

**VIJAYAWADA MUNICIPAL CORPORATION (VMC)**  
**MINUTES OF THE PRE-BID MEETING HELD IN THE CHAMBER OF CHIEF**  
**ENGINEER, MUNICIPAL CORPORATION, VIJAYAWADA ON 11-08-09**

Sub: VMC - **Design, Supply, Delivery, Erection, Commissioning and  
Operation & Maintenance of ITS System & Signaling in BRTS  
Corridor** - Quarries on Tender – clarifications – furnished –  
Regarding.

Ref: - Rc.No. EE-V-131347/09, dt.23.06.09

With reference to above the minutes of the pre-bid meeting and clarifications of VMC is furnished below for Design, Supply, Delivery, Erection, Commissioning and Operation & Maintenance of ITS System & Signaling in BRTS Corridor.

<b>Sl. No.</b>	<b>Tender Specification Query</b>	<b>Clarifications of VMC</b>
1	Bill of Quantity of items required to be delivered.	Since it is an EOI tender bill of quantities are not indicated in the bids. As per the EOI, bidders are supposed to submit their detailed proposal to VMC and same will be presented before the VMC officials and commissioner through power point presentation. Bidders are requested to submit the bids along with technical bids and documents relevant to the bid parameters to the VMC in the time schedule given below. Then VMC will scrutinize the bids as per the bid conditions. Then the firms who qualified in the technical bids will be called for the presentation. The detailed presentation shall be presented in power point presentation to the VMC officials. Based on presentations and technical proposals VMC will issue addenda to bidders. Then the bidders are requested to submit the price bids.
2	Drawings of the intersections and other infrastructure items available.	Drawings of the infrastructure and intersections are available. If any bidder is interested to take this information they can approach VMC.
3	It is mentioned that it is required to have an Broadband connectivity over the corridor, Please clarify on this	It is not mentioned in the bid document issued by VMC. It is optional, if required bidder can propose duly indicating its merits and demerits over the other systems.
4	The type of traveler information required – on the Bus, at the Bus Stops, at the terminus.	Generally travel information like bus destination, route, and number, expected time of arrival, expected time of departure, bus stops details in the route, en-route terminals, change points etc., to be displayed in the bus station and inside the Bus.

<b>5</b>	Technology and content details of the above.	Technology and the details are open and it is bidder's option and they can propose any technology suitable for our TOR.
<b>6</b>	Number of vehicles required tracking and the accuracy of tracking required.	At present 40 buses are proposed to run in the corridor .VMC is looking for smart card/RFID technology rather than vehicle tracking system. If required bidder can propose any vehicle tracking system if it is advantageous over the other systems.30 seconds will be the accuracy required.
<b>7</b>	Provision of Power and other utilities during the project period as well as for ongoing operation.	During project period power and other utilities will be the responsibility of the bidder and VMC will take care during operation and maintenance.
<b>8</b>	Scope of operation maintenance services to be covered.	Maintenance and operations are to be provided by the bidder as per the requirement and as per bid document.
<b>9</b>	The estimated cost of ITS subsystem is not indicated in the tender document. Please indicate the same.	It is an EOI tender therefore there will not be any estimated cost. In the competitive bidding who ever may be the lowest will be the successful bidder.
<b>10</b>	Considering the extent of the project and the limited information given so far it will be difficult for any bidder to submit a final comprehensive proposal. Therefore you are requested that at least three week time is provided after providing all the requisite technical data for submission of the tender.	Revised schedule is enclosed with this minutes please follow the revised schedule.
<b>11</b>	The contract estimation period mentioned is too short considered the extent of the project. The contract execution period must be minimum 8 months.	Contract period will be considered as 6 months and bidder shall adhere to this time period.

