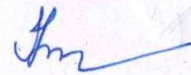


7. TASVA AUTOMOTIVE PVT. LTD. V-30/2, 3RD FLOOR, JHILMIL INDUSTRIAL AREA, DELHI- 110095 के ई-मेल पत्र दिनांक 20-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|---|---------------------------------|----------|---|---|---------------------------------------|
| 1 | 2.15 Miscellaneous | Additional Points | 23 | Suggestion - Additional Points | Value Added service to be charged extra as per requirement of Stake holder | Addressed at Page no. 3, Query no. 2 |
| 2 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | Additional Point | 3) The proposed solution should ensure that no data transaction is happening through server located outside the country including map data | Addressed at Page no. 4, Query no. 5 |
| 3 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years. | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one quarter during last three years. | Addressed at Page no. 28, Query no. 6 |
| 4 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | Marks - 30 | Marks 45 | Addressed at Page no. 36, Query no. 3 |

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|---|--|-----------------------|----|---|---|---|
| 5 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | <p>A. Turnover Marks Allotted - 15 Marks More than 100Cr 15 Ø 75 Cr to <= 100Cr 10 >= 50 Cr to <=75 Cr 5</p> <p>B. Certification - 15 Marks ISO 9001:2008 or latest - 5 CMMI 3 or above - 10</p> | <p>A. Turnover Marks Allotted - 15 More than 200Cr 15 Ø 100 Cr to <= 200Cr 10 >= 50 Cr to <=100 Cr 5</p> <p>B. Certification - 15 • ISO 20000-1:2018, ISO 45001:2018, ISO 14001:2015 and ISO 9001:2015 - 5 Marks CMMI 3 or above - 10 Marks</p> <p>C. Map Capabilities - 15 Marks Description The Bidder solution is based on indigenous and own proprietary maps - 15 Marks The Bidder solution is based on indigenous maps - 5 Marks</p> | Addressed at Page no. 18, Query no. A.2 |
| 6 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | <p>A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): o >= 10000 vehicles <= 12000 vehicles - 10 marks o > 12000 vehicles <= 15000 vehicles - 15 marks o > 150000vehicles - 20 marks</p> | <p>. Implementation of VTS for below-mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): o >= 1000 vehicles <= 2000 vehicles – 10 marks o > 2000 vehicles <= 4000 vehicles – 15 marks o > 4000 vehicles – 20 marks</p> | Addressed at Page no. 5, Query no. 8 |




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| 7 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 36 | A. Understanding of project requirements, w.r.t.: Stakeholder requirements (Transport,Disaster, Tourism, Police requirements,Permit holder's requirements, etc.) IT Infra Requirement (hardware,software, connectivity) Integration with front-end devices Integration with external IT systems Overall solution - 5 Marks | A. Understanding of project requirements, w.r.t.: Stakeholder requirements (Transport,Disaster, Tourism, Police requirements,Permit holder's requirements, etc.) IT Infra Requirement (hardware,software, connectivity) Integration with front-end devices Integration with external IT systems Overall solution - 3 Marks | Addressed at Page no. 42, Query no. 21 |
| 8 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | B. Technologies proposed, Solution Design &Approach for overall solution and key solution components: • Overall solution architecture • Integration with VAHAN and e-Challan • Overall application architecture • Vehicle Tracking data processing and storage • Addressing scalability, performance, availability and manageability requirements • Map engine and GIS management 5 Marks | B. Technologies proposed, Solution Design &Approach for overall solution and key solution components: • Overall solution architecture • Integration with VAHAN and e-Challan • Overall application architecture • Vehicle Tracking data processing and storage • Addressing scalability, performance, availability and manageability requirements • Map engine and GIS management 3 Marks | Addressed at Page no. 38, Query no. 7 |





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| 9 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network: • Compute infrastructure design & implementation • Network & communication design & implementation Data Management (Storage, replication, back-up; archival, retrieval, etc.) • Business continuity plan and Disaster recovery On- board Device integration & management • Infrastructure and SLA Management 5 Marks | C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network: • Compute infrastructure design & implementation • Network & communication design & implementation Data Management (Storage, replication, back-up, archival, retrieval, etc.) • Business continuity plan and Disaster recovery On-board Device integration & management • Infrastructure and SLA Management 3 Marks | Addressed at Page no. 38, Query no. 8 |
| 10 | 3.4. Pre- Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | 2.1. The Bidder must meet at least one of the qualifying criteria as below:i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 VehiclesOrii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. | 2.1. The Bidder must meet at least one of the qualifying criteria as below:i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 1000 VehiclesOrii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 1600 Vehicles. | Addressed at Page no. 28, Query no. 6 |
| 11 | Table No.1: Evaluation Parameter for | Approach & Methodology | 37 | D. Technologies proposed, Solution Design & Approach for data processing and integration: | D. Technologies proposed, Solution Design & Approach for data processing and integration: • Emergency Alerts and violation | Addressed at Page no. 42, Query no. 20 |



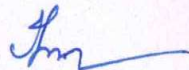

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| | Technical Proposal | | <ul style="list-style-type: none"> • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk <p>5 Marks</p> | <p>detection, processing and notification</p> <ul style="list-style-type: none"> • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk <p>3 Marks</p> | | |
| 12 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | <p>E. Testing and Certification Plan</p> <ul style="list-style-type: none"> • Approach • Testing Plan • Certification commitment <p>2.5 Marks</p> | <p>E. Testing and Certification Plan</p> <ul style="list-style-type: none"> • Approach • Testing Plan • Certification commitment <p>1.5 Marks</p> | Addressed at Page no. 39, Query no. 9 |
| 13 | 6.1. MCC APPLICATION SOFTWARE | FR 13 | 48 | <p>Manage the user hierarchy, locations, Roles & Responsibilities with in the system:1. Permit Holder:• get notifications of permit violations of specified vehicle(s)• get notifications of emergency alerts from of specified vehicle(s)• Live track his vehicles• History track of his vehicle's movements• Other reports2. VLT Device Manufacturer / Authorized dealers/ Service</p> | <p>Manage the user hierarchy, locations, Roles & Responsibilities with in the system:1. VLT Device Manufacturer / Authorized dealers/ Service Center• View MIS details for devices supplied by him• view reports regarding number of devices not functional/functional devices• enter the details pertaining to Sim & Permit holder on the State Backend• Facility for Debugging Device/ replacement of Device.2. Vehicle Manufacturer• tag/link the VLTD with the corresponding vehicle details in VAHAN at the time of fitment of VLTD on</p> | Addressed at Page no. 7, Query no. 15 |

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| | | | <p>Center• View MIS details for devices supplied by him• view reports regarding number of devices not functional/functional devices• enter the details pertaining to Sim & Permit holder on the State Backend• Facility for Debugging Device/ replacement of Device.3. Vehicle Manufacturer• tag/link the VLTD with the corresponding vehicle details in VAHAN at the time of fitment of VLTD on a vehicle• view reports regarding number of devices not functional/functional devices4. Transport Officials – Enforcement:• Should be able to select geographic area• Should be able to generate notifications of permit violations5. Transport Officials – Administration• get notifications of emergency alerts from of specified vehicle(s)• Tracking based on Filters as defined in the requirements• Live track his vehiclesHistory track of his vehicle’s movements• Other functionality as detailed</p> | <p>a vehicle• view reports regarding number of devices not functional/functional devices3. Transport Officials –Enforcement:• Should be able to select geographic area• Should be able to generate notifications of permit violations4. Transport Officials – Administration• get notifications of emergency alerts from of specified vehicle(s)• Tracking based on Filters as defined in the requirements• Live track his vehiclesHistory track of his vehicle’s movements• Other functionality as detailed further in documentation. • Administration/ configuration for UKSTD.</p> |
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| | | | | further in documentation. • Administration/ configuration for UKSTD. | | |
| 14 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 38 | F. Project Plan • Comprehensiveness of the project plan • Proposed project implementation schedule with activities, timelines and dependencies for all important milestones • Development, Testing & Implementation Plan • Change Management plan • O & M Plan 2.5 Marks | F. Project Plan • Comprehensiveness of the project plan • Proposed project implementation schedule with activities, timelines and dependencies for all important milestones • Development, Testing & Implementation Plan • Change Management plan • O & M Plan 1.5 Marks | Addressed at Page no. 39, Query no. 10 |
| 15 | Table No.1: Evaluation Parameter for Technical Proposal | Technical Demonstration & Presentation | 38 | 7 Marks A. Live demonstration of the Bidder's solution - 4 Marks B. Presentation demonstrating capabilities against the parameters highlighted in Approach & Methodology and timelines. - 3 Marks | 5 Marks A. Live demonstration of the Bidder's solution - 3 Marks B. Presentation demonstrating capabilities against the parameters highlighted in Approach & Methodology and timelines. - 2 Marks | Addressed at Page no. 39, Query no. 11 |
| 16 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | 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. | 1 To be removed or give bidder 180 days from Go live (as test agencies give certification after state approval. Testing also includes Vahan API integration which will only be available after State has given the order). Otherwise this will be a restrictive tender for only very few | Addressed at Page no. 46, Query no. 04 |

