



# NATIONAL HIGHWAY AUTHORITY

Procurement & Contract Administration Section  
28 Mauve Area, G-9/I, Islamabad ☎ 051-9032727, 📠 051-9260419

Ref: 6(488-B)/DIR-III (P&CA/NHA/2021/170

Dated: 28<sup>th</sup> April, 2021

## All Prospective Consultants

Subject: **Consultancy Services for Feasibility Study and Detailed Design for Realignment of KKH from Thakot to Raikot Due to Construction of DAMS on River Indus**

### **“Minutes of Pre-Proposal Meeting & Addendum No.1 ”**

Reference: Pre-Proposal meeting held on 26<sup>th</sup> March, 2021.

Minutes of Pre-Proposal Meeting alongwith Addendum No.1 being integral part of RFP for the subject Consultancy services are enclosed herewith for necessary action, please.

  
(SAJJAD ALI SHAH) 28/4/21  
Director (Consultancy) P&CA

### **Enclosure:**

- Minutes of Pre-Proposal Meeting (03 Pages)
- Addendum No.1 (01 Page)
- Attachments to Addendum No.1 (05 Page)

### **Copy for information to:**

- Member (Planning), NHA, Islamabad;
- General Manager (Planning), NHA, Islamabad;
- General Manager (Design), NHA, Islamabad;
- General Manager (P&CA) NHA, Islamabad;
- Dir (MIS) NHA, Islamabad.
- DD (Services)-P&CA NHA, Islamabad.

**MINUTES OF PRE-PROPOSAL  
MEETING HELD ON 26<sup>th</sup> March, 2021**

**Consultancy Services for Feasibility Study and Detailed Design for Realignment of KKH from Thakot to Raikot Due to Construction of DAMS on River Indus**

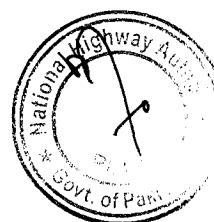
A Pre-Proposal Meeting was held in NHA Auditorium at 1100 hours on 26<sup>th</sup> March, 2021 to discuss the Request for Proposal (RFP) for subject Services in the presence of NHA officials and prospective consultant. During the said meeting the prospective consultant submitted queries. The clarifications/ replies are summarized below for information of all prospective bidders:

Sr. No	Queries	Reply																																								
1.	This is with reference to the Request for Proposal (RFP) Documents of the subject projects. We have gone through TOR provided by NHA. Some Clauses requiring clarification are narrated below, for further necessary action at your end; Since two (02) Foreign Experts are required i.e., "Tunnel Engineer (Design) Expatriate" and "Tunnel Engineer (E & M) Expatriate", can we include foreign company in our JV considering only two personnel input, and if so, can a foreign company be in lead of the JV.	Not acceded to. Proceed as per RFP.																																								
2.	If for the position of "Tunnel Engineer (Design) Local" expert isn't available in Pakistan, can we use expertise of a foreign expert for the same position?	Proceed as per RFP.																																								
3.	Since we are looking forward to engage foreign experts/firm, kindly consider extending the time of proposal submission for at least two (02) weeks, and consider these observations during Pre-Bid Meeting so that a meaningful & competitive proposal could be submitted.	Extended 02 weeks through Corrigendum-I 27-April-2021.																																								
4.	<p><b>(Non-Key /Support staff):</b> There is a confusion in MMs of support staff as mentioned in RFP on page no. 45 Fin Form A15 as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Positions</th> <th style="text-align: center;">Qty.</th> <th style="text-align: center;">Individual MMs as per RFP</th> <th style="text-align: center;">Consultants Assumption</th> </tr> </thead> <tbody> <tr> <td>1. Junior Structural Engineer</td> <td style="text-align: center;">3</td> <td style="text-align: center;">10</td> <td>03 x 10 = 30 MMs</td> </tr> <tr> <td>2. Junior Highway Engineer</td> <td style="text-align: center;">3</td> <td style="text-align: center;">9</td> <td>03 x 09 = 27 MMs</td> </tr> <tr> <td>3. Junior Engineer to Assist Tunnel Engineer</td> <td style="text-align: center;">2</td> <td style="text-align: center;">8</td> <td>02 x 08 = 16 MMs</td> </tr> <tr> <td>4. Senior Quantity Surveyor</td> <td style="text-align: center;">1</td> <td style="text-align: center;">6</td> <td style="text-align: center;">OK</td> </tr> <tr> <td>5. Junior Quantity Surveyor</td> <td style="text-align: center;">2</td> <td style="text-align: center;">6</td> <td>02 x 06 = 12 MMs</td> </tr> <tr> <td>6. Trainee Engineer</td> <td style="text-align: center;">6</td> <td style="text-align: center;">14</td> <td>06 x 14 = 84 MMs</td> </tr> <tr> <td>7. CAD Operator / Draughtsman</td> <td style="text-align: center;">6</td> <td style="text-align: center;">6</td> <td>06 x 06 = 36 MMs</td> </tr> <tr> <td>8. Computer Operators</td> <td style="text-align: center;">4</td> <td style="text-align: center;">14</td> <td>04 x 14 = 56 MMs</td> </tr> <tr> <td>9. Office Boys</td> <td style="text-align: center;">5</td> <td style="text-align: center;">14</td> <td>05 x 14 = 70 MMs</td> </tr> </tbody> </table> <p>Our understanding is that client has provided MMs against one</p>	Positions	Qty.	Individual MMs as per RFP	Consultants Assumption	1. Junior Structural Engineer	3	10	03 x 10 = 30 MMs	2. Junior Highway Engineer	3	9	03 x 09 = 27 MMs	3. Junior Engineer to Assist Tunnel Engineer	2	8	02 x 08 = 16 MMs	4. Senior Quantity Surveyor	1	6	OK	5. Junior Quantity Surveyor	2	6	02 x 06 = 12 MMs	6. Trainee Engineer	6	14	06 x 14 = 84 MMs	7. CAD Operator / Draughtsman	6	6	06 x 06 = 36 MMs	8. Computer Operators	4	14	04 x 14 = 56 MMs	9. Office Boys	5	14	05 x 14 = 70 MMs	Consultant's Assumption is correct.
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Sr. No	Queries	Reply
	position only and consultants has to multiply the MMs with nos of positions to calculate total MMs. It is therefore, requested to kindly clarify the MMs of Non-Key / Support Staff as mentioned in the above table so that proposal is finalized accordingly to avoid ambiguities.	
5a	<b>A. ON THE TERMS OF REFERENCE (TOR)</b> In data sheet replace Appendix-D with Appendix- E	See attachment No.1 to Addendum No.01 Page no.9 of RFP is amended and replaced.
5b	In data sheet Validity of proposal (Section 4.5) should be reduced to 120 days instead of 270 days.	Not acceded to.
5c	Due to simultaneous activities required in field it is envisaged that 10 vehicles (4x4) for 16 months should be available instead of that mentioned in Direct costs (Form A-16).	Proceed as per RFP.
5d	Clarification about the discrepancies in Dasu & Basha Dam design drawings & the design criteria in the given RFP shall be clarified when the above-mentioned projects are under construction (Ref Page-54 of RFP).	Task/ Series mentioned at page 54 of RFP are self-explanatory. Kindly proceed as per RFP.
5e	Kindly clarify the detail of overall tasking in project description & its relationship to the submittals under article 3.29 (Deliverables) because these two are not agreeing with each other.	No further clarification is required. Deliverables must not be confused with overall tasking.
5f	NHA should help the consultant in acquiring data from different departments/agencies like, Land Acquisition rates as per Shajra Parcha, geological survey of Pakistan, etc. instead of issuing a letter of "To Whom it May concern".	No Comments
5g	Option of drone survey shall be kept in TOR where DEM is not available.	Where DEM is not available, manual detail survey is proposed.
5h	Preparation of movie clip of 15mins for geotechnical investigation for each sample will be very cumbersome & it should be waived off. Instead Consultant shall be trusted & made responsible for its submissions.	Proceed as per RFP
5i	Form A-16 Page 46, 47, 48 items # 21 can be used for accommodation and cost of other items. Training engineers and other personnel there is no place in mode of payment table.	Cost of accommodation has been covered under form A-16 Sr. No.1. However, for Trainee Engineers provision has been given in Form A-15 Sr. no.6.
6.	Detail of Appendix-E (such as availability of rest houses, accommodations from client & WAPDA, security of investigation teams and data information from local authorities) is not available in TOR kindly clarify.	Proceed as per RFP. The Services to be provided by the client are as per TOR.