12	<p>Eligibility and Qualification Requirements : Page no Vol – 19</p> <p>In any one of the financial year during the last five financial years immediately preceding the financial year in which tenders are invited, the Tenderer shall have in his own name, in case of joint venture the prime partner, satisfactorily completed works similar to the proposed works i.e. supply and fixing of signaling systems and Passenger Information System (PIS) for any of traffic system, valued not less than Rs.5 Crores.</p> <p>By virtue of the eligibility criteria, being more suited for one or two companies and quality and cost effective and globally experienced companies like us are prevented from participating in this tender.</p> <p>This being such and important tender and especially when department is looking to have the full benefit from the project it is natural that Global Companies with more experienced and exposure to this latest technology should be allowed to participate in the tender.</p>	<p>The value has been reduced to Rs.1 Crores as against Rs.5 Crores.</p>
13	<p>Can a bidder bid for some or multiple components of the tender only a part of the tender. For eg: can we bid only for the PIS/GPS/LED and not the signaling and not the signaling system?</p>	<p>Part tendering is not allowed however joint venture is allowed.</p>
14	<p>As per JNNURM includes, urban bus specs include Destination boards (3 Nos) and ITS which comprises of the following.</p> <ol style="list-style-type: none"> <li>a. Passenger Information System (1 LED + 2 Speakers)</li> <li>b. Vehicle tracking system (1 per bus)</li> <li>c. CCTV camera (2 per bus)</li> </ol> <p>Ticketing or Automated Fare Collection.</p>	<p>For Vijayawada BRTS project Bidders has to provide following</p> <ul style="list-style-type: none"> <li>• Passenger Information System</li> <li>• Vehicle capturing system</li> <li>• Priority signaling.</li> </ul>

15	<p>Please clarify our understanding of the composition of various components of your tender:</p> <ul style="list-style-type: none"> <li>a. Passenger Information System <ul style="list-style-type: none"> <li>i. 1 LED as per JNNURM specs</li> <li>ii. 1 CD player</li> <li>iii. 2 Speakers</li> </ul> </li> <li>b. Vehicle Tracking System <ul style="list-style-type: none"> <li>i. 1 driver console or integrated controller</li> <li>ii. 1 VTS software</li> <li>iii. 1 Control room ( this will include 1 time setup costs and recurring charges) <ul style="list-style-type: none"> <li><b>One time set up costs include:</b> <ul style="list-style-type: none"> <li>1. Area of 400-500 Sqft</li> <li>2. 1 Projector</li> <li>3. 2 Servers</li> <li>4. Furniture, wiring and networking including UPS, and 1 printer and computers for each operator i.e. 5 computers (max), VPN, Firewalls and Oracle.</li> </ul> </li> <li><b>Recurring costs include:</b> <ul style="list-style-type: none"> <li>1 Connectivity charges per month</li> <li>2 Utility bills per month</li> <li>3 Staffing costs per month – 5 engineers , 1 supervisor, 1 project manager</li> </ul> </li> </ul> </li> </ul> </li> <li>c. Cctv Camera: <ul style="list-style-type: none"> <li>i. 2 Nos per bus, front and rear</li> <li>ii. 48 hours local recording storage in any format possible.</li> </ul> </li> <li>d. Automates Fare Collection: <ul style="list-style-type: none"> <li>i. On board smart card validator ( 2 Nos) recommended one at entry and one at exit</li> <li>ii. Electronic ticketing machine for on board ticket issuance (1 per shift)</li> <li>iii. Hand held inspection devices for conductors (1 per shift)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a) Is acceptable</li> <li>b) Is optional and</li> <li>c) Is not required.</li> </ul> <p>If (b) is selected by the bidder specification mentioned here is acceptable.</p>
16	<p>When is VMC likely to upgrade from 40 to 200 buses?</p>	<p>As and when other corridors are sanctioned.</p>

