

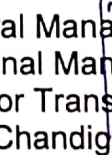
OFFICE OF THE DIVISIONAL MANAGER, CTU & DIRECTOR TRANSPORT  
UNION TERRITORY, CHANDIGARH

CORRIGENDUM / ADDENDUM

Refer to notice No. 7801/WB/DC(F&A)-CCBSS/CTU/2019, dated 09.08.2019 inviting e-tender to act as System Integrator (SI) for Design, Supply, Installation, Testing, Commissioning & Maintenance of the Intelligent Transportation System for Chandigarh Transport Undertaking, CTU, Chandigarh appeared in the leading newspapers and also displayed on the website of this undertaking as well as website of the Chandigarh Administration i.e. [chdctu.gov.in](http://chdctu.gov.in) and <https://etenders.chd.nic.in/> respectively and with respect to pre-bid meeting held on 20.08.2019 at U.T., Secretariat, Sector-9, Chandigarh, certain amendments/modifications are hereby made in the e-tender documents/RFP dated 09.08.2019. The addendum as well as replies to the Pre-Bid queries are uploaded on website <https://etenders.chd.nic.in/> and [chdctu.gov.in](http://chdctu.gov.in) under file name Pre-bid\_ITS\_Replies\_Corrigendum which may be referred to by all prospective bidders.

The date of receiving of tender is hereby extended from 12.09.2019 upto 14:00 Hrs to 18.09.2019 upto 14:00 Hrs and the date of opening of Technical Bid is extended from 12.09.2019 at 15:00 Hrs to 18.09.2019 at 15:00 Hrs.

The other terms and conditions will remain same.

  
For General Manager  
Divisional Manager CTU &  
Director Transport,  
U.T., Chandigarh

**REPLIES TO THE QUERIES RAISED BY THE PROSPECTIVE BIDDERS IN PREBID MEETING HELD ON 20 AUGUST 2019  
AND SUBSEQUENT QUERIES RECEIVED BY E-MAIL TILL 20 AUGUST 2019 05:00 PM**

**Name of the Work** : **Procurement of Design, Supply, Installation, Integration, Testing, Commissioning & Maintenance of the Intelligent Transportation System for Chandigarh Transport Undertaking (CTU), Chandigarh, India**

Tender/Bid No. ICB/NCB : CTU/ESCBS/03 issued on 09 August, 2019

Names of those Present:

From Employer/Purchaser

1. Uma Shanker Gupta, Director Transport, Chandigarh Transport Undertaking
2. Yashjeet Gupta, General Manager, (CCBSS)
3. Amit Gupta, General Manager, CTU
4. Suresh Kumar, DC-F&A, (CCBSS)

From Project Management Consultant

1. Kaushal Mishra, Project Manager
2. Ravi Shanker Sharma, IT Specialist

From Prospective Bidders

1. Shoumen Choudhury, M/s. Amnex Infotechnologies Pvt. Ltd.
2. Dev Patel, M/s. Amnex Infotechnologies Pvt. Ltd.
3. Abhishek Mishra, M/s. Trapeze
4. Subhash Sharma, M/s. Bharti Airtel Ltd.
5. Puneet Sharma, M/s. Bharti Airtel Ltd.
6. Shilpa Lakhani, M/s. Ford Smart Mobility
7. Priya Gusain, M/s. IDTech Solutions Pvt. Ltd.

8. Sajan Mehta, M/s. Eon Infotech Ltd.
9. Manmohan, M/s. Manipal Technologies Ltd.
10. Ashok Kumar, M/s. Decos Software Development Pvt. Ltd.
11. Manu Dubey, M/s. AGS TTL
12. Thiagarajah Chandran, M/s. MSI Global Pvt.Ltd.
13. Rajiv Kumar, M/s. Prahar Equicom Pvt. Ltd.
14. Rupam Singh, M/s. DIMTS

### **Opening Remarks**

Director Transport, U.T. Chandigarh welcomed all the representative of prospective bidders and briefed about ITS project under Global Environmental Facility (GEF) which is termed as ESCBS project under grant from World Bank.

**Table 1.**Response to the queries.

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
1	<p>Page No. 3, 2 Invitation for Bids (IFB)</p> <p>The Government of India has received a grant from the Global Environment Facility (GEF) administered by World Bank toward the cost of GEF-Efficient and Sustainable City Bus Services (ESCBS), and it intends to apply part of the proceeds of this loan to payments under the agreement(s) resulting from this IFB: CTU/ESCBS/03</p>	<p>Please advise if the entire project is funded by World Bank OR is it that only part funding is by World Bank.</p> <p>Please advise how CTU will make payments if the World Bank grant is withdrawn.</p>	<p>No, this project is partially funded by World Bank and rest of the project cost shall be borne by Chandigarh Administration.</p> <p>CTU will make the payment on its own in case World Bank grant is withdrawn.</p>		
2	<p>Page No. 4, Point No. 8</p> <p>The attention of prospective Bidders is drawn to (i) the fact that they will be required to certify in their bids that all software is either covered by a valid license or was developed by the Bidder. and (ii) that Any violations are considered fraud, which can result in ineligibility to be awarded World Bank-financed contracts.</p>	<p>As per the clause mentioned means the proposed software should be a product which is already proven (in line with clauses mentioned on pg-32 (pt-28.2)-pt (b) and pg-166 (section-2.7).</p> <p>Kindly confirm if our understanding is correct.</p>	<p>Yes, your understanding is correct and CTU is looking for proven technology/solution, accordingly the eligibility criteria is laid in the RFP on page no. 40, Section II Bid Data Sheet, ITB 6.1(a).</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
3	Page No. 10, 5. Eligible Goods and Services	(b) the related software development, transportation, insurance, installation, customization, integration, commissioning, training, technical support, maintenance, repair, and other services necessary for proper operation of the Information System to be provided by the selected Bidder and as specified in the Contract.	Please mention clear requirement of the same like number of resources, qualification and time period of deployment.	Please refer Section VI Technical Requirement, it provides all the required information.		
4	Page No. 12	(f) all partners of the Joint Venture shall be liable jointly and severally for the execution of the Contract in accordance with the Contract terms, and a statement to this effect shall be included in the authorization mentioned under ITB Clause 6.2 (b) above, in the bid as well as in the Contract (in case of a successful bid).	This clause for joint liability will refrain many bidders from participating in this tender. The members of a consortium/JV takes the responsibility for the scope of work they had undertaken through the consortium agreement during the formation of a consortium. It should be the responsibility of the lead bidder of the consortium for successful execution of the entire project and the consortium members will be supporting the lead bidder by executing the scope of work they have undertaken.	No change, the conditions mentioned in the bidding document shall prevail.		
5	Page No. 67	If the Supplier is a Joint Venture of two or more firms, all such firms shall be jointly and severally bound to the Purchaser for the fulfillment of the provisions of the Contract and shall designate one of such firms to act as a leader with authority to bind the Joint Venture.	Hence, please amend the clause as: <b><i>"Lead bidder of the JV/consortium shall be solely liable to and responsible for the execution of the contract"</i></b>			

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			<i>in accordance with the contract terms."</i>			

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
6	<p>Page No. 32, 66 and 207</p> <p>1.) pg-32 (pt-28.2)- pt (b) that offer Information Technologies that are proven to Section I. Instructions To Bidders 30 perform up to the standards promised in the bid by having successfully passed the performance, benchmark, and/or functionality tests the Purchaser may require, pursuant to ITB Clause 31.2.</p> <p>2.) Pg-166 (Section 2.7) Scheduling: Software shall have the ability to create, edit and update the schedules/trips and allocate buses to the schedules. Optimization of bus schedules shall be provided through a proven scheduling and planning software. Roster: Software shall have the ability to create, edit and update services/shifts and allocate crew to these services. Crew roster preparation shall be done systematically, based on operational principles and procedures defined by CTU. Optimization of crews shall be provided through proven crew roster software.</p> <p>3) Pg-207, (7.4 integration requirements)</p>	<p>We understand that as per clauses mentioned n Page 32 and 166, this seems that CTU Intends to have proven technological solutions (proven in Bus Transport Industry). Besides this, as per clause mentioned on Pg 207, all these components should be pre-integrated.</p> <p>Kindly confirm if our understanding is correct</p>	<p>CTU is looking for proven technology/solution, accordingly the eligibility criteria is defined in the RFP on page no. 40, Section II Bid Data Sheet, ITB 6.1(a).</p>		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query			Remarks
		<p>In order to simplify and optimize information updating processes and to reduce the probability of errors in data editing and their maintenance, all systems included in TMC (AFCS, AVL, PIS) and TMS, as well as the Scheduling and Roster system shall share the same common data model...</p>				



