



NATIONAL HIGHWAY AUTHORITY

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

Ref: 6(617)/GM (P&CA/NHA/2023/ - 848

Dated: 15 December, 2023

To

ALL PROSPECTIVE CONSULTANCY FIRMS/JVS

SUBJECT: CONSULTANCY FOR FEASIBILITY STUDY AND DETAILED DESIGN FOR CONSTRUCTION OF CPEC INTERCHANGE FOR CHHAB ON ALREADY CONSTRUCTED OVERHEAD/FLYOVER AT MAIRA SHARIF ALONG WITH ITS LINK ROAD FROM INTERCHANGE TO CHHAB, NILHAD & MAIRA SHARIF

"MINUTES OF PRE-PROPOSAL MEETING & ADDENDUM NO.1"

Reference: Pre-Proposal Meeting was held on 16th November, 2023.

Minutes of Pre-Proposal Meeting & Addendum No.1 being integral part of RFP for the subject Consultancy services are enclosed herewith for necessary action, please.


(SAMI-UR-RAHMAN)

GENERAL MANAGER (P&CA)

Enclosure:

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

Copy to:

- Member (Planning), NHA, Islamabad;
- General Manager (Planning), NHA, Islamabad;
- General Manager (Design), NHA, Islamabad;

MINUTES OF PRE-PROPOSAL
MEETING HELD ON 16th November, 2023

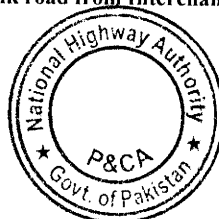
Consultancy Services for Feasibility Study and Detailed Design for Construction of CPEC Interchange for Chhab on already constructed Overhead/Flyover at Maira Sharif along with its link road from Interchange to Chhab, Nilhad & Maira Sharif

A Pre-Proposal Meeting was held in NHA Auditorium at 1100 hours on 16th November, 2023 to discuss the Request for Proposal (RFP) for subject Services in the presence of NHA officials and prospective consultants. The clarifications/ replies are summarized below for information of all prospective consultants:

Sr. No	Queries	Reply												
1.	As per TOR. the project requires to design an Interchange on M-14 with Link roads to Chhab, Nilhad and Maira Sharif. The total length of these roads is approx. 16kms. Kindly clarify that if detailed design of these links road to be carried out along with Interchange design. If the link roads are included then Criteria for design of Link Roads may please be provided.	The Detailed Designed of the link roads shall be carried out by the consultant. The design criteria for link roads is given below: <table border="1" data-bbox="1008 802 1393 948"> <tr> <td>No. of Lanes</td> <td>:</td> <td>2</td> </tr> <tr> <td>Carriageway</td> <td>:</td> <td>1.6 m</td> </tr> <tr> <td>Inner Shoulder</td> <td>:</td> <td>0.5 m</td> </tr> <tr> <td>Outer Shoulder</td> <td>:</td> <td>0.5 m</td> </tr> </table>	No. of Lanes	:	2	Carriageway	:	1.6 m	Inner Shoulder	:	0.5 m	Outer Shoulder	:	0.5 m
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2.	Please refer to Item "Highway Traffic Safety Audit" para 3.11 of the TOR, it is required to produce three quotations of the Highway Safety Auditors with certain qualifications and take approval from NHA. There is a dearth of Highway Safety Auditors in Pakistan and each Auditor may propose different rates for the same exercise/services. Approval of eligible person is to be provided by NHA irrespective of cost therefore how the Consultant can propose cost for this item. In this regard we request that this Item may be converted as Provisional Sum Item where all approvals and cost is to be given by NHA.	Request regarding conversion of 'LS' to 'PS' is not agreed. Please proceed as per RFP. It is pertinent to clarify that the TOR does not require the consultant to submit quotations. Rather, the ToR requires the consultant to propose names of at least three Certified Road Safety Auditors along with supporting documents and recommendation of one Auditor.												
3.	As per Note 5 regarding Submission of Deliverables (page 78) it is stated as follows: "The consultant will be required to get each deliverable under this TOR validated and vetted from an independent reputable & experienced third party before submission to NHA. All deliverables must be countersigned & counter-stamped by the third party as "VETTED" along with submission of a "Vetting Certificate" by third party". In this regard no item of cost of "Third Party Vetting" is provided in RFP. Kindly add item in Financial Forms for vetting of design by third party.	Please see Addendum No.1.												
4.	As per TOR Note 5 (page 78), all the design documents are to be submitted to NHA after "Vetting" by third party consultant. Vetting will take time and therefore submission of design documents cannot be completed in	Please see Addendum No.1												



