

265th EXECUTIVE BOARD MEETING

(Jun 14, 2016)

AGENDA ITEMS

1.	Confirmation of Minutes – 264 th Meeting of the Executive Board held on May 16, 2016
2.	Award of Works for “CPEC Western Route Hakla (on M-1) to D.I.Khan Motorway Package-IV: Pindi Gheb to Tarap (Km 0+000 to Km 50+019)
3.	VO 2 of M/s Riaz Malik Construction Company (RMC) for Construction of Takht Bhai Flyover (N-45)
4.	VO 3 and Extension of Time No. 2 of M/s Global Technical Enterprises: Rehabilitation of Airport Road Quetta from Km 690+000 – 697+700 on National Highway (N-25)
5.	VO 10 of M/s FWO for Lyari Expressway Project (LEP)
6.	Addendum No. 5 of M/s NESPAK for Revision in detailed Design i.e. Conversion of 04-Lane Design into 06-Lane Configuration of Package – I, II and III of Hassanabdal – Havelian Expressway (E-35)
Adl I.	Consultancy Services for Design Review and Construction Supervision of Yarak on N-55 – Rehmani Kheil Package-I, 56 Km Section of Hakla (M-1) – Yarak (D.I.Khan) Motorway
Adl II.	Addendum No. 04 of M/s Republic Engineering Corporation (REC) (Pvt) in association with M/s Umer Munshi Associates for Construction of Sultan Bahoo Bridge Project Over River Chenab Linking Shorkot & Garh Maharaja
Adl III.	PC-I for Improvement and Widening of N-5, Thokar Niaz Baig to Hudiyara Drain (10+170 km)

Agenda Item No --- 1 ----

Confirmation of Minutes – 264th meeting of the
Executive Board held on May 16, 2016

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Confirmed minutes already have uploaded on NHA website

GOVERNMENT OF PAKISTAN

WORKING PAPER
for
265th NHA EXECUTIVE BOARD MEETING

**CPEC WESTERN ROUTE
HAKLA (ON M-1) TO D. I. KHAN MOTORWAY
PACKAGE-IV - PINDI GHEB TO TARAP
(KM 0+000 TO KM 50+019)**



JUNE, 2016

NATIONAL HIGHWAY AUTHORITY

Procurement & Contract Administration Section
ISLAMABAD

Agenda Item No. _____

**WORKING PAPER FOR NHA EXECUTIVE BOARD
AWARD OF WORKS FOR CONSTRUCTION OF
PACKAGE-IV : PINDI GHEB TO TARAP - (Km 0+000 TO Km 50+019)
CPEC WESTERN ROUTE – HAKLA (ON M-1) TO D. I. KHAN MOTORWAY**

1. GENERAL

This Working Paper covers the evaluation and recommendations in respect of the financial bids opened on 11th May 2016 for “China – Pakistan Economic Corridor (CPEC) Western Route: Hakla (on M-1) to D. I. Khan motorway Package-IV : Pindi Gheb to Tarap - (Km 0+000 to Km 50+019)”. Technical and Financial Bids were received on 26th April 2016 and the envelopes containing the Technical Bids were opened on the same date. After completing the Technical Evaluation, second envelope containing the Financial Bids were opened on 11th May 2016. Bid Evaluation Report is placed at **Annexure-A**.

2. SCOPE OF WORK

China – Pakistan Economic Corridor (CPEC) Western Route: Hakla on M-1 to D. I. Khan motorway Package-IV - Pindi Gheb to Tarap - (Km 0+000 to Km 50+019)

The location map is placed at **Annexure-B**.

3. PC-I STATUS AND PSDP ALLOCATION OF THE PROJECT

The Project is being financed by Government of Pakistan (GOP) through PSDP. PC-I of the subject project was considered by ECNEC in its meeting held on 22nd April 2016 and approved the project, in principle, at the rationalized scope and cost of Rs 124,208.00 million without FEC, subject to verification of the proposed route of the project from the Joint Declaration announced at the eve of All Parties Conference held on 28 May 2015.

PSDP allocation for the year 2015-16 is Rs. 10,000 Million.

4. ENGINEER’S ESTIMATE

Engineer's Estimate based on CSR-2014 is **Rs. 25,592,877,144**.

5. TENDERING PROCESS

5.1 Pre-qualification

The Procurement process has been planned on Single Stage - Two Envelope Bidding Procedure preceded by Prequalification.

5.2 Pre-Qualification process

The prequalification process was initiated by advertising "Invitation for Prequalification (IFP)" for Package-I to V in daily national newspapers on 18th November 2015 and was also uploaded on NHA & PPRA websites.

In response to Invitation for Prequalification, fifty four (54) firms purchased the Prequalification documents either from P&CA Section or downloaded from NHA website. On or before scheduled date of 15th January 2016 at 1530 hours, thirty eight (38) firms / JVs submitted their Pre-Qualification Documents. The Prequalification documents were evaluated in accordance with the eligibility and evaluation criteria specified in the Prequalification Documents. As a result of prequalification evaluation of applications, following firms were declared pre-qualified for Package-IV to participate in the bidding process for subject package:

- i. M/s Beixin – GRC JV Islamabad
- ii. M/s Polatyol Yapi Sabayi ve TUCARET A.S., Turkey
- iii. M/s LIMAK Insaat Sanayi ve Ticaret A.S., Turkey
- iv. M/s Frontier Works Organization, Rawalpindi
- v. M/s LOTTE Engineering & Construction Co. Ltd., Korea
- vi. M/s China Yunnan Sunny Road & Bridge Co. Ltd., Islamabad
- vii. M/s China Railway First Group Co. Ltd., Islamabad
- viii. M/s China Railway No. 03 Engineering Group Co. Ltd., China
- ix. M/s CTCE – NIC JV, China
- x. M/s Xi'an Industrial Group Development Co. Ltd., China
- xi. M/s China Gezouba Group Company Ltd., Islamabad
- xii. M/s China Road & Bridge Corporation, Islamabad
- xiii. M/s Long Jian Road & Bridge Ltd. Co., Lahore
- xiv. M/s China Railway Construction Corp Intl. Ltd., Islamabad
- xv. M/s China Railway 20 Bureau Group Corporation, China
- xvi. M/s National Logistic Cell (NLC).

6. ISSUANCE OF BIDDING DOCUMENTS

Following firms purchased the bidding documents:

- i. M/s LIMAK Insaat Sanayi ve Ticaret A.S., Turkey
- ii. M/s Frontier Works Organization, Rawalpindi
- iii. M/s China Yunnan Sunny Road & Bridge Co. Ltd., Islamabad
- iv. M/s China Railway First Group Co. Ltd., Islamabad
- v. M/s China Railway 20 Bureau Group Corporation, China
- vi. M/s China Gezouba Group Company Ltd., Islamabad
- vii. M/s China Road & Bridge Corporation, Islamabad
- viii. M/s Long Jian Road & Bridge Ltd. Co., Lahore
- ix. M/s National Logistic Cell, Rawalpindi

7. MINUTES OF PRE-BID MEETING, ADDENDUM NO. 1, 2, 3 & 4

As per schedule, Pre-bid meeting was held on 21st March 2016 and Minutes alongwith Addendum No. 1 were issued to all prospective bidders vide letter No. 2(467-04)/ GM(P&CA)/NHA/2016/544 dated 1st April 2016. Later on Addendum No. 02, 03 and 04 were also issued

8. SUBMISSION/OPENING OF BIDS

On the scheduled date (26th April 2016), following six firms submitted their bids (Technical and Financial):

- i. M/s LIMAK Insaat Sanayi ve Ticaret A.S., Turkey JV ZKB
- ii. M/s Frontier Works Organization, Rawalpindi
- iii. M/s China Railway First Group Co. Ltd., JV Nishan Engineers
- iv. M/s China Railway 20 Bureau Group Corporation JV SMADB
- v. M/s China Road & Bridge Corporation, Islamabad JV HRL Pvt. Ltd.
- vi. M/s National Logistic Cell, Rawalpindi

9. SUMMARY OF THE TECHNICALLY QUALIFIED BIDDERS

The technical bids of all the bidders were evaluated in accordance with the eligibility criteria and evaluation of technical aspects specified in the bidding documents. As a result following firms have emerged as technically qualified:

- i. M/s Frontier Works Organization
- ii. M/s LIMAK Insaat Sanayi ve Ticaret A.S., Turkey JV ZKB
- iii. M/s China Railway First Group Co. Ltd., JV Nishan Engineers
- iv. M/s China Road & Bridge Corp. Islamabad JV HRL Pvt Ltd

10. OPENING OF FINANCIAL BIDS OF TECHNICALLY QUALIFIED FIRMS

All the four (04) technically qualified firms were informed for opening of their financial bids on 11th May 2016 at 1000 hours in NHA Auditorium, HQ, Islamabad.