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
7	<p>Page No. 32, 166, 208</p> <p>1.) pg-32 (pt-28.2)- pt (b) that offer Information Technologies that are proven to Section I. Instructions To Bidders 30 perform up to the standards promised in the bid by having successfully passed the performance, benchmark, and/or functionality tests the Purchaser may require, pursuant to ITB Clause 31.2.</p> <p>2.) Pg-166 (Section 2.7) Scheduling: Software shall have the ability to create, edit and update the schedules/trips and allocate buses to the schedules. Optimization of bus schedules shall be provided through a proven scheduling and planning software. Roster: Software shall have the ability to create, edit and update services/shifts and allocate crew to these services. Crew roster preparation shall be done systematically, based on operational principles and procedures defined by CTU. Optimization of crews shall be provided through proven crew roster software.</p> <p>3) Pg-207, (7.4 integration requirements)</p>	<p>As per the clauses, this seems that CTU intends to have a industry proven solution which are integrated in nature. However this is not mentioned that how the offered solution would be checked to confirm if the offered integrated solution is Proven.</p> <p>The proposed solution would be checked as proven only if:</p> <p># Bidder's are offering the solution which are already tried and tested. Hence in eligibility criteria and technical evaluation " Offered / Proposed" word needs to be mentioned under TMS and Scheduling &amp; Roster qualification and evaluation. Means credentials must be for the offered product under this project.</p> <p># CTU should ask for Product demonstration under live environment during technical evaluation (at-least for core transit functionalities of CTU starting from Planning to Operation and then</p>	<p>CTU is looking for proven technology/solution, accordingly the eligibility criteria is defined in the RFP on page no. 40, Section II Bid Data Sheet, ITB 6.1(a).</p> <p>Product demonstration can be considered only as part of proposed solution as mentioned on page no 51, Section II Bid Data Sheet, ITB 28.5.6. No physical product demonstration is possible at the stage of technical evaluation.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		In order to simplify and optimize information updating processes and to reduce the probability of errors in data editing and their maintenance, all systems included in TMC (AFCS, AVL, PIS) and TMS, as well as the Scheduling and Roster system shall share the same common data model...	comprehensive Depot Management System)  We request you to kindly add the above mentioned points. This will ensure quality of offered solution as well as project implementation within the stipulated timeframe.			
8	Page No. 40	General ITB 6.1(a) Qualification requirements for Bidders are:	We suggest to consider only those Projects which are implemented for Indian Govt/ULB/PSU for qualification criteria.	No change, the conditions mentioned in the bidding document shall prevail.		
9	Page No. 40	ITB 6.1(a) Qualification requirements for Bidders are:  Experience in Automatic Fare Collection System (AFCS): The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented in last 7 (Seven) years, at least 2 (Two) qualifying AFCS projects of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. A qualifying AFCS Project is defined as	No. of buses does not matter for AFCS experience, as in BRTS solutions ticketing is performed through AFCS equipments available at station only. So, relevant experience needs to be calculated based on no. of AFCS hardware deployed. So, Kindly revise this clause as following (AFCS): The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented in last 7 (Seven) years, at least 2 (Two) qualifying AFCS projects of which 1 (One) project should be	No change, the conditions mentioned in the bidding document shall prevail.		

	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query				
		<p>“An AFCS project consisting of a software application (Web/Mobile App/ POS enabled) for Fare Collection in public transit, integrated with minimum of 100 (One hundred) buses supporting RFID/NFC enabled smart card and use of electronic ticket machines/POS machine or flap gates.”</p>	<p>necessarily in urban public transit (Govt/PSU/ULB). Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying AFCS Project is defined as “An AFCS project consisting of a software application (Web/Mobile App/ POS enabled) for Fare Collection in public transit, integrated with minimum of 100 (One hundred) buses/150(one hundred fifty) ETMS supporting RFID/NFC enabled smart card and use of electronic ticket machines/POS machine or flap gates.”</p>			

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
10	Page No. 40	<p>ITB 6.1 (a) Qualification requirements for Bidders are:</p> <p>i. Experience in Automatic Fare Collection System (AFCS):</p> <p>The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented in last 7 (Seven) years, at least 2 (Two) qualifying AFCS projects of which 1 (One) project should be necessarily in urban public transit. At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying AFCS Project is defined as "An AFCS project consisting of a software application (Web/Mobile App/ POS enabled) for Fare Collection in public transit, integrated with minimum of 100 (One hundred) buses supporting RFID/NFC enabled smart card and use of electronic ticket machines/POS machine or flap gates."</p>	<p>The RFP clause mentions "At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year."</p> <p>We request to accept projects which are under operation, without having to mandatorily operational for a specific period like 1 year.</p>	No change, the conditions mentioned in the bidding document shall prevail.		
11	Page No. 40	<p><b>Bid Data Sheet</b></p> <p>A. GENERAL</p> <p>Qualification requirements for Bidders are:</p>	<p><b><i>Requesting CTU to allow bidder to use projects implemented within the last 10</i></b></p>	No change, the conditions mentioned in		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
12	Page No. 47	The technical quality evaluation categories and the features to be evaluated within each category are as follows: Factor	<b>(ten) years under both qualification criteria and technical scoring criteria.</b> Long run projects with large maintenance phase demonstrates the operational excellence of bidder and hence we also request the authority to evaluate the projects, which are under operations phase in last 10 years.	the bidding document shall prevail.		
13	Page No. 40-42, ITB 6.1 (a) i, ii, iii, iv	Experience Criteria for AFCS, AVLS, TMS, scheduling & rostering	Please consider the global experience of a sister company where atleast 51% of the equity is held by the Mother/Holding company. The sister company incorporated outside India cannot be part of the consortium but is willing to support with necessary credentials and technical support. Necessary undertaking will be provided	No change, the conditions mentioned in the bidding document shall prevail.		
14	Page No. 40-42, ITB 6.1 (a) i, ii, iii, iv	Experience Criteria for AFCS, AVLS, TMS, scheduling & rostering	Our company has experience in AFCS, AVLS and related components for bus services run by us for IT Parks, SEZ employees in multiple cities across India. Please allow such experience to be considered.	No change, the conditions mentioned in the bidding document shall prevail.		

	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query				
15	Page No. 41	<p>Experience in Automatic Vehicle Location System (AVL) and Passenger Information System (PIS) monitored in Real Time through a Transit Management Centre (TMC): The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented in last 7(Seven) years, at least 2(Two) qualifying AVL &amp; PIS Projects of which 1(One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p>	<p>Please amend the clause as below:  Experience in Automatic Vehicle Location System (AVL) and Passenger Information System (PIS) monitored in Real Time through a Transit Management Centre (TMC): The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented <b>in last 10 (ten) years</b>, at least 2(Two) qualifying AVL &amp; PIS Projects of which 1(One) project should be <b>preferably</b> in urban public transit.  Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
16	<p>Page No. 41</p> <p>ITB 6.1 (a) Qualification requirements for Bidders are:</p> <p>ii. Experience in Automatic Vehicle Location System (AVL) and Passenger Information System (PIS) monitored in Real Time through a Transit Management Centre (TMC):</p> <p>The bidder (or any one of the partners in case of JV/consortium) should have designed/implemented in last 7(Seven) years, at least 2(Two) qualifying AVL &amp; PIS Projects of which 1(One) project should be necessarily in urban public transit. At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying AVL &amp; PIS Project is defined as: "An AVL project for a bus based public transit system on a fleet of at least 100(one hundred) buses wherein the bidder shall have provided AVL system software and hardware to monitor, manage and control transit operations. The bidder should have integrated the AVL system with the Passenger Information System (PIS) to provide real time information (such as ETA i.e.</p>	<p>The RFP clause mentions "At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year."</p> <p>We request to accept projects which are under operation, without having to mandatorily operational for a specific period like 1 year.</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query			
		<p>expected time of arrival, real time location of buses, journey planner etc.) disseminated through any of the public dissemination modes such as mobile app/ screen or display boards etc.”</p>				



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
17	<p>Page No. 41</p> <p>ITB 6.1 (a) Qualification requirements for Bidders are:</p> <p>iii. Experience in Scheduling and Roster</p> <p>The bidder (or any one of the partners in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented in last 7(Seven) years, at least 2(Two) qualifying Scheduling and Roster Projects of which 1(One) project should be necessarily in urban public transit. At least 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying Scheduling and Roster Project is defined as "A Scheduling and Roster project for public transit fleet of at least 100 (One hundred) Buses deploying scheduling software, time table and roster of buses and crew."</p>	<p>The RFP clause mentions "At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year."</p> <p>We request to accept projects which are under operation, without having to mandetorily operational for a specific period like 1 year.</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		
18	<p>Page No. 41</p> <p>Experience in Scheduling and Roster: The bidder (or any one of the partners in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented in last 7(Seven) years, at least 2(Two) qualifying Scheduling and Roster Projects of which 1(One) project should be necessarily in</p>	<p>Since the roastering is already considered under the criteria for experience in transit management system, we request CTU to amend this criteria as below for a wide participation:</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query			
		<p>urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. A qualifying Scheduling and Roster Project is defined as “A Scheduling and Roster project for public transit fleet of at least 100 (One hundred) Buses deploying scheduling software, time table and roster of buses and crew.”</p>	<p><b><i>"Experience in Scheduling and Timetable planning or roastering:</i></b> The bidder (or any one of the partners in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented <b><i>in last 10 (ten) years</i></b>, at least 2(Two) <b><i>qualifying Scheduling and timetable planning or roastering Projects</i></b> of which 1(One) project should be <b><i>preferably</i></b> in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. A qualifying <b><i>Scheduling and timetable planning or roastering Project</i></b> is defined as “A <b><i>Scheduling and timetable planning or roistering project</i></b> for public transit fleet of at least 100 (One hundred) Buses <b><i>deploying scheduling software and time table or roastering.</i></b>”</p>			