<p><b>17</b></p>	<p><b>Bus Station:</b></p> <p>a) Page no.64 of your tender mentions each bus stop shall be equipped with</p> <ol style="list-style-type: none"> <li>i. Dynamic Display,</li> <li>ii. Static Display,</li> <li>iii. LCD monitor</li> <li>iv. Audio announcements System <ul style="list-style-type: none"> <li>• Kaizen can provide 2 LED boards per station suited to display bus ETA. Typically, these boards are 6 ft by 1 ft or more. Please clarify the sizes, specifications and numbers per station to ensure comparability of bids.</li> <li>• Please clarify what you require in LCD monitor, do you mean a computer system with monitor for ticketing offices at the stations? How many such systems do you need – 2 nos per station?</li> <li>• Please clarify how many speakers you need per bus station?</li> </ul> </li> </ol> <p>b) Will you require turnstiles and access gates for your stations? How many entries and exits per side are you planning to have per station?</p> <p>c) Would you also like us to recurring charges for bus stations in your 5 year AMC contract?</p>	<p>6feet x 1 foot is acceptable and bidders can consider even higher size if required.</p> <p>i) LCD Television is required in the bus and bus stop with 26 inches size for advertisements and entertainment etc.</p> <p>iv) three speakers in bus and two in bus station</p> <p>b) One entry and one exit will be provided in the bus station and bus will have two doors</p> <p>c) NO, it is not required, it will be entrusted to another agency by VMC.</p>
<p><b>18</b></p>	<p>Do we require to supply and install LED destination boards?</p> <ol style="list-style-type: none"> <li>i. Typically, 3 LED destinations boards are required per bus <ol style="list-style-type: none"> <li>1) Front (as per JNNURM specs)</li> <li>2) Rear (as per JNNURM specs)</li> <li>3) Side/service door (as per JNNURM specs)</li> </ol> </li> <li>ii. Please specify how many LED's are required per bus and of what specifications.</li> <li>iii. How many buses are already fitted with LED's?</li> </ol>	<p>Above proposal is acceptable i.e. three boards and adhere to JNNURM specifications</p> <p>Nil</p>

19	As per IT.34.1, the bidder requires to provide a security deposit of 2.5% of contract value, whereas page no.45 of the tender document requires the bidder to provide 5% of contract value as performance guarantee. Please clarify the contract % of Performance guarantee/Security deposit, as they are one and the same.	Security deposit and performance guarantee is not one and the same. Security deposit is the amount kept with VMC during construction stage towards security. Performance guarantee is meant for performance of the systems after commissioning of the project. Performance guarantee can be furnished in the form of bank guarantee and it will be released after successful completion of operation and maintenance period i.e. 5 years after commissioning. 10% over the contract value i.e. in the 2½% will retained at the time of agreement in the form of cash or demand draft in any Nationalized Bank or Bank Guarantee will be held with VMC as security deposit and 7½% will be recovered from the running account bills as FSD.
20	For bidders from states like Maharashtra and Gujarat, it will be impossible to submit the Sales tax clearance certificate and Income Tax certificate as per your format and even more so for the year ended 31 <sup>st</sup> March, 2009. This is because the relevant authorities have stopped issuing such certificates and also the same can be issued in exceptional circumstances only when the audit and assessment of the Sales Tax and Income Tax for the relevant years have been completed in all respects. In light of this information, please grant us an exemption for the same or relax the criteria to allow more competitive bids to be submitted for your benefit.	Bidders need not submit sales tax and income tax clearance certificates however they are requested to submitted certificates showing PAN and TIN numbers. Regarding income tax returns filed by the firm may be furnished along with bids.
21	Please provide copy of schedule-H personnel, K – Record of arbitration and litigation and L- History of criminal cases.	Schedule H&K are not included in the bid document. In this connection bidders are requested to submit this information duly developing suitable formats.

22	<p>The following addendal/annexure/sections/chapters are not annexed with the tender document:</p> <ol style="list-style-type: none"> <li>a. List of specification drawings ( refer Section IV on Vol 1-12)</li> <li>b. Programme of work including schedule of contractors proposal of maintaining works during defect liability period (refer Section IV on Vol1-12)</li> <li>c. Addenda issued by Chief Engineer, VMC (refer Section VI on Vol 1-12)</li> <li>d. Technical Specifications ( refer Section V on Vol 1-12)</li> </ol>	<ol style="list-style-type: none"> <li>a) Specification drawings are not incorporated in the bid. If any information is required bidder can approach VMC office and take necessary drawings by Xeroxing.</li> <li>b) This is as per existing G.O's and other standard tender conditions.</li> <li>c) Addenda are pre-bid meeting minutes.</li> <li>d) Since it is an EOI tender bidders are requested to submit technical specifications with their proposal.</li> </ol>
23	<p>Is there a format for giving the declaration certificate that we have accepted the tender unconditionally (refer 19.5 on Vol 1-17)</p>	<p>There is no specific format. However you are requested to submit this undertaking on Rs.100/- non-Judiciary stamp paper.</p>
24	<p>What is meant by registered contractors of Special Class?</p>	<p>The registered contractors are the contractors registered in Govt. of Andhra Pradesh having turn over more than Rs. 10 Crores.</p>
25	<p>Is it necessary to provide 5 years financial statements? Typically, tenders of similar work require only up to 3 years financial statements. Alternatively, please grant us the option of CA certificate the turnover and profit for 5 years?</p>	<p>CA certificate is sufficient for consideration of turnover in bid evaluation.</p>