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Sr. No	Queries	Reply
7.	Due to the third wave of Covid-19, it will not be possible for expatriates to travel to Pakistan. Moreover there are a number of countries which have imposed indefinite travel ban on their citizens. It is therefore suggested that the Local Tunnel Engineers with requisite qualifications be allowed.	Proceed as per RFP.
8	It is clear from RFP that around 200 Bridges have to be designed for the project. Therefore we feel that input of senior and junior Structure Design Engineers and local engineers is less and needed to be increased.	Proceed as per RFP.
9.	A position of Resettlement Specialist is required for coordination coordinate with locals/inhabitant or the area and resolved land acquisition issues and readdressed meeting.	Proceed as per RFP.
10.	The proposed alignment is an important link and major CPEC Traffic will use it. Although at the present, traffic load is not much but it will increase rapidly. We propose that all major structures like major Bridges and Tunnels should be designed for 4 lanes at this planning stage as a long term measure.	Proceed as per RFP.
11.	Procurement of 0.5m satellite image and 1m DEM should be done for stage-I studies. In the absence of topographic survey, the digital terrain model (DTM) thus obtained from the procured DEM should be the basis for conducting the Alignment study. Alignment cannot be done on the SRTM 30m freely available DEM in such a mountainous terrain. It's the requirement to perform the cost comparison of the selected Alignments. The cost can only be calculated based on preliminary design and for which surface (terrain) is required. Para 3.5 of Appendix-A (TOR)	Agreed.(See Attachment No 2&3 to Addendum No 1)
12.	Hydrology and Hydraulic study shall be part of stage-I studies because the selection of Alignment is also dependent on the Hydrology studies Preliminary Geometric Design (Plan and Profile) of the Alternate Alignments shall be part of the Alignment Studies.	Agreed. (See Attachment No 2&3 to Addendum No 1)
13.	The Alignment study with cost comparison can only be carried after doing the preliminary design for which terrain is required which can be developed from 1m DEM as elaborated above. As such satellite image and DEM should be under stage -1.	Agreed (See Attachment No 2&3 to Addendum No 1)

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## ADDENDUM No.1

### Consultancy Services for Feasibility Study and Detailed Design for Realignment of KKH from Thakot to Raikot Due to Construction of DAMS on River Indus

Following amendments have been made in the Request for Proposal (RFP) for subject Services under this Addendum No.1, which shall be read and construed as an integral part of RFP and shall take precedence in case of any conflict(s)/ambiguity(s) amongst this Addendum No.1 and other provisions of the RFP.

#### 1. DATA SHEET (CLAUSE 1.6)

1.1 Refer pages no. 9 of RFP; which is replaced and attached as **Attachment-1** to **Addendum No.1**.

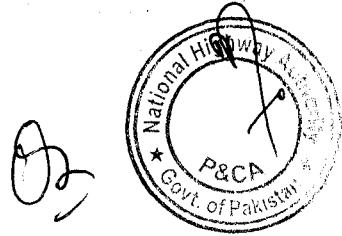
#### 2. Terms of Reference (TOR)

2.1 Refer page no. 53 & 54 of RFP; which are replaced and attached as **Attachment-2** to **Addendum No.1**.

2.2 Refer page no. 58 & 59 of RFP; which are replaced and attached as **Attachment-3** to **Addendum No.1**.

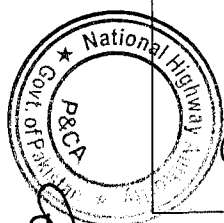
3. All other terms and conditions shall remain same.