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
19	<p>Page No. 41</p> <p>ITB 6.1(a) Qualification requirements for Bidders are:</p> <p>Experience in Scheduling and Roster: The bidder (or any one of the partners in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented in last 7(Seven) years, at least 2(Two) qualifying Scheduling and Roster Projects of which 1(One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. A qualifying Scheduling and Roster Project is defined as "A Scheduling and Roster project for public transit fleet of at least 100 (One hundred) Buses deploying scheduling software, time table and roster of buses and crew."</p>	<p>There are not many successful implementation cases in India where scheduling software and rostering of buses has been successfully implemented. So, we suggest you to revise this clause as follows as it restricts local vendors to participate in the tender.</p> <p>"Experience in Scheduling and Roster: The bidder (or any one of the partners in case of JV/consortium) should have, designed/implemented in last 7(Seven) years, at least 1(one) qualifying Scheduling and Roster Project in urban public transit (Govt/PSU/ULB).This project should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying Scheduling and Roster Project is defined as "A Scheduling and Roster project for public transit fleet of at least 50 (Fifty) Buses deploying scheduling software, time table and roster of buses and crew." "</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
20	Page No. 42	<p>ITB 6.1(a)  Qualification requirements for Bidders are:  Experience in Transit Management System: The bidder (or any one of the partner in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented in last 7(Seven) years, at least 2(Two) qualifying TMS Projects of which 1(One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. A qualifying TMS project is defined as "A TMS project for public transit fleet of at least 100 (One hundred) buses where the bidder (or any one of the partners in case of JV/consortium) should have , by itself or by a way of procurement, implemented integrated solution comprising Depot Management System (including Workshop/ Store and Inventory management system) integrated with Scheduling and Roster system."</p>	<p>There are not many successful implementation cases in India where TMS Software of buses has been successfully implemented. So, we suggest you to revise this clause as follows as it restricts local vendors to participate in the tender.</p> <p>Experience in Transit Management System: The bidder (or any one of the partner in case of JV/consortium) should have designed/implemented in last 7(Seven) years, at least 1(One) qualifying TMS Project in urban public transit (Govt/PSU/ULB). Project should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying TMS project is defined as "A TMS project for public transit fleet of at least 50(fifty) buses where the bidder (or any one of the partners in case of JV/consortium) should have , implemented integrated solution comprising Depot Management</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query			Remarks
			System (including Workshop/Store and Inventory management system) integrated with Scheduling and Roster system.”			

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
21	Page No. 42	<p>ITB 6.1 (a) Qualification requirements for Bidders are:</p> <p>iv. Experience in Transit Management System:</p> <p>The bidder (or any one of the partner in case of JV/consortium) should have, by itself or by a way of procurement, designed/implemented in last 7(Seven) years, at least 2(Two) qualifying TMS Projects of which 1(One) project should be necessarily in urban public transit. At least 1 (One) of the projects should be in commercial operation for 1(One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying TMS project is defined as</p> <p>“A TMS project for public transit fleet of at least 100 (One hundred) buses where the bidder (or any one of the partners in case of JV/consortium) should have , by itself or by a way of procurement, implemented integrated solution comprising Depot Management System (including Workshop/ Store and Inventory management system) integrated with Scheduling and Roster system.”</p>	<p>The RFP clause mentions "At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year."</p> <p>We request to accept projects which are under operation, without having to mandetorily operational for a specific period like 1 year.</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks	
22	Page No. 42	<p>The Parent company of the participating firms /partners shall be considered for the purpose of experience or qualification only if it is part of the JV/Consortium itself.</p>	<p>In recent similar tenders, bidders who are 99.99%/wholly owned subsidiaries of their Foreign/Indian parent company were allowed to use their parent company financial and experience credentials for both qualification and scoring purpose, where the Indian subsidiary is registered and operational in India for at least last 15 years and both parent company and Indian subsidiary operate under same domain.</p> <p>Also attached screenshots of recent ITMS tenders where the concerned authority has accepted bidder's parent company credentials in Pre-qualification and technical evaluation criteria, without stipulating such mandatory condition that parent company itself require to be part of the consortium for the same.</p> <p>So in order to increase the participation of more competitive bidders, we request the authority to allow the above said bidders to use their parent company</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			<p>credentials to qualify and score for financial criteria also under Prequalification and technical scoring criteria.  <b><i>Please amend the clause, such that bidders even without their parent company presence in consortium can participate using their parent company financial and experience credentials.</i></b></p>			
23	<p>Page No. 42, ITB 6.1 (a)  <b>GENERAL:</b>  Qualification requirements for Bidders are</p>	<p>Experience in Automatic Fare Collection System (AFCS): The bidder (or any one of the partners in case of JV/consortium) should have designed /implemented in last 7 (Seven) years, at least 2 (Two) qualifying AFCS projects of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year.</p> <p>A qualifying AFCS Project is defined as "An AFCS project consisting of a software application (Web/Mobile App/ POS enabled) for Fare Collection in public transit, integrated with minimum of 100 (One hundred) buses supporting RFID/NFC enabled smart card and use of</p>	<p>As per our understanding, one project has to be in commercial operation of 1 year minimum and has to be maintained by bidder for 1 year minimum.</p> <p>2nd project can be in any stage of implementation. Even if it is partially complete a certificate to that effect from the respective client will have to be submitted.</p> <p>Please confirm.</p>	<p>No, both the projects must be successfully completed and out of which 1 (one) project should be in commercial operation for 1 (one) year and maintained by SI.</p>		



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		electronic ticket machines/POS machine or flap gates.”				
24	Page No. 42, ITB 6.1 (a) v	Average annual turnover of minimum of INR 500 (Five Hundred) Million over the last 3(Three) year, as certified payments received for contracts in progress or completed, within the last 3(Three) financial years ending March 2018 or December 2017 as the case may be.	Please allow the financial capability criteria (Turnover & Net worth) of Group/affiliate/sister companies where atleast 51% of the equity is held by the Mother/Holding company or capability of Parent's Parent Company to be considered.	No change, the conditions mentioned in the bidding document shall prevail.		
25	Page No. 42, ITB 6.1 (a) vi	The Bidder shall demonstrate access to, or availability of, financial resources such as liquid assets, unencumbered real assets, lines of credit, and other financial means, except any contractual advance payments to meet a Net Worth requirement of INR				

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		100 (One Hundred) Million.				
26	Page No. 42-43, ITB 6.1 (a) vii	<p>In case of a Joint Venture JV)/Consortium, at least 40% (Forty) of the turnover and net-worth criteria shall be met by the lead partner and the remaining may be satisfied by other JV/Consortium partners with condition that each remaining partner shall meet at least 5% (Five) of the financial criteria. In ascertaining the turnover and the net-worth, the respective financial year applicable in the country of the JV/Consortium partner shall be used.</p> <p>The Parent company of the participating firms /partners shall be considered for the purpose of experience or qualification only if it is part of the JV/Consortium itself.</p>	<p>Our Company policy does not allow any group/sister/parent company other than the current entity to participate bids similar to ITS. However our India based sister company will be providing the necessary certificates and undertaking to use their financial credentials (Refer attached document).</p> <p>Please waive this clause to enable us to partner as Lead Partner by utilizing credentials of our India based sister company without the sister company being part of the consortium</p>	No change, the conditions mentioned in the bidding document shall prevail.		
27	Page No. 43, 44	Experience in Scheduling & Roster and Transit Managemnt System	<p>Based on the scope and other terms of the RFP, this seems that CTU intends to have industry proven solution. As TMS and Scheduling &amp; Roster cater core functionalities requirements of CTU and it needs extensive expereince in this domain, hence this is suggested to use credentials of OEM also to meet this requirements.</p> <p>This will help CTU in getting</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			quality & proven solutions along with more quality bids, and hence will create more competitions among participants to provide best techno-commercial solutions.			
28	Page No. 47	<p>ITB 28.5 28.5.1 Specific Experience - Automatic Fare Collection System (AFCS) Experience - 18 Marks</p> <p>1. Minimum 2 (Two) qualifying AFCS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. - 12(twelve) marks</p> <p>2. Successful completion of additional qualifying AFCS projects over and above the two projects required for eligibility; (2(two) marks per project with a maximum of 2(two) projects) – Maximum 4(four) marks</p> <p>3. Additional marks for successfully completing qualifying AFCS project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum</p>	<p>We suggest to change marking as follows:</p> <p>1. Minimum 2 (Two) qualifying AFCS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit(Govt/PSU/ULB). Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. - 4(four) marks</p> <p>2. Successful completion of additional qualifying AFCS projects over and above the two projects required for eligibility; (5(five) marks per project with a maximum of 2(two) projects) – Maximum 10(ten) marks</p> <p>3. Additional marks for successfully completing qualifying AFCS project comprising more than 200(two</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		2(two) marks	hundred) buses/400(four hundred) ETMS; (4(four) marks per project with a maximum of 1(one) project. – Maximum 4(four) marks			
29	Page No. 48	<p>ITB 28.5 28.5.2 Specific Experience - Automatic Vehicle Location (AVL) and Passenger Information System (PIS) Projects Experience - 12 Marks</p> <p>1. Minimum 2 (Two) qualifying AVL &amp; PIS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 8 (eight) marks</p> <p>2. Successful completion of additional qualifying AVL &amp; PIS projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying AVL &amp; PIS project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum</p>	<p>1. Minimum 2 (Two) qualifying AVL &amp; PIS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit (Govt/PSU/ULB). At least 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 2 (two) marks</p> <p>2. Successful completion of additional qualifying AVL &amp; PIS projects over and above the two projects required for eligibility; (4(four) marks per project with a maximum of 2(two) projects) – Maximum 8(eight) marks</p> <p>3. Additional marks for successfully completing qualifying AVL &amp; PIS project comprising more than 200(two hundred) buses; (2(two) marks</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		2(two) marks	per project with a maximum of 1(one) project. – Maximum 2(two) marks			
30	Page No. 48	<p>1. Minimum 2 (Two) qualifying AVL &amp; PIS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 8 (eight) marks</p> <p>2. Successful completion of additional qualifying AVL &amp; PIS projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying AVL &amp; PIS project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>	<p>Please amend the clause as below:</p> <p>1. Minimum 2 (Two) qualifying AVL &amp; PIS projects <b>in last 10 (ten) years</b> of which 1 (One) project should be <b>preferably</b> in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 8 (eight) marks</p> <p>2. Successful completion of additional qualifying AVL &amp; PIS projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying AVL &amp; PIS project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			2(two) marks			
31	Page No. 49	<p>1. Minimum 2 (Two) qualifying Scheduling and Roster projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 4 (four) marks</p> <p>2. Successful completion of additional qualifying Scheduling and Roster projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying Scheduling and Roster project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>	<p>Bidder's experience in roastering is already evaluated under transit management system projects under separate criteria. Please amend the criteria as below:</p> <p>1. Minimum 2 (Two) <b>qualifying Scheduling and Timetable planning or roastering projects in last 10 (ten) years</b> of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 4 (four) marks</p> <p>2. Successful completion of additional qualifying <b>Scheduling and Timetable planning or roastering projects</b> over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying <b>Scheduling and</b></p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			<p><b>Timetable planning or roastering project</b> comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>			
32	<p>Page No. 49, ITB 28.5.3 Specific Experience - Transit Management System Projects Experience - 12 Marks</p>	<p>1. Minimum 2 (Two) qualifying TMS projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 8 (eight) marks</p> <p>2. Successful completion of additional qualifying TMS projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying TMS project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>	<p>1. Minimum 1(one) qualifying TMS projects in last 7 (Seven) years in urban public transit(Govt/PSU/ULB). Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 4 (four) marks</p> <p>2. Successful completion of additional qualifying TMS projects over and above the one project required for eligibility; (4(two)marks per project with a maximum of 1(one) projects) – Maximum 4(four) marks</p> <p>3. Additional marks for successfully completing qualifying TMS project comprising more than 200(two hundred) buses; (4(four) marks per project with a maximum of</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			1(one) project. – Maximum 4(four) marks			



