



# NATIONAL HIGHWAY AUTHORITY

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

Ref: 6(638)/Dir (P&CA)/NHA/2024/ 199

Dated: 16<sup>th</sup> August, 2024

To


**ALL PROSPECTIVE CONSULTANCY FIRMS/JVS**

**SUBJECT: CONSULTANCY SERVICES FOR FEASIBILITY STUDY AND DETAILED DESIGN FOR CONSTRUCTION OF MANSEHRA-MUZAFFARABAD EXPRESSWAY (CPEC LINK) (26.6 KM APPROX.)**

**“MINUTES OF PRE-PROPOSAL MEETING & ADDENDUM NO.1”**

Reference: Pre-Proposal Meeting was held on 25<sup>th</sup> 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 (02 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 25<sup>th</sup> July, 2024**

**Consultancy Services for Feasibility Study & Detailed Design for Construction of**  
**Mansehra-Muzafarabad Expressway (CPEC Link) (26.6 Km Approx.)**

A Pre-Proposal Meeting was held in NHA Auditorium at 1100 hours on 25<sup>th</sup> 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.	Form A-16 in the RFP, under item # 9 mentions "CV of tunnel design Engineer and Geotechnical Engineer shall be provided for evaluation. However, resources for tunnel design or geotechnical engineering have not been mentioned under the data fact sheet for key personnel provided in the RFP (pages 12 & 13). It is requested to update/correct the item #9 please.	The qualifications and experience required for the "Tunnel Design Engineer" and "Geotechnical Engineer" have been added under Sub-Clause 3.1.4 of the Data Sheet. See <b>Addendum No. 1.</b>
2.	Form A-16 of the RFP, item # 12 mentions "geotechnical Investigation for Bridges, tunnels, avalanche galleries, landslide prone areas, tunnel portals, including geophysical testing..." as an LS item. It is suggested that a total drilling length in meters should be mentioned to compute the cost for cost comparisons among the bidders.	The Approximate length of the tunnels may be taken as 4.4 Km. However, drilling length depends on the tunnel length proposed by the bidder. So Geotechnical Experts of the bidder can decide the total drilling length.
3.	It is our understanding that the scope of works, and its 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.	In 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/others investigations will be paid as per actual cost through open competition as per PPRA rules with 10% handling charges.
4.	It is mentioned in the TOR on page that 2 interchanges are required. One (1) interchange is required at start and the other one at end. Please clarify whether these mentioned interchanges on page 54 are in addition to Start and End or otherwise.	The Design consultant shall propose all the interchanges to be built in the project.





Sr. No	Queries	Reply
5.	Please clarify whether the project is fenced or not and whether access is controlled or not.	Please see Chapter 1 & 2 of ToR in the RFP.
6.	The Feasibility study report shall be at the end of Stage-II; after the completion of design works and estimates or otherwise the Feasibility Study will be based on tentative cost.	Not acceded to. Please proceed as per RFP.
7.	Please Refer to page 60; ROW shall be fixed to 100m instead of leaving it open.	ROW shall be proposed by the Design Consultant based on the terrain conditions.
8.	Please refer to page 84; 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.	Not acceded to. Please proceed as per RFP.
9.	Please refer to page 105; the percentage allocation for Tender Documents and PC-I shall not be more than 10%.	Not acceded to. Please proceed as per RFP.
10.	Due to the challenging and mountainous terrain, which presents unique risks, meticulous management is essential, particularly in the high seismic zone area of AJK. This is especially critical for tunnel design and the implementation of a robust slope protection system. However, the essential key professionals, namely the Tunnel Engineer and Slope Stability Expert /Geotechnical Expert, are not included in the Data Sheet. Given the project sensitivity in a high seismic zone, it is requested to include a Tunnel Engineer as the Team Leader and to incorporate a Slope Stability /Geotechnical Expert.	Please refer to reply at Sr. No.1.
11.	In Form A-16 regarding Direct (Non-Salary) Costs, specifically Serial No.9, where it is mentioned that the CV's of the Tunnel Engineer and Geotechnical Engineer should be provided for evaluation purpose only. However, upon examining the summary of Evaluation Sheet, we noticed that the marks for the Tunnel Engineer and Geotechnical Engineer are not included. Additionally, it is requested to clarify that the details of the Tunnel Engineer and Geotechnical Engineer are also required in Form A-7 and Form A-9.	Please refer to reply at Sr. No.1.  Additionally, both the "Tunnel Design Engineer" and the "Geotechnical Engineer" are designated as Key Personnel. Accordingly, the details of these individuals must be provided as required in Form A-7 and Form A-9 of RFP.