Meanwhile, P&CA Section received the copies of letter from Banks (3 letters by hand + 1 letter through TCS) on May 10, 2016 wherein banks communicated that they have withdrawn the credit facility issued to M/s ZKB in respect of CPEC project Package IV. The matter was referred to Senior Procurement Contract Specialist who submitted the following:

“The documents submitted through unauthorized individual that too procured a day before are neither acceptable nor tenable as per bid evaluation conditions. Procurement process should precede as if no such letters (photocopies) have been received pl.”

Accordingly Financial Bids were opened on 11th May 2016.

**11. PRELIMINARY EVALUATION OF FINANCIAL BIDS:
(As announced amounts of bids)**

Results announced during Bid opening are given below:

Sr. No	Name of Firm	Bid amount (Rs)	Rebate	Final Bid Amount (Rs.)
(i)	M/s LIMAK + ZKB JV	21,412,120,208	Given under each bill	21,412,120,208
(ii)	M/s F.W.O.	21,513,742,965	-	21,513,742,965
(iii)	M/s CRBC + HRL JV	26,320,325,853	-	26,320,325,853
(iv)	M/s China Railway + Nishan JV	22,210,154,000	790,154,000	21,420,000,000

According to above mentioned result M/s LIMAK + ZKB JV was “announced lowest bidder”.

11.2 The summary of evaluation emerged out is tabulated below indicating the corrected amount of price bid and variation with respect to Engineer’s Estimate based on CSR-2014 which is Rs. 25,592,877,144/-

Sr. No.	Name of the Contractor	Bid Price (Rs.)	Position	Variation from CSR-2014
(i)	M/s Limak + ZKB JV	21,386,221,908	1 st	-16.44%
(ii)	M/s China Railway First Group + Nishan Engg JV	21,459,122,965	2 nd	-16.15%
(iii)	M/s Frontier Works Organization	21,513,742,965	3 rd	-15.94%
(iv)	M/s CRBC + HRL JV	26,320,325,853	4 th	+2.84%

11.3 During the Financial evaluation of the lowest bidder i.e. M/s LIMAK Insaat Samayi ve Ticaret A.S. + ZKB JV it was observed that the rate of item Nos. SP-117a, 406a, SP-417a, SP-417, SP-414b, SP-414g, SP-414h (i, ii, iii, iv, v & vi), SP-601a and SP-601b are not rational and significantly higher as compared to rates submitted by other bidders/Engineer’s Estimate. It was therefore agreed to recommend that any increase in quantity of above stated items will be paid as per Engineer’s Estimate. The Clause 52.2 of CoC will not be applicable for these items.

It was also observed by the bid evaluation committee that the rates for item NSI-IV (employing Trainee Engineer) are also extremely high, thus the bid amount quoted against this item be treated as "Provisional Sum".

12. VERIFICATION OF CREDIT LINE FACILITY

Letters were written to various Banks to verify the credit line facility submitted by the bidders. Banks also confirmed the availability of credit facility of M/s ZKB.

13. RECOMMENDATIONS OF TENDER ACCEPTANCE COMMITTEE:

On the recommendations of Bid Evaluation committee, the Tender Acceptance Committee recommended that the Works for "**China - Pakistan Economic Corridor (CPEC) Western Route: Hakla (on M-1) to D. I. Khan Motorway Package-IV Pindi Gheb to Tarap (Km 0+000 to Km 50+019)**" be awarded to the lowest evaluated bidder **M/s LIMAK Insaat Sanayi ve Ticaret A.S. + ZKB JV** at their evaluated bid price of **Rs. 21,386,221,908/-** (Rupees Twenty one Billion, Three Hundred Eighty Six Million, Two Hundred Twenty One Thousand, Nine Hundred and Eight only) which is **16.44% below** the Engineer's Estimate of **Rs. 25,592,877,144/-** based on CSR-2014 subject to the following conditions:

- a. Any increase in quantity of Item Nos. SP-117a, 406a, SP-417a, SP-417, SP-414b, SP-414g, SP-414h (i, ii, iii, iv, v & vi), SP-601a and SP-601b will be paid as per rates mentioned in the Engineer's Estimate. The Clause 52.2 of CoC will not be applicable for these items.
- b. The quoted amount for item NSI-IV (employing Trainee Engineer) be treated as "Provisional Sum".
- c. Lead partner i.e. LIMAK Insaat Samayi ve Ticaret A.S. must ensure its presence during execution according to JV agreement.

14. DECISION SOLICITED

The Executive Board is requested to approve the award of Works for "**China - Pakistan Economic Corridor (CPEC) Western Route: Hakla (on M-1) to D. I. Khan Motorway Package-IV Pindi Gheb to Tarap (Km 0+000 to Km 50+019)**" to the lowest evaluated bidder **M/s LIMAK Insaat Sanayi ve Ticaret A.S. + ZKB JV** at their evaluated bid price of **Rs. 21,386,221,908/-** (Rupees Twenty one Billion, Three Hundred Eighty

Six Million, Two Hundred Twenty One Thousand, Nine Hundred and Eight only) which is **16.44% below** the Engineer's Estimate of **Rs. 25,592,877,144/-** based on CSR-2014 subject to the following conditions:

- a. Any increase in quantity of Item Nos. SP-117a, 406a, SP-417a, SP-417, SP-414b, SP-414g, SP-414h (i, ii, iii, iv, v & vi), SP-601a and SP-601b will be paid as per rates mentioned in the Engineer's Estimate. The Clause 52.2 of CoC will not be applicable for these items.
- b. The quoted amount for item NSI-IV (employing Trainee Engineer) be treated as "Provisional Sum".
- c. Lead partner i.e. LIMAK Insaat Samayi ve Ticaret A.S. must ensure its presence during execution according to JV agreement.

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Agenda No.

National Highway Authority
Construction Wing
Working paper for the Executive Board

Subject: V.O # 02 of M/s Riaz Malik construction Company (RMC),
Construction of Takht Bhai Flyover on (N-45).

1). Background:

Consequent to the federalization of Nowshera-Chakdara-Chitral Road (N45) ongoing project of FHA was handed over NHA are since being executed as per NHA specification. Improvement of N-45 and construction of flyover was necessitated to avoid traffic congestion within the urban area of Takhtbhai besides giving special consideration to the railway junction at the middle of Takhtbhai bazaar over (N-45).

The original PC-I of 2,399 million was approved by ECNEC on dated 28th March, 2007. The revised PC-I is in progress.

2. Scope of Work.

a. Construction of 1210 m project length with 2 lane original design length of flyover 225 m (9x25) with 445 m approach ramps both sides, 1092 m services road in 5 m width along 01 m side drain and 2 m width side walk both sides, awarded to M/s RMC construction company on dated 28th November, 2012 for Contract amounting Rs. 582,124,070/-.

b. Locals and trade unions of Takhtbhai on 8th September, 2013 protestly demanded for extension of Flyover and reducing the height of retaining wall in middle of the Bazaar. The designer proposed extension of 08 and 11 spans options on Malakand side with under pass in ramp towards Mardan side. The locals agreed on 11 nos. of spans and an under pass that was principally approved by Chairman NHA on 6th August, 2014 with additional 275 m (11 nos. x 25m) became 500m Flyover length along reduced 339 m approach ramps both sides and one additional underpass of size 4.5 x 4.5 m.

c. The issue is raised again on 11 Nov, 2014 at Mardan side, locals denied the underpass decision in retaining wall & demanded 04 spans at Mardan side, as several meetings between locals trade unions, local administration, political representatives MPA & MNA, provincial Authority KPK. Provincial Highway Authority KPK representative with NHA Authorities to resolve the issue, but after several meeting with KPK Govt. denied the issuance of funds after 14 months on 18th Sep, 2015 as committed.

The same statement/issue had been discussed by JS (MOC) at para 5.3 in 248th meeting of executive board on dated 29th April, 2015, as notified by KPK Govt. the Flyover length have been increased is as under.

Length Original	225m	(09 x 225m)
Length Revised # 01	500m	(20 x 25m) & an underpass approved.
Length Revised # 02	606m	(04 x 26.5m) + (20 x 25m) (Approved)

3. **Original Scope of Work:**

- 2-Lane Flyover 225 m (9 nos. x 25m)
- Approach ramps of 445 m both sides.
- Service road 1092 m both sides.
- Side drain and side walk 1092 m both side.

4. **Additional scope of Work in V.O. # 01.**

- 2-lane Flyover 275 m (11 nos. x 25m). Extension towards Malakand and an under pass of 4.5 x 4.5 m in ramp towards Mardan.

5. **Additional scope of Work in V.O. # 02.**

- 2-lane Flyover 106 m (04 nos. x 26.5m). Extension towards Mardan in replacement of 4.5 x 4.5 m underpass in ramp towards Mardan.

6. **Financial Summary.**

➤ Original Contract Cost	:	Rs. 582,124,070/-
➤ Cost of V.O. # 01	:	Rs. 219,021,789/-
➤ Revised Contract Cost # 01	:	Rs. 801,145,860/-
➤ Financial Impact	:	37.625%
➤ Cost of V.O # 02	:	Rs. 50,378,512/-
➤ Revised Contract Cost #02	:	Rs. 851,524,371/-
➤ Financial Impact w.r.t original	:	8.654 %
➤ Financial Impact w.r.t revised	:	6.288 %
➤ Financial Impact aggregate	:	46.279 %

7. **PSDP Allocation.**

PSDP allocation for the F.Y 2015-16 is Rs. 200 million.

8. **Recommendation:**

The competent authority granted principal approval on demand of locals on dated 6th August, 2014 for 11 spans and an underpass. The second principal approval granted 17th December, 2015 (4 spans) on demand of locals, where the scope of work is increased along the cost of Project to be completed in stipulated time period as recommended by "The Engineer".

9. **Decision solicited:**

National Highway Executive Board is requested to approve the Variation Order No. 02 of M/s RMC amounting 50,378,512/- having aggregate financial impact 46.279 % on construction of Takht Bhai Flyover Project please.

NATIONAL HIGHWAY AUTHORITY

Planning Wing - RAMD

Working Paper
for the Executive Board

Sub: **Variation Order-3 and Extension of Time No.2 of M/s Global Technical Enterprises: Rehabilitation of Airport Road Quetta from Km 690+00 - 697+700 on National Highway (N-25)**

1. Background.

- a. Airport road is a part of N-25 which starts from Hub and ends at Chaman having total length of 817 Km.
- b. This road was originally constructed by Public Works Department, handed over to Provincial Communication and Works Department, and finally to National Highway Authority in the year 1992.
- c. The road was designed and constructed in 1991 as per traffic volume at that time. However, tremendous increase in traffic volume over the years and resultant increase in traffic congestion and fatal accidents warranted improvements of various intersections and sections. Also, security threats to daily VVIPs movements on this vital route, which links Quetta city and cantonment areas with Airport and Northern Balochistan, required adequate traffic flow. Therefore, Honorable Governor, Chief Minister and High Court of Balochistan directed for improvement of the road to overcome delay and fatal accidents.
- d. NHA planned improvement of the road within its Right-of-Way as per statement provided by Revenue and Communication and Works Department, Balochistan while taking over strategic roads from the Provincial Department.

2. Project Overview.

NHA undertook rehabilitation of Airport Road (7.5 Km) into three lane dual carriageway including improvement of ten intersections/approach roads and seven U-Turns along with provision of side drains to cater for surface water.

3. Award of Works and Commencement.

- a. Contract for rehabilitation of Airport Road Quetta from Km 690+00 - 697+700 was awarded to M/s Global Technical

Enterprises for Rs. 417,133,298/- in Oct-2014 with completion date as Apr 22, 2015.

- b. Works commenced in Nov-2014 but were then stopped by Forest Department on the plea that some of existing trees will be damaged during execution of work.
- c. The works were resumed on the instructions of Balochistan High Court that, however, also directed for inclusion of some items for beautification/improvement of the project.

4. Funding.

The project is being executed through Road Maintenance Account funding.

5. Project Status. 82 % work has been completed.

6. Background & Justification of VO-3.

- a. Variation order-3 has been initiated due to increase in scope of work and inclusion of beautification works on the instructions of Balochistan High Court.
- b. Quantities of Granular Sub Base, Aggregate Base Course, Asphaltic Base Course and Cut-Back Asphalt for Bituminous Prime Coat increased due to increase in deep patching after execution of cold milling.
- c. Quantities of Asphalt Concrete Wearing Course increased due to increase in thickness from 5 cm to 6 cm in order to improve riding quality and further strengthening of surface.
- d. Quantities of concrete (Class A1, A3, B, lean), brick work and plaster increased due to increase in length of drain along both sides of road.
- e. Quantities for plantation of trees, tuff tiles on median and footpath and installation and testing of PVC conduits/pipes have been increased on the instructions of Balochistan High Court.
- f. Background & justification of VO-3 is at **Annex-A.**

7. Reasons for Time Extension. Extension of Time is necessitated due to various reasons, including:-

- a. Increase in scope of work and inclusion of beautification works on the instructions of Balochistan High Court

- b. Delay due to forest department
- c. Non cooperation of various departments in shifting of electric poles and other utilities
- d. Stoppage of work by Pakistan Army
- e. Shortage of material due to ban on crushing plants by Balochistan High Court

8. Fiscal Summary. Detailed description is at **Annex-B**. However, fiscal summary of VO-3 is as follows:-

		Rs. in Million	
	<u>Cost</u>	<u>Amount</u>	<u>Variation</u>
a.	Original	417.13	---
b.	Revised after VO-1	429.51	+ 2.96%
c.	Revised after VO-2	478.78	+14.78%
d.	Amount of VO-3	62.91	--
e.	Revised cost after VO-3	541.69	+29.95%
e.	Overall Increase (e-a)	124.93	

9. Time Effect. Works commenced in Nov-2014. Original completion was Apr 20, 2015 which was revised to Dec 31, 2015 after first Extension of Time (EoT). Due to scope revision, project will be completed by Jun 30, 2016, necessitating 6 months EoT without any financial impact.

10. Proposal. The Executive Board is requested to approve VO - 3 of M/s Global Technical Enterprises, the Contractor for "Rehabilitation of Airport Road Quetta from Km 690+00 - 697+700" costing Rs 62,912,828/- entailing +29.95% variation *vis-à-vis* the original contract cost, and 6 months EoT from Jan 1, 2016 to Jun 30, 2016 with no financial impact.

