



NATIONAL HIGHWAY AUTHORITY

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

Ref: 6(639)/Dir (P&CA/NHA/2024/196

Dated: 12th August, 2024

To

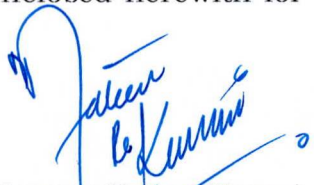
ALL PROSPECTIVE CONSULTANCY FIRMS/JVS

SUBJECT: CONSULTANCY SERVICES FOR FEASIBILITY STUDY AND DETAILED DESIGN FOR REALIGNMENT OF MOTORWAY M-2 IN SALT RANGE AREA (APPROX. 10 KM)

“MINUTES OF PRE-PROPOSAL MEETING”

Reference: Pre-Proposal Meeting was held on 24th July, 2024.

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


(MATEEN RAANA KAZMI)
DY.DIR (CONSULTANCY) P&CA

ENCLOSURE:

- Minutes of Pre-Proposal Meeting (02 Pages);
- Addendum No. 1 (01 Page);
- Attachments to Addendum No. 1 (05 Pages).

COPY TO:

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

MINUTES OF PRE-PROPOSAL MEETING
HELD ON 24th July, 2024

Consultancy Services for Feasibility Study and Detailed Design for Realignment of Motorway M-2 in Salt Range Area (Approx. 10 Km)

A Pre-Proposal Meeting was held in NHA Auditorium at 1100 hours on 24th July, 2024 to discuss the Request for Proposal (RFP) for subject Services in the presence of NHA officials and prospective consultant. The prospective consultant has submitted queries related to the project. The clarifications/ replies are summarized below for information of all prospective bidders:

Sr. No.	Queries	Reply
1.	It is our understanding that the existing Motorway section would remain functional after the Re-alignment. In such case interchanges are required for access in/out of existing motorway. Further, the design speed at these interchanges shall be at least 60 KPH. Please confirm.	Agreed. Existing Motorway Section will remain functional & Interchanges for exit/entry are likely to be provided. Design speed shall be as per AASHTO guidelines.
2.	The design speed for the realigned motorway is mentioned on page 55 but the gradient is not mentioned which shall be 4% max. Please confirm.	Proceed as per AASHTO guidelines.
3.	Please refer to page 64, gradient in Tunnel shall be 3% max. Any lesser grade will increase the length considerably. Please confirm.	Tunnel gradient shall be as PIARC/International Tunnel Code requirements, whereas for motorway proceed as per AASHTO guidelines.
4.	Form A-16 of the RFP, item # 11 on page 49 mentions "Geo-physical Testing for Tunnels... it is suggested that the linear meter for the geophysical survey (refraction, electromagnetic etc.) along the Tunnel Alignment shall be defined for accurate computation and comparison of bidder cost and for healthy competition.	Refer to item 11 on Page 49 of RFP, 250 points are mentioned. The distance between the points is usually 40m-50m; hence the linear distance of approx. 10,000 meters may be considered for Geophysical Survey along the Alignment for Tunnels for bidding.
5.	It is our understanding that the scope of works, and respective cost is for the bridges which are regular bridges with heights of substructure less than 20m (bottom of transom to NSL) or with spans less than 50m. In case the approved/recommended Alignment with respect to terrain requires Major Bridges and/or Grand Bridges, then these must be taken up separately.	If complex structures like high level bridges are encountered during the design phase, which cannot be envisaged at the time of bidding, extra man-months will be paid as per the quoted rates at the time of bidding. Also, geotechnical investigations / other investigations will be paid as per actual cost through open competition as per PPRA rules with 10% handling



Sr. No.	Queries	Reply
		charges. Taxes deemed to be included in the bid.
6.	Please refer to pages 18 and 19 only one (1) key person "Sr. E&M Expert for Tunnel" is required instead of two (2) persons. The evaluation marks shall be corrected accordingly. Similarly, same correction in the Expert position under Form A-15 on page 46 shall be made with the same designation.	The positions of 'Senior (E&M) Expert' for Phase I and 'Electrical and Mechanical (E&M) Expert for Tunnel' for Phase II have been merged into a single role for evaluation purposes. Similarly, the positions of 'Senior Geologist/Slope Stability Expert' for Phase I and 'Senior Geologist' for Phase II have also been merged into one role for the evaluation process. Accordingly, the evaluation criteria/marks have been revised. See Addendum No. 1.

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ADDENDUM No.1

Consultancy Services for Feasibility Study and Detailed Design for Realignment of Motorway M-2 in Salt Range Area (Approx. 10 Km)

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

Refer pages - 12 & 13 of RFP; amendment has been made in evaluation criteria for 'Senior (E&M) Expert/ (E&M) Expert for Tunnel' and 'Senior Geologist/ Slope Stability Expert'; therefore, the said pages are deleted in its entirety and replace with the amended/revised pages - 12 & 13 attached as **Attachment-1** to **Addendum No.1**.