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## ADDENDUM No.1

### Consultancy Services for Feasibility Study & Detailed Design for Construction of Mansehra-Muzafarabad Expressway (CPEC Link) (26.6 Km Approx.)

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, Sub-Clause 3.1.4 of Data Sheet; Evaluation criteria for 'Tunnel Design Engineer' and 'Geotechnical Engineer' are added in Sub-Clause 3.1.4 of Data Sheet. The criteria for evaluation of both positions are given as below:

Sr. No.	Position	Evaluation Criteria
1.	<b>Tunnel Design Engineer</b>	<p><b>Education:</b> 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><b>Experience:</b> Preferably twelve (12) years' relevant experience on Highways/Tunnel Design/Design review projects.</p> <p><b>Rating:</b> PhD. with relevant training - 100%; PhD. without relevant training - 90%; M.Sc. with relevant training - 80%; M.Sc. without relevant training - 70%.</p>
2.	<b>Geotechnical Engineer</b>	<p><b>Education:</b> Preferably M.Sc. (Soil Mechanics/ Geo-Tech Engineering) or minimum B.Sc. (Civil Engineering/ Geo-Tech Engineering).</p> <p><b>Experience:</b> Preferably twelve (12) years relevant as Geotechnical Engineer/Slope Stability Expert on Highway Design projects. Weightage shall be given to the experience in similar geographical conditions.</p> <p><b>Rating:</b> PhD/ 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>

#### 2. SUMMARY & PERSONNEL EVALUATION SHEET

Refer pages 18 & 19 of RFP; 'Tunnel Design Engineer' and 'Geotechnical Engineer' are added in the Summary Evaluation Sheet under Key Personnel and Evaluation marks of Key Personnel are adjusted accordingly; therefore, the said pages are deleted in its entirety and replace with the amended/revised pages 18 & 19 attached as **Attachment-1 to Addendum No.1**.

3. All other terms and conditions shall remain same.

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## SUMMARY EVALUATION SHEET FOR FULL TECHNICAL PROPOSALS (QCBS)

Attachment-1 to Addendum No.1

EVALUATION CRITERIA	Max. Weightage	Firm 1		Firm 2	
		Rating	Score	Rating	Score
<b>1. Firms Experience</b>	<b>100</b>				
General Experience in road Transport Sector	25				
Specific Experience related to particular Assignment	75				
<b>2. Approach and Methodology</b>	<b>250</b>				
2-a. <i>Appreciation of the Project</i>	70				
(i) Evidence of Site Visit with Photographs	(30)				
(ii) Clarity of appreciation	(20)				
(iii) Comprehensiveness of appreciation	(20)				
2-b. <i>Problem Statement/ understanding of objectives</i>	50				
(i) Identification of Problems/ Objectives	(30)				
(ii) Components of Proposed Services	(20)				
2-c. <i>Methodology</i>	80				
(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	10				
2-e. Work Program	20				
2-f. Staffing Schedule	20				
<b>3. Key Personnel</b>	<b>450</b>				
Firm affidavit for presence of personnel	25				
i. Team Leader/ Sr. Highway Engineer	85				
ii. Senior Structural/Bridge Engineer	60				
iii. Pavement & Drainage Engineer	50				
iv. Tunnel Design Engineer	50				
v. Geotechnical Engineer	40				
vi. Junior Structure Engineer	25				
vii. Junior Highway Engineer	25				
viii. ITS Expert	40				
ix. Transport Economist	30				
x. Quantity Surveyor	20				
<b>4. Performance Certification from clients</b>	<b>75</b>				
Affidavit on stamp paper duly attested by the Oath Commissioner regarding non-blacklisting	25				
<b>5. Present Commitments (current engagement and available strength – justification)</b>	<b>50</b>				
<b>6. Transfer of Knowledge (Methodology/ Plans)</b>	<b>50</b>				
<b>TOTAL:</b>	<b>1000</b>				



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-1 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/ Sr. Highway Engineer								
ii. Senior Structural/Bridge Engineer								
iii. Pavement & Drainage Engineer								
iv. Tunnel Design Engineer								
v. Geotechnical Engineer								
vi. Junior Structure Engineer								
vii. Junior Highway Engineer								
viii. ITS Expert								
ix. Transport Economist								
x. Quantity Surveyor								

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%.

