



# 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/ 203

Dated: 23<sup>rd</sup> August, 2024

To

**ALL PROSPECTIVE CONSULTANCY FIRMS/JVS**

**SUBJECT: CONSULTANCY SERVICES FOR FEASIBILITY STUDY AND DETAIL DESIGN FOR UPGRADING OF EXISTING NATIONAL HIGHWAY (N-15) MANSEHRA-NARAN-JALKHAD-CHILAS TO A 4-LANE DIVIDED EXPRESSWAY (235 KM APPROX.)**

**“ADDENDUM No.2”**

Reference: Pre-Proposal Meeting was held on 26<sup>th</sup> July, 2024.

Addendum No. 2, being integral part of RFP document for the subject consultancy project is enclosed herewith for necessary action, please.

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

**ENCLOSURE:**

- Addendum No. 2 (01 Page);
- Attachments to Addendum No. 1 (10 Pages).

**COPY TO:**

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

## ADDENDUM No.2

### Consultancy Services for Feasibility Study and Detail Design for Upgrading of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km approx.)

Following amendments have been made in the Request for Proposal (RFP) for subject Services under this Addendum No.2, 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.2 and other provisions of the RFP & **Addendum No 1**.

#### 1. **TERMS OF REFERENCES (CHAPTER No. 2)**

Refer Chapter No.2 of RFP; amendment has been made therefore, the said Chapter No.2 is deleted in its entirety and replace with the amended/revised Chapter No.2 (**which also includes TOR for Commercial Feasibility Study**) attached as **Attachment-1 to Addendum No. 2**.

#### 2. **FINANCIAL PROPOSAL FORMS FORM (A-16)**

Refer Page 51 of RFP; amendment has been made therefore, the said page is deleted in its entirety and replace with the amended/revised page 51 attached as **Attachment-2 to Addendum No.2**.

3. All other terms and conditions shall remain same.

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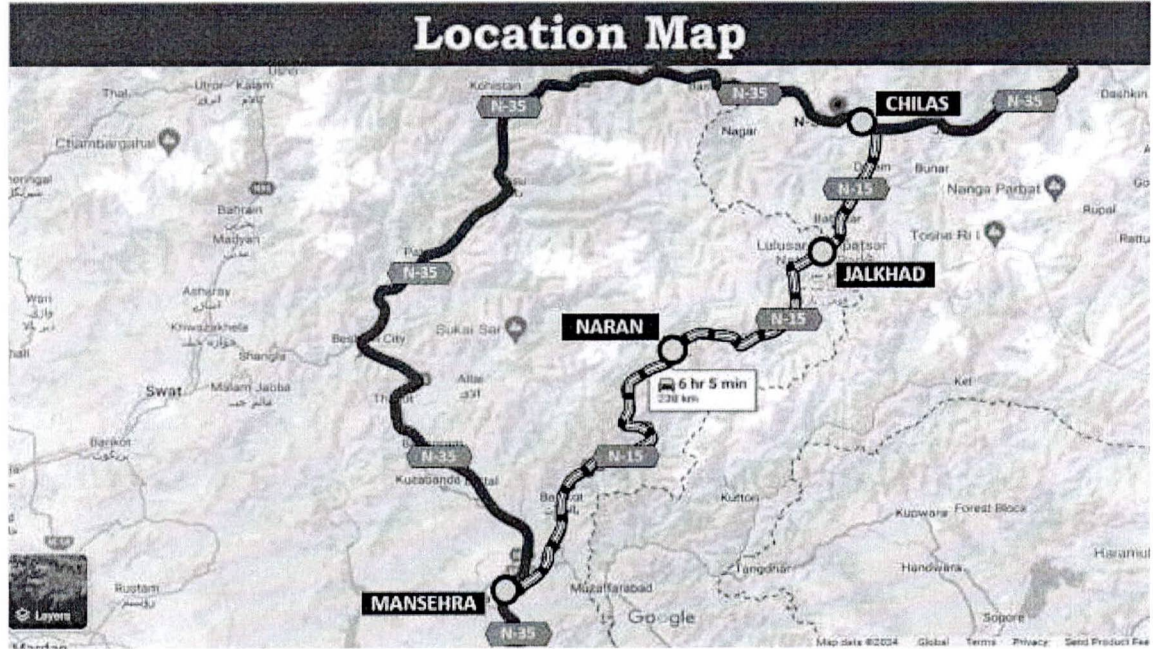


## CHAPTER NO. 2

### DESCRIPTION OF PROJECT

#### 2.1 LOCATION OF PROJECT:

The project under consideration is located in Khyber Pakhtunkhwa and GB provinces.