2. SUMMARY & PERSONNEL EVALUATION SHEET

Refer pages 18 & 19 of RFP; amendment has been made in evaluation marks for 'Senior (E&M) Expert/ (E&M) Expert for Tunnel' and 'Senior Geologist/ Slope Stability Expert'; therefore, the said pages are deleted in its entirety and replace with the amended/revised pages 18 & 19 attached as **Attachment-2** to **Addendum No.1**.

3. FINANCIAL PROPSOAL FORMS

Refer page 46 of RFP; name of position for Phase-I at Sr. No. 2 is corrected; therefore, the said page is deleted in its entirety and replace with the amended/revised page 46 attached as **Attachment-3** to **Addendum No.1**.

4. All other terms and conditions shall remain same.

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	NHA website/ PPRA Website or publishing on Newspapers whatever the case”.
3.1.4	<p>a. Add following at the end of Sub – Para 3.1.4 (b):</p> <p>Clearly mention the percentage and detail of share as well of each JV partner in the JV agreement. First page of the JV agreement must be on Stamp Paper of minimum Rs. 100 duly attested by the Oath Commissioner.</p> <p>c. The term associates, if used in the proposal or otherwise shall not be considered as an alternative of JV member. <u>Any personnel proposed for the Assignment but belonging to the so-called associates (Sub-consultants) shall not be marked in evaluation of technical proposal</u> like in case of Sub-consultants (except individual Specialist Sub-consultants having unique expertise which is rarely available OR an expatriate Personnel) who are not supposed to contribute in qualification of their main consultants.</p> <p>Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>The minimum required experience of proposed Key Personnel is given below:</p>
FOR KEY PERSONNEL	
Team Leader / Tunnel Engineer	<p><u>Education:</u> Preferably PhD (Tunnel Engineering) or PhD (Geotechnical Engineering/ Structure Engineering with Experience in Tunnel Engineering) or minimum M.Sc. in Tunnel Engineering/ M.Sc. in (Structure Engineering/ Geotechnical Engineering with Experience in Tunnel Engineering).</p> <p><u>Experience:</u> Preferably twelve (12) years’ relevant experience on Highways/Tunnel Design/Design review projects.</p> <p>He/ she must also have preferably five (05) years’ experience in lead role i.e., as a Team Leader/ Equivalent on major Highway/Tunnel Design/Design Review projects.</p> <p><u>Rating:</u> PhD. with relevant training - 100%; PhD. without relevant training - 90%; M.Sc. with relevant training - 80%; M.Sc. without relevant training - 70%.</p>
Senior (E&M) Expert/ (E&M) Expert for Tunnel	<p><u>Education:</u> Preferably M.Sc. in (Mechanical / Electrical/Electronic Engineering with Experience in E&M works of Tunnel Engineering) or Minimum B.Sc (Mechanical / Electrical/Electronic Engineering with Experience in E&M works of Tunnel Engineering).</p> <p><u>Experience:</u> Preferably twelve (12) years relevant experience as E&M expert on Highway/Tunnel Design projects]</p> <p><u>Rating:</u> M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>



<p>Senior Geologist/ Slope Stability Expert</p>	<p>Education: Preferably M.Sc. (Soil Mechanics/ Geo-Tech Engineering) or minimum B.Sc. (Civil Engineering/ Geo-Tech Engineering/ Geological Engineering)/ MSc. Geology.</p> <p>Experience: Preferably twelve (12) years' relevant experience on major Highway/Tunnels Projects. Weightage shall be given to the experience in similar geographical conditions.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
<p>Senior Highway Engineer</p>	<p>Education: Preferably M.Sc. (Transportation Engineering) or minimum B.Sc. (Civil Engineering).</p> <p>Experience: Preferably fifteen (15) years' design experience [proven ten (10) years' design experience as Senior Highway Engineer on National Highways Projects]</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
<p>Senior Structural Engineer</p>	<p>Education: M.Sc. (Structural Engineering) or minimum B.Sc. (Civil Engineering).</p> <p>Experience: Preferably fifteen (15) years' relevant experience [proven ten (10) years' design experience as Senior Structural Engineer on National Highways Projects].</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. with relevant training - 80%; B.Sc. without relevant training - 70%.</p>
<p>Transport Economist</p>	<p>Education: Preferably M.Sc. Transport Economist/ M.Sc. (Transportation Engineering) / M.Sc. Economics with Diploma in Transport Economist or minimum B.Sc. (Transportation Engineering) or M.Sc. Economics.</p> <p>Experience: Preferably twelve (12) years' design experience as Transport Economist on Highways/ Roads Projects.</p> <p>Rating: M.Sc. with relevant training - 100%; M.Sc. without relevant training - 90%; B.Sc. (Transportation Engineering)/ M.Sc. Economics with relevant training - 80%; B.Sc.(Transportation Engineering) or M.Sc. Economics without relevant training - 70%.</p>