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks	
33	Page No. 50, ITB 28.5.4 Specific Experience - Scheduling & Roster - 8 Marks	<p>Minimum 2 (Two) qualifying Scheduling and Roster projects in last 7 (Seven) years of which 1 (One) project should be necessarily in urban public transit. Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 4 (four) marks</p> <p>2. Successful completion of additional qualifying Scheduling and Roster projects over and above the two projects required for eligibility; (1(one) marks per project with a maximum of 2(two) projects) – Maximum 2(two) marks</p> <p>3. Additional marks for successfully completing qualifying Scheduling and Roster project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>	<p>Minimum 1(one) qualifying Scheduling and Roster projects in last 7 (Seven) years in urban public transit (Govt/PSU/ULB). Atleast 1 (One) of the projects should be in commercial operation for 1 (One) year and maintained by the bidder (or the consortium partner) for at least 1 (One) year. – 2 (two) marks</p> <p>2. Successful completion of additional qualifying Scheduling and Roster projects over and above the two projects required for eligibility; (2(two) marks per project with a maximum of 2(two) projects) – Maximum 4(four) marks</p> <p>3. Additional marks for successfully completing qualifying Scheduling and Roster project comprising more than 200(two hundred) buses; (2(two) marks per project with a maximum of 1(one) project. – Maximum 2(two) marks</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks	
34	Page No. 50, E. BID OPENING AND EVALUATION, 28.5.6 Proposed Solution	<p>1. Proposed Solution for AFCS System; 1(one) marks if the proposed solution provides detailed descriptions of the SW functionalities, proposed data models and HW specifications to be implemented; 1(one) mark if the proposed solution significantly improves the requirements and meets international standards recommended in ToR– maximum 2(two) marks</p> <p>2. Proposed Solution for AVL and PIS Systems; 1(one) marks if the proposed solution provides detailed descriptions of the SW functionalities, proposed data models and HW specifications to be implemented; 1(one) mark if the proposed solution significantly improves the requirements and meets international standards recommended in ToR– maximum 2 (two) marks</p> <p>3. Proposed Solution for Scheduling and Roster Systems; 1(one) mark if the proposed solution provides detailed descriptions of the SW functionalities, proposed data models and HW specifications to be implemented; 1(one) mark if the proposed solution significantly improves the requirements and meets international standards recommended in ToR– maximum 2(two) marks</p> <p>4. Proposed Solution for Transit Management System (TMS); 1(one) mark</p>	<p>Request the clause to be modified as below:</p> <p>Kindly modify the criteria as doing so would increase the participation in the RFP response and also help the SIs bring in the global experience to the project</p> <p>The same clause of Proposed ERP product was in NEEPCO tender and they faced lots of challenges in the tender and finally modified the clause for fair competition and wider participation.</p>	<p>Query is not very clear, howsoever no change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
	<p>if the proposed solution provides detailed descriptions of the SW functionalities, proposed data models and HW specifications to be implemented; 1(one) mark if the proposed solution significantly improves the requirements and meets international standards recommended in ToR– maximum 2(two) marks</p> <p>5. Proposed Solution for Communications Systems; 1(one) mark if the proposed solution provides detailed descriptions of the SW functionalities, proposed data models and HW specifications to be implemented; 1(one) mark if the proposed solution significantly improves the requirements and meets international standards recommended in ToR– maximum 2(two) marks</p>					
35	Page No. 50	<p>5. Maintenance Team: Engineering Graduate with Computer Science/ Electronics (4(four) years regular) at least 5 years of experience in ITS system maintenance activities and performance monitoring in public transport domain. - Maximum 5(five) marks</p>	<p>How many CVs of maintenance team members are required as part the bid proposal ? How the marks will be split up ?</p>	<p>2 (two) CV's are required, one for prime candidate and other for alternate candidate. Marks will be given as per criteria mentioned on page no. 49, Section II Bid Data Sheet, 28.5.5 Specific Experience-</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				Domain Experts		
36	Page No. 79, 12.3 GCC, Terms of Payment	<p>Payments shall be made promptly by the Purchaser, but in no case later than forty five (45) days after submission of a valid invoice by the Supplier. In the event that the Purchaser fails to make any payment by its respective due date or within the period set forth in the Contract, the Purchaser shall pay to the Supplier interest on the amount of such delayed payment at the rate(s) specified in the SCC for the period of delay until payment has been made in full, whether before or after judgment or arbitration award.</p> <p>The Purchaser shall pay to the Supplier interest on the delayed payments at a rate of: 0 % (zero) per annum.</p>	<p>These two clauses effectively mean that the payment can be made at any time as per the purchaser as there is a 0% interest rate for delayed payments. There should be at least 8% interest rate per annum for delayed payments or a fixed time period after invoice submission where payment will have to be given to the bidder.</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		
37	Page No. 122	<p>Termination for Purchaser's Convenience 41.1.1 The Purchaser may at any time terminate the Contract for any reason by giving the Supplier a notice of termination that refers to this GCC Clause 41.1.</p>	<p>The Company would be investing heavily on the equipments and resources for the project hence termination for convenience would be have detrimental impact on company's cash flow. We therefore request to delete Clause 41.1 in entirety</p>	<p>No change, the conditions mentioned in the bidding document shall prevail.</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms	Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
38	<p>Page No. 134, 160</p> <p>1.) Pg 134 (GCC 1.1 (e) (iii))</p> <p>Under project site, depots mentioned are (all 4 depots)</p> <p>2 Depot-1, Industrial Area, Phase-1, Chandigarh</p> <p>3. Depot-2, Industrial Area, Phase-1, Chandigarh</p> <p>4. Depot-3, Sec-25, Chandigarh</p> <p>5. Depot-4, Sec-43, Chandigarh</p> <p>2) Pg-160, 1.6.2 Bus Depots &amp; ISBT's</p> <p>The following three depots and two ISBT's are part of the project:</p> <ul style="list-style-type: none"> <li>• Depot – II, Industrial Area Phase-I</li> <li>• Depot – III, Sector 25</li> <li>• Depot – IV, Sector 43</li> <li>• ISBT Sector-43</li> <li>• ISBT Sector-17</li> </ul>	Kindly confirm which one is correct.	<p>The following three depots and two ISBT's are part of the project:</p> <ul style="list-style-type: none"> <li>• Depot – II, Industrial Area Phase-I</li> <li>• Depot – III, Sector 25</li> <li>• Depot – IV, Sector 43</li> <li>• ISBT Sector-43</li> <li>• ISBT Sector-17</li> </ul> <p>Please refer page no. 158, Section VI Technical Requirement, 1.6.2 Bus Depots &amp; ISBT's</p> <p>Please refer to Table 2 Sr. no. 1.</p>	Sr. No. 1 of Table 2	
39	<p>Page No. 137, 15.4 GCC: Intellectual Property</p> <p>The Supplier shall hand over the source code for software, database, and executables to the purchaser which shall correspond 100% (One hundred) to the operational module(s) and shall be verified and certified by an independent agency as identified by the Purchaser (if</p>	As per our understanding, the independent agency will be appointed by CTU. Please confirm.	Yes, CTU will appoint an independent agency to verify the handover of source code for softwares,		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
		required). This is limited to all custom software and its subsystems but not limited to (AVL, AFCS, PIS, Scheduling & Roster, TMS (including ERP/MIS, NMS etc.), etc.) of the bidder.		database and executables which correspond 100% all the operational modules.		
40	Page No. 137	<p>i. The Supplier shall hand over the source code for software, database, and executables to the purchaser which shall correspond 100% (One hundred percent) to the operational module(s) and shall be verified and certified by an independent agency as identified by the Purchaser (if required).</p> <p>This is limited to all custom software and its subsystems but not limited to (AVL, AFCS, PIS, Scheduling &amp; Roster, TMS (including ERP/MIS, NMS etc.), etc.) of the bidder.</p>	<p>In case of a Customized of the shelf Product Source Code is the bread and butter of the Company. The company will provide with Maintenance under contract for the period to enable the smooth Hand over of the functional capabilities of the Product. Under AMC any Product upgrade both functional and technical updates of Global nature will be forwarded to Customer as part of deliverables.</p> <p>We are coming up with a COTS product, so we are assuming IPR rights of COTS solution will be with vendor. Source code of customized solution will be shared with tender authority. Source code of COTS product can be submitted in ESCROW arrangement. Please confirm</p>	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
41	Page No. 137	12. Terms of Payment (GCC Clause 12)	Request you to amend the payment term to give little breathing space to the supplier as the RFP is more towards Hardware as 10%- Advance Payment 20% Delivery of all Hardware and Software Items 20%- Installation Cost 25%- Testing & Commissioning 5%- Training 20%- Complete Operation Acceptance	No change, the conditions mentioned in the bidding document shall prevail.		
42	Page No. 137	Section V D. 15. GCC 15.3	Does this section mean there are possibilities Supplier's software can be used without each other's agreement? If so, we request to modify the content so that our rights can be protected.  If not so, please explain the meaning of this section.	Please refer to page no 137, Section V Special Conditions of Contract, GCC 15.3		
43	Page No. 158	Section VI Technical Requirements  Clause 1.6.3 Current ITS Infrastructure In CTU Way Bill Arrangement	Is integration required with existing ETMs with new Automatic Fare Collection System or will existing ETMs will be scrapped?	No integration is required with existing ETMs. SI has to provide new ETMs as per the requirement mentioned in this RFP.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
44	Page No. 158, Section VI Technical Requirements	Clause 1.6.3 Current ITS Infrastructure In CTU Way Bill Arrangement	Is integration required with existing ETMs with new Automatic Fare Collection System or will existing ETMs will be scrapped	Please refer reply to query no 43.		
45	Page No. 159, Section VI Technical Requirements	Clause 1.6.3 Mobile App	Is there any integration required with existing "Chandigarh Bus Guide Mobile" and new system	No integration is required with existing mobile app Chandigarh Bus Guide, SI has to develop a new mobile app as per the requirement of this RFP document with the advanced features.		
46	Page No. 164, Section VI Technical Requirements	Clause 2.6 Transit Management Centre (TMC) shall collect information from AVL and AFCS generates the information to be broadcasted to commuters through PIS	What information needs to be broadcasted from AFCS system to PIS	No AFCS information is required to be broadcasted on PIS.  Please refer to Table 2 Sr. no. 8.	Sr. No. 8 of Table 2	