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| | | | | | parties who are already running at least 1 state backend. | |
| 17 | Table No.1: Evaluation Parameter for Technical Proposal | Manpower Proposed for the Project | 38 | 8 Marks Each of the following profiles suggested by the bidder will be evaluated: Profile Marks Allotted Project Manager 4 Command and Control Centre Expert 4 | 5 Marks Each of the following profiles suggested by the bidder will be evaluated: Profile Marks Allotted Project Manager - 2.5 Marks Command and Control Centre Expert - 2.5 Marks | Addressed at Page no. 40, Query no. 12 |
| 18 | Table 2: Positions Identified for Key Resources and Minimum Qualification | Project Manager | 39 | Project Manager (Total Weightage = 4 Marks) | Project Manager (Total Weightage = 2.5 Marks) | Addressed at Page no. 40, Query no. 13 |
| 19 | Table 2: Positions Identified for Key Resources and Minimum Qualification | Command and Control Centre Expert | 39 | Project Manager (Total Weightage = 4 Marks) | Project Manager (Total Weightage = 2.5 Marks) | Addressed at Page no. 40, Query no. 14 |
| 20 | 6.3. Vehicle Location Tracking (VLT) Software | FR 40 | 51 | The system shall allow the Transport Department, Govt. of Uttarakhand to show VLT manufacturer wise device installation and Uptime Status on Transport | Please confirm if API to be consumed by the Transport Department website towards this requirement shall be sufficient | Addressed at Page no. 41, Query no. 17 |




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| | | | | Department, Govt. of Uttarakhand portal (without login), for the permit holders. | | |
| 21 | 7.2 Road safety Add-On from VLTD | FR 04 | 78 | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State as well as on Permit holder login/ mobile app. | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State. | Addressed at Page no. 8, Query no. 16 |
| 22 | 2.2 Eligible Bidders | 2.2.3 | 19 | The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device. | 2.2.3. If the Bidder or any of its sub-contractors is vehicle tracking device manufacturer having an AIS-140 certified device then they cannot sell ASI140 Certified device in the state of UK unless they do so via tender | Addressed at Page no. , 03 Query no. 01 |
| 23 | 9.2. Monitoring and Control Center (MCC) | 9.2.1 | 84 | I. Real time Tracking of Vehicles for various stakeholders like Transport Department officials, permit holders and other agencies etc. | Real time Tracking of Vehicles for various stakeholders like Transport Department officials, police and other statutory govt bodies. | Addressed at Page no. 08, Query no. 17 |
| 24 | ANNEXURE 7 :BOQ | Application (AIS-140 Comply Application) point 4 | 142 | Cost of Hosting of Application on Cloud Data Center (NIC) | Cost of Hosting of Application on Cloud Data Center (NIC/MeitY approved center) | Addressed at Page no. 10, Query no. 22 |

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| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|--|---------------------------------|----------|---|--|---------------------------------------|
| 1 | 2.2 Eligible Bidders | 2.2.3 | 19 | The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device. | To be removed | Addressed at Page no. 3, Query no. 1 |
| 2 | 2.15 Miscellaneous | Additional Points | 23 | Atul Kumar | 2.15.4. If the Bidder or any of its sub-contractors is vehicle tracking device manufacturer having an AIS-140 certified device then they cannot sell ASI140 Certified device in the state of UK unless they do so via tender | Addressed at Page no. 3, Query no. 2 |
| 3 | 3.4. Pre-Qualifying Criteria for Bidders | Point No 4 Net Worth | 34 | The Bidder must have a positive Net Worth at the closing of last completed financial year. In case, the annual accounts for the last completed financial year are not audited, the Bidder shall submit a certificate from its statutory auditor to this effect. In such a case, the Net Worth of last financial year Preceding the last completed financial year shall be taken into consideration. | 7*919*0681 | Addressed at Page no. 3, Query no. 3 |
| 4 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | The Bidder must have a vehicle location tracking backend system tested and certified as per AIS-140 | To be removed | Addressed at Page no. 46, Query no. 4 |

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| | | | | standard from a test agency prescribed in CMVR 126. | | |
| 5 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 1600 Vehicles. | 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 1000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 1600 Vehicles. | Addressed at Page no. 28, Query no. 6 |
| 6 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years. | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one quarter during last three years. | Addressed at Page no. 28, Query no. 6 |
| 7 | 2.15 Miscellaneous | Certification Requirements | 35 | The Bidder must possess valid ISO 27001:2013 certificate for Information Security Management | Value Added service to be charged extra as per requirement of Stake holder | Addressed at Page no. 3, Query no. 2 & Page no. 5, Query no. 7 |
| 8 | Table No.1: Evaluation Parameter | WORK EXPERIENCE | 36 | Additional Point | 3) The proposed solution should ensure that no data transaction is happening | Addressed at Page no. 4, Query no. 5 |

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| | for Technical Proposal | | | | through server located outside the country including map data | |
| 9 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [1,000] passenger buses - 5 Marks | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one quarter during last three years. | Addressed at Page no. 5, Query no. 9 |
| 10 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | B. Technologies proposed, Solution Design & Approach for overall solution and key solution components: <ul style="list-style-type: none"> • Overall solution architecture • Integration with VAHAN and e-Challan • Overall application architecture • Vehicle Tracking data processing and storage • Addressing scalability, performance, availability and manageability requirements • Map engine and GIS management 5 Marks | B. Technologies proposed, Solution Design & Approach for overall solution and key solution components: <ul style="list-style-type: none"> • Overall solution architecture • Integration with VAHAN and e-Challan • Overall application architecture • Vehicle Tracking data processing and storage • Addressing scalability, performance, availability and manageability requirements • Map engine and GIS management 3 Marks | Addressed at Page no. 38, Query no. 7 |
| 11 | Table No.1: Evaluation Parameter | Approach & Methodology | 37 | C. Technologies proposed, Solution Design & Approach for Infrastructure, data and | A. Turnover Marks Allotted - 15 More than 200Cr 15 | Addressed at Page no. 38, Query no. 8 |




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| | for Technical Proposal | | network: <ul style="list-style-type: none"> • Compute infrastructure design & implementation • Network & communication design & implementation Data Management (Storage, replication, back-up, archival, retrieval, etc.) • Business continuity plan and Disaster recovery On-board Device integration & management • Infrastructure and SLA Management 5 Marks | <p>∅ 100 Cr to <= 200Cr 10</p> <p>>= 50 Cr to <=100 Cr 5</p> <p>B. Certification - 15</p> <ul style="list-style-type: none"> • ISO 20000-1:2018, ISO 45001:2018, ISO 14001:2015 and ISO 9001:2015 - 5 Marks CMMI 3 or above - 10 Marks <p>C. Map Capabilities - 15 Marks</p> <p>Description</p> <p>The Bidder solution is based on indigenous and own proprietary maps - 15 Marks</p> <p>The Bidder solution is based on indigenous maps - 5 Marks</p> | | |
| 12 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | D. Technologies proposed, Solution Design & Approach for data processing and integration: <ul style="list-style-type: none"> • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting 3 Marks | D. Technologies proposed, Solution Design & Approach for data processing and integration: <ul style="list-style-type: none"> • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting 3 Marks | Addressed at Page no. 42, Query no. 20 |

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| | | | | • Helpdesk 5 Marks | | |
| 13 | Table 2: Positions Identified for Key Resources and Minimum Qualification | Project Manager | 39 | Project Manager (Total Weightage = 4 Marks) | Project Manager (Total Weightage = 2.5 Marks) | Addressed at Page no. 40, Query no. 15 |
| 14 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. | 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 1000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 1600 Vehicles. | Addressed at Page no. 28, Query no. 6 |
| 15 | Table 2: Positions Identified for Key Resources and Minimum Qualification | Command and Control Centre Expert | 39 | Project Manager (Total Weightage = 4 Marks) | Project Manager (Total Weightage = 2.5 Marks) | Addressed at Page no. 40, Query no. 14 |
| 16 | 6.9. Geographic Information | 6.9.4. Map Based Tools | 62 | FR 170 : IA shall ensure availability of high-resolution satellite imagery in | We understand its 2.5 meters resolution | Addressed at Page no. 6, Query no. 11 |




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|----|-------------------------------|-------|----|---|--|---------------------------------------|
| | System (GIS)Map | | | the Map platform of resolution [1:2.5m scale] | | |
| 17 | 6.1. MCC APPLICATION SOFTWARE | FR 13 | 48 | <p>Manage the user hierarchy, locations, Roles & Responsibilities within the system:</p> <p>1. Permit Holder:</p> <ul style="list-style-type: none"> • get notifications of permit violations of specified vehicle(s) • get notifications of emergency alerts from of specified vehicle(s) • Live track his vehicles • History track of his vehicle's movements • Other reports <p>2. VLT Device Manufacturer / Authorized dealers/ Service Center</p> <ul style="list-style-type: none"> • View MIS details for devices supplied by him • view reports regarding number of devices not functional/functional devices • enter the details pertaining to Sim & Permit holder on the State Backend • Facility for Debugging Device/ replacement of Device. <p>3. Vehicle Manufacturer</p> <ul style="list-style-type: none"> • tag/link the VLTD with the | <p>Manage the user hierarchy, locations, Roles & Responsibilities within the system:</p> <p>1. VLT Device Manufacturer / Authorized dealers/ Service Center</p> <ul style="list-style-type: none"> • View MIS details for devices supplied by him • view reports regarding number of devices not functional/functional devices • enter the details pertaining to Sim & Permit holder on the State Backend • Facility for Debugging Device/ replacement of Device. <p>2. Vehicle Manufacturer</p> <ul style="list-style-type: none"> • tag/link the VLTD with the corresponding vehicle details in VAHAN at the time of fitment of VLTD on a vehicle • view reports regarding number of devices not functional/functional devices <p>3. Transport Officials –Enforcement:</p> <ul style="list-style-type: none"> • Should be able to select geographic area • Should be able to generate notifications of permit violations <p>4. Transport Officials – Administration</p> <ul style="list-style-type: none"> • get notifications of emergency alerts from of specified vehicle(s) • Tracking based on Filters as defined in the requirements | Addressed at Page no. 7, Query no. 15 |

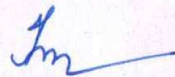



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| | | | | <p>corresponding vehicle details in VAHAN at the time of fitment of VLTD on a vehicle</p> <ul style="list-style-type: none"> • view reports regarding number of devices not functional/functional devices <p>4. Transport Officials – Enforcement:</p> <ul style="list-style-type: none"> • Should be able to select geographic area • Should be able to generate notifications of permit violations <p>5. Transport Officials – Administration</p> <ul style="list-style-type: none"> • get notifications of emergency alerts from of specified vehicle(s) • Tracking based on Filters as defined in the requirements • Live track his vehicles History track of his vehicle’s movements • Other functionality as detailed further in documentation. • Administration/ configuration for UKSTD. | <ul style="list-style-type: none"> • Live track his vehicles History track of his vehicle’s movements • Other functionality as detailed further in documentation. • Administration/ configuration for UKSTD. | |
| 18 | ANNEXURE 3: MAP DATA | ANNEXURE 3: MAP DATA | 106 - 116 | <p>Spatial map data is generally organized as various map data layers. A map layer is defined as a table with records that contain both a</p> | <p>We understand all the above map requirements are Map features to be provided as Map Services as a tiles</p> | Addressed at Page no. 6, Query no. 12 |

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| | | | | spatial object and associated text data attributes. The MAP server should provide the list of different layers of MAP data supported. Some of MAP layers needed from MAP server are listed below | |
| 19 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 34 | 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. | 1 To be removed or give bidder 180 days from Go live (as test agencies give certification after state approval. Testing also includes Vahan API integration which will only be available after State has given the order). Otherwise this will be a restrictive tender for only very few parties who are already running atleast 1 state backend. |
| 20 | | | | 8 Marks Each of the following profiles suggested by the bidder will be evaluated: Profile Marks Allotted Project Manager 4 Command and Control Centre | Addressed at Page no. 40, Query no. 12 |




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| | | | | Expert 4 | | |
| 21 | 7.2 Road safety Add-On from VLTD | FR 04 | 78 | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State as well as on Permit holder login/ mobile app. | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State. | Addressed at Page no. 8, Query no. 16 |
| 22 | 3.4. Pre-Qualifying Criteria for Bidders | Manpower Strength | 19 | The Bidder must have at least 25 technically qualified IT professionals (relevant degree holders B. Tech / B.E / MCA / M. Tech / MBA) full time or permanent staff on company payroll working in the areas of software 35 design & development/ systems integration/ IT infrastructure operations & maintenance/ GPS/ GIS domain experts its rolls as on Proposal Due Date. | 2.2.3. If the Bidder or any of its sub-contractors is vehicle tracking device manufacturer having an AIS-140 certified device then they cannot sell ASI140 Certified device in the state of UK unless they do so via tender | Addressed at Page no. 4, Query no. 6 |
| 23 | 9.2. Monitoring and Control Center (MCC) | 9.2.1 | 84 | I. Real time Tracking of Vehicles for various stakeholders like Transport Department officials, permit holders and other agencies etc. | Real time Tracking of Vehicles for various stakeholders like Transport Department officials, police and other statutory govt bodies. | Addressed at Page no. 8, Query no. 17 |
| 24 | ANNEXURE 7 :BOQ | Application (AIS-140 Comply Application) point 4 | 142 | Cost of Hosting of Application on Cloud Data Center (NIC) | Cost of Hosting of Application on Cloud Data Center (NIC/MeitY approved center) | Addressed at Page no. 10, Query no. 22 |




8. KERALA STATE ELECTRONICS DEVELOPMENT CORPORATION LTD. KELTRON TRAFFIC SIGNALS DIVISION, KELTRON COMMUNICATION COMPLEX, MONVILA, KULATHOOR P.O, TRIVANDRUM, KERALA-695583 के ई-मेल पत्र दिनांक 20-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|------------|----------------------------|----------|--|---|---|
| 1 | RFP Vol. 1 | Notice Inviting E-Tender | 3 | Pre-Bid Meeting: 23.09.2023, 03:00 PM at Transport Commissioner Office, Uttarakhand | Kindly please allow the pre-bid meeting online considering the weather situation and travel limitations. | Updated in corrigendum released on 23.09.2023 |
| 2 | RFP Vol. 1 | Bid Datasheet, Point 14 | 13 | Bid Security Amount Proposer shall submit an EMD of E] 20,00,000/- (Rupees Ten Lakhs Only) in the form of Bank guarantee from nationalized or scheduled bank, in favor of "Transport Commissioner, Uttarakhand" payable at Dehradun along with the application. A Scheduled Bank shall mean a bank as defined under Section 2(e) of the Reserve Bank of India Act, 1934. | Kindly please clarify the amount of EMD as both number are different in number and word. keep the EMD of INR 10,00,000/- (Ten Lakhs Rupees only) to support the bidder. | Updated in corrigendum released on 23.09.2023 |
| 3 | RFP Vol. 1 | I. Introduction, Point II. | 16 | II. Supply, install, integrate and commission the Monitoring Centre infrastructure in HQ & | Kindly please clarify the size of rooms to be provided for the each of the location. Also please provide the centre wise details of infrastructure and manpower to be provided. | Addressed at Page no. 13, Query no. 7 |

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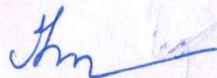
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| | | | | Regional Offices (Pauri, Almora and Haldwani) | | |
| 4 | RFP Vol. 1 | 1. Introduction, Point V, VI | 16 | V. Host the system on Cloud for after Go-live. The Cloud services for this period shall be provided by the State Transport Department. VI. Host the system on [NIC Cloud/ State Data Center/ MeitY Empaneled Cloud] for the period of 5 years | Kindly please clarify if the bidder should include the cost of remaining 3 years of Cloud hosting expenses in financial bid? As we know that the cost of NIC hosting is being provided by the MoRTH for 2 years only so for remaining 3 years the cost has to be counted. Also the cost of migration and the compliance of the hosting infra to host the system also has to be taken in the account. | Addressed at Page no. 27, Query no. 3 |
| 5 | RFP Vol. 1 | | 16 | VII. Supply, install, integrate and commission ICT infrastructure including video walls, workstations networking and other hardware and software components required at Command and Control Centre(Transport head Quarter Uttarakhand)and Mini control centres. VIII. Supply, install, integrate and commission non- | Kindly please provide brief details of head control centre and mini control centre wise ICT, Non ICT and Manpower details | Addressed at Page no. 13, Query no. 7 |

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| | | | | ICT infrastructure including furniture and fixtures and other components at the Command and Control Centre and MCC. | | |
| 6 | RFP Vol 1 | 2.2 Eligible Bidders | 19 | 2.2.1. The Bidders eligible for participating in the bidding process shall be a business entity incorporated under the companies Act, 1956/2013. | Kindly please allow Govt. PSU only with more than 51% of share owned by Central or the State Government considering the sensitivity of the project and safety of large public data. | Addressed at Page no. 33, Query no. 4 |
| 7 | RFP Vol. 1 | 2.2 Eligible Bidders | 19 | 2.2.3. The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device. | Kindly please also bidders group company or sister company or subsidiary should not be involved in the VLTD manufacturing or not supplying any of the major component or services like E-SIM or connectivity to avoid any conflict of interest | Addressed at Page no. 3, Query no. 1 |
| 8 | | 3.4. Pre-Qualifying Criteria for Bidders, point 5 | 34 | <ol style="list-style-type: none"> 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 2. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one | Kindly please clarify if the AIS140 Vehicle Location Tracking System has been Implemented and certified by the CMVR126 testing lab in the state with more than 10,000 public transport registered vehicles will be considered as qualifying project experience? | Addressed at Page no. 46, Query no. 4 |




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| | | | | single Similar Project for at least 10000 Vehicles OR ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years. | | |
| 9 | RFP Vol. 1 | Table No.1: Evaluation Parameter for Technical Proposal, Point 2.B | 36 | B. Implemented a vehicle tracking system for a Govt. entity/PSU/Disaster/Tourism covering minimum (1,000) passenger buses | Kindly please consider any mode of passenger vehicle for implemented for the Govt. entity/ PSU/Disaster/ Tourism dept. | Addressed at Page no. 5, Query no. 9 |
| 10 | RFP Vol. 1 | Table No.1: Evaluation Parameter for Technical Proposal, Point 2.C | 36 | C. Implemented a vehicle tracking system for a Govt. entity/PSU covering minimum (1,000) para-transit vehicles (taxi) | Kindly please consider any mode of Para Transit Vehicles being used as Taxis in public transport system. | Addressed at Page no. 6, Query no. 10 |
| 11 | RFP Vol. 1 | 9.7. Technical Manpower/ Helpdesk | 90 | Operator (Monitoring) 36 (Thirty Six) No. of Shifts:3 | Kindly please clarify that if the total 36 nos of operator are calculated with all 3 shifts or per shift 36 nos of operator | Addressed at Page no. 29, Query no. 8 |




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| | | | | Operator (HelpDesk) 20 (Twenty) No. of Shifts: 3 | required for all of 4 locations? Please provide shift wise manpower requirement for each of the control centre location. | |
| 12 | RFP Vol. 1 | 12.2. Timeline & Deliverables, Tables 2: Milestone & Completion Timeline for Application, Point 2 & 3 | 100 | <ul style="list-style-type: none"> Submit Solution design document, System Requirement Specification (SRS). Complete set of API for integration to ERSS, Transport Enforcement system, Vahan, any other system suggested by the state Deployment of project Manager & CCC Expert <p>Submission of Deployment plan for hosting State Backend and DR on NIC Cloud (detailed computation and storage), End user Intra at MCC. Vehicle tracking and Monitoring software and helpdesk along with all other software mentioned in the PROPOSAL. Test Plan, and SOP for all alert handlin.</p> | Kindly please increase the timeline of T+15 days to T+30 days which is more practical and feasible by keeping the other timelines unchanged. | Addressed at Page no. 9, Query no. 19 |
| 13 | RFP Vol.1 | 12.2. Timelines & Deliverables, Table 2: Milestone & Completion Timeline for | 100 | Commissioning of MCC: Application Customization? Testing Covering all the steps given in PROPOSAL (providing necessary certification for the entire | There is gap of 60 days between commissioning of MCC and Pilot Testing of the 200 vehicles The Go-live will be achieved after Pilot testing of 200 vehicles so in- between the purpose of gap of 60 days is not clear. Kindly increase the timeline for platform | Addressed at Page no. 31, Query no. 7 |

