

**Office of Transport Commissioner, Uttarakhand  
Kulhan, Sahastradhara road, Dehradun**


Contact No. 0135-2608105, E-mail: ci-trans-uk@nic.in,  
Website: transport.uk.gov.in

LETTER NO. 722 /COMP/8-172/2024

DATED 14 March, 2024

**CORRIGENDUM**

Please take the reference of **Bid Reference Number:** 65762/Comp/8-172/2024 dated 01.03.2024 regarding selection of Implementation agency for Vehicle Platform for Safety and Enforcement as per AIS 140 standard in Uttarakhand State Transport Department. The response/clarification of the department on the queries/suggestions received against the RFP are being upload along with this corrigendum. It is therefore advised to please submit your Bid as per "updated Querries" available on <https://www.uktenders.gov.in>. All other terms and conditions except above modification will remain unchanged.

  
(Sanat Kumar Singh)  
Joint Transport Commissioner,  
Uttarakhand.

**Response/clarification of the department on the queries/ Suggestions received against the RFP  
reference Number: 65762/Comp/8-172/2024 dated 01.03.2024**

S. No.	Clause No.	Page No.	Content of RFP required Clarification	Clarification Sought	Department's Response
1			Pre-Bid Meeting	<p><u>D.I.M.T.S. Q.NO. 1 :-</u> Many of the points in the RFP are not as per MoRTH Model RFP. Some of the provisions are restricting and will favor a particular company. Since this is an important project and there are many points in the RFP which needs to be discussed and clarified so we request you to kindly arrange a pre-bid meeting for the project. The meeting can be through on-line mode also.</p> <p><u>SENSORISE Q.NO. A.7 :-</u> There is no pre-bid meeting clause, without which there is no opportunity for the bidders to discuss the anomalies in the tender. It is a very normal practice to do a pre-bid meeting for discussing the queries, which needs to be reinstated in present tender as well.  Please amend it suitably giving opportunity to the prospective bidders to raise their valid points during the Pre-Bid meeting after submission of the queries.  Having the Pre-bid meeting is an integral and important part of the entire RFP process. The department must ensure that the pre-bid meeting is held so that everyone gets an opportunity to raise issues of concern.</p>	<p>The original RFP was published on 12-09-2023 and prebid meeting was held on 30-09-2023. A corrigendum has also been released on 22-11-2023 on the basis of inputs received from the prospective bidders and due deliberation. However, due to technical reasons the RFP and BOQ could not be amended on the E-tender portal and the same had to be cancelled. The current RFP has been published in continuity with the previous RFP dated 12-09-2023 and corrigendum dated 22-11-2023. As such there is no need of holding a pre-bid meeting again.</p>
2	Bid Datasheet	12	11. Cost of RFP document (Tender Fees) ₹ 10000/-to be paid [online through eProcurement website/demand draft]	<p><u>STESALIT SYS.LTD. Q.NO. 1 Part 1:-</u> To encourage Govt. of India's "Make in India" Initiative, we request you to kindly allow EMD exemption for MSME/NSIC registered organizations.</p>	Exemptions will be applicable as per the Rules, GOs and Guidelines of State Government of Uttarakhand.

3	Bid Datasheet	12	12. Bid Security Amount, Point-12, Proposer shall submit an EMD of ₹ 20,00,000/-	<p><b>D.I.M.T.S. Q.NO. 4 :-</b> We request waiver of the EMD for MSME's. GOI has issued a guideline on the matter and many government agencies have waived EMD in there RFPs. Request you to consider the same.</p> <p><b>AUTO FURZE TRAVEL SOL. P.LTD. Q.NO. 1:-</b> Request for Exemption of EMD to Start Ups and MSME Participants</p> <p><b>STESALIT SYS.LTD. Q.NO. 1 Part 2:-</b> To encourage Govt. of India's "Make in India" Initiative, we request you to kindly allow EMD exemption for MSME/NSIC registered organizations.</p>	
4	Clause 1: Introduction	15	<p>(I) Customize, Develop/deploy, integrate, test and commission a vehicle tracking platform for tracking and monitoring vehicles covered under the system</p> <p>(III) Customize, Develop/deploy, integrate, test and commission mobile apps for various users (Individuals, Department (Transport, Police, Disaster, Tourism etc.), Emergency Response Team (ERT), Fleet Owner (Private bus services, UTC, Educational Institute Buses etc.))</p>	<p><b>D.I.M.T.S. Q.NO. 2 :-</b> We understand that NIC had implemented a basic VLT application for UKSTD. Kindly confirm what data/integration is required with old application or a complete new platform to be deployed with migration of old devices.</p>	<p><b>Platform will be provided by IA. The tracking and notification data from existing platform will be migrated to new platform by IA.</b></p>
5	1. Introduction	15	VII. Supply, install, integrate and commission ICT infrastructure including video walls, workstations, <b>networking</b> and other hardware and software components required at Command-and-Control Centre (Transport head Quarter Uttarakhand) and Mini control centres.	<p><b>SENSORISE Q.NO. B.2 :-</b> It is unclear from the BOQ whether the IA needs to undertake local area cabling and networking of the MCCs.</p> <p>Kindly input the same as the BOQ item as it has considerable cost and needs to be accounted in the cost break-up from the perspective of the department.</p>	<p><b>Requirement for CCCC &amp; MCCCs are clearly mentioned in the BOQ. Space will be provided by Dept. to IA for MCCCs and rest of the work will be done by the IA including networking, cabling etc.</b></p>