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
47	Page No. 165, 2.8.2 Workshop Management System	WMS shall send alerts through SMS and e-mail to authorized staff.	Does tender authority have any existing SMS and Email subscription? If Yes then can we use the same in this system. If we don't have any existing subscription then can tender authority will do recharge as per need? Volume of the SMS will be very high and it's not feasible for a vendor to assume volume. We request tender authority to provide us SMS and Email subscriptions. Integration of the same will be done by selected vendor.	No, SI has to provide the SMS and email subscription as per the requirement mentioned in this RFP document.		
48	Page No. 171	Responsibility matrix table Telecommunication Bills (SIM card bills for buses, PIS, ETM, POS, SMS) Cloud computing services	Pls clarify if the telecom & cloud computing bills are paid by CTU or responsibility of SI under O&M?	All the bills for telecom, cloud hosting, web hosting, SMS etc. shall be entirely in the scope of SI during the complete project period including O&M period. Please Refer to page no 168, Section VI Technical Requirement, 3.2 Responsibilities of the parties.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
49	Page No. 175	4.3 Payment Means Management The process shall adhere to the "Guidelines for issuance and operation of Prepaid Payment Instruments in India" issued by Reserve Bank of India (RBI). According to classification collected in RBI's guidelines, the SI shall provide a closed system.	Can you please share the link to RBI guidelines or a document for which the system has to adhere to.	The responsibility for obtaining the requisite Standards/Guidelines documents lies with the SI.		
50	Page No. 176	If a user with this category of Smart Pass travels on a route other than the assigned, the SC will not be accepted by the system and the commuter has to purchase paper ticket to complete the journey.	Can the user buy more than one smart pass for different route on the same card?	Yes, user can buy more than one scheme on one smart card.		
51	Page No. 177, Section 4.3	Payment Means Management These tickets shall be printed with a QR code where all the information relative to transaction will be registered (fare, bus id, conductor id, driver id, date/time, bus stop of origin/destination, etc...) In case of smart card, the fare will be deducted from commuter smart card after the origin and destination station is entered by bus conductor and the smart card is tapped against ETM.	Please Provide ETM Specs	Please refer to page no 281, Section VI Technical Requirement, A.1.2 Electronic Ticketing Machine (ETM)		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
52	Page No. 177, Section 4.3	However the SI shall allow the incorporation of other payment means in coordination with CTU. Therefore the proposed hardware should be capable of incorporating the need of Open Loop or smart phone payment requirements.	Open Loop Cards may fail when network is unavailable; also delays will be there in open loop transactions. Pls clarify if these are acceptable	As a part of this project, CTU is going for closed loop solution only, but with the condition that the system should be capable of expansion to other modes such as e-wallet, open loop or smart phone payment method etc in future..		
53	Page No.177, 4.3 Payment Means Management	SCs shall be designed to be used as an e-purse as well as to handle at least 15 different policies with multiple configurable parameters. The policies along with configurable parameters shall be discussed with CTU at design stage and finalized as per their requirements.	As per our understanding, one smart card will allow 2 aspects a. e-purse for regular transactions b. one of the policies chosen by him, for eg. Concessional fare for daily commute on particular route.  Please confirm.	Yes		
54	Page No. 178, Section 4.3.5	Mobile App & Web: User can use these payment means to recharge SC through online transfer or credit/debit card payment.	Upon recharge, only SC account will be credited. If the Card to be updated with the Latest balance, the user should visit either POS or CSP. Is our understanding is correct..?. Please clarify.	Yes, In case of recharge through Mobile & Web App SC account will be credited and user has to be visit either		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				POS or CSP to update the balance in Smart Card.		
55	Page No. 180, Section 4.3.7	For paper ticket holders, the inspection terminal shall be able to read QR code and check the validity of the ticket, offering an additional verification on the information printed on the ticket.	Hardware Specification requirement not mentioned in the RFP.	Please refer to page no 283, Section VI Technical Requirement, A.1.3 Inspection Terminal		
56	Page No. 181, Section 4.3	User will be able to request the balance refund from lost, stolen and damaged (by misuse) cards into a new card. User shall pay for the new SC. Balance refund will be free of charge. Aforementioned functionality shall be possible in the following cases: <ul style="list-style-type: none"> <li>Personalized concessional SCs owners.</li> <li>Other users who had been previously registered and linked to a SC. Users shall be able to register in CSPs through web site and Mobile App.</li> </ul>	As per the standard, No Refund for Lost/Stolen Anonymous SC's.. Please specify for Personalized and Anonymous cards separately.	In case of lost, stolen and damaged (by misuse) cards, balance amount will be transferred in to new card.		
57	Page No. 182, 4.5.1 Electronic Ticket Machine (ETM)	QR codes shall have a SAM based security key	As per our understanding, you wish to have encryption on the QR codes so that it cannot be written and read by any device. It can be SAM or any other.  Please confirm.	The authentication of QR code shall be only done by the key management system of CTU. However CTU's		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				concern is to mitigate the risk of misuse of QR.		
58	Page No. 184, 4.6.1 Security requirements	Security requirements	Do we need to provide SSL Certificates? Do we have to do CERT-IN Performance testing?	The requisite security for both networks as well as web access is mandatory as per Cyber Security Guideline issued by MoUD vide circular K-15016/6U2016-SC- 1 dated 19/05/2016 and should be accompanied by prescribed security certificate. Please refer page no. 168, Section VI Technical Requirement, 3.1 Reference Standards.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
59	Page No. 190	5.3.3 On-board CCTV Integration capability to Geographic Information Systems (GIS), for making on request bus tracking on a digital map, while watching live videos from at least one on board camera at the same time, with a minimum 24 Cameras concurrently.	Please clarify whether live Video Streaming is required or not? It will consume more bandwidth on SIM cards.	Yes, video streaming is required. Required bandwidth has to be estimated by SI, taking into consideration of live video from at least one on board camera at the same time, with a minimum 24 Cameras concurrently as per requirement mentioned in the RFP document.		
60	Page No. 191, Section 5.3.1	Sending data related to buses telemetry, when available, such as information of opening and closing doors, speed, odometer, fuel level, average consumption, lights on/off indicators, windscreen cleaner on/off, harsh deceleration, and others.	Who will provide these inputs ? Will these be given as data to the back end by the Telemetry device supplier?	The information like buses telemetry, opening and closing doors, speed, odometer, fuel level, average consumption, lights on/off indicators, windscreen cleaner on/off, harsh		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				deceleration etc. are vehicle health parameters. These parameters are functional requirement of AVL System, which SI has to provide under the scope of this project, however respective OEM's of the sensors will be responsible for maintaining those sensors. Please refer page no. 286, Section VI Technical Requirement, A.2 Automatic Vehicle Location (AVL).		
61	Page No. 192	5.3.3 On-board CCTV In order to estimate bandwidth requirements for any bus, resolution of 1280 x 720 pixels will be considered, with 25-30 fps for 1.5% of total cameras per day	Pls elaborate - 1.5% of total cameras per day. Does it mean overall total cameras in project or total cameras per bus ?	1.5% of overall total cameras which is around 24 cameras and can be live viewed concurrently. Please Refer to		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				page no 190, Section VI Technical Requirement, 5.3.3 On-board CCTV.		
62	Page No. 207, 7.5 Disaster Recovery	The SI shall provide cloud computing services for disaster recovery	Please confirm DR site required at non seismic zone. Also please include cloud service provider should be MEITY empanelled	SI can select cloud hosting for DR at his preferred cloud service location. Howsoever CTU's concern is to mitigate the risk of outages in the event of any disaster. No change, the conditions mentioned in the bidding document shall prevail.		