#### 2.2 PROJECT WORKS

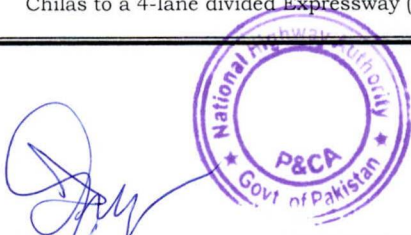
The Scope of work comprises of following but not limited to:

##### Part-I: Technical Study.

##### Stage-I:

Inception Report (Collection of Data & Coordination)
Reconnaissance Survey
Existing Condition Survey and Assessment
Alignment Study
Traffic Study
Topographic Survey
Soil & Material Investigation
Hydrology & Hydraulic Study Report

Feasibility Study & Detailed Design for Upgradation of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km Approx.)



Slope Stability Analysis and Remedial Measures including Snow Avalanche Study

Geophysical Survey of the Area

Geological Survey of the Area including geological mapping of the structures including bridges, tunnels/ Snow Galleries, and avalanche galleries (if any).

Feasibility Study, (Technical, Financial, Social, Environmental aspects).  
Special consideration should be given to the development of tourism spots and shelter areas along the alignment for the safety of commuters.

**Stage-II:**

Geotechnical Investigation Report

Structure Design Report

Pavement Design Report

Geometric Design Report

Design of Tunnel/ Snow Galleries, Avalanche Galleries, \*Portal facilities and Electro-Mechanical works

Environmental Impact Assessment and NOC

Road Safety Audit Report

Innovative & Modern Architectural Design / Plan to Boost Tourism, as well as Drawings detailed Estimates for Services Areas, Rest Areas, Weigh Station, Toll Plaza & Allied Buildings, NHA Office & Rest House

Ground Validation & Alignment Stakeout

PC-I

**Stage-III:**

Tender Documents, Drawings, BOQ, Engineer's Estimate, C-Factor, Take off Sheets etc.

Land Acquisition & Utility Relocation Folders

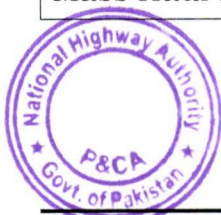
Construction Machinery & Manpower Report

Building Information Modelling of Infrastructure

Installation of RoW Markers

Stakeout of design alignment after approval for ground validation

Mass Haul Diagram



Feasibility Study & Detailed Design for Upgradation of Existing National Highway (N-15) Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided Expressway (235 Km Approx.)

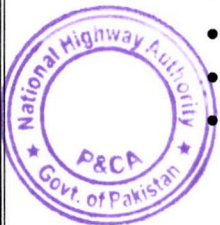
## **Part-II: Commercial Study.**

### **PRINCIPLE ACTIVITIES FOR COMMERCIAL FEASIBILITY STUDY**

#### **A. Stage – 1**

The following principle activities are identified that need to be carried out as a part of Commercial Feasibility Study Stage-1:

- Kick-off Meeting
- Collection and Review of available Data
- Defining Project Need, Objective and Scope
- Need Analysis
- Conducting Value for money analysis based on whole life cycle cost of the project
- PPP options identification/analysis
- Project outline: business case
- Defining Toll Rate Structure and system in harmony with existing road network.
- CAPEX (Capital Expenditure) Analysis
- OPEX (Operation Expenditures) Analysis
- Routine and Periodic Maintenance Forecasting
- Toll Level Projections
- Other Sources of Revenue identification
- Possible Government Support Mechanism
- Outlining possible financing options.
- Country Economic and Inflation Analysis
- Revenue Analysis & Forecasting
- Debt Servicing and Amortization Scheduling for different possible debt financing options
- Project Risk Identification, Allocation and Mitigation measures
- Inflation and Lending Market Analysis
- PPP Modeling Base Case
- Viability Gap Analysis
- Financing Analysis & Bankability
- Evaluation of the variations (different project structuring options such as: private sector participation on BOT, BT and Hybrid mode)
- Financial Models demonstrating the Project viability, bankability and affordability
- Sensitivity Analysis
- Conclusion & Recommendation
- Investor Brief for Road Shows
- Project Teaser