		during the last three completed financial years.	<b>D.I.M.T.S. Q.NO. 11:-</b> Kindly amend the point as: The Bidder must have an average annual turnover of at least 50 Crore during the last three completed financial years.	Declined as the turnover proposed by DIMTS is restrictive.  As per the RFP.
10	3.4.2 Pre- Qualifying Criteria for Bidders	32 5. Technical Capability 1. The Bidder must meet at least one of the qualifying criteria as below: Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 1000 Vehicles OR Implementation of VTS (Vehicle Tracking System) in two (02) Similar Projects for at least 500 Vehicles.  Similar Project means a project of Implementation of VTS (Vehicle Tracking System) with vehicle tracking devices for Government / PSU entities vehicles and has been operational for at least Six (06) Months during last five (05) years.  2. The proposed solution should ensure that no data transaction is happening through server located outside the country including map data.	<b>STESALIT SYS.LTD. Q.NO. 2 :-</b> 1. The Bidder must meet at least one of the qualifying criteria as below:  Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 800 Vehicles OR Implementation of VTS (Vehicle Tracking System) in two (02) Similar Projects for at least 400 Vehicles.	Declined as after pre-bid meeting held on 30-09-2023, the technical capability has already been reduced as mentioned in corrigendum dated 22-11-2023. No further reduction is under consideration.  As per the RFP.

11	3.4.2 Pre- Qualifying Criteria for Bidders	32	5. Technical Capability  Similar Project means a project of Implementation of VTS (Vehicle Tracking System) with vehicle tracking devices for Government / PSU entities vehicles and has been operational for at least Six (06) Months during last five (05) years	<p><b>SENSORISE. Q.NO. A.5:-</b> The basic essence of the AIS-140 Backend Application is the capability of the application software to assimilate different makes and models of AIS-140 certified VLT Devices in the software.</p> <p>The Similar Project defined by the department takes away the basic essence, capability and eligibility of the bidder to integrate multiple devices in one single project. This is in complete deviation and violation of the MoRTH Model RFP clause which defines the <b>Similar Project</b> as below:  <b>"Similar Project</b> will be defined as a project of Implementation of VTS (Vehicle Tracking System) with <b>third-party vehicle tracking devices (of minimum 3 different makes)</b> for Government / PSU entities for Public Service vehicles and has been operational for at least one year during the last five years."</p> <p>Request the authority to reinstate the basic criterion (as per the MoRTH Model RFP) and the essence of the project requirement back into the RFP document by reinstating the Similar Project definition as defined in the MoRTH Model RFP.</p> <p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 2:-</b> Similar Project means a project of implementation of VTS (Vehicle Tracking System) with vehicle tracking devices for Government/ PSU entities vehicles and has been operational for at least Twelve (12) Months during last Three (03) years.</p>	The model RFP was published by MoRTH on date 29-06-2021 for all the States and UTs just as an indicative document which can be used by States with modifications suitable to the specific needs of the particular State, pertaining to their size, geography, vehicular population & density, connectivity and market situation. The UKSTD has decided not to be over restrictive to ensure wider competition.
12	3.4.2	33	6. Manpower Strenght      The Bidder must have at least 25 technically qualified IT professionals on company's payroll.	<p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 3:-</b> The Bidder must have at least 50 technically qualified IT professionals on company's payroll.</p>	As per the size of project and expected vehicular population to be covered with VLT Devices, the man-power strength given in RFP is appropriate and there is no case for rendering it restrictive.

13 3.4.2

33

7. Certification Required  
The Bidder must possess valid ISO 27001:2015 or latest certificate for Information Security Management as on date of release of proposal.

**D.I.M.T.S. Addition to Query No. 5 :-**  
Kindly refer Letter No. RT-16011/7/2020-T dated 22nd Feb. 2021

**Ministry of Road Transport and Highways**  
Standard Operating Procedures for Vehicle Location Tracking (VLT) registration and activation in VAHAN

12. The State Monitoring Center will ensure that Device responds to activation command sent by the State backend as per AIS-140 and the VLT device manufacturer/OEM dealer/Authorised dealer updates the OTP send to permit holder.
13. The State Monitoring Center will check the Panic Button functionality as per AIS-140 before activation of the VLT device.
14. State Monitoring Center will update activation details/health status of the VLT D in VAHAN/ State Registration Software.
15. Once activation details are received in VAHAN from State AIS-140 backend/Common layer, the VLT D fitness certificate from VAHAN can be downloaded and registration/Fitness of Vehicle can be processed.
16. The specified public service vehicle owners have to ensure that the VLT devices installed in their vehicles, are in working condition and regularly send required data to the corresponding state Monitoring Center through cellular connectivity.

