

ADDENDUM-II TO THE RFP DOCUMENT

Development of Personal Rapid Transit (PRT) System in Amritsar on PPP Mode

Sr. No.	Page No	Clause. No.	Description in RFP Document	Modification Suggested by Bidder	Clarification
Concession Agreement					
1.	39	Clause 12.4.1	Construction Period- 2.5 years Completion of any 2 Stations- 12 months	A minimum of 24 months is required to commission one part of the route. We feel that this clause should be removed since the system architecture will be designed to cater to the whole route. We also feel that the total time required for commissioning the PRT will be not less than 3 (three) years	The Concessionaire shall be required to complete the construction of the entire PRT system within 910 days. The provision of completing the construction of PRT system between any 2 stations in 12 months has been deleted.
2.	8	Clause 2.1.5 second bullet		<p>a. What does commercial operations of PRT systems means? Is it that we have to get the yard and control rooms also operational? If so than 12 months is too less a time to do that. Section –II, Article 14, clause 14.1.1, page 44 says that the concessionaire shall notify the Independent engineer & safety consultant its intent to subject the PRT systems to test, 60 days prior to the likely completion of PRT system, which eventually means that the functioning of PRT system bet. 2 stations shall be completed in 10 months!</p> <p>b. Doing Amritsar in 910 days will be extremely difficult since it is one of the most complex site for construction of PRT with most of guide way design requiring non-standardized, custom designed element such as:</p> <p>i. Stations & yard are designed with retrofitting with existing structures. This will involve strengthening of</p>	<p>i. The drawings/DPR of the Proposer available with the MC Amritsar have been uploaded on the website of PIDB.</p>

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				<ul style="list-style-type: none"> existing structures, ii. 100m cable stayed bridge iii. Complex guide ways viz. double stack guide way 	<ul style="list-style-type: none"> ii. Shall be considered as Portal Framework guide way. However, bidder can propose their own guide way proposal as well.
3.	62	Clause 21.4	Key performance indicators	<p>Are the key performance indicators sacrosanct since there are a lot of factors to be considered before zeroing in on the various indicators</p>	<p>The Concessionaire shall be required to adhere with the Key Performance Indicators, as laid down in Article 21.4 of the draft Concession Agreement.</p> <p>Addition of new sub-clause: <i>"21.4.5(g) - The waiting time after the Selection of destination station by the first passenger for a particular pod and departure of such pod should not be more than 90 seconds or as approved by the Independent Engineer or the Safety Consultant."</i></p>

Schedule of Concession Agreement

4.		Schedule R		What will be the fare escalation and after how many years?	Refer Appendix-I to this Addendum for fare escalation and amended Clause 2.3 of Section-I of RFP document.
5.				In calculation of ticketing and fares will there be a need to give discounts to physically challenged/ senior citizens?	
6.				In the RFP the cost mentioned is based on per km basis. What will be the station to station fare?	
7.				How will be fare escalation calculated?	
8.	9	2.3	The proposed fares are as on 21st October 2010 and will increase on the basis of WPI % at the time of commencement of operations		
9.	10	Clause 2.4 (i)	Revenue from PRT system	What will be the escalation rate for Basic Fare in future?	
10.	9	Clause 2.3	Base Fare	There is a discrepancy in the fare figure and words. Whether the base fare	

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11.				<p>proposed is the maximum base fare? What will happen on festival days? Will the concessionaire be forced by the government to provide discounts? If so, will government pay back the discounts incurred by the concessionaire?</p>	<p>Fare will be as per Appendix-1 The Concessionaire shall, at no time during the Concession Period, be required/ forced by the Government agencies to give any kind of discounts/ concessions on fare to the Users/ general public.</p>

Instructions to Bidders (ITB)

12.	23	4.9.2	<p>The Proposer shall have the "First Right of Refusal" i.e. the Proposer would be allowed to match the Financial Proposal of the lowest bidder (L1 Bidder)</p>	<p>if the difference between the cost of the L1 bidder and the 'proposer' is more than 10%. then L1 bidder should be awarded the bid since to match the L1 Bidder's price, proposer would have to substantially compromise on its technical proposal based on which the bids are qualified in the technical stage, prior to the financial bid stage</p>	<p>Clause 4.9.2 of Section-I of RFP document shall be read as follow. In Step-II of evaluation, the Financial Proposals in Envelope 3 of only those Bidders who have passed Step-I shall be opened by PIDB/ Confirming Party/ Government in presence of the nominees of the Bidders, who choose to attend the same. Bidders shall be ranked L1, L2, L3 etc. in increasing order of their Financial Proposals. The original Proposer shall have the right to submit its revised Financial Proposal/Bid.</p>
13.	Page 23	Clause 4.9.2		<p>Why does the proposer get "First Right of Refusal" and that too without any other condition? Doesn't that kill the completion straight away? And that too for a prestigious project such as this which is first of its kind in the whole world.</p>	<p>In case the original Proposer revises its Financial Proposal, such revised Financial Proposal will be construed as the Financial Proposal of the original Proposer. However, in the event, original Proposer does not revise its Financial Proposal, the Financial Proposal of the original Proposer will be construed as</p>

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14.		4.9.2 of ITB		<p>With reference to the bidder selection criterion (Instruction to Bidders- 4.9.2), our financial partners and we feel that the bidding process doesn't give us adequate opportunity to make an effective bid with a reasonable opportunity to win, even though we recognize that the proposer deserves to be given a slight advantage. In the current format, the proposer will be allowed to match the L1, bidder's fare irrespective of how low it is compared to the fare quoted by the proposer. We request that a lower bound be defined by the government such that the concession is awarded to the L1 bidder if its quoted fare is less than that bound. The proposer may be allowed to match the L1 bid only if the L1 bid is within the range of the proposer's current bid and the government specified bound.</p>	<p>the "Base Fare" – defined in the revised clause 2.3 of section-I of the RFP document appended as Appendix-I to Addendum-II of the RFP document. The selection will be made on the basis of the lowest fare to be charged from the users of the PRT System. In case the original Proposer is not the lowest bidder, then the original Proposer shall have the "First Right of Refusal" to match the Financial Proposal of the lowest Bidder, only if the differential between the Financial Proposal of the original Proposer (original or revised, as the case may be) and the lowest bidder is within 15% of the Financial Proposal of the original Proposer (original/revised, as the case may be). In the event, the original Proposer becomes eligible as per this and matches or improves upon the Financial Proposal of the lowest bidder (L1 Bidder), the Project shall be awarded to the original Proposer. However, in case the differential between the Financial Proposal of the original Proposer (original/revised, as the case may be) and the lowest bidder is more than 15% of the Financial Proposal of the original Proposer, then the Lowest Bidder shall be declared as the Successful Bidder. In case the Financial Proposal of the original Proposer is the lowest Financial Proposal then the original Proposer will be declared as the successful bidder. However, in case of single bid, the negotiations will be carried out with the single bidder, as per the provisions of the Punjab Infrastructure (Development and Regulation), Act, 2002.</p>

APPENDIX – I

The clause 2.3 of Section –I of RFP document should be read as follows:

2.3 Bid Variable

The Successful Bidder/ Concessionaire shall be required to quote the **“Maximum Fare to be charged from the Users of the PRT System”** i.e. Bid Variable as per its Financial Proposal.

However, it is being clarified here that the “Maximum Fare to be charged from the Users of the PRT System” shall in no circumstances be more than the below stated Fare proposed by the Proposer:

The matrix below represents the per seat maximum fare as proposed by the Proposer.

Winter October to March					
Journey-Distance-in tans.	upto 0.5	upto 1.0	upto 1.5	upto 2.0	Above 2.0
Weekdays	X	1.21 X	1.43 X	1.64 X	1.81 X
Weekends	1.1 X	1.34 X	1.57 X	1.81 X	1.99 X
Summer-April to September					
Weekdays	1.3 X	1.58 X	1.86 X	2.14 X	2.35 X
Weekends	1.43 X	1.74 X	2.04 X	2.35 X	2.59 X

Here, 'X' represents the 'Base Fare' and the rest of the figures are its derivations. The 'Base Fare' for the Proposer is Rs 16.30 (Rupees Sixteen point three zero).

It is being clarified here that the prospective Bidders shall be required to quote only the 'Base Fare' in their financial proposals. The format of Financial Proposal is enclosed as Format C.

The proposed fares are as on 21st October 2010 and will increase on the basis of WPI % annually.

Trip distance will be a multiple of 0.5 km (500 m). Fraction of 0.5 km (500 m) will be considered as 0.5 km (500 m). Fare will be rounded off to nearest rupee.

The above mentioned fares are the 'Maximum Fares' to be charged, however concessionaire shall be allowed to charge the appropriate fare / device the fare mechanism, within the limits of Maximum Fare. This may include single / return journey ticket, there will be a range of Season, Day Pass, Multi-use, Group, Premium, Concessional, full pod, physically challenged/ senior citizens etc. tickets as required.

Any Bidder, quoting Base Fare(X) more than the above stated 'Base Fare' (i.e. Rs 16.30) shall not be considered and out-rightly rejected by the Government/ Confirming Party/ PIDB.