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**B. Stage – 2 (If the project is found commercially viable on PPP mode the Consultant should undertake Stage-II with prior formal consent/approval of PPP cell of NHA.)**

If the project is found commercially viable on PPP mode, then the following principle activities are identified that need to be carried out as a part of Commercial Feasibility Study Stage-2:

- The consultant will provide necessary coordination and help NHA for conducting road shows for the project
- Consultant shall support/assist NHA during Pre-Bid meeting and prepare/furnish Technical Bid Comparative Evaluation Report.....as & when required
- Consultant shall support/assist NHA during Approval/Acceptance of Detailed Design submitted by the Concessionaire.....as & when required

**1. DELIVERABLES**

**A. Stage-1**

The consultant will submit the following reports/submissions for Stage-1:

- Inception Report for Commercial Feasibility
- Preliminary Commercial Feasibility Report/Reports
  - Traffic forecasting Report
  - Value for money analysis report (Public Sector Comparative)
  - Financial Model
- Final Commercial Feasibility Report/Reports
- Presentations at different forums

**B. Stage-2 (If the project is found commercially viable on PPP mode)**

- Project Concept Proposal (PCP) for approval of P3A, as per requirements of P3A Law, Regulations & Rules
- Project Qualification Proposal (PQP) for approval of P3A, as per requirements of P3A Law, Regulations & Rules
- Project Proposal (PP) for approval of P3A, as per requirements of P3A Law, Regulations & Rules
- PC-I (Project Cost including VGF)
- PC-I (Land & Utilities Removals)
- Appendices/Technical Schedules such as; Project Scope including Intelligent Transport System (ITS), Definition of RoW & Concession Area, Design Standards, Construction Standards,



Performance & Operation Standards, Handback Standards, KPIs & Damages etc

- Technical Bid Comparative Evaluation Report
- Compliance Report/Input for Approval/Acceptance of Detailed Design
- Presentations at different forums

### **2.3 TIME PERIOD:**

The services specified in the TOR shall be completed and all relevant reports be submitted in the form and format acceptable to the Employer, within (06) months from the date of signing of Contract Agreement.

### **2.4 FINANCIAL ARRANGEMENT:**

The project will be financed by the Government of Pakistan through PSDP Design & Feasibility head.

\*PC-II of the subject project is attached at Annex-A



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**TOR FOR COMMERCIAL FEASIBILITY STUDY**  
**Upgradation of Existing National Highway (N-15)**  
**Mansehra-Naran-Jalkhad-Chilas to a 4-lane divided**  
**Expressway (235 Km Approx.)**

**1. BACKGROUND**

National Highway Authority (NHA) intends to upgrade existing National Highway N-15 Mansehra-Naran-Jalkhand-Chilas Road into a 4-lane divided Expressway. The project is running in districts Mansehra, Khyber Pakhtunkhwa and Diamer, Gilgit Baltistan. The total length of the project is about 235 Kms.

As per the directions of DDWP in its meeting held on 25<sup>th</sup> June, 2024, NHA desires to undertake Commercial Feasibility Study of the project, in addition to technical feasibility and detailed design.

**2. OBJECTIVE**

The project will not only facilitate the passenger traffic but also fetch tourists and will promote tourism to greater extents. The project will also help in the uplifting of area and local people, as employment and business will be generated in the vicinity by implementation of the project.

**3. PRELIMINARY COMMERCIAL FEASIBILITY REPORT**

For clarity, it is emphasized that Preliminary Commercial Feasibility Study shall be conducted first, for the different technical alternatives identified in the Technical Feasibility Study. However, the Financial Model thus developed will not be detailed models. Detailed Financial Model will only be worked out for the chosen/recommended option in the Final Commercial Feasibility Report.