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| | | Application, Point 2 & 3 | | system), hardware Installation. Pilot Testing with emergency button Installed in following vehicles: PSV: 100 Numbers | implementation accordingly or reduce the gap for not delaying the Go-live which impacts the financial flow of project also. | |
| 14 | RFP Vol. 1 | 12.2. Timelines & Deliverables, Table 2 : Milestone & Completion Timeline for Application, Point 2& 3 | 100 | Pilot testing with emergency button installed in following vehicles: PSV: 100 Numbers National Permit: 100 numbers | Please clarify that if the devices will be installed by permit holders on their own cost from the empaneled device vendors? Will department facilitate the quicker installation of these 200 vehicles? | Addressed at Page no. 32, Query no. 8 |

9. CENTRE FOR DEVELOPMENT OF ADVANCED COMPUTING VELLAYAMBALAM THIRUVANANTHAPURAM 695033 के ई-मेल पत्र दिनांक 20-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department Decision |
|--------|------------|-------------|----------|---|---|---------------------------------------|
| 1 | | 2.2 , 2.2.1 | 19 | The Bidders eligible for participating in the Bidding Process shall be a business entity incorporated under the Companies Act, 1956/2013. | Central Govt. Organizations registered under Societies Registration Act 1860 may also be allowed to Bid as per Clause 2.2.1 of the published tender Corrigendum may be published to this effect | Addressed at Page no. 33, Query no. 4 |

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| 2 | 2.2,2.2.3 | 19 | The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device | Along with this please add the following eligibility conditions for implementing a good system. 1. Any companies or allied companies or companies having association either directly or indirectly with those who are providing M2M service, telecom service, Map service and those who provide consultancy services to MoRTH or any States/UTs in regard with Vehicle Tracking Platform are not eligible for bidding this tender. This is to avoid illegal conflict of interest. 2. The Bidder should have the full IPR for the core Vehicle Tracking Platform Software. | Addressed at Page no. 3, Query no. 1 |
| 3 | 2.19, 2.19.1 | 27 | Bid Security - The Bidder shall submit, along with the Proposals, a Bid Security of amount specified in the Bid Datasheet. | “As per Rule 170 of General Financial Rules (GFRs) 2017, Micro and Small Enterprises (MSEs) and the firms registered with concerned Ministries/ Departments are exempted from submission of Bid Security. Further, in lieu of Bid Security, Ministries/ Departments may ask bidders to sign "Bid Security Declaration" accepting that if they withdraw or modify their bids during period of validity etc., they will be suspended for the time specified in the tender documents. Similar provisions also exist in the Manuals for Procurement of Works 2019 and Manual for Procurement of Consultancy & other Services 2017.” C-DAC is an R&D Organisation under Ministry of Electronics & Information Technology (MeitY). So normally we are exempted from submitting Tender Fee, EMD (Bid Security) & Performance | Exemptions will be applicable as per the Rules, GOs and Guidelines of State Government of Uttarakhand. |





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| | | | | | Security. So we request you to exempt us from Security deposit. | |
| 4 | | 6.5, FR 57 | 53 | The application should support communication from Device to backend on a Secure channel over TCPIP protocol on socket based connections | TCP/IP is an obsolete, inefficient protocol for IoT communication, at least 15 years old. To adopt to latest technology which is more secure and efficient, the RFP should demand for latest communication protocol like HTTP/ HTTPS/ MQTT/ CoAP etc. | As per original RFP. |
| 5 | | 6.5, FR 58 | 53 | The Communication from Device to Application should happen on a Secure channel over TCPIP protocol on socket based connections where sessions are managed to send commands over the same connection to the device and are authenticated, identifiable, so as to prevent spoofing on IMEI/ Unique ID | The security model of the system should be clearly defined. There a hundred of security models including multiple types of encryptions & secure key infrastructures (PKIs). One model should be selected for a uniform implementation of the secure device communication | As per original RFP. |
| 6 | | 6.9.2 FR163 | 62 | Adoption of high resolution satellite image of [1:2.5m scale or better] (as shown in fig. 1) | The high-resolution satellite image is a very costly item. Inclusion of this in the RFP will increase the total cost of the project. For vehicle tracking system this requirement is not necessary and don't give any value addition to the project. We suggest to avoid the of high resolution satellite image from the requirement. | Addressed at Page no. 6, Query no. 11 |
| 7 | | 6.9.4, FR170 | 62 | IA shall ensure availability of high resolution satellite imagery in the Map platform of resolution [1:2.5m scale] | The high-resolution satellite image is a very costly item. Inclusion of this in the RFP will increase the total cost of the project. For vehicle tracking system this requirement is not necessary and don't give any value addition to the project. We suggest to avoid the of high resolution satellite image from the requirement. | Addressed at Page no. 6, Query no. 11 |

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| 8 | 6.18.5 TR 31,32 | 76 | Security Testing – Whitelisting of IP from M2M/telecom service providers secured APN | Availability of static IPs or Range of IPs for whitelisting from M2M service provider or telecom service providers may be facilitated by the department. Till now, for this type of projects, IP whitelisting for M2M service provider or telecom service providers is not yet available due to various technical reasons. Request department to look in to the technical aspects of this requirement before making it a mandatory requirement. | As per original RFP. |
| 9 | 7.1, FR 04 | 78 | Data analytics of the key parameters like resource performance (Driver/Transporters grouped by fleet), Ticket Analysis (revenue and numbers based, Bus Type Based, Service & Route Based, fleet based etc), Operational Analytics (Peak Hour Trends, Cancellation Report), Comparative Analysis (Inter Depot Comparisons, Inter Route Comparison Reports, Inter City corridor Reports, shift wise Service and Trip Analysis) in charts and other formats should be shown at micro level of each trip. | These are not under the scope of Fleet operations. This can be possible only based on the no. of tickets/rates of ticket, daily collection data etc. We can share the fleet operation data for analytics. | Analytics related to mentioned parameters based on the data points available is expected from IA. |
| 10 | 9.4.1 | 86 | Adequately furnished and serviced building - Service Building and furniture already designed and completed by Procuring Authority, If any | More clarity required regarding this. If already designed and completed, then please provide the design and other relevant documents. Please mention the | Three MCCs pertain to Almora, Haldwani and Pauri Regions of UKSTD. Rest of the items shall be as per BoQ. |




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| | | | | changes or alteration require for the ease of operation it may mutually decide by the Implementation Agency and Procuring Authority | size of the CCC & 3 MCC. This will help us for financial estimation. | |
| 11 | | 9.4.7 | 88 | Design of Monitoring Center (Ready to use Completed by Procuring Authority) | Is this specification mentioned for Master Control Room (CCC). The specification for 3 Mini Monitoring Centers (MCC) is not clear. Please mention it. | Central Control and Command Centre will be provided on a ready-to-use basis with physical infrastructure and ICT components in place. However, in case of larger space and infrastructure requirements, the UKSTD may decide to shift CCCC to another space, which shall be facilitated by IA. The space for Mini Control Centers will be provided by UKSTD and the furnishing along with ICT equipment shall be provided by IA. |
| 12 | | 12.2.2 | 100 | Timelines & Deliverables - Deployment of Project Manager & CCC Expert | Deploying them in 15 days is not productive. Only at the time of establishing the Control Center shall be effective or even after the deployment of application on Cloud Infra. | Timeline to be streamlined |
| 13 | | 12.2.4 | 100 | Application Commissioning on NIC cloud | NIC should provide the required infrastructure for hosting the application as per the specification provided by the Implementing Agency. Any delay in getting the required infrastructure may affect the entire timeline for implementing the system. So department should also proportionate the delay in the remaining milestones | Addressed at Page no. 9, Query no. 20 |
| 14 | | 12.2.5 | 100 | Establish the Monitoring and control centre including supply and installation of ICT hardware with connectivity to NIC Cloud, internal LAN and | ITC hardware infrastructure shall be procured through tender procedure following the Central Purchase rules. So the completion timeline shall be revised to T + 120 days | Addressed at Page no. 9, Query no. 21 |




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| | | | | redundant Internet connectivity at MCC | | |
| 15 | | 12.2.6 | 100 | Commissioning of MCC: Application Customization/ Testing covering all the steps given in PROPOSAL (providing necessary certification for the entire system), hardware installation | This also needs time for completion. So the time line can be extended to T + 150 days. These adjustments will not affect the final timeline for completing the activities (T + 180 days). | Timeline is being streamlined. |
| 16 | | 12.3. b | 101 | Payment Terms | As the selected Implementation Agency has to pay 5% security deposit, the department can release a mobilisation advance. | Addressed at page 15, query no. 11. |
| 17 | | Annexure 5 , 9 | | Arrangement of furniture for all the equipment supplied by the IA at MCC | Please clarify | As per BoQ. |
| 18 | | Annexure 7 BoQ, 1.01 | 140 | Video wall - item Quantity mentioned as 3 | Item Quantity mentioned as 3. But there are 1 CCC + 3 MCC. Please clarify. | One videowall for CCC already procured and operational. Hence, three video walls for MCC required, |
| 19 | | Annexure 11 | 148 | List of Mandatory POI for Map | The Map & Map Services used in this project is for tracking & monitoring of public service vehicles which are tagged with AIS10 devices. So the Map should have the facilities for navigational focus. But in this Annexure some of the category descriptions are not relevant to this focus such as Milk Booth, Oherhead Tank, Mandi, Marina etc. So department should gone through these and make mandatory to relevant categories. | As per RFP. |
| 20 | | Annexure 18 | 169 | Manufacturer's Authorization Form | We are an R&D Organization under Ministry of Electronics and Information Technology (MeitY), GoI. Manufactures never provide MAF to us as we are a govt. entity. We procure the items through | MAF is not mandatory for Govt. entities/ PSUs/ autonomous bodies funded and managed by Central or State Governments. |




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| | | | | tender process following CPPP guidelines of GoI. One thing we can assure is, we will maintain the quality of the items procured and installed for this project. We can provide the OEM certificate of installed items after the completion of installation. Do we get exemption for it? | |
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10. ARYA OMNITALK, UNIT NO. A-202, SECOND FLOOR, SUMMER COURT, MAGARPATTA CITY, HADAPSAR, PUNE- 411013 के ई-मेल पत्र दिनांक 20-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|---------------|------------|----------|--|--|---|
| 1 | BID DATASHEET | 14 | 13 | Bid Security Amount: Proposer shall submit an EMD of ₹ 20,00,000/- (Rupees Ten Lakhs Only) | It seems like a typo error Number and word amount is different Please Clarify. | Updated in Corrigendum released on dated 22.09.2023 |
| 2 | ANNEXURE 4 | I.B.i | 118 | Default Charge for non-achievement of Service Level Requirement: Delay of every hour/day would attract a default charge per hour/ day as per the following: | As per industry norms, It should be like this 1. For R1 = Rs. 3,000 per hour or part thereof 2. For R2 = Rs. 1,000 per day or part | Accepted. |

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| | | | | 1. For R1 = Rs. 5,000 per hour or part thereof 2. For R2 = Rs. 2,000 per day or part thereof 3. For R3 = Rs. 1,000 per day or part thereof | thereof 3. For R3 = Rs. 500 per day or part thereof Please Clarify. | |
| 3 | 6.1 | 1 | 64 | The monitoring centre application will integrate with the police emergency response support systems to provide emergency alerts captured by the system. The system will be able to export data in the specified formats to the police emergency response systems | Here, please specify who will provide the Directory of Transporters / Drivers Phone Numbers? Please clarify. | Necessary data will be provided by UKSTD or through API integration with 'Vahan' portal. |

11. PSV TRACKING SUPPORT TEAM DELHI INTEGRATED MULTI MODAL TRANSIT SYSTEM LTD. 8TH FLOOR, BLOCK 1, DELHI IT PARK, SHASTI PARK, DELHI 110053, INDIA के ई-मेल पत्र दिनांक 21-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|--------------------------------|------------------------------|----------|--|---|---|
| 1 | Vol I: Instructions to Bidders | Sl. No. 12 of Bid Data Sheet | 13 | Address of Pre-Bid Meeting | We request you to kindly schedule pre-bid meeting through online mode | Updated in Corrigendum released on dated 22.09.2023 |
| 2 | Vol I: Instructions to Bidders | Sl. No. 18 of Bid Data Sheet | 18 | Estimated Project Cost (in INR Crore): 10 Cr | Does the estimated project cost include Central & State funds both or only Central? Since the contract period shall be 66 months including 6 months of | The estimated project cost includes Central & State funds both. |

| | | | | implementation period and 60 months of operation and maintenance period. We understand from the RFP that 64 resources are deployed on different locations which would be around the budgeted cost. Hence you are requested to kindly confirm the budgeted project cost. | | | | | | | | |
|-----------------------------------|--------------------------------|---|----|--|--|--|-----------------|---|-----------------------------------|---|--|--|
| 3 | Vol I: Instructions to Bidders | Clause 1: Introduction | 16 | (I) Customize, Develop/deploy, integrate, test and commission a vehicle tracking platform for tracking and monitoring vehicles covered under the system (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.)} | We understand that NIC has design & develop the application. Kindly confirm what data/integration is required with old application of new platform to be deployed. | Platform will be provided by AI. The tracking and notification data from existing platform will be migrated to new platform by AI. | | | | | | |
| 4 | Vol I: Instructions to Bidders | Clause 3.4.4: Table 1: Sl. No. 5 9.7. Technical Manpower/Help desk | 38 | A. Manpower Proposed for the Project Each of the following profiles suggested by the bidder will be evaluated: <table border="1" data-bbox="724 1036 955 1182"> <thead> <tr> <th>Profile</th> <th>Marks Allotted</th> </tr> </thead> <tbody> <tr> <td>Project Manager</td> <td>4</td> </tr> <tr> <td>Command and Control Centre Expert</td> <td>4</td> </tr> </tbody> </table> B. Control Room Manpower • Project Manager: No. of Manpower 4 • Supervisor cum | Profile | Marks Allotted | Project Manager | 4 | Command and Control Centre Expert | 4 | Request you to kindly clarify what will be the role of both Project manager since the qualifications of both project managers are different. | Addressed at page no 29, query no. 8 and page no. 40, query no. 13 & 14. |
| Profile | Marks Allotted | | | | | | | | | | | |
| Project Manager | 4 | | | | | | | | | | | |
| Command and Control Centre Expert | 4 | | | | | | | | | | | |




| | | | | System Administrator: Np. of Manpower 4 | | | | | | | | | | | | | | | | | |
|---------|--|---|-----|--|---|---|---------------|---------|---|--|------------|---|--|-------------------------------|---|--|--------------------------------|---|--|--------------------------------|-----------|
| 5 | Vol I: Instructions to Bidders | 12.2. Timelines & Deliverables | 100 | Operation and Maintenance Stage – I Operation and Maintenance Stage – II | What is O&M Stage I & Stage II. The estimated budget is only for O&M Stage -I or both. Kindly clarify | O&M Stage I (First two years) & Stage II (III, IV & V year) | | | | | | | | | | | | | | | |
| 6 | Vol I: Instructions to Bidders | Bid Datasheet | 13 | Bid Security Amount, Point-14, Proposer shall submit an EMD of ₹ 20,00,000/- (Rupees Ten Lakhs Only) | The amount of EMD mentioned in Word and Numeric is different. Kindly clarify. 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. | Updated in Corrigendum released on dated 22.09.2023 | | | | | | | | | | | | | | | |
| 7 | Vol I: Instructions to Bidders | Table No.1: Evaluation Parameter for Technical Proposal | 36 | WORK EXPERIENCE A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): • >= 10000 vehicles <= 12000vehicles – 10 marks • > 12000 vehicles <= 15000 vehicles – 15 marks > 150000 vehicles – 20 marks | Request you kindly clarify score for 20 Marks. It seems to be the typo error > 150000 vehicles – 20 marks We assume it as >15000 Vehicles. | Addressed at page no. 5, query no. 8. | | | | | | | | | | | | | | | |
| 8 | Vol II: Functional, Technical & Operational Requirements | Annexure 4: Service Levels & Default Charges | 122 | SLA for resolution of complaint/service for ICT Hardware | Request you to kindly Consider the following: i. Penalties for critical impact severity equipment: i. Penalties for critical impact severity equipment: <table border="1" data-bbox="1033 1084 1346 1230"> <thead> <tr> <th>Sl. No.</th> <th>Service Level</th> <th>Penalty</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Within 1 day of lodging the complaint.</td> <td>No penalty</td> </tr> <tr> <td>2</td> <td>After 2-3 days of lodging the complaint.</td> <td>Rs. 500 per equipment per day</td> </tr> <tr> <td>3</td> <td>After 3-4 days of lodging the complaint.</td> <td>Rs. 1000 per equipment per day</td> </tr> <tr> <td>4</td> <td>After 4 days and above of lodging the complaint.</td> <td>Rs. 1000 per equipment per day</td> </tr> </tbody> </table> | Sl. No. | Service Level | Penalty | 1 | Within 1 day of lodging the complaint. | No penalty | 2 | After 2-3 days of lodging the complaint. | Rs. 500 per equipment per day | 3 | After 3-4 days of lodging the complaint. | Rs. 1000 per equipment per day | 4 | After 4 days and above of lodging the complaint. | Rs. 1000 per equipment per day | Accepted. |
| Sl. No. | Service Level | Penalty | | | | | | | | | | | | | | | | | | | |
| 1 | Within 1 day of lodging the complaint. | No penalty | | | | | | | | | | | | | | | | | | | |
| 2 | After 2-3 days of lodging the complaint. | Rs. 500 per equipment per day | | | | | | | | | | | | | | | | | | | |
| 3 | After 3-4 days of lodging the complaint. | Rs. 1000 per equipment per day | | | | | | | | | | | | | | | | | | | |
| 4 | After 4 days and above of lodging the complaint. | Rs. 1000 per equipment per day | | | | | | | | | | | | | | | | | | | |