11. Concurrence. Proposal financially concurred by Finance Wing.

**WORKING PAPER
FOR EXECUTIVE BOARD MEETING**

LYARI EXPRESSWAY PROJECT : VARIATION ORDER NO.10

1. The Salient Features of the Project

- Consultant : M/s E.A. Consulting (Pvt) Ltd.
- Contractor : Frontier Works Organization
- Original Cost of the Project : 5.08 Billion
- Revised Cost of the Project : 11.52 Billion (Approved by ECNEC)
- Total Length of Project : 38.67 Km (Main + Ramps)
- Interchanges : 4 Locations
- Overhead (Bridges) : 16 Nos.
- Bridges Over Main Nullah : 02 Nos.
- Commencement Date : 11th May 2002
- Original Completion Date : 8th November 2004
- Extension of Time (EOT-I) upto : 08.11.2006 (approved)
- Extension of Time (EOT-II) upto : 28.02.2010 (approved)
- Extension of Time (EOT-III) upto: 31.12.2012 (approved)
- Extension of Time (EOT-IV) upto: 31.12.2013 (approved)
- Extension of Time (EOT-V) upto : 31.12.2014 (approved)
- Extension of Time (EOT-VI) upto: 30.06.2017 (Applied)
- Present Progress : 80%

Note: During a meeting with Governor Sindh at Karachi on 23rd May 2016, it was decided that the road will be opened for traffic on 25th Dec. 2016

2. Background of VO No.10

M/s Reinforced Earth (Pvt) Ltd (RECO) is a subsidiary of M/s Freyssinet, specialized and contain patent rights for use of the technology called mechanically stabilized earth (MSE). M/s RECO was nominated sub-contractor in the contract and accordingly M/s FWO entered into an agreement with them. Reinforced Earth was added in the contract as a measurement item and during the original completion period of the contract, payment was made to M/s RECO. Construction activities not completed within the stipulated time period due to delay in handing over of ROW. It was decided to retain M/s RECO at site. Variation Order No.10 mainly pertains to the payment of M/s RECO against their technical assistance and mobilization at site during the extended contract period w.e.f. November, 2004 to December, 2011.

3. Details of VO No.10

Initially Extension was granted by Executive Board for 24 months at the lumpsum rate of Rs 5.0 million per month upto 09-11-2006. Member Motorways further accorded provisional approval of the extension in services for 12 months i.e. February 09, 2007 to February 08, 2008 at the same rate. Member (Motorways) after the expiry of the extended period accorded further provisional extension till December 31, 2011 at the revised rate of Rs 7.5 million. During the idle period from May 2011 to September 2011, the monthly payment of technical assistance was reduced to Rs 6.0 million by the committee constituted by Chairman NHA under the Chairmanship of Member (Construction), M/s RECO was demobilized in October, 2011.

4. Fiscal summary of the lump sum payments

Item No.	Total Amount	FWO paid to RECO	Yet to be paid to RECO	NHA paid to FWO
PS-17 (i)	450,132,914	347,346,653	102,786,261	214,132,914

Summary of provisional extensions and their cost impact

Description	Period	Lump Sum Rate/Month	Total Amount
Provisional extension in extension for 12 months by Member (Motorways)	09-11-2006 To 29-02-2008	Rs 5.0 million	Rs 86.0 million
Provisional extension till December 31, 2011 by Member (Motorways)	01-03-2008 To 30-04-2011	Rs 7.5 million	Rs 285.0 million
Idle period as decided by committee constituted under Chairmanship of Member (Const)	May 2011 To Sept. 2011	Rs 6.0 million	Rs 30.0 million
Total			Rs 401.0

5. Present Status

- i) After utmost efforts of the site authorities construction activities at Lyari Expressway Project have resumed, accordingly M/s. FWO has enhanced their resources to achieve the completion of the project by December, 2016. It is important to state here that ROW (Right of Way) is being made available by CDGK (City District Government, Karachi). Revised PC-1 has been approved from the competent forum therefore issue of delayed payments has also been resolved through provision of allocations in PSDP 2015-16 and 2016-17.
- ii) However pending Variation Orders No.10 & 11 need to be approved from the competent forum i.e. NHEB in order to release the pending bills of M/s. FWO. Main issue in delay processing of Variation Order No.10 is nominated sub-contractor M/s. RECO and their lumpsum payments on monthly basis, both the extension and re-rating was approved provisionally.
- iii) In order to resolve this outstanding issue of Variation Order No.10 (M/s. RECO) a meeting was held in the office of Member (Finance), NHA HQ on 2nd June, 2016 and followings attended the meeting:
 - a) Member (South-Zone) NHA, Karachi.
 - b) General Manager (Sindh-South/Const-LEP)
 - c) Assistant Director (Construction) NHA, HQ.

The matter was deliberated in depth and it was agreed that lumpsum rate of M/s. RECO i.e. Rs 5.0 million/month already approved by National Highway Executive board may be considered for approval for the extended period also i.e. November, 2006 to September, 2011 on interim basis and case may be referred to NHEB for decision. The Fiscal Summary of original cost, already approved VOs and VO No. 10 & 11 are attached.

6. Recommendation

The Executive Board is requested to accord decision on the Variation Order No. 10, amounting to Rs 472,098,035/- of M/s FWO for Lyari Expressway Project.

NATIONAL HIGHWAY AUTHORITY
Design Section NHA HQ

WORKING PAPER
for the Executive Board

Subject: Approval Of Addendum NO. 5 In the Contract Agreement of M/s NESPAK For Revision In Detailed Design i.e. conversion of 04-lane Design In to 06-Lane configuration of Package I,II and III of Hassanabdal – Havelian Expressway (E-35)

1. DESCRIPTION AND BACKGROUND

The project of Hassanabdal – Mansehra (E-35) project is being financed by the Asian Development Bank (ADB). M/s NESPAK has carried out the detailed design of 4-Lane Expressway from Hassanabdal to SaraiSaleh (40km) under the agreement signed on December 13, 2008. The project has been awarded to M/s China Gazooba for construction of four lane expressway. As per ECNEC decision attached, the Revised PC-I (for six lane divided expressway) has been processed for consideration of NHEB for further approval of CDWP/ECNEC in accordance with the requirement due to enhanced traffic and direction of Honorable Prime Minister of Pakistan.

2. M/s NESPAK has carried out the detailed design of four lane expressway of Package I and II, of E-35, for contract value of Rs 24,130,000/- and M/s AA Associates were assigned for detailed design of package III, but they are in arbitration right now. So this additional task i.e preparation of detailed design & construction drawings of six lanes of Package I,II & III has been assigned to M/s NESPAK under addendum No.5. Cost of additional services claimed by M/s NESPAK is Rs 10,476,950/- which is 43.42% of the contract price
3. The Working paper in hand is being presented before the Executive Board for approval of Addendum #5, as it is 154.77% of the original contract cost. As per Chapter 4, table IV-2 of the NHA Code 2005; the Executive Boards is Competent Authority to grant the final approval.

