

MINUTES OF THE PRE-BID MEETING FOR RECRUITMENT OF CONSULTING SERVICES FOR “PREPARATION OF CITY LOGISTICS PLAN FOR SHILLONG MASTER PLAN AREA HELD ON 18TH AUGUST 2025 IN THE OFFICE CHAMBER OF THE DIRECTOR OF URBAN AFFAIRS.”

Members Representing State Government:

1. Shri. P. Kr. Boro, Director Urban Affairs, Meghalaya, Shillong.
2. Shri. B.R.M. Lyngdoh, Joint Director (Planning), Directorate of Urban Affairs. Meghalaya, Shillong.
3. Shri. M. Kharkongor, District Urban Planner, Khasi Hills, Shillong.
4. Shri. Zubestar Kharbuki, Assistant Urban Planner, Directorate of Urban Affairs. Meghalaya, Shillong.
5. Shri. Kriti S Basak, Assistant Urban Planner, Directorate of Urban Affairs. Meghalaya, Shillong.

Representative Presents via VC:

- BERNARD Consultants Private Limited.
- PricewaterhouseCoopers Private Limited.
- Urban Mass Transit Company Limited.
- Ernst & