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20 %</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20 %</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	10 %	KD2	Master Plan for high capacity transit system (MRT/BRTS)	03	10 %	KD3	Interim Report on CMP & Parking Plan	08	10 %	KD4	Draft CMP & Parking Policy	10	30 %	KD5	Final CMP & Draft Parking Master Plan	11	20 %	KD6	Final Parking Master Plan	12	20 %	<p>The deliverable, Master Plan for high capacity transit system cannot be submitted before analysis of existing scenario and development of Travel demand model. Therefore the time schedule for key deliverables can be modified as</p> <table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10 %</td> </tr> <tr> <td>KD2</td> <td>Interim Report on CMP & Parking Plan</td> <td>04</td> <td>10 %</td> </tr> <tr> <td>KD3</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>06</td> <td>10 %</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30 %</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20 %</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20 %</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	10 %	KD2	Interim Report on CMP & Parking Plan	04	10 %	KD3	Master Plan for high capacity transit system (MRT/BRTS)	06	10 %	KD4	Draft CMP & Parking Policy	10	30 %	KD5	Final CMP & Draft Parking Master Plan	11	20 %	KD6	Final Parking Master Plan	12	20 %	<p>Time schedule in clause 1.5.3, KD2 and KD3 are interchanged i.e. KD2 shall be KD3 and KD3 shall be KD2. Updated table is as follows</p> <table border="1"> <thead> <tr> <th>Key Date No.</th> <th>Prescription of Deliverables</th> <th>Month No.</th> <th>Payment %</th> </tr> </thead> <tbody> <tr> <td>KD1</td> <td>Inception Report on CMP & Parking Plan</td> <td>01</td> <td>10%</td> </tr> <tr> <td>KD2</td> <td>Interim Report on CMP & Parking Plan</td> <td>08</td> <td>10%</td> </tr> <tr> <td>KD3</td> <td>Master Plan for high capacity transit system (MRT/BRTS)</td> <td>03</td> <td>10%</td> </tr> <tr> <td>KD4</td> <td>Draft CMP & Parking Policy</td> <td>10</td> <td>30%</td> </tr> <tr> <td>KD5</td> <td>Final CMP & Draft Parking Master Plan</td> <td>11</td> <td>20%</td> </tr> <tr> <td>KD6</td> <td>Final Parking Master Plan</td> <td>12</td> <td>20%</td> </tr> <tr> <td colspan="3">Total</td> <td>100%</td> </tr> </tbody> </table>	Key Date No.	Prescription of Deliverables	Month No.	Payment %	KD1	Inception Report on CMP & Parking Plan	01	10%	KD2	Interim Report on CMP & Parking Plan	08	10%	KD3	Master Plan for high capacity transit system (MRT/BRTS)	03	10%	KD4	Draft CMP & Parking Policy	10	30%	KD5	Final CMP & Draft Parking Master Plan	11	20%	KD6	Final Parking Master Plan	12	20%	Total			100%
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7	TABLE-1 QUALIFICATIONS & EXPERIENCE OF 2 INSTRUCTIONS FOR APPLICANTS, (Page 14)	The minimum experience required for the following key experts is 10 years • Transport Technology Expert / ITS Expert • NMT Expert/ Urban Designer • Economist • Sociologist	We suggest that the minimum experience required may be revised as 5 years.	Strictly as per RFP						
8	TABLE-1 QUALIFICATIONS & EXPERIENCE OF 2 INSTRUCTIONS FOR APPLICANTS, (Page 15)	<table border="1"> <thead> <tr> <th>Sl. No</th> <th>Key Personnel</th> <th>Educational Qualificatio</th> </tr> </thead> <tbody> <tr> <td>G</td> <td>Economist</td> <td>Master's Degree in Transport Economics/ Economics</td> </tr> </tbody> </table>	Sl. No	Key Personnel	Educational Qualificatio	G	Economist	Master's Degree in Transport Economics/ Economics	The role of an Economist in transportation planning projects is normally carried out by transportation Engineers / Modellers and not necessarily professionals from Economics background. Hence, we request you to consider Master's Degree in Transport Planning / Transport Engineering for the position of Transport Economist. Please confirm.	Strictly as per RFP
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9	Clause 3.2 of 3 CRITERIA FOR EVALUATION, (Page 37)	Technical Evaluation-Additional Evaluation Criteria	The current study involves preparing CMP for the State of Goa and not for a city or town. Moreover, Mormugao port and Goa International Airport are the major gateways to the study area. Railway also plays very significant role in the transportation of the region. In view of above, the multi modal planning experience in road (highways), railways, airports and ports at the regional level shall be given due weightage in the evaluation of the proposal.	Strictly as per RFP						
10	Clause 1.2 Scope of Services of Terms of Reference, (Page 54)	Additional Scope of Work	The Consultant feels that the following scope shall be added : "The Consultant shall carry out demand assessment, preliminary evacuation plan for gateway port and airport based on regional national and global context. Railway demand assessment at the regional level shall be carried out based on the policies at the national level"	Strictly as per RFP						

BIDDER 4

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1	Clause 1.9 (Page 10)	IPSCDL response to queries : 07/08/2017 upto 15:00 hrs. Proposal Submission Date (PSD) : 14/08/2017 upto 1:00 hrs	The last date of submission of the Technical and Financial bids may please be extended by about 4 weeks after issue of reply to the prebid queries.	Proposal submission day has been postponed to 22.08.17 upto 15:00 hrs.