4. Detail of Previous Addendums along with current:

The details of previous Addendums along with current are tabulated as hereunder:

No.	Project	Work assigned	Cost	Percentage	Remarks
Consultant: M/s NESPAK					
i.	Contract cost(original)	*Feasibility Study and Detailed Design of Hassanabdal - Havelian Section of Hassanabdal - Manshra Expressway	Rs 24,130,000		Original Contract(Approved)
2.	Cost of VO No. 1	Comparative Study of Eastern and Western Abbottabad Bypass.	Rs 500,000/-	2.07%	Needed to carry out due to non-issuance of NOC from PAK Army, and instruction of Minister for Communications in July ,2009(Approved)
3.	Cost of VO No. 2	EIA package-II and LARP Package I and II.	Rs 1,877,000/-	7.78%	As per ADB Requirement raised by EALS Section (Approved)
4.	Cost of VO No. 3	Explore possible routes bypassing Abbottabad through western side.	Rs. 1,500,000/-	6.2%	After comparison of Eastern and Western alignment.it was decided to adopt western route for Abbotabad Bypass, so M/s NeSPAK were asked to explore all possible routes on the western side to select the best option for Detailed design as they were well conversant with the Area and M/s A.A Associates were in Arbitration

					with NHA in July 2011
5.	Cost of VO No. 4	Item I) Preparation of LARF & LARP for Package - 2; Item II) Preparation of LARP for Packages - I & 3; Item III) Preparation of land Valuation study.	Rs. 23,000,000	95.3%	As per ADB requirement and raised by EALS Section
6.	Cost of Addendum No.5(current addendum)	Preparation of Conversion of 4-Lane Design into 6-lane configuration along with revised Estimate for section Burhan - Havelian i.e. P-I, II and III	Rs 10,476,950/-	43.42%	Case under consideration
Revised Cost of Agreement			Rs 61,483,950/-	154.77%	

5. Description of Addendum:

This variation order incorporates inputs of the additional works / services required as per ECNEC decision for conversion of 4 Lane Expressway into 6-Lane and directive of NHA for preparation of complete 06 lane Design & Drawings and Estimates for Section Burhan to Sarai Saleh (Package I and II), 40Km and only highway construction drawings of P-III i.e. Sarai Saleh to Havelian of E-35.

6. Justification of Addendum:

As the original contract was the detailed design of 4-lane Expressway from Hassanabdal to Sarai Saleh, Package I & II was assigned to M/s NESPAK and that of Package III i.e. Sarai Saleh to Havelian was awarded to M/s A.A Associates who were in Arbitration. So preparation of complete 06-lane Design & Drawing i.e. conversion of 4-lane Design in to 06-lane configuration along with revised Engineers Estimate of Package I, II and III is beyond original scope of work. This assignment is urgently required to complete within stern timelines as the contractor is already mobilized and any delay can results in Claims of the contractor and construction of project will be delayed.

In view of above the variation is essentially required for additional services to complete afore-said assignment in all respect.

7. Justification of Cost

As per the agreement, services as approved by the Client outside the scope of Services described in the contract is necessary to perform during the currency of the agreement, such additional services shall be performed as per the concurrence of the employer.

In this regard, additional input of technical staff is essentially required to complete this additional task. Therefore additional remuneration cost will also be required for afore-said services within given timeline.

8. Effect upon Time

As per clause 6.6 (b) of the contract agreement, additional services shall be performed as per the concurrence of the Employer / Client needs additional time beyond the original schedule time for completion of services as per contract.

These additional assignments will be completed in strict timelines and fulfill all the requisite conditions of NHA in this regard; extension of time is also required to complete additional assignment. Therefore, extension of time up to June 30, 2016 will be required to complete these assignments in all respects.

9. Recommendation:

Approval of NHA's Executive Board is solicited for Addendum No.5 amounting to Rs. 10,476,950/- (Rupees Ten Million Four Hundred and Seventy Six Thousand Nine Hundred and Fifty only) (financial effect of 154.77%) along with extension of time upto 30th June 2015.

GOVERNMENT OF PAKISTAN

WORKING PAPER
for
NHA EXECUTIVE BOARD MEETING

**Consultancy Services for Design Review
and Construction Supervision of Yarak on
N-55 – Rahmani Kheil Package – 1, 56 Km
Section of Hakla (M-1) – Yarak (D.I. Khan)
Motorway**



June, 2016

NATIONAL HIGHWAY AUTHORITY
Procurement & Contract Administration Section
ISLAMABAD

Working Paper
For
NHA Executive Board Meeting
Award of Consultancy Services for Design Review and
Construction Supervision of Yarak on N-55 – Rahmani Kheil
Package – 1, 56 Km Section of Hakla (M-1) – Yarak (D.I. Khan)
Motorway

1. Background

NHA is in continuous process of exploring new projects which may help in shortening the long distances covered through the existing road network in Punjab and KPK. Poor connectivity and access continue to be a major problem, which particularly affect the poor, who live mostly in the rural areas. Under the umbrella of China Pakistan Economic Corridor (CPEC), Government of Pakistan has embarked upon the construction of Western Corridor of CPEC. The facility is planned as a 4-lane motorway with limited access, having a Right of way of 100 m. The start point of the Project is from Yarak on N-55 about 30 km North of D.I. Khan. The location map is attached at **Annexure-I.**

2. Introduction

The Project is a green field having total length of 285 km. For execution the Project is divided into following sections:

i)	Yarak (on N-55) to Rahmani Kheil	56 km
ii)	Rahmani Kheil to Kot Balian Road	55 km
iii)	Kot balian Road to Trap	52 km
iv)	Trap to Pindi Gheb	50 km
v)	Pindi Gheb to Hakla (Motorway M-1)	72 km (approx.)

M/s NESPAK (Pvt.) Ltd. has designed the project and NHA desires to hire services of a reputed consultant, registered with Pakistan Engineering Council to undertake the Design review, develop Supplementary Drawings and carry out the contract administration quality and quantity supervision of “Yarak N-55 Rahmani Kheil Package-I (56 Km) Section of Hakla (M-1) Yarak (D.I Khan) Motorway”

3. Source of Funding:

The subject consultancy project will be financed/executed by Government of Pakistan (GoP) through PSDP. The PSDP allocation for the year 2015-16 is Rs.1000 Million.

4. **PC-I Status**

The decision of ECNEC for Case No.ECNEC-21/4/2016 regarding PC-1 is reproduced below:

“The Executive Committee of the National Economic Council considered the Summary dated 18th April, 2016 submitted by the Ministry of Planning, Development and Reform on “**Construction of Motorway from Burhan/ Hakla on M1 to D.I. Khan**” and approved the project in principle at the rationalized scope and cost of Rs.124,208.00 million without FEC, subject to verification of the proposed route of the project from the joint Declaration announced at the Eve of the all Parties Conference held on 28th May, 2015”.

5. **Procurement Procedure**

The Consultant’s procurement was carried out through Quality and Cost Based Selection (QCBS) with 80% technical to 20% financial i.e. (80:20) weightage. The Single Stage Two Envelope (SSTE) procedure as per Public Procurement Rule 36(b) was adopted.

6. **Expression of Interest**

The step of calling Expression of Interest from bidders was skipped to save the time on procurement and proposals (Technical + Financial) were directly invited.

7. **Request for Proposal Notice**

Request for Proposal (RFP) Notice for the said services was published on 4th March, 2016 in the newspapers and also uploaded on NHA and PPRA websites. The proposal submission date was extended through corrigendum No. I and II upto 19th April, 2016.

8. **Pre-Proposal Conference**

The 1st Pre-Proposal meeting was held on 10th March, 2016 at 1100 hrs after which the RFP was completely replaced and reissued. To invite the feedback of prospective consultants on revised RFP second Pre-Proposal meeting was held on 8th April, 2016 at 1100 hrs in NHA Auditorium, HQs Islamabad. Accordingly Minutes of Pre-Proposal Meeting were issued to all the prospective Consultants by uploading them on NHA website.