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
63	Page No. 223, 9.2.4_1 Employee Self Service (ESS)/Crew kiosk	9.2.4_1 Employee Self Service (ESS)/Crew kiosk	Number of employees accessing the system is not mentioned in the RFP. To estimate and provide better hardware sizing for solution hosting we need approx number of employees who will access the system. Kindly mention number of employees.	All the employees of CTU as mentioned on page no. 306 will be using the ESS, however the solution should be such that increase in number of users over a period of time should not impact the same.		
64	Page No.237, 9.3 Integration Requirements	Integration Requirements	For integration with all other systems we need their APIs, all the system APIs will be provided by tender authority to integrate. Please confirm Also mention systems which needs to be integrated.	CTU has been provided protocol language documents for OBITS equipments by the supplier, there are two suppliers of OBITS i.e. Castmaster and KPIT. However the overall responsibility lies with the system integrator for integration with OBITS	Sr. No. 7 of Table 2	

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				equipments. The contact details of the supplier for existing OBITS vendors are mentioned in Table 2 Sr. no. 7.		
65	Page No. 242, 10.5 Communications between TMC and depots	The approximate length of OFC required is 1000 mtr . Depot 1 to TMC (CC + DR) Depot 2 to TMC (CC + DR) Depot 4 to ISBT 43	Please clarify Approximate length of 1000m.How connectivity required between depot and TMC Depot 1 is not reflecting in network architecture (CC+DR) -DR may be in different seismic zone	Depot - 1 is not a part of this project, Please refer to Table 2 Sr. no. 3.  SI can select cloud hosting for DR at his preferred cloud service location. Howsoever CTU's concern is to mitigate the risk of outages in the event of any disaster.	Sr. No. 3 of Table 2	
66	Page No. 242, 10.5 Communications between TMC and depots	IP Virtual Private Network (VPN):VPN to TMC (CC + DR)	Please clarify VPN to TMC (CC + DR) What does VPN stand for.	VPN here refers to dedicated lease line from reputed ISP.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
67	Page No. 252, 12.2 TRAINING AND KNOWLEDGE TRANSFER	12.2 TRAINING AND KNOWLEDGE TRANSFER	<p>We are assuming, tender authority will provide training infrastructure like training room, projector, table, chairs etc. Please confirm</p> <p>Approx number of users to train?</p>	<p>CTU will provide the infrastructure but training material and projection equipments will be provide by the SI.</p> <p>All the employees of CTU and any other agency of Chandigarh Administration entrusted with the running of City Bus Operation in and around the City. Please refer to page no 171, Section VI Technical Requirement, 3.2.2 System Integrator (SI) and page no. 306, Section VI Technical Requirement, B.8 Manpower</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				Details		
68	Page No. 239, 9.3 Integration Requirements	Integrate of TMS with the following existing systems: <ul style="list-style-type: none"> <li>∅ Biometric Attendance System Details (Refer Annex B.4)</li> <li>∅ Automatic Boom Barrier Gate System Details (Refer Annex B.5)</li> <li>∅ Fuel Pump Station Details (Refer Annex B.6)</li> </ul>	As integration with 3rd parties are there, hence this is expected that CTU will take the responsibilities of making ready the concerned agencies to assist in while doing integration, as active involvement from both the side are required.  Kindly confirm if our understanding is correct.	CTU will provide all the available information as well as will assist in getting all the requisite information from the vendor, However the overall responsibility lies with the system integrator for integration with existing systems. The contact details of the supplier for existing system vendors are mentioned in Table 2 Sr. no. 7.	Sr. No. 7 of Table 2	

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
69	Page No. 239	<p>10.4.1 Communication between TMC and POS's</p> <p>Exception: In case of mobile communications failure the information interchange between POS's and TMC can be done by using fixed broad band connection through Internet service providers, via Ethernet and/or WiFi, whichever is available at POS location.</p>	<p>We understand whenever 3G/4G connectivity is lost, POS will get Ethernet and/or WiFi connectivity at depot or ISBT. Please clarify the understanding is correct or not</p>	<p>Yes, In case of 3G/4G connectivity is lost, information interchange between POS and TMC can be done by using broadband connection/Wifi etc, whichever is available at POS location. However as per requirement mentioned on page no. 286, Section VI Technical Requirement, A.1.5 Point of Sale (POS), terminal shall be capable to save the data for atleast 30 days of operation.</p>		
70	Page No. 260	<p>SI will be responsible for the maintenance of the new equipment provided by him and pre-existing equipments considered for re-use.</p>	<p>Please exclude the SI from the responsibility from the AMC costs for any pre-existing equipments that are re-used.</p>	<p>No change, the conditions mentioned in the bidding document shall</p>		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				prevail.		
71	Page No. 261	3G/4G enabled SIM Cards = 392	The bus count is 173 and the dual sim card requirement is $173 \times 2 = 346$ . It is given as per BoQ = 392 Nos. Please clarify the mismatch.	173 nos. of sim cards are required for new equipments in 173 buses and 219 sim cards are required for existing equipments in 219 buses, which makes total 392 sim cards.		
72	Page No. 262	13.2 Bill of Quantities	OEM criteria / approved make is not mentioned for devices and applications to be deployed. Please clarify if any OEM criteria to be considered	No change, the conditions mentioned in the bidding document shall prevail.		
73	Page No. 262	13.2 Bill of Quantities - AFCS - 1.1.2 AVL - 2.1.2	Separate Automatic Disk Back-up devices and media with Back-up/Archiving software inclusive of requisite licences mentioned for both applications. Please clarify whether both these applications servers need separate backup device for backup. Please clarify server and backup device locations for these applications	The purpose of the Disk Backup is to have copy of the system and the information rapidly accessible in case of need. The SI will estimate the required Disk Backup devices		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				based on double the size of current fleet, and storage demand of detailed information for a period of at least 24(twenty four) months. The backup device is to provided as per the requirement mentioned in the BOQ, and same will be located at TMC.		
74	Page No. 263	2.2.1.4 Multifunction Antenna	Suggest to keep separate devices for 3G, Wifi and GPS, as it would be single point of failure if all functions kept on single device	No change, the conditions mentioned in the bidding document shall prevail.		
75	Page No. 265	5.2 Depot Equipment	There are Servers and switches going to be deployed at Depots. Please clarify if there is arrangement for their physical placements as Racks are not mentioned in BoQ line item in Depot Equipment section.	Existing racks of CTU shall be used at Depots.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
76	Page No. 265	6.1.7 Internet Lease line, TMC & Depot Connectivity	Required Bandwidth for Internet / VPN not mentioned. Please clarify	The required bandwidth for Internet / VPN has to be estimated by the SI based on the requirement mentioned in the bidding document and his own experience in past projects.		
77	Page No. 282	A.1.2 Electronic Ticketing machine The terminal shall have at least 3 SAM slots.	2 SAM slots are enough to ensure the operational security of ETM. There are very rare devices in market with 3 SAM slots and it will create monopoly with specific OEM. Also this will lead to increase in cost for the ETM device. Also in India no-where there is implementation case study in which ETM software is developed with 3 SAM slots. It will also increase technical risk. We suggest you to revise the clause as "The terminal shall have at least 2 SAM slots." Govt of India has published National Common Mobility Card (NCCM) specification for open	No change, the conditions mentioned in the bidding document shall prevail.		