| | | | <p>i. Penalties for high impact severity equipment (as listed in Annexure 8):</p> <table border="1"> <thead> <tr> <th>Sl.No.</th> <th>Service Level</th> <th>Penalty</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Within 04 hours of lodging the complaint</td> <td>No penalty</td> </tr> <tr> <td>2.</td> <td>After 04 hours but within 24 hours of lodging the complaint</td> <td>Rs. 1500 per equipment</td> </tr> <tr> <td>3.</td> <td>After 24 hours but within 48 hours of lodging the complaint</td> <td>Rs. 2000 per equipment per next 24 hours</td> </tr> <tr> <td>4.</td> <td>After 48 hours of lodging the complaint</td> <td>Rs. 5000 per equipment per next 24 hours</td> </tr> </tbody> </table> <p>ii. Penalties for critical impact severity equipment (as listed in Annexure 8):</p> <table border="1"> <thead> <tr> <th>Sl.No.</th> <th>Service Level</th> <th>Penalty</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Within 2 days of lodging the complaint</td> <td>No penalty</td> </tr> <tr> <td>2.</td> <td>After 3 days of lodging the complaint</td> <td>Rs. 500 per equipment per day</td> </tr> <tr> <td>3.</td> <td>After 4 days of lodging the complaint</td> <td>Rs. 1000 per equipment per day</td> </tr> <tr> <td>4.</td> <td>After 5 days and above of lodging the complaint</td> <td>Rs. 1500 per equipment per day</td> </tr> </tbody> </table> <p>Note: The IA shall make temporary arrangements till final resolution so that operations are not impacted in the CCC.</p> | Sl.No. | Service Level | Penalty | 1. | Within 04 hours of lodging the complaint | No penalty | 2. | After 04 hours but within 24 hours of lodging the complaint | Rs. 1500 per equipment | 3. | After 24 hours but within 48 hours of lodging the complaint | Rs. 2000 per equipment per next 24 hours | 4. | After 48 hours of lodging the complaint | Rs. 5000 per equipment per next 24 hours | Sl.No. | Service Level | Penalty | 1. | Within 2 days of lodging the complaint | No penalty | 2. | After 3 days of lodging the complaint | Rs. 500 per equipment per day | 3. | After 4 days of lodging the complaint | Rs. 1000 per equipment per day | 4. | After 5 days and above of lodging the complaint | Rs. 1500 per equipment per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|---|--|---|---|---|---------|------|--|------------|---|---|------------------------|----|--|--|----------|---|--|--------|---------------|---------|-----------|--|-------------|----|---------------------------------------|-------------------------------|-------------|---------------------------------------|--------------------------------|----|---|--------------------------------|---|-----|-------------|----|---|---|----------|---------|------|------|-----------------|----|---|---|-------------|----|--|----|-------------|----|--|---|-------------|----|-----------|---|----------|----|---------|---|----------|----|-----|---|-------------|----|---|-----|----------|----|---|---|-------------|--------------------------------------|
| Sl.No. | Service Level | Penalty | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | Within 04 hours of lodging the complaint | No penalty | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | After 04 hours but within 24 hours of lodging the complaint | Rs. 1500 per equipment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | After 24 hours but within 48 hours of lodging the complaint | Rs. 2000 per equipment per next 24 hours | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | After 48 hours of lodging the complaint | Rs. 5000 per equipment per next 24 hours | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sl.No. | Service Level | Penalty | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | Within 2 days of lodging the complaint | No penalty | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | After 3 days of lodging the complaint | Rs. 500 per equipment per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | After 4 days of lodging the complaint | Rs. 1000 per equipment per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | After 5 days and above of lodging the complaint | Rs. 1500 per equipment per day | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9 | Vol II: Functional, Technical & Operational Requirements | Annexure 8: Details of Equipment's For all Monitoring Center | 142 | <p>Details of Equipment for all Monitoring Centre</p> <table border="1"> <thead> <tr> <th>Sl.No.</th> <th>Item</th> <th>Qty.</th> <th>Impact Severity</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Video Walls 3x2 Each (Screened) having 4 cubes of 55" each with video Controller and software</td> <td>3</td> <td>High Impact</td> </tr> <tr> <td>2.</td> <td>Workstation with Computer System including MS Office and Endpoint Security</td> <td>12</td> <td>Critical</td> </tr> <tr> <td>3.</td> <td>Network Layer Printer Multi functional</td> <td>4</td> <td>High Impact</td> </tr> <tr> <td>4.</td> <td>L3 Switch</td> <td>1</td> <td>High Impact</td> </tr> <tr> <td>5.</td> <td>4U Rack</td> <td>1</td> <td>High Impact</td> </tr> <tr> <td>6.</td> <td>UPS</td> <td>4</td> <td>Critical</td> </tr> <tr> <td>7.</td> <td>Access control (Number of role defined users)</td> <td>100</td> <td>High Impact</td> </tr> <tr> <td>8.</td> <td>Fire Safety System with Alarm (bump zone)</td> <td>4</td> <td>Critical</td> </tr> </tbody> </table> <p>There is no provision of mobilization payment against the performance security submission. The Successful Bidder shall be required to furnish a Performance Security for a sum equal to 5% of the Financial Proposal Value. Request you to kindly consider details of Equipment for all Monitoring Centre as below:</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Item</th> <th>Qty.</th> <th>Impact Severity</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Video Walls 3x2 (Each video wall having 6 cubes of 55" each) with video controller and software</td> <td>3</td> <td>High Impact</td> </tr> <tr> <td>2.</td> <td>Workstation (Computer) including MS Office and Endpoint Security</td> <td>12</td> <td>High Impact</td> </tr> <tr> <td>3.</td> <td>Network Layer Printer (Multi functional)</td> <td>4</td> <td>High Impact</td> </tr> <tr> <td>4.</td> <td>L3 Switch</td> <td>1</td> <td>Critical</td> </tr> <tr> <td>5.</td> <td>4U Rack</td> <td>1</td> <td>Critical</td> </tr> <tr> <td>6.</td> <td>UPS</td> <td>4</td> <td>High Impact</td> </tr> <tr> <td>7.</td> <td>Access control (Number of role defined users)</td> <td>100</td> <td>Critical</td> </tr> <tr> <td>8.</td> <td>Fire Safety System with Alarm (bump zone)</td> <td>4</td> <td>High Impact</td> </tr> </tbody> </table> | Sl.No. | Item | Qty. | Impact Severity | 1. | Video Walls 3x2 Each (Screened) having 4 cubes of 55" each with video Controller and software | 3 | High Impact | 2. | Workstation with Computer System including MS Office and Endpoint Security | 12 | Critical | 3. | Network Layer Printer Multi functional | 4 | High Impact | 4. | L3 Switch | 1 | High Impact | 5. | 4U Rack | 1 | High Impact | 6. | UPS | 4 | Critical | 7. | Access control (Number of role defined users) | 100 | High Impact | 8. | Fire Safety System with Alarm (bump zone) | 4 | Critical | Sl. No. | Item | Qty. | Impact Severity | 1. | Video Walls 3x2 (Each video wall having 6 cubes of 55" each) with video controller and software | 3 | High Impact | 2. | Workstation (Computer) including MS Office and Endpoint Security | 12 | High Impact | 3. | Network Layer Printer (Multi functional) | 4 | High Impact | 4. | L3 Switch | 1 | Critical | 5. | 4U Rack | 1 | Critical | 6. | UPS | 4 | High Impact | 7. | Access control (Number of role defined users) | 100 | Critical | 8. | Fire Safety System with Alarm (bump zone) | 4 | High Impact | Addressed at page no. 3, query no.4. |
| Sl.No. | Item | Qty. | Impact Severity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | Video Walls 3x2 Each (Screened) having 4 cubes of 55" each with video Controller and software | 3 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | Workstation with Computer System including MS Office and Endpoint Security | 12 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | Network Layer Printer Multi functional | 4 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | L3 Switch | 1 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | 4U Rack | 1 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. | UPS | 4 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. | Access control (Number of role defined users) | 100 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. | Fire Safety System with Alarm (bump zone) | 4 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sl. No. | Item | Qty. | Impact Severity | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | Video Walls 3x2 (Each video wall having 6 cubes of 55" each) with video controller and software | 3 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | Workstation (Computer) including MS Office and Endpoint Security | 12 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | Network Layer Printer (Multi functional) | 4 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | L3 Switch | 1 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | 4U Rack | 1 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. | UPS | 4 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. | Access control (Number of role defined users) | 100 | Critical | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 8. | Fire Safety System with Alarm (bump zone) | 4 | High Impact | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Vol II: Functional, Technical & Operational Requirements | Annexure 14: Format of Power of attorney for signing of proposal | 157 | <p>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</p> <p>Our Board of Directors who are very senior Government officials of Delhi Government, which is takes considerable time in adhering to various procedures and formalities. Hence, it is requested to allow to use the company rubber stamp affixed instead of common seal.</p> | Allowed for Govt. entities, PSUs, autonomous bodies funded and managed by Central or State Govts. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | seal affixed in accordance with the required procedure. | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|---|---------------------------------------|---|---|---------|-----------|---------|----|-----------------------|-----|----|---|-----|----|--|-----|----|---------|-----|----|---|-----|----|---|-----|----|---|-----|--|
| 11 | Vol II: Functional, Technical & Operational Requirements | Clause 12.3 Terms of Payment Schedule | 101 b. Payment Terms for various components of Services | <p>Request you to kindly consider the payment milestone as following, since at initially stage deployment of ICT hardware & software needs maximum funds:</p> <p>The payment milestone for setting up the monitoring centre after submission NOC Report from Committee shall be as follows:</p> <p>A. Capital Expenditure</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Milestone</th> <th>Payment</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Adv-work Mobilisation</td> <td>10%</td> </tr> <tr> <td>2.</td> <td>Supply & Installation of Hardware & Software for setting up the monitoring centre</td> <td>50%</td> </tr> <tr> <td>3.</td> <td>Testing & Commissioning of Hardware and Software</td> <td>10%</td> </tr> <tr> <td>4.</td> <td>Go-Live</td> <td>10%</td> </tr> <tr> <td>5.</td> <td>2 months of successful operations of monitoring centre post commissioning</td> <td>10%</td> </tr> <tr> <td>6.</td> <td>4 months of successful operations of monitoring centre post commissioning</td> <td>11%</td> </tr> <tr> <td>7.</td> <td>6 months of successful operations of monitoring centre post commissioning</td> <td>15%</td> </tr> </tbody> </table> <p>B. Operating Expenditure</p> <p>Recurrent costs during the O&M Period – (1/12th) of the specified Annual recurrent cost (for the given year) to be paid monthly as dues after adjusting the penalties and any other deductions in less of not meeting the monthly SLAs specified in the signed agreement. For Recurrent cost the payment due for the month shall be paid based on the verification done by Transport Department after verifying the invoice by the Transport Department.</p> | Sl. No. | Milestone | Payment | 1. | Adv-work Mobilisation | 10% | 2. | Supply & Installation of Hardware & Software for setting up the monitoring centre | 50% | 3. | Testing & Commissioning of Hardware and Software | 10% | 4. | Go-Live | 10% | 5. | 2 months of successful operations of monitoring centre post commissioning | 10% | 6. | 4 months of successful operations of monitoring centre post commissioning | 11% | 7. | 6 months of successful operations of monitoring centre post commissioning | 15% | Addressed at page no. 15 query no. 11. |
| Sl. No. | Milestone | Payment | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1. | Adv-work Mobilisation | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2. | Supply & Installation of Hardware & Software for setting up the monitoring centre | 50% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | Testing & Commissioning of Hardware and Software | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. | Go-Live | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5. | 2 months of successful operations of monitoring centre post commissioning | 10% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 6. | 4 months of successful operations of monitoring centre post commissioning | 11% | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7. | 6 months of successful operations of monitoring centre post commissioning | 15% | | | | | | | | | | | | | | | | | | | | | | | | | | | |