9. **Proposal Submission**

Following Eleven (11) Consultancy firms/ JVs/associations submitted their technical and financial proposals on 19th April, 2016:-

1. M/s NESPAK (Pvt.) Ltd
2. M/s PEAS Consulting (Pvt.) Ltd.

3. M/s Zeeruk International (Pvt.) Ltd.
4. M/s ACE (Pvt.) Ltd. in JV with M/s ACC (Pvt.) Ltd.
5. M/s EA Consulting (Pvt.) Ltd. in association with M/s Al-Kasib Group of Engineering services (AGES) and M/s Rehman Habib Consultants (Pvt.) Ltd. (RHC)
6. M/s REC in JV with M/s Loya Associates and M/s Consulting Associates.
7. M/s Prime Engineering & Testing Consultants (Pvt.) Ltd. in JV with M/s Hasan and Behram Consulting Engineering International (Pvt.) Ltd. and M/s Creative Engineering Consultants
8. M/s Mirza Associates Engineering Services (Pvt.) Ltd.
9. M/s Techno Consult International (Pvt.) Ltd.
10. M/s Asif Ali & Associates (Pvt.) Ltd. in JV with M/s A.A. Associates and M/s ECSP (Pvt.) Ltd.
11. M/s Osmani & Company (Pvt.) Ltd.

10. Technical Evaluation

The Opening and Evaluation Committee constituted in respect of NHA Code-2005 and further revised vide Circular No 6()/GM(P&CA) / NHA/15/116, dated 23rd January, 2015 was invited vide office letter No.6(390)/GM(P&CA)/NHA/16/613 dated 18th April, 2016 for opening of proposals. The Technical proposals were opened on 19th April, 2016 i.e. on same day in the presence of representatives of consultants.

The technical evaluation was done jointly by Planning, Design and P&CA Sections of NHA. The technical score tabulated below against each firm is the score assigned by each of above mentioned Sections/Evaluators:

Sr. No.	Name of Consultant	Score	Rank
1.	M/s Techno Consult International (Pvt.) Ltd.	772	1st
2.	M/s NESPAK (Pvt.) Ltd.	728	2nd
3.	M/s ACE (Pvt.) Ltd. in JV with M/s ACC (Pvt.) Ltd.	716	3rd
4.	M/s EA Consulting (Pvt.) Ltd. in association with M/s Al-Kasib Group of Engineering services (AGES) and M/s Rehman Habib Consultants (Pvt.) Ltd. (RHC)	676	4th
5.	M/s Prime Engineering & Testing Consultants (Pvt.) Ltd. in JV with M/s Hasan and Behram Consulting Engineering International (Pvt.) Ltd. and M/s Creative Engineering Consultants	675	5th

Sr.	Name of Consultant	Score	Rank
6.	M/s Asif Ali Assoc. in JV with M/s A.A. Associates and M/s ECSP (Pvt.) Ltd.	673	6th
7.	M/s REC in JV with M/s Loya Associates and M/s Consulting Associates	670	7th
8.	M/s Zeeruk International (Pvt.) Ltd.	629	8th
9.	M/s Mirza Associates Engineering Services (Pvt.) Ltd.	498	9th
10.	M/s PEAS Consulting (Pvt.) Ltd.	Disqualified/ not evaluated due to misrepresentation	
11.	M/s Osmani & Company (Pvt.) Ltd.	Non-Responsive in the light of Clause 3.1.1 LOI of RFP	

11. Financial Proposal Opening

Financial Proposal of the firms having more than 70% marks (qualifying marks) were opened after the approval of Technical Evaluation report by Member (Engineering-Coordination) on 3rd June, 2016 in the presence of NHA's Opening & Evaluation Committee members and authorized representatives of the Consultant. The Financial Proposal (Quoted & Corrected) of each the firm is given in the table below:

Description	Names of the Firms		
	M/s Techno Consult Int'l	M/s NESPAK	M/s ACE in JV with M/s ACC
Salary Cost/ Remuneration	95,092,188	121,007,400	82,954,146
Direct Cost (Non-Salary)	3,090,000	1,600,000	2,848,000
Total	98,182,188	122,607,400	85,802,146
Tax on Services	-	-	13,272,663**
Grand Total incl. Tax	98,182,188*	122,607,400*	99,074,809

* Grand Total is inclusive of General Sales Tax on Services

** General Sales Tax on Services @ 16%

The financial scores are calculated that are given in tabular form as under:

Description	Names of the Firms		
	M/s Techno Consult Int'l	M/s ACE in JV with M/s ACC	M/s NESPAK
Quoted Amount	98,182,188	99,074,809	122,607,400
Evaluated Amount	98,182,188	99,073,557	122,607,400
Financial Score	1000	991	801

The result of combined evaluation is as under:

Names of Firms	Technical Evaluation			Financial Evaluation			Combined Evaluation	
	Scores S(t)	Technical Wt. Factor (T)	Technical Points S(t) x T	Scores S(f)	Financial Wt. Factor (F)	Financial Points S(f) x F	Scores S(t) x T + S(f) x F	Rank
M/s Techno Consult Int'l	772	0.80	618	1000	0.20	200	818	1st
M/s ACE in JV with M/s ACC	728	0.80	582	991	0.20	198	780	2nd
M/s NESPAK	716	0.80	573	801	0.20	160	733	3rd

To finalize the combined evaluation, a meeting of NHA Opening & Evaluation Committee was held on 7th June, 2016. The Committee recommended that M/s Techno Consult International (Pvt.) Ltd. the 1st ranked firm may be invited to negotiate the Contract for Consultancy Services for "Design Review and Construction Supervision of Yarak on N-55 – Rahmani Kheil Package – 1, 56 Km Section of Hakla (M-1) – Yarak (D.I. Khan) Motorway" in respect of the provision of "Negotiation" in the Request for Proposal (RFP) under sub-clause 6.1 of Letter of Invitation (LOI).

The Combined Evaluation Report is attached at **Annexure-II**.

12. NEGOTIATION MEETING

The highest ranked Consultant will be invited for Contract Negotiation. The Letter of Acceptance (LOI) will be issued after the approval of Contract Negotiation Minutes by Chairman NHA.

13. Recommendation of the Evaluation Committee:

The Opening & Evaluation Committee recommends the award of Consultancy Services for "Design Review and Construction Supervision of Yarak on N-55 – Rahmani Kheil Package – 1, 56 Km Section of Hakla (M-1) – Yarak (D.I. Khan) Motorway" to **M/s Techno Consult International (Pvt.) Ltd. the 1st ranked firm in the Combined (Technical + Financial) evaluation, at the evaluated consultancy cost,**

Rs. 98,182,188/- (Pak Rupees Ninety Eight Million, One Hundred Eighty Two Thousand, One Hundred & Eighty Eight Only).

The recommendation of the Committee has been agreed by the Chairman (NHA) to be placed before NHA Executive Board for consideration / formal approval of the case.

14. Decision of Executive Board :

NHA Executive Board approved the award of agreement for Consultancy Services for "Design Review and Construction Supervision of Yarak on N-55 - Rahmani Kheil Package - 1, 56 Km Section of Hakla (M-1) - Yarak (D.I. Khan) Motorway" to M/s Techno Consult International (Pvt.) Ltd. the 1st ranked firm in the Combined (Technical + Financial) evaluation, at the evaluated consultancy cost, Rs. 98,182,188/- (Pak Rupees Ninety Eight Million, One Hundred Eighty Two Thousand, One Hundred & Eighty Eight Only).

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**NATIONAL HIGHWAY AUTHORITY
Construction Wing**

**Construction of Sultan Bahoo Bridge Project Over River Chenab
Linking Shorkot & Garh Maharaja**

**Addendum No.04
For Extension of Consultancy Services
For Construction Supervision**

**Working Paper
For Executive Board**

**NATIONAL HIGHWAY AUTHORITY
CONSTRUCTION WING**

Working Paper for the Executive Board

Sub: Construction of Sultan Bahoo Bridge Over River Chenab Linking Shorkot and Garh Maharaja :ADDENDUM NO. 04 OF M/S REPUBLIC ENGINEERING CORPORATION (PVT) LTD. IN ASSOCIATION WITH M/S UMER MUNSHI ASSOCIATES

1) Background

National Highway Authority (NHA) is constructing Bridge Over River Chenab Linking Shorkot & Garh Maharaja, District Jhang, as per the Directive of Prime Minister Secretariat No. JS (CP)/A-91/Dev/1514/09, dated 24.10.2009.