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			loop card system in India. According to that specification only 2 SAM slot is required in ETM technical specification.			
78	Page No. 282	A.1.2 Electronic Ticketing Machine (ETM)  The battery shall have a life of at least 500 recharging cycles with not more than 20% loss of efficiency over that lifetime of the battery.	Please change battery recharge cycle to 300 cycles	No change, the conditions mentioned in the bidding document shall prevail. Technology chosen by the SI for batteries shall comply the specified Technical and Functional requirements.		
79	Page No. 282, Section VI Technical Requirements	Clause A.1.2 Electronic Ticketing Machine The ticket printer shall have an automatic cutter with a self-sharpening ceramic rotary knife. The auto-cutter shall have a reliability of at least 1.5 million cuts.	There are no ETMs which have auto cutter in ETM. Request to remove this requirement. Same requirement is for POS terminal as well, Request to change that as well	No change, the conditions mentioned in the bidding document shall prevail.		
80	Page No. 282, Section	Clause A.1.2 Electronic Ticketing Machine The terminal shall have at least 3 SAM	Most of the current ETM supplier in market provide 2 SAMs.	No change, the conditions		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
	VI Technical Requirements	slots	Request to change the requirement from 3 SAM to 2 SAM. Same requirement if for POS. Request to change that as well	mentioned in the bidding document shall prevail.		
81	Page No. 286	AUTOMATIC VEHICLE LOCATION (AVL) SCU shall have electrical and mechanical protection against surges and radio effects generated by other onboard elements or itself by bus. Likewise, it should not generate interference on other equipment on board, as for UBS-II and AIS 140.	It can be either AIS140 or UBS-II both cannot be possible	UBS-II requirement is for existing OBITS equipments and AIS-140 standard requirement is for new equipments which SI has to supply as per the requirement mentioned in the RFP document.		
82	Page No. 288	Alarm pedal IP67.	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
83	Page No. 288	Driver microphone 50-12,000 Hz	kindly change this to 100-10khz	No change, the conditions mentioned in the bidding document shall prevail.		
84	Page No. 288	Driver microphone Electric condensed microphone	Kindly remove this	No change, the conditions mentioned in		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				the bidding document shall prevail.		
85	Page No. 288	A.2.2.2 Driver loudspeaker The wiring harness used in the device should be tested for flammability as per IS 2465.	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
86	Page No. 288	A.2.2.1 Driver microphone The wiring harness used in the device should be tested for flammability as per IS 2465.	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
87	Page No. 289	A.2.5.1 IP Camera The camera shall have built-in microphone	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
88	Page No. 289	A.2.5.1 IP Camera The camera shall support G.711 or G726 Audio Compression	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
89	Page No. 289	A.2.5.1 IP Camera Flammability/burning tests HB as per UL 94-1998 Clause 7 (for wire harness) or IS2465	Kindly remove this	No change, the conditions mentioned in the bidding document shall		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				prevail.		
90	Page No. 290	A.2.5.2 NVR Recorder Event tagged recording not to be overwritten.	Kindly remove this	No change, the conditions mentioned in the bidding document shall prevail.		
91	Page No. 290	A.2.5.2 NVR Recorder 1 TB, Solid State Drive with suitable anti-vibration mechanism, Storage to be pluggable and easily removable, secure and protected by lock	SSD drive is mentioned for storage which is not required. Desired objective can be achieved using HDD also and also UBS II specification mentions the same	SSDs are more reliable with shock damage because they contain no moving parts whereas in HDD the spinning of the platters can sometimes result in vibration. SSDs provide a huge performance advantage over hard drives they're faster to start up, faster to shut down, and faster to transfer data. Hence no change, the		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				conditions mentioned in the bidding document shall prevail.		
92	Page No. 293	A.4 TRANSIT MANAGEMENT CENTRE (TMC) It shall have a minimum installed capacity of 100 effective TB.	Why Backup capacity is required as 100 Tb. It should be left to bidder to design the solution to meet the requirement. We request you to reduce this to 25 effective Tb as it is unnecessarily increasing the cost.	The backup capacity is revised to minimum 50 TB, however SI has to provide adequate storage for all kind of data including videos, backup files, images etc for complete O&M period.  Please refer to Table 2 Sr. no. 5.	Sr. No. 5 of Table 2	
93	Page No. 295	A.4 TRANSIT MANAGEMENT CENTRE (TMC). A.4.1 General Database servers: Storage capacity of at least 1 TB.	Kindly mention data retention period in database. So that actual storage size can be derived	The SI will estimate the required data size based on double the size of current fleet, and storage demand for complete O&M period.		
94	Page No. 302	A.6.4 Switches	Number of Switch Ports not mentioned in specifications. Pls clarify. Also ST connectors are	SI has to estimate the required number		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
			obsolete for fiber ports. Suggest to replace ST connectors with SC or LC which are current standards. Suggest to have 1000-Base FX or 1000Base-T uplinks for high speed Data transfer	of ports as per the requirement mentioned in the this RFP document. ST connectors are still available in the market, howsoever as mentioned on page no 51, Section II Bid Data Sheet, ITB 28.5.6 bidders are encouraged to propose solutions that improve the specified requirements, in order to get additional marks.		
95	Page No. 303	A.6.5 Cables	Please change, inside building horizontal and vertical cabling from the Data points to the Server Rack Fire retardant rated CAT 6 FT4 cables, with Cat 6 UTP LSZH Cable as this is the standard offered by most OEMs	No change, the conditions mentioned in the bidding document shall prevail.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
96	Page No. 304	B.7 Installed OBITS Equipment Details	How many among these 258 existing SDU and BDC equipments are presently in working condition?	85% of existing components to be re-used. Howsoever if the number of faulty components exceeds 15%, then purchaser will pay on actual as per rate quoted by the bidder in their bid.		
97	Page No. 322	JV/Consortium Agreement	The format for JV/consortium agreement is missing in the RFP. Please provide the format.	SI can use any standard legal Consortium Agreement Format.		
98	Page No. 322	PoA by Partner 1 to Lead Partner	The format for Power of attorney to lead bidder is missing in the RFP. Please provide the format.	SI can use any standard legal Power of Attorney Format.		
99	Page No. 339, 2.5 Supply and Installation Cost Sub-Table	Central Hardware & Software inclusive of but not limited to: Primary AFCS Server with Operating System, Database server, Application Software, Anti-Virus Software, AFCS application software (primary + DR) or Any other required COTS software inclusive of requisite licenses	Do we have SQL Server or Oracle database license to create a instance for new system? Or do we have to buy new licenses?	No, SI has to provide the same as per the requirement mentioned in this RFP document.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
100	Page No. 346, 347	<p>1. Pg-346, pt- 5.2.1</p> <p>TMS Server at Depot with Operating System, Database server, Application Software (DMS, WMS, IMS and ERP/MIS), Anti-Virus Software or Any other required COTS software inclusive of requisite Licenses</p> <p>2. Pg-347, pt-7.1</p> <p>S&amp;R workstation including monitor and Software license</p>	<p>Under supply and installation components, CTU intends to have license price against each of the components, hence these are Products / COTS.</p> <p>Kindly confirm if our understanding is correct.</p>	<p>CTU doesn't intend to have license price against each of the component, Please refer page no. 263, Section VI Technical Requirement, 13.2 Bill of Quantities</p>		
101	Page No. 383	4B. BID SECURITY (BID BOND)	<p>EMD as bank guarantee is already provided in the RFP. Please help us understand about the purpose of the BID BOND format given here.</p>	<p>Bid Bond is not required.</p>		
102	Service Level Agreement	SLA for OFC and IPVPN	<p>As per DOT guidelines Non ISP cant resell bandwidth. Please include Tripartite agreement between MSI Customer and Network Service Provider. Also as it will be a direct billing between customer and Network service provider, Please mention SLA for OFC and IPVPN connectivity</p>	<p>Please refer to Table 2 Sr. no. 2.</p> <p>Please refer page no. 264, Section VI Technical Requirement, 14 Service level Agreement</p>	Sr. No. 2 of Table 2	



Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
103	General Query	Hardware Specification of ETM, POS, PIS.	Hardware Specification requirement not mentioned in the RFP.	Please refer to page no 281, Section VI Technical Requirement, A.1.2 Electronic Ticketing Machine (ETM), page no 285, Section VI Technical Requirement, A.1.5 Point of Sale (POS), page no 291, Section VI Technical Requirement, A.3 Passenger Information System (PIS)		
104	General Query	Number of users for each module	Number of users accessing the system is not mentioned in the RFP. To estimate and provide better hardware sizing for solution hosting we need approx number of users who will access the system. Kindly mention number of users.	As a part of scope of project no. of employees have been mentioned in the RFP document on page no. 306, further the SI has to maintain the project for 5 (five) years after		

	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
				implementation of the project, therefore SI shall estimate the best solution including the no. of users and scope of the project. The solution should be such that increase in number of buses/users over a period of time should not impact the same.		
105	General Query	Implementation	For fast implementation, we prefer doing onsite implementation to meet the deadline. Will tender authority provide desk space for implementation team? We are assuming that this is going to be a centralised implementation at tender authority location. Please confirm. If not then please mention number of locations where solution needs to be implemented.	Yes, CTU will provide desk space for 10-12 person of SI's team during implementation of solution. All the implementation will take place at tender authority location.		

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query	Response	Reference to Sr. No. of Corrigendum	Remarks
106	General Query	Support timing and work days	What will be the support timing and work days?	Please refer to page no 246, Section VI Technical Requirement, 11.3 Maintenance Team		
107	General Query	Data Migration	Do we have to migrate any existing data? If Yes then please mention volume and format module wise.	No data migration is required, Migration plan refers to how the change over from existing system to new system will occur.		
108	General Query	Data Digitization	Does the bidder have also to do digitization of data for the solution? If so, please mention the number of documents to be digitized? Scanning documents will be out of scope. Please confirm	There is no old records/files to be digitized under this project.		
109	General Query	General	We believe that CTU will facilitate support from existing OEM to integrate the existing device. Please confirm	CTU will provide all the available information as well as will assist in getting all the requisite information from the vendor, however the overall	Sr. No. 7 of Table 2	

Sr. No.	Clause No. of ITB/GCC/SCC/ Forms		Gist of the Query		Reference to Sr. No. Corrigendum	Remarks
				responsibility lies with the system integrator for integration with existing systems. The contact details of the supplier for existing system vendors are mentioned in Table 2 Sr. no. 7.		