26	<p>3.5 a) <i>Past Experience:</i></p> <p>a. It is necessary that the tenderer/ in the case of Joint Venture, the prime partner or any one or more of the partners of the joint ventures should have designed executed, completed, tested and commissioned successfully signaling system with software for any traffic system and implementation of Passenger Information System (PIS) in anyone year of the last five years from march 2009.</p> <p><u>Financial standing:</u></p> <p>i. In any one financial year during the last five financial years immediately preceding the financial year in which tenders are invited, the Tenderer shall have, in his own name, in case of joint venture the prime partner, satisfactorily completed works similar to the proposed works i.e. supply and fixing of signaling systems and Passenger Information System (PIS) for any type of traffic system , valued not less than <b>Rs. 5 Crores.</b></p> <p>With reference to the above we wish to inform your good selves that, as per the SCOPE OF WORK (Vol.1-54), traffic signaling system and Passenger Information System are smaller part of the total project. In general these systems are static and working stand alone. In this project, the main part of the project is also dependent of the Data Acquisition and Networking of all the Junction Equipment through which the PASSENGER INFORMATION SYSTEM and TRAFFIC SUGNALING SYSTEM to be communicated and updated. Hence, handling the critical data coming from various junctions through network and communicating the updates to the local junctions plays a vital role. Hence the expertise in DATA ACQUISITION WITH NETWORKING should also be duly considered for undertaking this project.</p>	<p>At this point of time it is not possible to change the qualifying criteria. However we are allowing for joint venture partnership therefore PIS in signaling system will be considered together only.</p>
27	<p>(Vol-1-55) from Description of Work: Design of LED Street Lighting with Solar Backup Power and charging batteries up to other Condition (Vol 1-58)</p>	<p>Please ignore where you find LED street lighting since it is a typographical mistake. Please ignore this since it is not relevant to ITS &amp; Signaling.</p>
28	<p>(Vol-1-60J) AUTOMATIC SWITCH ON/OFF AND REMOTE MONITORING:</p> <p>The system shall be provided with Microprocessor based ON/OFF switching control/ Isolation Facility with suitable electrical protections and Rem Monitoring facility.</p>	<p>Please ignore where you find LED street lighting since it is a typographical mistake. Please ignore this since it is not relevant to ITS &amp; Signaling.</p>

29	Is there any percentage assigned to technical capability of the firms? For a project like this, which is first time being implemented in India? We suggest that prior experience in BRT ITS (at last 5 projects) should be considered and given weight-age. This will ensure that VMC gets the best solution. We recommend that it should be Quality & Cost Based Selection (QCBS) (80% Technical – 20% Financial) which is the general World Bank norm for such projects?	Since this is not a consultancy work we are not considering any weightage for technical and financial.
30	Will VMC provide specifications for either the technology to be adopted or the equipments to be used?	The bidder is requested to submit technology and technical specifications to VMC since it is an EOI tender.
31	Please provide Bill of Quantities	Since it is an EOI tender the bill of quantities will not be indicated.
32	Vol I-16 Attachments to Technical Bids a. Are the Detailed designs for Signaling System Generic?	Bidder need not submit designs at this juncture how ever conceptual designs are to be provided along with the bid.
33	Page 60 Scope of Work 7. Why does the BRTS station RTU control the traffic signal?	It is general information you need not provide RTU it can be omitted if required.
34	Page 60 Scope of Work 8 What is the detention rule for BRTS bus?	The detention means bus will be detained between junction and bus stop before entering into the signalized intersection. This zone should be considered for fixing of any devices which can capture the bus and issue commands to the traffic signal at the intersection and the central control room vice versa.
35	Page 60 Scope of Work 9 What is to be displayed on the Static Display and what is the proposed language to be used?	The display shall indicate the routes and the names of the bus stops and it shall be provided with in the Bus, Bus Number, Destination, origin with LED lighting shall be provided on front, left side and back side of the bus. The language shall be in English and Telugu.
36	Page 60 Scope of Work 10 What is to be displayed on the Dynamic Display and what is the proposed language to be used?	On dynamic display the next bus stop expected time of arrival at the next bus stop shall be displayed in Telugu language on dynamic display boards.