**Note:**

- The backend should be tested by the testing agency referred to in rule 126 of the Central Motor Vehicles Rules, 1989 to check the compliance as per AIS-140.

The backend system has to conform the AIS:140 standards completely. The IA shall ensure that the backend system should be tested and certified by the testing agencies referred to in Rule 126 of CMVR, 1989 within 06 months of deployment.

**D.I.M.T.S. Q.NO. 5:-**

As per MoRTH Model RFP/Guideline/SoP, the Bidder must have a vehicle location tracking backend system tested and certified as per AIS-140 standard from a test agency prescribed in CMVR 126.

RFP for Selection of Implementation Agency for Vehicle Tracking Platform for Safety and Enforcement as per AIS-140 Standard in [State,UT]		
Sl. No.	Basic Requirement	Criteria
		Worth of last financial year preceding the last completed financial year shall be taken into consideration.
5.	Technical Capability	1. The Bidder must have a vehicle location tracking backend system tested and certified as per AIS-140 standard from a test agency prescribed in CMVR 126.

Kindly amend the point as:

- The Bidder must possess valid ISO 27001:2015 or latest certificate for Information Security Management as on date of release of proposal.
- The Bidder must possess CERT-IN for Web Application Security Certificate for any Govt. client
- The Bidder must have a vehicle location tracking backend system tested and certified as per AIS- 140 standard from a test agency prescribed in CMVR 126

			<b>GTRPHY SYSTEMS PVT. LTD. Q.NO. 4:-</b> The Bidder must possess valid ISO 9001:2015 or latest certificate for Information Security Management as on date of release of proposal.																
14	3.4.3	33	Only those Bidders including credentials from its holding company or subsidiary who meet all the above criteria stipulated in Clause 3.4.2 shall be considered for further evaluation of their Technical Proposals.	<b>AUTO FURZE TRAVEL SOL. P.LTD. Q.NO. 7:-</b> We need to understand from your office. We request you to kindly allow the consortium while bidding instead of credentials from its holding company or subsidiary	As per the RFP.														
15	Sl. No. 1 Company Profile	34	A. Average Annual Turnover of Last Three Year completed Financial Years <table border="1" data-bbox="541 626 869 773"> <thead> <tr> <th>Turnover</th> <th>Marks Allotted</th> </tr> </thead> <tbody> <tr> <td>More than 20 Cr</td> <td>15</td> </tr> <tr> <td>&gt; 10 Cr. To &lt;= 20 Cr.</td> <td>5</td> </tr> </tbody> </table>	Turnover	Marks Allotted	More than 20 Cr	15	> 10 Cr. To <= 20 Cr.	5	<b>D.I.M.T.S. Q.NO. 12:-</b> Kindly amend the point as: <table border="1" data-bbox="947 626 1318 773"> <thead> <tr> <th>Turnover</th> <th>Marks Allotted</th> </tr> </thead> <tbody> <tr> <td>More than 50 Cr</td> <td>15</td> </tr> <tr> <td>&gt; 30 Cr. To &lt;= 49.9 Cr.</td> <td>10</td> </tr> <tr> <td>&gt;= 10 Cr to &lt;= 29.9 Cr.</td> <td>5</td> </tr> </tbody> </table>	Turnover	Marks Allotted	More than 50 Cr	15	> 30 Cr. To <= 49.9 Cr.	10	>= 10 Cr to <= 29.9 Cr.	5	Declined. As per the size of project and expected vehicular population to be covered with VLT Devices, the turn-over given in RFP is appropriate and there is no case for rendering it restrictive.
Turnover	Marks Allotted																		
More than 20 Cr	15																		
> 10 Cr. To <= 20 Cr.	5																		
Turnover	Marks Allotted																		
More than 50 Cr	15																		
> 30 Cr. To <= 49.9 Cr.	10																		
>= 10 Cr to <= 29.9 Cr.	5																		
			A. Average Annual Turnover of Last Three Year completed Financial Years More than 20 Cr	<b>GTRPHY SYSTEMS PVT. LTD. Q.NO. 5:-</b> More than 100 Cr															
			B. Certification CMMI 3 or above	<b>GTRPHY SYSTEMS PVT. LTD. Q.NO. 6:-</b> Remove and replace with ISO 27001:2015 or latest	Declined as ISO 27001:2015 also qualifies.														