12. BLOOM ELECTRONICS PVT. LTD. ALAGESAN ROAD, COIMBATORE-641011, INDIA के ई-मेल पत्र दिनांक 22-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
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| 1 | 1 | 3.4.2 Point No. 5 | 34 | <p>1. The Bidder must have a vehicle location tracking backend system tested and certified as per AIS140 standard from a test agency prescribed in CMVR 126. 2. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third -party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years.</p> | <p>We would like to request to amend the minimum vehicle as experience to 1000 vehicle</p> | <p>Addressed at page no 3. query no. 4.</p> |
| 2 | 1 | Table No.1: Evaluation Parameter for Technical Proposal, Point | 36 | <p>A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): o >=</p> | <p>We would like to request to amend the minimum vehicle as experience to 1000 vehicles to 2500 Vehicles</p> | <p>Addressed at page no 5. query no. 8.</p> |

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| | No. 2 Work Experience | 10000 vehicles <= 12000 vehicles – 10 marks > 12000 vehicles <= 15000 vehicles – 15 marks > 15000 vehicles – 20 marks B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [1,000] passenger buses C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] para-transit vehicles (taxis) | |
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13. GRL ENGINEERS PVT. LTD. के ई-मेल पत्र दिनांक 25-09-2023 का अवलोकन करने का कष्ट करें, जिसके अन्तर्गत निम्नवत अवगत कराया गया है-

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|----------------------|-------------------|----------|--|---|--------------------------------------|
| 1 | 2.2 Eligible Bidders | 2.2.3 | 19 | The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device. | 2.2.3. If the Bidder or any of its sub-contractors is vehicle tracking device manufacturer having an AIS-140 certified device then they cannot sell ASI140 Certified device in the state of UK unless they do so via tender | Addressed at page no 3. query no.1. |
| 2 | 2.15 Miscellaneous | Additional Points | 23 | Suggestion - Additional Points | Value Added service to be charged extra as per requirement of Stake holder | Addressed at page no 3. query no. 2. |

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|---|--|------------------------------------|---|---|--------------------------------------|
| 3 | 3.4. Pre-Qualifying Criteria for Bidders | Point No 4 Net Worth | 34 The Bidder must have a positive Net Worth at the closing of last completed financial year. In case, the annual accounts for the last completed financial year are not audited, the Bidder shall submit a certificate from its statutory auditor to this effect. In such a case, the Net Worth of last financial year preceding the last completed financial year shall be taken into consideration. | should not be criteria for start up and new player | Addressed at page no 3. query no. 3. |
| 4 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 bidder can get certified once he gets the order | 1 To be removed or give bidder 180 days from Go live (as test agencies give certification after state approval. Testing also includes Vahan API integration which will only be available after State has given the order). Otherwise this will be a restrictive tender for only very few parties who are already running atleast 1 state backend. | Addressed at page no 5. query no. 7. |
| 5 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 Vehicles Or ii. Implementation of VTS | should not be criteria for start up and new player | Addressed at page no 3. query no. 4. |




| | | | | | | |
|---|---|---------------------------------|----|---|--|---------------------------------------|
| | | | | (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. | | |
| 6 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years. | should not be criteria for start up and new player | Addressed at page no 3. query no. 4. |
| 7 | 3.4. Pre-Qualifying Criteria for Bidders | Manpower Strength | 34 | should not be criteria for start up and new player | The Bidder must have at least 200 technically qualified IT professionals (relevant degree holders B. Tech / B.E / BCA / MCA / M. Tech / MBA) full time or permanent staff on company payroll working in the areas of software design & development GIS domain experts its rolls as on Proposal Release Date. | Addressed at page no 4. query no. 6. |
| 8 | 3.4. Pre-Qualifying Criteria for Bidders | Certification Requirements | 35 | The Bidder must possess valid ISO 27001:2013 certificate for Information Security Management | The Bidder must possess valid ISO 9001;2015 | Addressed at page no 5. query no. 7. |
| 9 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | Marks - 30 | Marks 45 | Addressed at page no 36. query no. 3. |




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|----|---|-----------------------|----|--|---|---|
| 10 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | <p>A. Turnover Marks Allotted - 15 Marks More than 100Cr 15 Ø 75 Cr to <= 100Cr 10 >= 50 Cr to <=75 Cr 5</p> <p>B. Certification - 15 Marks ISO 9001:2008 or latest - 5 CMMI 3 or above - 10</p> | should not be criteria for start up and new player | Addressed at page no 18. query no. A.2. |
| 11 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | <p>A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): o >= 10000 vehicles <= 12000 vehicles - 10 marks o > 12000 vehicles <= 15000 vehicles – 15 marks o > 150000vehicles – 20 marks</p> | should not be criteria for start up and new player | Addressed at page no 5. query no. 8. |
| 12 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | <p>B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [1,000] passenger buses - 5 Marks</p> | B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [3,000] passenger buses - 5 Marks | Addressed at page no 5. query no. 9. |
| 13 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | <p>C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum</p> | C. Implemented a GIS Survey Project for a Govt. entity/ PSU covering minimum INR 20cr - 5 Marks | Addressed at page no 6. query no. 10. |

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| | | | [1,000] para-transit vehicles (taxis) - 5 Marks | | | |
| 14 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 36 | <p>A. Understanding of project requirements, w.r.t.:</p> <ul style="list-style-type: none"> Stakeholder requirements (Transport, Disaster, Tourism, Police requirements, Permit holder's requirements, etc.) IT Infra Requirement (hardware, software, connectivity) Integration with front-end devices Integration with external IT systems <p>Overall solution - 5 Marks</p> | <p>A. Understanding of project requirements, w.r.t.:</p> <ul style="list-style-type: none"> Stakeholder requirements (Transport, Disaster, Tourism, Police requirements, Permit holder's requirements, etc.) IT Infra Requirement (hardware, software, connectivity) Integration with front-end devices Integration with external IT systems <p>Overall solution - 3 Marks</p> | Addressed at page no 42. query no. 21. |
| 15 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 | <p>C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network:</p> <ul style="list-style-type: none"> Compute infrastructure design & implementation Network & communication design & implementation Data Management (Storage, replication, back-up, archival, retrieval, etc.) Business continuity plan and Disaster recovery On- | <p>C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network:</p> <ul style="list-style-type: none"> Compute infrastructure design & implementation Network & communication design & implementation Data Management (Storage, replication, Uback-up, archival, retrieval, etc.) Business continuity plan and Disaster recovery On-board Device integration & management Infrastructure and SLA Management <p>3 Marks</p> | Addressed at page no 38. query no. 8. |




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| | | | board Device integration & management • Infrastructure and SLA Management 5 Marks | | |
| 16 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 37 D. Technologies proposed, Solution Design & Approach for data processing and integration: • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk 5 Marks | D. Technologies proposed, Solution Design & Approach for data processing and integration: • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk 3 Marks | Addressed at page no 42. query no. 20. |
| 17 | ANNEXURE 3: MAP DATA | ANNEXURE 3: MAP DATA | 106-116 Spatial map data is generally organized as various map data layers. A map layer is defined as a table with records that contain both a spatial object and associated text data attributes. The MAP server should provide the list of different layers of MAP data supported. Some of MAP | We understand all the above map requirements are Map features to be provided as Map Services as a tiles | Addressed at page no 6. query no. 12. |