37	<p>Page 64 Other Conditions</p> <p>What kind of information is the Bus Driver expected to have and what is the proposed method of communication.</p>	<p>Bus driver needs communication with control room vice versa to intimate Traffic Conditions, Vehicle Break Down, Passenger Density at Bus Stops any other information. The method of communication shall be proposed by the bidder which shall be cost effective and technically feasible.</p>
38	<p>Page 66 Point 2</p> <p>Is the bidder supposed to have a local office also through out the O&amp;M period?</p> <p>What is the personnel requirement of this local office?</p>	<p>During O&amp;M period local office is not required. The persons required during O&amp;M period has to assess by the bidder to monitor their hardware systems, to generate the MIS reports and to upgrade the software to suit the field conditions. Therefore 2 system administrators and 2 engineers with necessary supporting staff may be considered for O&amp;M operations as it is only suggestive. Bidder should engage staff and professionals as per the field requirements.</p>
39	<p>Are we planning to have a separate phase for pedestrians during Signal Design?</p>	<p>For pedestrians one cycle should be incorporated in signaling phases.</p>
40	<p>Who will provide the Traffic counts for Signal Design and if it is VMC, when were the last traffic counts done?</p>	<p>The last traffic count done by VMC is in 2006. However latest traffic count will be supplied by VMC after taking the fresh traffic counts.</p>
41	<p>IT clearance – Will Income Tax PAN/TAN numbers suffice?</p>	<p>YES</p>
42	<p>VAT clearance – will VAT registration numbers suffice?</p>	<p>YES</p>
43	<p>Power backup – Who is providing electricity for the equipment? How much backup time is required in case of power failure?</p>	<p>VMC will provide power supply through APDISCOM and backup power shall be provided for 2 hours.</p>
44	<p>Signals – are dedicated signal heads required for BRTS lanes?</p>	<p>YES</p>
45	<p>On quality control (last point of bid document) – how is quality to be assessed?</p>	<p>VMC is having quality control Agency they will assess the Quality of materials, equipment, installations duly conducting necessary tests as per prevailing codes.</p>
46	<p>On pedestrian crossings – Where are the pedestrian and passengers located?</p>	<p>It is combined Zebra crossing for pedestrian and passengers.</p>

47	On signal change – What type of signaling and priority for busses is to be provided?	When bus is approaching intersection automatically the BRTS bus should get a green signal for accessing the intersection.
48	Please provide more clarity in terms of communications network desired its functionalities and O&M plan.	Since it is an EOI tender, bidder should come up with their proposal on communications network and O&M plan.

The following points are also considered in the bid.

- Bidder should provide Display Boards on both sides of Road in addition to the Bus Stops.
- VMC is looking for most innovative technology which shall be versatile upstandable easy for maintenance and cost effective.
- VMC is looking for advanced technology in which buses can be tracked through smart cards/RFID chips and the information shall be sent to the necessary utilities such as signals, Central Control room etc., through wireless data communication network or cable data communication network.
- Bidder should provide this prioritized signal to all the junctions in the BRTS route irrespective of traffic at the intersections. The revised schedule for EOI is as follows.
  - Submission of technical bid      5.09.09 up to 4.00 P.M
  - Technical bid opening              5.09.09 up to 4.30 P.M
  - Power point presentation          15.09.09 afternoon
  - Price bid submission                25.09.09 up to 4.00 P.M
  - Price bid opening                    25.09.09 4.30 P.M