16	<p>Clause 3.4.4: Table 1: Sl. No. 1, Point C</p>	34	<p><b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP – <b>15 Marks</b> - The Bidder solution is based on indigenous maps as per the requirements of the RFP – <b>5 Marks</b></p>	<p><b>D.I.M.T.S. Q.NO. 3:-</b> It seems that Transport Department is favoring a company by giving such details.  This clause is not as per model RFP issued by MoRTH and is now favoring a particular company.  The PQ &amp; TQ in reference to OLD RFP issued by UKSTD (Letter: 35264 /Comp/8-172/2023 dated 12 September, 2023) &amp; NEW RFP Letter: ..... /Comp/8-172/2024 dated Date: .....March, 2024) is changed and its seems to be favoring a particular company.  It is advised for better participation in a transparent manner to kindly remove the clause.</p>	<p>The Three basic software / services required to implement this project are :</p> <ol style="list-style-type: none"> <li>1. Cloud Services / Data Center</li> <li>2. Map Services</li> <li>3. Back-end Platform</li> </ol> <p>As such the Map-capabilites have been considered to be among evaluation criteria. However, the bidders who don't own the map service may also qualify.</p> <p>The successful bidder has an option to procure map as per specifications on hire.</p> <p>It is noteworthy that without any map services, the project can't be implemented.</p>
	<p>Clause 3.4.4: Table 1: Sl. No. 1, Point C</p>	34	<p><b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP – <b>15 Marks</b> - The Bidder solution is based on indigenous maps as per the requirements of the RFP – <b>5 Marks</b></p>	<p><b>SENSORISE. Q.NO. A.3:-</b> The requirement for <b>Indigenous and Fully Owned and Developed Maps</b> is a specific and pin-pointed requirement inserted in this RFP and given with very high weightage (15 marks out of total 100 marks) to this criterion. This provides unfair advantage to a specific bidder and undermines the competitive intent by the authority. The intent clearly is to provide such an advantage to a specific bidder. Further, such criteria are not a part of the MoRTH Model RFP. This clearly demonstrates that this is a restrictive clause set forth by the department to favour a specific bidder. <b>MoRTH Model RFP--</b> Clause 3.9 Geographic Information System (GIS) Map in the MoRTH Model RFP is crystal clear in its requirements and is an integral part of the Functional Requirement of the AIS-140 solution. Thus, adding any further technical evaluation criterion and adding a clause of MAP ownership on top of this is clear evidence of stifling competition and providing unfair advantage to a specific bidder in the garb of Technical Evaluation.</p>	<p>Rest of the issues have been dealt with in above queries.</p>

<p>Clause 3.4.4: Table 1: Sl. No. 1, Point C</p>	<p>34</p>	<p><b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP – <b>15 Marks</b> - The Bidder solution is based on indigenous maps as per the requirements of the RFP – <b>5 Marks</b></p>	<p>The Relevant clauses in MoRTH Model RFP are reproduced below— <b>FR 135:</b>The map platform and data should be in compliance to Survey of India guidelines for Maps and Ministry of defense clearance for data (as applicable) <b>FR 136:</b> The Location based system along with all key components like device management, firmware control, Map data shall be hosted in India and it will be available for auditing by MoRTH or notified agencies. <b>FR 169:</b> IA shall ensure compliance to Survey of India guidelines for Maps and Ministry of defense clearance for data (as applicable), for Map data as well as Map platform. This Map ownership criterion has to be instantly removed to provide equal and fair competition to all the interested bidders who have AIS-140 Tested and Certified Backend Application Software.</p>
<p>Clause 3.4.4: Table 1: Sl. No. 1, Point C</p>	<p>34</p>	<p><b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP – <b>15 Marks</b> - The Bidder solution is based on indigenous maps as per the requirements of the RFP – <b>5 Marks</b></p>	<p><b><u>VLTDMAI Q.NO. 1:-</u></b> There is only 1 company who match the above tabulated criterias of the tender which will result a monopolistic situation.  With reference to the MoRTH guidelines No. RT-16011/1/2018-T dt. 15.01.2020 &amp; RT-16011/7/2020-T dt. 29.06.2021, there is no such requirement for the project. As per the project guidelines of MoRTH, Maps can be either in the form of “Service” or can also be “Self-hosted Server”, which is already already incorporated in the RFP section 6.9.4 (Page 58 – FR 165 &amp; 166).  Accordingly, you are kindly requested to please change the above criteria to : Map Capabilities - The Bidder solution is indigenous having own services or map server hosted in India, as per the requirements of the RFP - The Bidder solution is indigenous and based on maps hosted in India, as per the requirements of the RFP</p>