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**DATA SHEET****Attachment No.1 to Addendum No.1**

<b>LOI Clause No.</b>	<b>DESCRIPTION OF CLAUSE</b>
1.1	<p>The name of Assignment is: <b>“Consultancy Services for Feasibility Study and Detailed Design for Realignment of KKH from Thakot to Raikot due to Construction of Dams on River Indus”</b></p> <p>The Client’s Name is: <b>National Highway Authority</b></p>
1.2	<p>The description and the objectives of the assignment are: <b>As per TOR</b></p>
1.3	<p>Phasing of the Assignment (if any): <b>Nil</b></p> <p>The Consultant shall commence the assignment upon signing of Contract Agreement between NHA and the successful Consultant.</p>
1.5	<p>Pre-Proposal Conference: <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <input type="checkbox"/></p> <p>The name(s) and address(es) of the Official(s) is (are):</p> <p><b>General Manager (P&amp;CA)</b> National Highway Authority 28, Mauve Area, G-9/1 Islamabad</p> <p>Date, Time and Venue for Pre-Proposal Conference:</p> <p><b>Date: 26<sup>th</sup> March, 2021</b> <b>Time: 1100 hours</b> <b>Venue: NHA Auditorium (HQ)</b> National Highway Authority 28, Mauve Area, G-9/1 Islamabad.</p>
1.6	<p>The Client shall provide the following inputs:</p> <p><b>As per TOR and Appendix E.</b></p>
1.7	<p>Following sub-clauses are added:</p> <p>iii. The Consultant may please note not to suggest names of key staff already proposed in other proposals with the Client or awarded recently. This will affect adversely marking of these professionals in evaluation of the technical proposal. Their secured points are liable to be reduced by 50% if their name appears in more than 1 previous proposal in which they are ranked No.1. Also, the existing load of work with a firm shall be considered as one of the factors for the consideration in the award of the work.</p> <p>iv. Form A-4 is meant for comments on provision contained in RFP and Terms of Reference (TOR) and unless the observations are noted in this particular form, anything</p>





- Detailed Topographical Survey where required in addition to DEM with establishment of survey control points / benchmarks.
- Soil and Material Investigation.
- Coordination through NHA with Technical Joint Working Group on CPEC on Detailed Investigation studies, ready to review the observation if any and presentation on methodology and results etc. to TJWG.
- The duration of this phase shall be **06 Months**.

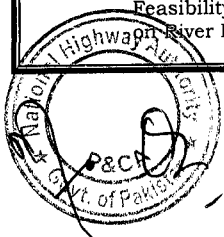
**Phase III – Detailed Design Stage:**

- Detailed Design on the basis of Geo-Technical and other Investigations/Studies undertaking for Tunnels and Bridges.
- Coordination through NHA with Technical Joint Working Group on CPEC on Detailed Design of relocation of KKH, ready to review the observation if any and presentation of detail design etc. to TJWG.
- The duration of this phase shall be **05 Months**.

**Summary of Services to be carried out by Consultant:**

The services to be carried out by the consultant are summarized as under:

- Comment on Terms of Reference and query about them at pre-proposal meeting
- Data Collection / Co-ordination with concerned Departments particularly WAPDA.
- Review of existing alignment of Relocation of KKH due to Dasu Dam & Diamer Basha Dam (particularly awarded packages) and recommend improvements / modifications in accordance with the Geometric Standards set forth in the TOR considering the contractual implications but with prior approval of the client.