The preliminary commercial feasibility shall be conducted for whole project as well as for the sections which are commercial viability. The consultant shall propose the commercially viable sections for undertaking on PPP mode with proper justification.

**4. TRAFFIC STUDY**

In addition to the scope of traffic study given in Technical Feasibility Part, the consultant should also undertake the traffic study in sections (interchange to interchange section) for all scenarios. The study should also include traffic forecasting of 25-years, growth rate, traffic diversion, traffic generation etc.



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## **5. PRINCIPLE ACTIVITIES FOR COMMERCIAL FEASIBILITY STUDY**

### **A. Stage - 1**

The following principle activities are identified that need to be carried out as a part of Commercial Feasibility Study Stage-1:

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- ❖ Toll Level Projections
- ❖ Other Sources of Revenue identification
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- ❖ Debt Servicing and Amortization Scheduling for different possible debt financing options
- ❖ Project Risk Identification, Allocation and Mitigation measures
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- ❖ Financial Models demonstrating the Project viability, bankability and affordability
- ❖ Sensitivity Analysis
- ❖ Conclusion & Recommendation
- ❖ Investor Brief for Road Shows
- ❖ Project Teaser



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**B. Stage - 2 (If the project is found commercially viable on PPP mode)**

If the project is found commercially viable on PPP mode, then the following principle activities are identified that need to be carried out as a part of Commercial Feasibility Study Stage-2:

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**6. DELIVERABLES**

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*[Handwritten signature]*

Standards, Construction Standards, Performance & Operation Standards, Handback Standards, KPIs & Damages etc

- Technical Bid Comparative Evaluation Report
- Compliance Report/Input for Approval/Acceptance of Detailed Design
- Presentations at different forums

#### **7. TIME DURATION FOR THE ASSIGNMENT**

The services specified in the TOR shall be completed and all relevant reports submitted in the form and format acceptable to the Client within Three (03) Months from the date of Commencement of Consultancy Services. Another One (01) Month period shall be required for relevant experts, so as to help NHA for assistance in Technical Bid Comparative Evaluation report & Approval/Acceptance of Detailed Design.



Sr. No.	Nomenclature	Unit	Qty.	Unit Price (Rs.)	Total Amount (Rs.)
	Engineer Geologist, Lab Technicians and Helpers, etc. (complete in all respect).				
13.	Environmental impact Assessment including Report Writing, NOC Fee, Environmental Engineer Salary, Coordination with Pak EPA & Public Hearing charges, (complete in all respects as per TOR)	L.S	-		
14.	Traffic Survey including report writing & Salary of Traffic Engineer & Enumerators (complete in all respect).	L.S			
15.	Highway Safety Audit including Cost of Site Visits, Report Writing Salary of Highway Safety Engineer & its team, 3 <sup>rd</sup> Party review of report etc. (complete in all respects)	L.S	-		
16.	Hydrology & Hydraulic study including Purchase of Requisite Data (DEM) etc., Report Writing, Salary of Hydrologist/Hydraulic Engineer etc. (complete in all respect)	L.S			
17.	Innovative & Modern Architectural Design, Drawing, Estimates, BoQs of Service Area, Rest Area, Weigh Station, Toll Plaza & Allied Buildings, NHA Office & Rest House.	L.S			
18.	Procurement of Codes, Technical Specifications, Books, Software, Hardware, Equipment, Accessories, etc for Planning Wing.	P.S			1,500,000
19.	Construction, Transportation & Installation of Right of Way Markers in accordance with NHA's CSR Item 610b (complete in all respects) (1200 ROW Markers)	L.S			
20.	Financial Advisory Firm or Chartered Accounting Firm of State Bank Category-A for undertaking Commercial Feasibility Study	L.S			
21.	Others not covered above to comply with ToR requirement*				
<b>Total</b>					



NOTE:\* Any additional item/ cost quoted against this line item must have provided solid/ tenable justification(s) detailed in Technical Proposal Submission Form A-4 "Comments on TOR" without indicating financial value therein. It is also to be noted by the Consultants that the Client is not bound to agree to the reasons given in Form A-4. \* Cost quoted against lump sum items (mentioned in above table) is all inclusive and remuneration of staff (if required) shall not be charged separately.