			It is also pertinent to mention that the Map licenses come with huge on-going costs. Hence, stress must be laid by the Department to focus on setting up its own Map Server (at State Data Center / NIC Cloud) than enrolling for per user license for Map Services, which will be a huge cost burden on the VLTD manufacturers / citizens. Setting up own Map Server will also make the department entirely self-dependant apart from reducing the costs drastically.	
Clause 3.4.4: Table 1: Sl. No. 1, Point C	34	<b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP – <b>15 Marks</b> - The Bidder solution is based on indigenous maps as per the requirements of the RFP – <b>5 Marks</b>	<b>STESALIT SYS.LTD. Q.NO. 3 :-</b> C. Map Capabilities  The Bidder solution is indigenous and fully owned and developed by Bidder having capability of displaying real time data on Google maps/open street maps etc as per the requirements of the RFP -- 15 The Bidder has the solution but not owned as per the requirements of the RFP -- 5	<b>As per the RFP.</b>

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		<p><b>Map Capabilities</b> - The Bidder solution is indigenous and fully owned and developed by Bidder including maps as per the requirements of the RFP.</p>	<p><b>Bloom Electronics (Pvt) Ltd. Q.No.1:-</b> On MAF capabilities, you mentioned 15 marks for indigenous and fully owned developed by Bidders. Solution: This is available only with 2 Vendors in India, request you to clarify and modify accordingly.</p>	<p>The Three basic software / services required to implement this project are :</p> <ol style="list-style-type: none"> <li>1. Cloud Services / Data Center</li> <li>2. Map Services</li> <li>3. Back-end Platform</li> </ol> <p>As such the Map-capabilites have been considered to be among evaluation criteria. However, the bidders who don't own the map service may also qualify.</p> <p>The successful bidder has an option to procure map as per specifications on hire.</p> <p>It is noteworthy that without any map services, the project can't be implemented.</p> <p>Rest of the issues have been dealt with in above queries.</p>
17	2.WORK EXPERIENCE	<p>A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects):</p>	<p><b>D.I.M.T.S. Q.NO. 9:-</b> We understand that 1 Project with number of vehicles more than 2000 buses will score 15 Marks. Kindly clarify.</p>	Yes
	2. WORK EXPERIENCE	<p>34</p> <p>* &gt;= 1000 vehicles &lt; 2000 vehicles: – 10 marks * &gt;=2000 vehicles: – 15 marks</p>	<p><b>STESALIT SYS.LTD. Q.NO. 4:-</b> A. Implementation of VTS for below-mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 5 projects):</p> <p>&gt;= 1000 vehicles &lt; 1800 vehicles: 10 &gt;=1800 vehicles: 15</p>	As per the RFP.
		<p>&gt;= 1000 vehicles &lt; 2000 vehicles :- 10 marks</p>	<p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 7:-</b> &gt;= 500 vehicles &lt; 2000 vehicles :- 05 marks</p>	

		<p>B. Implemented a vehicle tracking system for a Govt. entity/ PSU / Disaster / Tourism covering minimum [2,000] passenger buses</p>	<p><b>D.I.M.T.S. Q.NO. 10:-</b> We request additional marks should be provided for the bidders having experience to work with Transport Department and the <u>State Transport Undertaking.</u></p> <p><b>STESALIT SYS.LTD. Q.NO. 5:-</b> B. Implemented a vehicle tracking system for a Govt. entity/ PSU / Disaster / Tourism covering minimum 500 passenger buses</p> <p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 8:-</b> Implemented a vehicle tracking system for a Govt. entity/ PSU / Disaster / Tourism covering minimum [4,000] passenger buses</p>	As per the RFP.				
2. WORK EXPERIENCE	34		<p><b>SENSORISE. Q.NO. A4:-</b> AIS-140 implementation is irrespective of any type or classification of vehicle except for Passenger Carrying vehicle. Then why is there an additional criterion for passenger buses separately and why not any other categories of transport like Taxis. Even MoRTH Model RFP provides adequate weightage to Buses and Paratransit vehicles. Request to amend the clause as below:</p> <table border="1" data-bbox="947 786 1331 959"> <tr> <td>B. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] passenger buses</td> <td>5</td> </tr> <tr> <td>C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] para-transit vehicles (auto-rickshaws/taxis)</td> <td>5</td> </tr> </table> <p>Further in the previous RFP floated by the department dated 13.09.2023, the Pre-Qualifying Criteria for Bidders had clearly mentioned the same Technical Criteria but has been removed in this current RFP document.</p>	B. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] passenger buses	5	C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] para-transit vehicles (auto-rickshaws/taxis)	5	As per the RFP.
B. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] passenger buses	5							
C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] para-transit vehicles (auto-rickshaws/taxis)	5							