**Table 2.**

Corrigendum

Sr. No.	Clause No. ITB/GCC/ SCC/Forms	As existing	As amended	Reference to Sr. No. of Response	Remarks																				
1	Page No. 132, Section V Special Conditions of Contract, GCC 1.1 (e) (iii)	<p>The Project Site(s) are:  <b>Head Office:</b>                      1. Chandigarh Transport Undertaking (CTU)                      Plot No.701, Industrial Phase-1,                      Chandigarh-160002, India                      Telephone: 0172-2679002  <b>Depots:</b>                      2 Depot-1, Industrial Area, Phase-1, Chandigarh                      3. Depot-2, Industrial Area, Phase-1, Chandigarh                      4. Depot-3, Sec-25, Chandigarh                      5. Depot-4, Sec-43, Chandigarh</p> <p><i>Continues....</i></p>	<p>The Project Site(s) are:  <b>Head Office:</b>                      1. Chandigarh Transport Undertaking (CTU)                      Plot No.701, Industrial Phase-1,                      Chandigarh-160002, India                      Telephone: 0172-2679002  <b>Depots:</b>                      2. Depot-2, Industrial Area, Phase-1, Chandigarh                      3. Depot-3, Sec-25, Chandigarh                      4. Depot-4, Sec-43, Chandigarh</p> <p><i>Continues....</i></p>	Sr. No. 38 of Table 1																					
2	Page No. 171, Section VI Technical requirement, 3.2.2 System Integrator (SI)	<table border="1" data-bbox="424 1027 1077 1338"> <thead> <tr> <th>Category</th> <th>System component</th> <th>Set up</th> <th>Ownership</th> <th>Support and maintenance</th> </tr> </thead> <tbody> <tr> <td>Communications and others</td> <td>Provision of SIM cards required for buses, bus-stops, POS and ETMs</td> <td>SI</td> <td>CTU</td> <td>SI</td> </tr> </tbody> </table>	Category	System component	Set up	Ownership	Support and maintenance	Communications and others	Provision of SIM cards required for buses, bus-stops, POS and ETMs	SI	CTU	SI	<table border="1" data-bbox="1102 1027 1755 1338"> <thead> <tr> <th>Category</th> <th>System component</th> <th>Set up</th> <th>Ownership</th> <th>Support and maintenance</th> </tr> </thead> <tbody> <tr> <td>Communications and others</td> <td>Provision of SIM cards required for buses, bus-stops, POS and ETMs</td> <td>SI</td> <td>SI</td> <td>SI</td> </tr> </tbody> </table>	Category	System component	Set up	Ownership	Support and maintenance	Communications and others	Provision of SIM cards required for buses, bus-stops, POS and ETMs	SI	SI	SI	Sr. No. 102 of Table 1	
Category	System component	Set up	Ownership	Support and maintenance																					
Communications and others	Provision of SIM cards required for buses, bus-stops, POS and ETMs	SI	CTU	SI																					
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Sr. No.	Clause No. ITB/GCC/SCC/Forms	As existing					As amended					Reference to Sr. No. of Response	Remarks
			Telecommunication Bills (SIM card bills for buses, PIS, ETM, POS, SMS) Cloud computing services	SI	CTU	SI	Telecommunication Bills (SIM card bills for buses, PIS, ETM, POS, SMS) Cloud computing services	SI	SI	SI			
			Electricity bills associated to ITS equipment on stops, depots or TMC	-	CTU	CTU	Electricity bills associated to ITS equipment on stops, depots or TMC	-	CTU	CTU			
			Web Hosting bill	SI	CTU	SI	Web Hosting bill	SI	SI	SI			

Sr. No.	Clause No. ITB/GCC/ SCC/Forms	As existing	As amended	Reference to Sr. No. of Response	Remarks
3	Page No. 242, Section VI Technical requirement, 10.5 Communications between TMC and depots	<p>10.5 Communications between TMC and depots There shall be two communication means between TMC and depots:</p> <ul style="list-style-type: none"> <li>• <b>Optical Fibre Cable (OFC):</b> The OFC based fixed communication system shall be designed to transmit/receive the data traffic from/ to bus-depots to TMC or the Control Centre. The OFC based communication system shall provide connectivity to bus depots and TMC, each of these locations shall have an independent Layer 2 Gigabit Ethernet based switch that shall support 1 Gbps of network bandwidth for backbone communications. The approximate length of OFC required is 1000 mtr, however the SI may obtain the actual length of OFC by visiting the site location mentioned below. The location details of OFC communication are given below:               <ol style="list-style-type: none"> <li>1. Depot 1 to TMC (CC + DR)</li> <li>2. Depot 2 to TMC (CC + DR)</li> <li>3. Depot 4 to ISBT 43</li> </ol> </li> </ul>	<p>10.5 Communications between TMC and depots There shall be two communication means between TMC and depots:</p> <ul style="list-style-type: none"> <li>• <b>Optical Fibre Cable (OFC):</b> The OFC based fixed communication system shall be designed to transmit/receive the data traffic from/ to bus-depots to TMC or the Control Centre. The OFC based communication system shall provide connectivity to bus depots and TMC, each of these locations shall have an independent Layer 2 Gigabit Ethernet based switch that shall support 1 Gbps of network bandwidth for backbone communications. The approximate length of OFC required is 1000 mtr, however the SI may obtain the actual length of OFC by visiting the site location mentioned below. The location details of OFC communication are given below:               <ol style="list-style-type: none"> <li>1. Depot 2 to TMC (CC + DR)</li> <li>2. Depot 4 to ISBT 43</li> </ol> </li> </ul>	Sr. No. 65 of Table 1	
4	Page No. 261, Section VI Technical requirement, 13.2 Bill of Quantities, 2.2.1.7 Panic button with all accessories &	Panic button with all accessories = 392 Nos.	<p><b>The quantity of Panic Button may be read as 3414 nos. instead of 392 nos. and bidders are requested to quote their bid price accordingly.</b></p> <p>(Because as per AIS 140 page no.17 clause no. 5.3 Physical Mounting, each bus shall have panic button at every 2 meter on both the sides of passenger seating area. The sizes of buses along with their quantity are given below.</p> <ol style="list-style-type: none"> <li>1) 12 Meter Bus - 139 Buses</li> </ol>		

Sr. No.	Clause No. ITB/GCC/ SCC/Forms	As existing	As amended	Reference to Sr. No. of Response	Remarks
	Page No. 342, Section VII Sample Forms, 2.2.1.7 Panic button with all accessories		2) 9 Meter Bus - 253 Buses.)		
5	Page No. 294, Section VI Technical requirement, ● Centralized Storage Unit:	<ul style="list-style-type: none"> <li>● Centralized Storage Unit:</li> <li>∅ It shall have at least two disk expansions (one for storing critical high-speed reading / writing applications and one for half-speed historical information - 10K RPM).</li> <li>∅ It shall have intelligent management of storage space.</li> <li>∅ It shall be connected via high-speed channel to a backup unit.</li> <li>∅ Modular growth at both the controller and disk levels.</li> <li>∅ It shall have a minimum installed capacity of 100 effective TB.</li> </ul>	<ul style="list-style-type: none"> <li>● Centralized Storage Unit:</li> <li>∅ It shall have at least two disk expansions (one for storing critical high-speed reading / writing applications and one for half-speed historical information - 10K RPM).</li> <li>∅ It shall have intelligent management of storage space.</li> <li>∅ It shall be connected via high-speed channel to a backup unit.</li> <li>∅ Modular growth at both the controller and disk levels.</li> <li>∅ It shall have a minimum installed capacity of 50 effective TB, however SI has to provide adequate storage for all kind of data including videos, backup files, images etc for complete O&amp;M period.</li> </ul>	Sr. No. 92 of Table 1	



Sr. No.	Clause No. ITB/GCC/ SCC/Forms	As existing	As amended	Reference to Sr. No. of Response	Remarks
6	Page No. 299, Section VI Technical requirement, A.6.2 OFC Network – TMC & Depot	<b>A.6.2 OFC Network – TMC &amp; Depot</b> ● The OFC based fixed communication system shall be designed to transmit /receive the data traffic from/ to Depot 1(Store, Waybill & Cash section of Depot-2 is located at Depot-1) to TMC, Depot 2 to TMC, Depot 4 to ISBT 43 bus terminal.  <i>Continues....</i>	<b>A.6.2 OFC Network – TMC &amp; Depot</b> ● The OFC based fixed communication system shall be designed to transmit /receive the data traffic from/ to Depot 2 to TMC, Depot 4 to ISBT 43 bus terminal.  <i>Continues....</i>		
7	Details of existing system vendors are as under:			Sr. No. 64, 68 and 109 of Table 1	
Sr. No.	System	Name & Address of Vendor	Contact No. of vendor		
1	OBITS- Castmaster Mobitec	(Depot-II, III & IV)	Mr. Raju Agarwal 98101-49346		
2	OBITS- KPIT	(Depot-III)	Mr. Madhukar Mane 90110-27266		
3	Biometric Attendance System	M/s Innotech Infosolutions Address:- 16 MV, First Floor, Indl. Area Phase-I, Chandigarh-160002	Mr. Manish 98766-15596, 0172 -418 5957		

Sr. No.	Clause No. ITB/GCC/ SCC/Forms	As existing		As amended		Reference to Sr. No. of Response	Remarks
	4	Automatic Barrier Gate System	(i) M/s Bharatiya Global Infomedia Ltd. Address:- B-66, Sector-60, Noida (Depot III & IV)	(i) Mr. Vishal Saxena Sr. Manager 85276-88448			
			(ii) M/s Faintech Pvt. Ltd. (Depot-II)	(ii) Mr. Sandeep Owner 95825-18668, 99991-27069			
	5	RFID Based Fuel Management System	(i) M/s IOCL (Depot-III)	(i) Mr. Viay 82838-02181 (ii) Kapil Bhat 94639-98209			
			(ii) M/s BPCL (Depot-II & IV)	Mr. Vikram Pathak 98119-12141			
8	Page No. 164, Section VI Technical requirement, 2.6 Transit Management Centre	2.6 Transit Management Centre Transit Management Centre (TMC) shall collect information from AVL and AFCS generates the information to be broadcasted to commuters through PIS.  <i>Continues....</i>		2.6 Transit Management Centre Transit Management Centre (TMC) shall collect information from AVL. TMS will generate the information to be broadcasted to commuters through PIS.  <i>Continues....</i>		Sr. No. 46 of Table 1	