The Executive Committee of National Economic Council (ECNEC) considered the summary dated 17th January 2010 submitted by the Planning Commission / Planning & development Division on "Construction of Bridge across River Chenab Linking Shorkot & Garh Maharaja" and approved the project.

The project consists of following packages.

- ❖ Package I: Main Bridge.
- ❖ Package II: Approach Road, Drainage and Erosion works at Garh Maharaja side
- ❖ Package III: Approach Road, Drainage and Erosion works at Shorkot side.
- ❖ Package IV: Flood Protection Bund on Garh Maharaja Side
- ❖ Package V: Construction of J-Spur on Garh Maharaja Side
- ❖ Package VI: Construction of J-Spur & Raising of Existing Dyke on Shorkot Side

The construction of Package-I is being carried out by M/s Sh. Abdul Razzaq & Co. (SARCO) Jv Mishal Sania (Pvt) Ltd, Package-II by M/s Hidayat Ullah Khan & Co, Package-III by M/s Friends Enterprises & HNAC (Jv), Flood Protection Bund on Garh Maharaja side by M/s SACHAL-TTC (Jv), construction of J-spur on Garh Maharaja Side and Construction of J-Spur & Raising of Existing Dyke on Shorkot Side by M/s Chaudhry Construction Company.

The construction supervision for all packages is being carried out by M/s Republic Engineering Corporation (REC) Consulting Engineers in association with M/s Umar Munshi Associates.

2) Location and Layout Plans

The subject bridge is under construction over River Chenab Linking Garh Maharaja on the western side and Shorkot on the eastern side. The project site is located in district Jhang approximately 45 Km. downstream of the Trimmu Headworks, on River Chenab. Geographically the project is located at 30 56 "latitude and 72 20" longitude. Shorkot city located on the left bank of River Chenab is connected to Multan, Jhang, Toba Tek Singh and Faisalabad. Garh Maharaja Town located on the right bank is connected to Layyah and Bhakkar. Location and layout plans of bridge and its approaches are attached as **Annexure-A.**

3) Original Consultancy Agreement

As per letter of Acceptance No.6()/GM(P&CA)/NHA/10/674 dated 28th May 2010, the agreement of consultancy services for Design Review and Construction Supervision of Sultan Bahoo Bridge was signed between NHA & Republic Engineering Corporation in Association with Umar Munshi Associates on 27th July 2010. The original agreement at the cost of Rs.32,374,320/- was for 36 months with provision of consultant staff strength as per TOR based on entire project as one package.

4) Addendum No.01

Instead of one package, Sultan Bahoo Bridge Project was divided into following three packages awarded to three different contractors.

Package I:	Main Bridge.
Package II:	Approach Road & Right Guide Bank at Garh Maharaja Side
Package III:	Approach Road & Left Guide Bank at Shorkot Side.

This necessitated Addendum No.01 to cover the cost of additional site staff to cope with the actual requirement for construction supervision of three packages and reappropriation of man months. Accordingly the Addendum No.01 was approved by NHA competent Authority.

5) Addendum No.02

The contractors of Package-I, II & III were unable to complete the work in original contract period and were awarded Extension of Time upto 12th March 2013, 21st January 2013 & 31st October 2013 respectively, on the basis of design changes due to Model Study, effects of floods 2010, 2011 & 2012 and delay in payments etc. Also for additional work of Garh Maharaja Side Flood Protection Bund, additional staff consisting of one Site Inspector, one Assistant Surveyor & one Lab. Technician were deployed with due approval by Member (Const) NHA conveyed by PD, Sultan Bahoo Bridge vide letter No.(22)/PD/NHA/SBB/12/871 dated 3rd October 2012. To cover the cost for extension of consultants supervisory staff for Package-I, II & III and additional staff for flood protection bund upto 31st December 2013, Addendum No.02 was initiated and was approved by NHA Competent Authority.

6) Addendum No.03

The contractors of Package-I, II, III were not able to complete the project works even by December 2013 due to affects of heavy flood 2013 & delay in payments etc. Extensions for Package-I & II were recommended by the Engineer upto 31st August 2014 & for Package – III upto 17th September 2014. The EOT for Package – I and Package – II were approved by NHA upto 31st August 2014 & 31st May 2014 respectively & for package III upto 28th August 2014. As regards Flood Protection Bund on Garh Maharaja Side, work remained suspended due to land acquisition problem and could not be resumed even by 30th June 2014, the EOT recommended by the Engineer. EOT for the same was further approved by NHA upto 31st October 2014. Furthermore for supervision of additional work of J-Spur and raising of existing dyke on Shorkot side, one Site Inspector, one Lab. Technician & one Assistant Surveyor were deployed as per approval by Member (Const) NHA vide letter No. Dy. Director (Const-North)/NHA-HQ/2013/337 dated 28.11.2013. Accordingly Addendum No. 03 necessitated to cover the variation in cost of consultancy services upto 31st August 2014 except Bridge Engineer upto 28th Feb-2014 and one Lab. Technician upto 31st March 2014 for Package -I (Main Bridge) was initiated which was approved by NHA Executive Board.

7) **Addendum No. 04:**

Addendum No.04 is necessitated to cover the variation in cost of consultancy services for supervision of remaining project works upto 31st May 2016. The status of progress of all packages of the project is as under:-

Package-I (Included in Original Contract): The progress achieved upto August 2014 was 90%. The major remaining works were construction of approach slabs, concrete barriers, kerbs & concrete screed on deck slab, side walk, fixation of expansion joints, installation of guard rails, pavement for asphaltic wearing course and completion of 75 meters approach roads adjoining abutments on both sides. The progress achieved upto May 2016 is 99.81 %. All works have been completed except pavement marking and fixation of pavement studs.

Package-II (Included in Original Contract): The progress achieved upto August 2014 was 54%. The major remaining works were subgrade, sub base, Aggregate base course, asphaltic concrete wearing course, shoulders, parapet walls, concrete chutes, pavement marking, grass sodding etc for approach road on Garh Maharaja side as well as formation of embankment, stone apron and riprap class-C for right guide bank. The work remained suspended for about 5 months as a result of notice of suspension of work served by contractor due to delay in payments. The work resumed in August 2014 after partial payment of outstanding liabilities was again suspended due to heavy flood in river Chenab in September 2014 and breaching of approach road to save Garh Maharaja Town causing additional earthwork of 90,000 m³ for reconstruction of breached scoured section. Also due to change of flow pattern of river after flood 2014 resulting in active river channel along right Guide Bank, the stone apron work involved 101,697 M³ direct stone dumping in flowing water necessitating extension of time. The progress achieved upto 31st May 2016 is 97.5 %. The Rip Rap class C work is in progress whereas Pavement Marking and Pavement studs works are remaining. The contractor's EOT - 4 has been approved upto 11th May 2016.

Package-III (Included in Original Contract): The progress achieved upto August was 77%. Remaining works were aggregate base course, wearing course, shoulders, parapet walls, concrete chutes, pavement marking, Road Signs, Kilometer Posts, Pavement Studs, grass sodding and connecting ramps etc. for approach road on Shorkot side as well as, stone apron and riprap class-C for Left Guide Bank. The progress achieved upto 31st May 2016 is 99%. Pavement Marking and Pavement studs works are remaining. The EOT - 4 has been approved upto 26th March 2016.