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18	Clause No. 3.4.4	36	<p>5. Man-Power proposed for Project</p> <table border="1" data-bbox="520 207 911 380"> <tr> <td colspan="2">Manpower Proposed for the Project</td> </tr> <tr> <td colspan="2">Each of the following profiles suggested by the bidder will be evaluated:</td> </tr> <tr> <td>Profile</td> <td>Marks Allotted</td> </tr> <tr> <td>• Project Manager</td> <td>1</td> </tr> <tr> <td>• Command and Control Centre Expert</td> <td>1</td> </tr> </table>	Manpower Proposed for the Project		Each of the following profiles suggested by the bidder will be evaluated:		Profile	Marks Allotted	• Project Manager	1	• Command and Control Centre Expert	1	<p><b>D.I.M.T.S. Q.NO. 6:-</b> Project Manager &amp; Command &amp; Control Centre Expert plays an important role for smooth implementation of the project. We advise to kindly amend the numbering for manpower proposed:</p> <table border="1" data-bbox="911 321 1390 441"> <tr> <td>Profile</td> <td>Marks Allotted</td> </tr> <tr> <td>• Project Manager</td> <td>3</td> </tr> <tr> <td>• Command and Control Centre Expert</td> <td>2</td> </tr> </table>	Profile	Marks Allotted	• Project Manager	3	• Command and Control Centre Expert	2	As per the RFP.
Manpower Proposed for the Project																					
Each of the following profiles suggested by the bidder will be evaluated:																					
Profile	Marks Allotted																				
• Project Manager	1																				
• Command and Control Centre Expert	1																				
Profile	Marks Allotted																				
• Project Manager	3																				
• Command and Control Centre Expert	2																				
19	Clause No. 3.4.5	38	The experience and other credentials required from Bidder under clause 3.3 and 3.4, can include credentials of the Bidder or its holding company or its subsidiary only. Further, only those projects would be considered for technical evaluation where the entity claiming experience was the sole project executant.	<p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 9:-</b> In Prebid meeting of Tender No 35264 /Comp/8- 172/2023, Sensorise raised the point to allow credentials from Holding company. The provision to use credentials from Holding Company and Subsidiary are only to favour Sensorise and should be removed. Only bidder credentials should be allowed.</p>	The clause has been included to allow wider participation and fair competition.																
20	Clause No. 3.4.9	38	The marks secured based on evaluation of the Technical Proposal as outlined above shall be the technical score of the Bidder ("Technical Score"). Only those Bidders who have secured minimum Technical Score of 70 or more ("Threshold Score") shall be considered for opening and evaluation of their Financial Proposal.	<p><b>GTROPY SYSTEMS PVT. LTD. Q.NO. 10:-</b> The marks secured based on evaluation of the Technical Proposal as outlined above shall be the technical score of the Bidder ("Technical Score"). Only those Bidders who have secured minimum Technical Score of 60 or more ("Threshold Score") shall be considered for opening and evaluation of their Financial Proposal.</p>	As per the RFP																
21	3.10.1	41	Performance Security for a sum equal to 5% of the Financial Proposal Value, in accordance with the format provided in ANNEXURE 24, prior to the signing of the Agreement. The Performance Security shall be kept valid till the period of Six (06) months beyond contract period.	<p><b>AUTO FURZE TRAVEL SOL. P.LTD. Q.NO. 5:-</b> Request for Performance Security for a sum equal to 5% as per payment schedule mention on page number 96</p>	Performance security will match the amount of mobilization advance.																





22	Technical Specifications	43	Technical Specification	<p><b>D.I.M.T.S. Q.NO. 14:-</b>  As Per letter issued by MoRTH on 29th June 2021, the mandatory functionalities can not be customized are essential for compliance <a href="https://morth.nic.in/sites/default/files/circulars_document/Signed%20Letter%20and%20Model%20RFP%20merged.pdf">https://morth.nic.in/sites/default/files/circulars_document/Signed%20Letter%20and%20Model%20RFP%20merged.pdf</a>  There are many functionalities which are not been covered or have been modified in compliance to MoRTH Model RFP (Vol II). Since the project is very important for commuters travelling in PSV so it is advisable to cover all the functionalities as it is as mention in MoRTH Model RFP (Vol II)</p>	<p>RFP is designed as per department's requirement. However, backend software will be strictly in compliance with the AIS:140 standards. Future requirements will be incorporated in the system by the IA as mentioned in the RFP.</p>
23	6.18. Testing, Audit and Certification	68	<p>The Bidder must provide a vehicle location tracking backend system as per AIS:140 standard tested and certified from a test agency prescribed in CMVR 126 <u>within the time period defined by the UKSTD during execution of contract.</u></p>	<p><b>SENSORISE Q.NO. A.1:-</b>  The application testing and certification in compliance with AIS-140 standard which is tested from a test agency prescribed in CMVR 126 is a prerequisite for any AIS 140 project, as per MoRTH Model RFP and guidelines.</p> <p>This is in complete violation of the guidelines of <b>MoRTH Model RFP</b> (Refer Point No. 1 of Sl. No. 5; Technical Eligibility in Clause 3.4.2) which states the following:  <b><i>"The Bidder must have a vehicle location tracking backend system tested and certified as per AIS-140 standard from a test agency prescribed in CMVR 126."</i></b></p> <p>Further in the previous RFP floated by the department dated 13.09.2023, the Pre-Qualifying Criteria for Bidders had clearly mentioned the same Technical Criteria but the department has removed it in this current RFP document.</p> <p>This is complete volte-face by the department in removing the basic eligibility criteria for the bidder with an intent to fit in favoured bidders who do not have the backend certified by a CMVR approved testing agency (ARAI and ICAT).</p>	<p>When the model RFP was issued on 29-06-2021 by MoRTH, a few backend systems owned by Govt. Company / Body had got the compliance certificate from a testing agency referred to in Rule 126 of CMVR,1989. One of two such backend systems was tested prior to mandate of VLT Devices capable for operating in L or S Band including support for NAVIC / IRNSS was made effective i.e. 01-04-2019.</p> <p>As such, the practice in this context has been to get such backend softwares tested and certified by the testing agency after deployment wherein the real life data could be obtained/received from a minimum no. of VLT Devices affixed/activated on the vehicles and record of device and vehicle may be integrated on the Vahan portal. This practice opens the scope for better upgradation and customization of backend systems as per the need of the States before getting tested and certified. The same has been adhered to in the RFP.</p>