Detailed Design for Relocation of KKH from Thakot to Raikot due to Construction of Dams on River Indus  
(Approximate Length = 300 Km)

responsibility leading up to commissioning of project. The location map of the proposed road is shown in Chapter 2 of this document. Since the distance from Thakot to Raikot via existing KKH (N-35) is approx. 280 km & relocation has to be done at higher altitude, the length of relocated KKH may go up to 300 km or even more therefore, approximate length of the proposed relocation is 300 km.

The scope of work defined herein is expected to be carried out by the consultant to complete the Feasibility study the detailed design and consequently assume complete onus and responsibility.

Consultant is required to go through the defined scope of work given herein. Any shortcoming / deficiency is required to be spelled out in the pre-bid meeting and recorded in the comments to TOR. After the signing of the contract, any further requirement is assumed to be included in the quoted bid price and will not be entertained later, unless further requirements are instructed by the client or otherwise may become necessary to economize the Construction Cost and improve the facilities for convenience of operation.

### **3.2. SCOPE OF WORK**

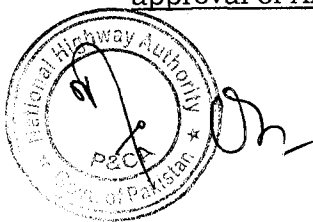
Broadly speaking, the Consultant shall study various all-weather alternatives for relocation of KKH including;

- Relocated alignment (road only, without tunnel option);
- Relocated alignment (Short Tunnel + Bridge Combination);

The Consultant shall carryout detailed design of the most feasible alternative after seeking approval from the Client. The scope of this Consultancy is broadly divided into following three phases:

- **Phase I – Preliminary Design Stage:** Undertake Preliminary Design and Investigation based on Reconnaissance Survey, Topographical maps, Geographical & geological maps, Detailed Traffic and Axle Load Survey and co-ordination with WAPDA and other stakeholder agencies for study of alignment options with identification of location of tunnels and bridges along the corridor. 03 Month have been allocated for undertaking this phase.
- Hydrology Studies

Detailed Investigation & Studies and Detailed Design Stages will be undertaken after approval of Alignment from Client.



*Detailed Design for Relocation of KKH from Thakot to Raikot due to Construction of Dams on River Indus  
(Approximate Length = 300 Km)*

**Phase II – Investigations & Studies Stage:** Based on provided Scope of Work, the Consultant shall itself or through a nominated consultant carryout

- Geo-Technical Investigation for Tunnels and Bridges.
- Detailed Topographical Survey where required in addition to DEM with establishment of survey control points / benchmarks.
- Soil and Material Investigation.
- Coordination through NHA with Technical Joint Working Group on CPEC on Detailed Investigation studies, ready to review the observation if any and presentation on methodology and results etc. to TJWG.

The duration of this phase shall be 6 Months.

**Phase III – Detailed Design Stage:** Detailed Design on the basis of Geo-Technical and other Investigations/Studies undertaking for Tunnels and Bridges. Coordination through NHA with Technical Joint Working Group on CPEC on Detailed Design of relocation of KKH, ready to review the observation if any and presentation of detail design etc. to TJWG. 5 Months have been allocated for this phase.

### 3.2.1. Overall Tasking

The services to be carried out by the consultant are summarized as under and do not necessarily represent logical sequence of activities. This summary should be used in conjunction with remaining TOR:

- Comment on Terms of Reference and query about them at pre-proposal meeting
- Data Collection / Co-ordination with concerned Departments particularly WAPDA.
- Acquisition of Satellite Imagery / DEM Data for Alignment / Tunnel Option Study.
- Review of existing alignment of Relocation of KKH due to Dasu Dam & Diamer Basha Dam (particularly awarded packages) and recommend improvements / modifications in accordance with the Geometric Standards set forth in the TOR considering the contractual implications but with prior approval of the client.
- Study of new alignments in accordance with the Geometric Standards set forth in the TOR.



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