Flood Protection Bund Towards Garh Maharaja Side (Additional Work): The suspended work due to land acquisition problem was resumed by contractor upon handing over of 4 Km length on U/S side by NHA out of total length of 8 Km on 4th July 2014. The progress achieved upto August 2014 was 17%. As a result of heavy flood 2014, the progress badly suffered due to damage to executed work and inundation of borrow areas. So far construction of Flood Protection Bund and 3 ramps is completed whereas, construction of 4 No. ramps is in progress. The progress achieved upto 31st May 2016 is 98.90 %. The EOT- 4 upto 24th February 2016 is under process.

Construction of J-Spur on Garh Maharaja Side (Additional Work): Although date of commencement was 12th June 2013 with contract period of 9 months but contractor did not mobilize due to land acquisition problem. After resolution of land acquisition issue, the contractor commenced the work during last week of January 2015. The progress achieved upto 31st May 2016 is 79.10%. The completion date based on 9 months contract period was 31st October 2015. The contractor's request for Extension of Time upto 29th Feb. 2016 is under process.

Construction of J-Spur & Raising of Existing Dyke on Shorkot Side (Additional Work): The progress achieved upto August was 51%. The outstanding works were embankment work for J-Spur and raising of existing dyke as well as stone apron and rip rap Class-C for J-Spur. Due to heavy flood 2014 in river Chenab in 2014, not only the work remained suspended for 2 months, but also executed work of embankment for J-Spur was damaged involving reconstruction. All works have been completed and taking over certificate has been issued.

executed work of embankment for J-Spur was damaged involving reconstruction. All works have been completed and taking over certificate has been issued.

8) Cost of Addendums

(i)	Original Consultancy Cost	=	Rs.32,374,220/-
(ii)	Cost of Addendum No. 01 (Approved)	=	Rs. 7,054,792/-
(iii)	Cost of Addendum No. 02 (Approved)	=	Rs. 5,719,002/-
(iv)	Cost of Addendum No. 03 (Approved)	=	Rs.11,986,241/-
(v)	Cost of Addendum No. 04	=	Rs.20,223,112/-
(vi)	Revised Consultancy Cost upto Addendum No. 03 (Approved)	=	Rs.57,134,255/-
(vii)	Revised Consultancy Cost upto Addendum No. 04	=	Rs.77,357,367/-
(viii)	%age Increase w.r.t. Addendum No. 03	=	35.40%
(ix)	%age Increase w.r.t. Original Cost	=	138.95%
(x)	Cost of Escalation (Not included in original consultancy cost but separately payable) from July 2011 to May 2013 inadvertently included in actual remuneration cost causing deficit in approved contract cost upto Addendum. 03	=	Rs. 4,212,115/-
(xi)	Total cost of Addendum No. 04 including above mentioned escalation =(v + x)	=	Rs.24,435,227/-
(xii)	Gross Amount for approval upto Addendum. 04 Including Rs. 4,212,115 escalation	=	Rs.81,569,482/-
(xiii)	Total increase w.r.t. original cost	=	Rs.49,195,262/-
(xiv)	% age increase w.r.t. original cost	=	151.96 %

(138.95% increase for remuneration cost w.r.t. original consultancy cost and 13.01% above mentioned escalation cost.

9) Consultancy Cost in Revised PC-1

Provision in Revised PC-1	=	Rs.67,000,000/-
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10) Extension of Consultancy Services for Construction Supervision

Extension already approved as per Addendum No.03 upto 31st August 2014
Further Extension considered for Addendum No.04 upto 31st May 2016 (21 Months)

11) Decision Requested

NHA Executive Board is requested to accord approval for revised cost of Rs.81,569,482/- upto Addendum No. 04 involving 151.96 % increase in original consultancy cost.

**WORKING PAPER
FOR
National Highway Executive Board**

**Improvement and Widening of Additional 2-lanes on Either Side
Thokar Niaz Baig to Hudyiara Drain Multan Road N-5
(10+170 kms)**

Background:

The Thokar Niaz Baig intersection is a very busy junction in the south-West side of Lahore. It connects Johar Town, Raiwind, Campus and Chauburji to National Highway N5 along with accommodating the traffic entering and leaving Lahore at Islamabad Motorway M-2 junction as well as highway traffic coming from and to Multan on N-5. The road also links Northern and Southern Lahore to Sunder Industrial Estate. The traffic problems including vehicular jams, long queues and delays have become a normal routine. The commercial traffic for container depot involving long trailers plying on the route also add to the traffic congestion. The long queues in fast lane for traffic taking U-turn from and to north bound carriageway is creating bottlenecks which shall be eased out with proposed design of the project road section.

Name of the Project:

PC-I for Improvement and Widening of Additional 2-lanes on Either Side Thokar Niaz Baig to Hudyiara Drain Multan Road N-5 (10+170 kms).

Location of the Project

The project is located in the Lahore District of the Province of Punjab Multan Road from Thokar Niaz Bag to Hudyiara Drain is part of National Highway N-5, presently under administrative control of National Highway Authority (NHA). The length of the project is 10+170 Km having an existing ROW of 34m to 37m. The existing road at present is 4 lane dual carriageway.

The Project:

The project is to provide an up graded facility between Thokar Niaz Baig and Hudyiara Drain through reduction in travel time and operating costs at the most economical and financially sustainable level.

Starting from N-5~M2 junction, the existing road shall now be improved to 8 lane dual carriageway having a roadway width of 15.5m on either side with a lane width of 3.65m. Additionally three (3)U-Turns are also proposed in order to streamline the movement of traffic without any disturbance for HOV commuters.

Project Objectives

The overall objectives of the project is to facilitate the road users commuting from Northern Lahore towards South by Improvement and widening the existing four lane dual carriageway t eight lane dual carriageway by improvement of this road section, including construction of three (03) U-Turns, resulting in considerable reduction in travel time & operating cost at the most economical level.

Justification

The Proposed Section Thokar-Hudiyara drain is a part of National Highway N-5, which focuses preliminary on the linage of Northern Lahore to southern Punjab and Motorway/Expressway network of Pakistan. This will also facilitate the commercial traffic playing on the route.

Technical Parameters

Details of the technical inputs / parameters, scope and specifications of the project are given below:-

Standards / Specifications:

i. Geometrics:-

The improvement of road section from Thokar to Hudiara Drain shall conform to the following specifications:

- Design Speed: 80 Km/hr.
- No. of Lanes: Four lane either side
- Lane Width 3.65 m
- Median width 0.6m (NJB)
- Shoulder Width: 0.3m Inner , 0.6m Outer
- Cross slopes 2%

ii. Tentative Pavement Thickness:

The Proposed pavement thickness for widening / New Construction is given below subject to enforcement of load restrictions. The provision and cost of weigh bridges, however, is not included in the scope of work.

iii. North Bound Carriageway:

Based on 129 Million ESALs

- Asphaltic Wearing Course 50 mm
- Asphaltic Base Course 210 mm
- Water Bound Macadam 300mm
- Sub Base Course 300mm

iv. South Bound Carriageway

Based on 197 Million ESALs

- Asphaltic Wearing Course 50 mm
- Asphaltic Base Course 230 mm
- Water Bound Macadam 300mm
- Sub Base Course 300mm

Implementation Period:

The implementation of the project is scheduled for completion in 12 months.

PSDP Allocation:

An amount of Rs. 1000 million has been allocated in PSDP 2016-17.

Estimated Cost:

Estimated consultancy cost of the project would be Rs. 10,397.000 million
Annex-(I).

Decision:

NHA Executive Board is requested to recommend the PC-I for Improvement and Widening of Additional 2-lanes on Either Side Thokar Niaz Baig to Hudiyara Drain Multan Road N-5 (10+170 kms) at a cost of Rs.10,397.000 Million for consideration and approval of CDWP/ECNEC.