				It is requested to the authority to remove this clause (which is in bold and underlined) and reinstate the eligibility criterion-“The Bidder must have a vehicle location tracking backend system tested and certified as per AIS-140 standard from a test agency prescribed in CMVR 126”, and comply with the MoRTH Model RFP guidelines in order to avoid any legal scrutiny of biased removal of basic eligibility conditions from the RFP. This shows the clear intent to favour a prospective bidder who does not have the necessary backend certification.	
24	6.18. Testing, Audit and Certification	69	<b>TR 03</b> Web Application /Mobile Application security testing and Audit for VLT application by CERT-IN (Ministry of Electronics and Information Technology, Govt. of India) / STQC approved agency for audit (security, control, Infrastructure compliance) of the application.	<b>SENSORISE Q.NO. A.2:-</b> As per MoRTH Model RFP this clause TR03 is mandatory. This clause needs to be made mandatory requirement in the RFP as a part of the Certification Requirement for the bidders.	As per the RFP.
25	8. HOSTING ON CLOUD	79	<b>FR 265</b> After the Initial 2 years of Cloud hosting provided by NIC, the IA shall provision the Migration of application & data to the Cloud as decided by Transport Department, Government of Uttarakhand	<b>SENSORISE Q.NO. B7:-</b> This clause is confusing with the ANNEXURE 7: Bill of Quantities as it requires hosting charges from 1 <sup>st</sup> year itself. This is an inherent contradiction.  Should the bidder make provision for hosting from 1st year itself or from 3rd year onwards?  Please clarify and confirm.	To be read with FR 266 of the RFP.
26	9.5 Connectivity	83	The IA shall ensure availability of optimal bandwidth and redundant connectivity at the MCC and shall also be responsible for the following: <b>FR 290</b> Ensuring availability of leased line connectivity at MCC as per the service levels @ 100 mbps	<b>SENSORISE Q.NO. B.1:-</b> The CAPEX Bid of BoQ is completely silent under the head of Connectivity although the RFP mentions that IA needs to provide connectivity at MCC.  1. Kindly provide the head for Connectivity in the CAPEX of the BOQ (as lease line connectivity requires CAPEX cost too)	It can be shown against the OPEX head of the Connectivity. The bidder has to factor in the connectivity requirements of the CAPEX phase as well.



27	9.7. Technical Manpower/Helpdesk/Office Attendant ANNEXURE 7: Bill of Quantities	85	Operator (Monitoring) - 10(Ten)	<b>SENSORISE Q.NO. B6:-</b> The numbers do not match. Kindly confirm the exact number of Operator (Monitoring). Shall it be 9 or 10?  Please confirm.	<b>Corrected. To be read as Operator (Monitoring) - 10</b>
		128	5.03 Operator (Monitoring) – 9 Nos		
28	12.2. Timelines & Deliverables	95	General Query	<b>SENSORISE Q.NO. B.4:-</b> Since the project involves internal and external dependencies for timely execution and delivery, it is pertinent that any external dependencies upon the department, NIC or any agencies which are beyond the control on the IA shall impact the project timelines. In such cases, where the IA have flagged the delays and dependencies in the responses of such external agencies, there shall not be any imposition of penalty on the IA. Kindly confirm the understanding.	<b>This will be in compliance with the conditionalities given in the RFP itself. On the issues where RFP is silent, the established practices shall be followed.</b>
29	12.3.1 b. Payment Terms for various components of Services (F1)	96	<b>2. Vehicle Tracking Platform and GIS Map-</b> 2. The payment will be made by UKSTD, as below: - 50% of the VTP and GIS Map price on acceptance of commissioning of Vehicle Tracking Platform. - 30% of the VTP and GIS Map price on Go-Live. - 10% of the VTP and GIS Map price upon completion of 3 months of successful operation after Go-Live.	<b>SENSORISE Q.NO. A.6:-</b> Please refer to the Annexure 7: Bill of Quantities (page 127) in which there is no mention of the VTP and GIS Map, so how could the payment be claimed when it does not match with the BOQ line items in F1: CAPEX BID.  Request to kindly confirm against which Sl. No(s) of Annexure 7: Bill of Quantities (page 127) the payments can be claimed.	<b>This is included in the Map Services.</b>