SUMMARY EVALUATION SHEET FOR FULL TECHNICAL PROPOSALS (QCBS)**Attachment -2 to Addendum No. 1**

EVALUATION CRITERIA	Max. Weightage	Firm 1		Firm 2	
		Rating	Score	Rating	Score
1. Firms Experience	100				
General Experience in road Transport Sector	25				
Specific Experience related to particular Assignment	75				
2. Approach and Methodology	250				
2-a. <u>Appreciation of the Project</u>	<u>70</u>				
(i) Evidence of Site Visit with Photographs	(30)				
(ii) Clarity of appreciation	(20)				
(iii) Comprehensiveness of appreciation	(20)				
2-b. Problem Statement/ understanding of objectives	<u>50</u>				
(i) Identification of Problems/ Objectives	(30)				
(ii) Components of Proposed Services	(20)				
2-c. <u>Methodology</u>	<u>80</u>				
(i) Proposed Solutions for this Project	(30)				
(ii) Quality of Methodology	(20)				
(iii) Conciseness, clarity and completeness of proposal	(30)				
2-d. Suggested Changes for Improvement in TOR	<u>10</u>				
2-e. Work Program	<u>20</u>				
2-f. Staffing Schedule	<u>20</u>				
3. Key Personnel	450				
Firm affidavit for presence of personnel	25				
i. Team Leader/ Tunnel Engineer	120				
ii. Senior Geologist/Slope Stability Expert Engineer	80				
iii. Senior (E & M) Expert /(E & M) Expert for Tunnel	60				
iv. Senior Structural Engineer	70				
v. Senior Highway Engineer	70				
vi. Transport Economist	25				
4. Performance Certification from clients	75				
Affidavit on stamp paper duly attested by the Oath Commissioner regarding non-blacklisting	25				
5. Present Commitments (current engagement and available strength – justification)	50				
6. Transfer of Knowledge (Methodology/ Plans)	50				
TOTAL:	1000				

Excellent - 100% Very Good - 90-99% Above Average – 80-89% Average – 70-79% Below Average – 1-69% Non-complying – 0%,

Score: Maximum Weightage rating / 100. Minimum qualifying score is 70% or 700 marks.



PERSONNEL EVALUATION SHEET

Attachment -2 to Addendum No. 1

POSITION / AREA OF EXPERTISE	Name	Academic and General Qualification Weightage 30%		Project related Experience Weightage 60%		Status with the Firm 10%		OVERALL RATING (Sum of Weighted Ratings)
		Percentage Rating	Weighted Rating (A)	Percentage Rating	Weighted Rating (B)	Percentage Rating	Weighted Rating (C)	(A+B+C)
(Show all experts to be evaluated)								
i. Team Leader/ Tunnel Engineer								
ii. Senior Geologist/Slope Stability Expert Engineer								
iii. Senior (E & M) Expert /(E & M) Expert for Tunnel								
iv. Senior Structural Engineer								
v. Senior Highway Engineer								
vi. Transport Economist								

Rating: - Excellent - 100% Very good – 90-99% Above Average – 80-89% Average – 70-79% Below Average – 1-69% Non-complying - 0%

Score: Maximum Weightage X rating / 100. Minimum qualifying score is 70%.



Form A-15

Page 2 of 3

ESTIMATED LOCAL CURRENCY SALARY COSTS/REMUNERATION**KEY EXPERTS****PHASE-I – SURVEY, INVESTIGATIONS AND STUDIES, DESIGN & FEASIBILITY STUDY (04 MONTHS)**

Sr. No.	Expert Position	No. of persons	Individual Man Months (Phase-I)	Monthly Billing Rate	Total Estimated Amount (Rs.)
1	Team Leader/ Tunnel Engineer	1	4		
2	Senior (E & M) Expert	1	1.5		
3	Senior Geologist/ Slope Stability Expert Engineer	1	2		
4	Senior Structural Engineer	1	1		
5	Senior Highway Engineer	1	1.5		
6	Transport Economist	1	1		
Sub-Total:					

PHASE-II – TENDER DOCUMENTS & PC-1 (02 MONTHS)

Sr. No.	Expert Position	No. of persons	Individual Man Months (Phase-II)	Monthly Billing Rate	Total Estimated Amount (Rs.)
1	Team Leader/ Tunnel Engineer	1	2		
2	Senior Geologist	1	0.5		
3	Electrical & Mechanical (E & M) Expert for Tunnel	1	0.5		
4	Senior Structural Engineer	1	1		
5	Senior Highway Engineer	1	0.5		
6	Transport Economist	1	0.5		
Sub-Total:					