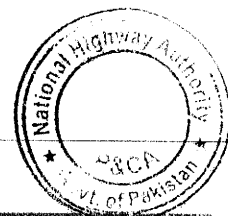
Sr. No	Queries	Reply																														
	<p>three months. Time for Design Vetting may be specified in the TOR in addition to time for detailed design.</p>																															
5.	<p>As per section 2.2 of the TOR and Chapter-3 (page 55) provide the project breakdown into Stages and Tasks. Stage-2 of the project consists of the following tasks:</p> <ul style="list-style-type: none"> a. Road Safety Audit (Task 3.11) b. Maintenance & protection of Traffic (MPT) Plan (Task 3.12) c. and Construction Machinery and Manpower Report (Task 3.13) <p>Whereas, the design Tasks i.e. Design reports:</p> <ul style="list-style-type: none"> i) Overall Design Report, ii) Geometric Design Report, iii) Pavement Design Report, iv) Structural Design report (Task 3.14) has been mentioned under Stage 3 of the project. 	<p>For Work Stages and the corresponding Tasks., Chapter-3 of the ToR should be followed.</p>																														
6.	<p>The Consultant would like to point out that for Task 3.11-3.13, it is necessary that the design has been completed. Based on the design the Road Safety Audit and Maintenance and Protection of Traffic Plan shall be formulated. Moreover, for Construction Machinery and Manpower Report, it is necessary that the Engineers Estimates/BoQ has been prepared. Hence it is suggested that Task 3.14 be moved to Stage 2 and the Tasks 3.11 to 3.13 (Chapter 3, Page 55 of TOR) be moved to Stage 3. Amendments should also be made accordingly to the table for 'mode of Payment' on Page 80 of TOR. Your guidance on this point shall be appreciated.</p>	<p>Please proceed as per RFP.</p>																														
7.	<p>Section 3.9.2. part d. (page 70) of the TOR states that a "DEM for watershed delineation will be of at least 5m resolution." Kindly specify the Area of Interest (AOI) for the DEM required to calculate the cost to quote. Furthermore, add the item "Acquisition of 5m DEM for an AOI of 500sq. km" as a L.S in the Direct (Non-Salary Costs table of form A-16 (page 47 of TOR) as shown below.</p> <table border="1" data-bbox="284 1485 998 1911"> <thead> <tr> <th data-bbox="284 1485 332 1598">Sr #</th> <th data-bbox="341 1485 649 1598">Nomenclature</th> <th data-bbox="657 1485 722 1598">Unit</th> <th data-bbox="730 1485 803 1598">Qty.</th> <th data-bbox="812 1485 901 1598">Unit Price (Rs.)</th> <th data-bbox="909 1485 998 1598">Total (Rs.)</th> </tr> </thead> <tbody> <tr> <td data-bbox="284 1598 332 1666">1.</td> <td data-bbox="341 1598 649 1666">Rent for Office Accommodation</td> <td data-bbox="657 1598 722 1666">L.S</td> <td data-bbox="730 1598 803 1666"></td> <td data-bbox="812 1598 901 1666"></td> <td data-bbox="909 1598 998 1666"></td> </tr> <tr> <td data-bbox="284 1666 332 1700">2.</td> <td data-bbox="341 1666 649 1700">Office Utilities Cost</td> <td data-bbox="657 1666 722 1700">L.S</td> <td data-bbox="730 1666 803 1700"></td> <td data-bbox="812 1666 901 1700"></td> <td data-bbox="909 1666 998 1700"></td> </tr> <tr> <td data-bbox="284 1700 332 1757">3.</td> <td data-bbox="341 1700 649 1757">Cost/rental of furniture/ furnishing</td> <td data-bbox="657 1700 722 1757">L.S</td> <td data-bbox="730 1700 803 1757"></td> <td data-bbox="812 1700 901 1757"></td> <td data-bbox="909 1700 998 1757"></td> </tr> <tr> <td data-bbox="284 1757 332 1911">4.</td> <td data-bbox="341 1757 649 1911"> Cost/ rental of Office/ other equipment a) Computers & Accessories b) Photocopy Machines c) Communication Equipment L.S </td> <td data-bbox="657 1757 722 1911">L.S</td> <td data-bbox="730 1757 803 1911"></td> <td data-bbox="812 1757 901 1911"></td> <td data-bbox="909 1757 998 1911"></td> </tr> </tbody> </table>	Sr #	Nomenclature	Unit	Qty.	Unit Price (Rs.)	Total (Rs.)	1.	Rent for Office Accommodation	L.S				2.	Office Utilities Cost	L.S				3.	Cost/rental of furniture/ furnishing	L.S				4.	Cost/ rental of Office/ other equipment a) Computers & Accessories b) Photocopy Machines c) Communication Equipment L.S	L.S				<p>Cost of the DEM is required to be covered in the Lump Sum (LS) cost to be quoted for Task 3.9: 'Hydrology & Hydraulic Study' The area of DEM should be enough to satisfactorily carry out the required analyses.</p>
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Sr. No	Queries					Reply
	d) Drafting/Engineering Equipment e) Transport Vehicles (Rental) f) Site Visits and meeting.					
5.	Communication expenses	P.M	3			
6.	Drafting / Reproduction of Reports	L.S				
7.	Office / Drafting Supplies	L.S	-			
8.	Acquisition of 5m DEM for an AOI of 500 Sq. Km	L.S				
9.	Topographic Survey Report & Plans	L.S				
10.	Traffic & Axle Load Survey Report	L.S				
11.	Soil & Material Investigation Report	L.S				
12.	Geotechnical Investigation Report	L.S				
13.	Hydrology/Hydraulic Study Report	L.S				
14.	EIA Study Report and NOC	L.S				
15.	Road Safety Audit Report	L.S				
16.	Installation of temporary ROW markers and submission of Report	L.S				
17.	Other					
	Total					
8.	Similarly, it is suggested that the item "Acquisition of Sm DEM for an AOI of 500sq. km" be added to table "Mode of Payment" as an LS item on page 80 of TOR under the heading Stage I.					Please proceed as per RFP.
9.	As per heading 3.11 "Road Safety Audit Report", the TOR states that the Consultant will propose names of at least three (03) Road Safety Auditors meeting the requirements specified by NHA in the TOR. The Consultant requests NHA to share a list of ALL Certified Road Safety Auditors that NHA is aware of, who have valid international certificate/accreditation for consultants to approach them for the project. It is also essential to mention that the individual who will be a Team Lead must have the valid certificate from IRF or IRAP etc. Since most of the international organizations that provide accreditation for RSA's (as explored by the Consultant such as IRF, IRAP etc.) require renewal of certification/membership yearly or every two years for the Team Lead. It is noticed that some of the individuals have certificates from universities (after completing some workshops, university courses) which are 3 to 4 years old and those also not fulfill the criteria to be Team Lead with valid certifications. Kindly Clarify.					The Team Leader is required to possess a valid certification as Road Safety Auditor. The Consultant is encouraged to explore himself the availability of certified Auditors.
10.	The TOR mentions the detailed design and feasibility study of the link road from Interchange to Chaab, Nilhad					As per desk review, length of link roads:

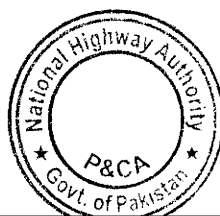


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	<p>and Maira Sharif. As per the map attached on page 53 of TOR, the length of link road from Chhab to Interchange is 14.5 KM and Maira Sharif to Interchange is 6KM approx. The link road from Nilhad to Chhab is 15.4 KM with about 5.4KM of extra road (shown in the map below). Are all these sections a part of the project? If yes, kindly specify cumulative length of link road to be rehabilitated and/or improved along with carriageway details and design speed to be followed.</p>	<p>i.) Chhab to Maira Sharif Interchange is approximately 14.5 km. ii.) Nilhad to Maira Sharif Interchange is approximately 11 km. iii.) Maira Sharif to Maira Sharif Interchange is approximately 6 km. The total length becomes approximately 31.5 km. However, the consultants can visit the site and verify the actual length if desired.</p>																								
11.	<p>TOR mentions that the Consultant get their reports vetted from third party before submission to NHA. It is suggested that a PS item must be included in Direct Cost to quote its cost. Normally, the cost of vetting is 20% of the Design fees, so it is suggested that a LS or PS item may be added in the summary of Cost as shown below.</p> <table border="1" data-bbox="276 1020 966 1383"> <thead> <tr> <th>Sr #</th> <th>Description</th> <th>Amount (RS.)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Salary Cost / Remuneration</td> <td></td> </tr> <tr> <td>2.</td> <td>Direct (Non-Salary) Cost</td> <td></td> </tr> <tr> <td>3.</td> <td>Sub(1+2)</td> <td></td> </tr> <tr> <td>4.</td> <td>Third Party Vetting /Validation as LS/PS at 20% of (3)</td> <td></td> </tr> <tr> <td>5.</td> <td>Sub-Total (3+4)</td> <td></td> </tr> <tr> <td>6.</td> <td>Sales tax @ 16% on item No. 3 above which shall be kept as provisional Sum in the Contract Agreement</td> <td></td> </tr> <tr> <td>7.</td> <td>Grand Total</td> <td></td> </tr> </tbody> </table>	Sr #	Description	Amount (RS.)	1.	Salary Cost / Remuneration		2.	Direct (Non-Salary) Cost		3.	Sub(1+2)		4.	Third Party Vetting /Validation as LS/PS at 20% of (3)		5.	Sub-Total (3+4)		6.	Sales tax @ 16% on item No. 3 above which shall be kept as provisional Sum in the Contract Agreement		7.	Grand Total		<p>Please see Addendum No.1</p>
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12.	<p>The Technical and Economic Feasibility cannot be completed before the detailed design and cost estimate and shall be moved to Stage-III after designs and estimate.</p>	<p>Please proceed as per RFP.</p>																								
13.	<p>The Project title mentions link road from interchange to Chhab, Nilah and Maira Sharif. Based on site visit for the purpose of framing the methodology for the project proposal the consultant found that the path leading towards Chhab and Nilad is a dirt track with a narrow cross-Section along sections. Similarly, for the path from Maira Sharif to the interchange is also a dirt track along some sections and in some section, it is a narrow paved road with severely damaged pavement as shown in the images.</p>	<p>Refer to Reply at Sr.No.01</p>																								