30	12.3.1 b. Payment Terms for various components of Services (F1)	97	5. Operations Services, Manpower and Permit Holder Software Price(F2) - Payments to commence upon Go-Live	<p><b>SENSORISE Q.NO. B.5:-</b> Refer to clause 12.2. Timelines &amp; Deliverables (page 95) where the manpower deployment is getting completed in t+105 days (refer Sl. No. 7) whereas the payment of the Manpower Price is considered from the date of Go-Live i.e. T+180 days which means the IA needs to bear the cost of minimum 60 operation manpower for over 75 days which is unacceptable and have financial ramification on the bid price. It is requested to amend the clause as below: "5. Operations Services, Manpower and Permit Holder Software Price(F2) - Payments to commence upon Deployment of Manpower (Operators/ Helpdesk)"</p>	Payment of the man-power will commence from the date of deployment of respective man-power
31	12.3 C Payement Terms for Various Components of Services (F2)	97	Payment will be collected by IA from VLTD Manufacturers or Permit holder for the period of 2 years and 1 years at a time for new devices and old devices respectively	<p><b>AUTO FURZE TRAVEL SOL. P.LTD. Q.NO. 6:-</b> We need to understand from your office</p>	Office can be contacted on any working day.
32	ANNEXURE 7: Bill of Quantities	126	5 Cost of Migration of data 5.01 From existing Software platform to New platform- Lumpsum 5.02 From State Data Center (SDC) to National Data Center (NDC) - Lumpsum	<p><b>SENSORISE Q.NO. B.3:-</b> It is understood that NIC-Uttarakhand has been providing AIS-140 Backend Application to UKSTD and as per the current status (page 99) 66161 nos. of vehicles are fitted with VLTD.  The requirement of migration of existing data to the new AIS-140 backend has large cost and time implication. As UKSTD intends to migrate the data to new backend, it needs to be further elaborated by the department for the better understanding of all the bidders like Database Platform, Number of Tables, Schemas, Stored Procedure and the side of the existing database (in MB/ GB/ TB etc.). Not providing the above elaboration may result in variation in cost estimation by 20-25%, as bidders shall not be on the same understanding. With this clarification, all the bidders shall be on the same page for estimation of time and effort to propose their cost in the financial bid.  Kindly provide the details as asked above.</p>	The backend currently being used by the UKSTD has been developed by the NIC in collabrations with the UKSTD as per AIS:140 standards and the same has been tested and certified by ARAI on 21-12-2022. Any new backend proposed to be deployed by the IA shall be AIS:140 compliant. AIS:140 standerds provides the outlines and schemas wherein the database has to be developed and maintained. Any variation among various platforms can be within a limited domain and extent. Size of Current database ~ 3 TB. The IA Shall be responsible for migration of database from existing platform to new platform.

33	ANNEXURE 14: FORMAT OF POWER OF ATTORNEY FOR SIGNING OF PROPOSAL	146	1. The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required, the same should be under common seal affixed in accordance with the required procedure.	<b>D.I.M.T.S. Q.NO. 7:-</b> Kindly allow to use the company rubber stamp affixed instead of common seal. As per our understanding, Common Seal of the company to execute the PoA is not necessary. We execute many Agreements for authorized signatory without common seal and which are fully accepted in legal matters. Request you to kindly allow company rubber stamp rather than Common seal.	Allowed for Govt. entities, PSUs, autonomous bodies funded and managed by Central or State Govts.
34			<b>IMZ Q.NO. 1:-</b> for the holding companies - which all are the documents that need to be submitted.		Please refer Annexures 1 to 25 as mentioned in the RFP.
35			<b>IMZ Q.NO. 2:-</b> we would like to suggest and request to allow as PQ "Previous year balance sheet of the bidder in which holding company as subsidiary company to be mentioned"		As per the RFP.
36			<b>Bloom Electronics (Pvt) Ltd. Q.No.2:-</b> As per MoRTH guidelines the backend should be clarified by the agencies listed under CMVR rules No.126. So, we request you to consider the same as mandatory criteria for application software.		The backend system has to confirm the AIS:140 standerds completely. The IA shall ensure that the backend system should be tested and certified by the testing agencies referred to in Rule 126 of CMVR, 1989 within 06 months of deployment.



(Anita Chamola)  
Assistant Transport Commissioner



(Rajeev Kumar Mehra)  
Deputy Transport Commissioner



(Anand Singh)  
Chief Finance Officer



(Sanat Kumar Singh)  
Joint Transport Commissioner