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|----|---|----------------------|-----|---|--|--|
| | | | | layers needed from MAP server are listed below | | |
| 18 | 6.3. Vehicle Location Tracking (VLT) Software | FR 39 | 51 | Capability to create city/state specific and general business rules. | please specify | Addressed at page no 41. query no. 15. |
| 19 | 6.3. Vehicle Location Tracking (VLT) Software | FR 40 | 51 | The system shall allow the Transport Department, Govt. of Uttarakhand to show VLT manufacturer wise device installation and Uptime Status on Transport Department, Govt. of Uttarakhand portal (without login), for the permit holders. | Please confirm if API to be consumed by the Transport Department website towards this requirement shall be sufficient | Addressed at page no 41. query no. 17. |
| 20 | 7.2 Road safety Add-On from VLTD | FR 04 | 78 | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State as well as on Permit holder login/ mobile app. | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State. | Addressed at page no 8. query no. 16. |
| 21 | 9.2. Monitoring and Control Center (MCC) | 9.2.1 | 84 | I. Real time Tracking of Vehicles for various stakeholders like Transport Department officials, permit holders and other agencies etc. | only for department | Addressed at page no 8. query no. 17. |
| 22 | 12.2. Timelines & Deliverables | 12.2 Table 2 Point 4 | 100 | Application Commissioning on NIC cloud | Application Commissioning on cloud | Addressed at page no 9. query no. 20. |

| S. No. | Volume No. | Clause No. | Page No. | Content of RFP required Clarification | Clarification Sought | Department's Response |
|--------|--|---------------------------------|----------|---|--|--------------------------------------|
| 1 | 2.2 Eligible Bidders | 2.2.3 | 19 | The Bidder or any of its sub-contractors shall not be a vehicle tracking device manufacturer having an AIS-140 certified device. | 2.2.3. If the Bidder or any of its sub-contractors is vehicle tracking device manufacturer having an AIS-140 certified device then they cannot sell ASI140 Certified device in the state of UK unless they do so via tender | Addressed at page no. 3, query no.1. |
| 2 | 2.15 Miscellaneous | Additional Points | 23 | Suggestion - Additional Points | Value Added service to be charged extra as per requiremet of Stake holder | Addressed at page no. 3, query no.2. |
| 3 | 3.4. Pre-Qualifying Criteria for Bidders | Point No 4 Net Worth | 34 | The Bidder must have a positive Net Worth at the closing of last completed financial year. In case, the annual accounts for the last completed financial year are not audited, the Bidder shall submit a certificate from its statutory auditor to this effect. In such a case, the Net Worth of last financial year preceding the last completed financial year shall be taken into consideration. | should not be critrea for start up and new player | Addressed at page no. 3, query no.3. |
| 4 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | bidder can get certified once he gets the order | 1 To be removed or give bidder 180 days from Go live (as test agencies give certification after state approval. Testing also includes Vahan API integration which will only be avabile after State has given the order). Otherwise this will be a restrictive tender for | Addressed at page no. 3, query no.4. |

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| | | | | | only very few parties who are already running atleast 1 state backend. | |
| 5 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | 2.1. The Bidder must meet at least one of the qualifying criteria as below: i. Implementation of VTS (Vehicle Tracking System) in one single Similar Project for at least 10000 Vehicles Or ii. Implementation of VTS (Vehicle Tracking System) in two (2) Similar Projects for at least 10000 Vehicles. | should not be critrea for start up and new player | Addressed at page no. 3, query no.4. |
| 6 | 3.4. Pre-Qualifying Criteria for Bidders | Point no 5 Technical Capability | 34 | Similar Project will be defined as a project of Implementation of VTS (Vehicle Tracking System) with third-party vehicle tracking devices (of minimum 3 different makes) for Government / PSU entities for Public Service vehicles and has been operational for at least one year during last five years. | should not be critrea for start up and new player | Addressed at page no. 3, query no.4. |
| 7 | 3.4. Pre-Qualifying Criteria for Bidders | Manpower Strength | 34 | should not be critrea for start up and new player | The Bidder must have at least 200 technically qualified IT professionals (relevant degree holders B. Tech / B.E / BCA / MCA / M. Tech / MBA) full time or permanent staff on company payroll working in the areas of software design & | Addressed at page no. 4, query no. 6. |

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| | | | | | development GIS domain experts its rolls as on Proposal Release Date. | |
| 8 | 3.4. Pre-Qualifying Criteria for Bidders | Certification Requirements | 35 | The Bidder must possess valid ISO 27001:2013 certificate for Information Security Management | The Bidder must possess valid ISO 9001;2015 | Addressed at page no.5, query no. 7. |
| 9 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | Marks - 30 | Marks 45 | Addressed at page no.36, query no.3. |
| 10 | Table No.1: Evaluation Parameter for Technical Proposal | 1. Company Profile | 36 | A. Turnover Marks Allotted - 15 Marks More than 100Cr 15 Ø 75 Cr to <= 100Cr 10 >= 50 Cr to<=75 Cr 5 B. Certification - 15 Marks ISO 9001:2008 or latest - 5 CMMI 3 or above - 10 | should not be critrea for start up and new player | Addressed at page no. 18, query no.A.2. |
| 11 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | A. Implementation of VTS for below mentioned quantities across multiple Similar Projects (as defined in Eligibility Criteria) (maximum 3 projects): o >= 10000 vehicles <= 12000 vehicles - 10 marks o > 12000 vehicles <= 15000 vehicles – 15 marks o > 150000vehicles – 20 marks | should not be criteria for start up and new player | Addressed at page no. 5, query no.8. |




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|----|---|---------------------------|----|--|--|--|
| 12 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [1,000] passenger buses - 5 Marks | B. Implemented a vehicle tracking system for a Govt. entity/ PSU /Disaster/Tourism covering minimum [3,000] passenger buses - 5 Marks | Addressed at page no. 5, query no.9. |
| 13 | Table No.1: Evaluation Parameter for Technical Proposal | WORK EXPERIENCE | 36 | C. Implemented a vehicle tracking system for a Govt. entity/ PSU covering minimum [1,000] para-transit vehicles (taxis) - 5 Marks | C. Implemented a GIS Survey Project for a Govt. entity/ PSU covering minimum INR 20cr - 5 Marks | Addressed at page no. 6, query no.10 |
| 14 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | 36 | A. Understanding of project requirements, w.r.t.: · Stakeholder requirements (Transport, Disaster, Tourism, Police requirements, Permit holder's requirements, etc.) · IT Infra Requirement (hardware, software, connectivity) · Integration with front-end devices · Integration with external IT systems Overall solution - 5 Marks | A. Understanding of project requirements, w.r.t.: · Stakeholder requirements (Transport, Disaster, Tourism, Police requirements, Permit holder's requirements, etc.) · IT Infra Requirement (hardware, software, connectivity) · Integration with front-end devices · Integration with external IT systems Overall solution - 3 Marks | Addressed at page no. 41, query no.21. |
| 15 | Table No.1: Evaluation Parameter | Approach & Methodology | 37 | C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network: | C. Technologies proposed, Solution Design & Approach for Infrastructure, data and network: • Compute infrastructure design & | Addressed at page no. 37, query no.8. |

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| | for Technical Proposal | | <ul style="list-style-type: none"> • Compute infrastructure design & implementation • Network & communication design & implementation • Data Management (Storage, replication, back-up, archival, retrieval, etc.) • Business continuity plan and Disaster recovery On-board Device integration & management • Infrastructure and SLA Management <p>5 Marks</p> | <ul style="list-style-type: none"> • Network & communication design & implementation • Data Management (Storage, replication, back-up, archival, retrieval, etc.) • Business continuity plan and Disaster recovery On-board Device integration & management • Infrastructure and SLA Management <p>3 Marks</p> | |
| 16 | Table No.1: Evaluation Parameter for Technical Proposal | Approach & Methodology | <p>37</p> <p>D. Technologies proposed, Solution Design & Approach for data processing and integration:</p> <ul style="list-style-type: none"> • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk <p>5 Marks</p> | <p>D. Technologies proposed, Solution Design & Approach for data processing and integration:</p> <ul style="list-style-type: none"> • Emergency Alerts and violation detection, processing and notification • Integration with other portals. • Mechanism developed for NERSS • E-sim recharge facility for Vehicle owner • Billing tool • MIS and reporting • Helpdesk <p>3 Marks</p> | Addressed at page no. 41, query no.20 |

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|----|---|----------------------|---------|---|--|--|
| 17 | ANNEXURE 3: MAP DATA | ANNEXURE 3: MAP DATA | 106-116 | Spatial map data is generally organized as various map data layers. A map layer is defined as a table with records that contain both a spatial object and associated text data attributes. The MAP server should provide the list of different layers of MAP data supported. Some of MAP layers needed from MAP server are listed below | We understand all the above map requirements are Map features to be provided as Map Services as a tiles | Addressed at page no. 6, query no.12. |
| 18 | 6.3. Vehicle Location Tracking (VLT) Software | FR 39 | 51 | Capability to create city/state specific and general business rules. | please specify | Addressed at page no. 40, query no.15. |
| 19 | 6.3. Vehicle Location Tracking (VLT) Software | FR 40 | 51 | The system shall allow the Transport Department, Govt. of Uttarakhand to show VLT manufacturer wise device installation and Uptime Status on Transport Department, Govt. of Uttarakhand portal (without login), for the permit holders. | Please confirm if API to be consumed by the Transport Department website towards this requirement shall be sufficient | Addressed at page no. 40, query no.17. |
| 20 | 7.2 Road safety Add-On from VLTD | FR 04 | 78 | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same | IA shall provide a Driving pattern and driving profiling tools to identify road safety issues and provide the same to State. | Addressed at page no. 9, query no.16. |

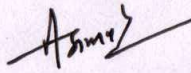
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
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| | | | | to State as well as on Permit holder login/ mobile app. | | |
| 21 | 9.2. Monitoring and Control Center (MCC) | 9.2.1 | 84 | I. Real time Tracking of Vehicles for various stakeholders like Transport Department officials, permit holders and other agencies etc. | only for department | Addressed at page no. 8, query no.17. |
| 22 | 12.2. Timelines & Deliverables | 12.2 Table 2 Point 4 | 100 | Application Commissioning on NIC cloud | Application Commissioning on cloud | Addressed at page no. 9, query no.20 |


(Anita Chamola)

Assistant Transport Commissioner


(Anand Singh)
Chief Finance Officer


(Rajeev Mehra)
Deputy Transport Commissioner


(Sanat Kumar Singh)
Joint Transport Commissioner