Sr. No	Queries	Reply
	<p>It is requested that the Client specify the scope of works (Rehabilitation /reconstruction) along with the length of the link roads included in the scope of works and the further carriageway details such as inner and outer shoulder widths (if Applicable). This shall help the Consultant in understanding the scope of works fully and in preparation of a more holistic proposal. (Copy of images are enclosed)</p>	
14.	<p>In Chapter 3 of the TOR under heading 5 “Notes Regarding Submission of Deliverables” (Page 78), point b, the Client has mandated that the Consultant will be required to get each deliverable under this TOR validated and vetted from and independent reputable & experienced third party before submission to NHA. The consultant would like to highlight that the process of vetting of EACH deliverable by a third party prior to its submission cannot be completed in the time duration of 3 months assigned to the project. The vetting of each report will take about 15 days to 30 days at least (unless specified by the third-party reviewer). For vetted and validated reports/deliverables to be submitted to NHA it is requested that the project duration be increased to at least 6 months of otherwise this item should be re-think differently.</p>	<p>Please see Addendum No.1</p>

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ADDENDUM No.1

Consultancy for Feasibility Study and Detailed Design for Construction of CPEC Interchange for Chhab on already constructed Overhead/Flyover at Maira Sharif along with its link road from Interchange to Chhab, Nilhad & Maira Sharif

Following amendments have been made in the Request for Proposal (RFP) for subject Services under this Addendum No.1, which shall be read and construed as an integral part of RFP and shall take precedence in case of any conflict(s)/ambiguity(s) amongst this Addendum No.1 and other provisions of the RFP.

1. Terms of Reference (TOR)

Refer Page-78 of RFP, amendment has been made in "Page-78" therefore, entire "Page-78" is deleted and replaced with revised "Page-78" attached as **Attachment-1** to **Addendum No.1**

2. All other terms and conditions shall remain same.

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Consultancy for Feasibility Study and Detailed Design for Construction of CPEC Interchange for Chhab on already constructed Overhead/Flyover at Maira Sharif along with its link road from Interchange to Chhab, Nilhad & Maira Sharif



Say No to Corruption

5. NOTES REGARDING SUBMISSION OF DELIVERABLES

- a. A checklist should be attached by the consultant with each deliverable (initial/draft as well as final submission) which should correctly and completely correlate the deliverable to all the requirements spelled out in ToR. Moreover, all pages of each deliverable should be signed & stamped by the consultant.
- b. The consultant will be required to get each deliverable under this ToR validated and vetted from an independent reputable & experienced third party before submission to NHA. All deliverables must be countersigned & counter-stamped by the third party as "VETTED" along with submission of a "Vetting Certificate" by third party.
- c. For initial submission of any deliverable, two (02) hard copies should be submitted. However, for final submission of any finalized deliverable, three (03) hard copies will be submitted along with soft copy (Portable Document Format as well as editable document format e.g. MS Word, MS Excel, Civil 3D format etc) except PC-I and EIA Report for which requisite number of hard copies will be submitted as per requirement of concerned sections of NHA. The soft copies must be properly indexed. If requested by NHA, consultant will provide two (02) additional copies (hard/soft) of all documents/reports at a later stage at no extra cost.

6. NOTES REGARDING PAYMENT

- a. Detailed mode of payment for 'EIA Study Report and NoC' is given in EIA Chapter.
- b. Any service reflected in ToR but not mentioned in the Mode of Payment or vice versa should be duly carried out without failure. Moreover, if any service is mentioned in ToR but not reflected in Mode of Payment then its cost will be deemed to be built-in the services mentioned in the Mode of Payment.
- c. Consultant can raise invoice for partial payment against any deliverable subject to fulfilment of following conditions: -
 - i. Copy of the letter through which deliverable has been submitted is duly attached by the consultant with the invoice.
 - ii. The requirements of ToR Section-5(a) & (b) have been duly attended by the consultant.
- d. Consultant can raise invoice for full/final payment against any deliverable subject to fulfilment of following conditions: -
 - i. Copy of the letter through which deliverable has been submitted is duly attached by the consultant with the invoice.
 - iii. All the requirements of ToR Section-5 are duly fulfilled.

7. PERFORMANCE RATING

Performance of the *consultant as well as third party who carried out design vetting* may be evaluated and rated by NHA as per following:

Rating	Description
A+	Excellent
A	Good
B	Requiring improvement
Poor	Poor

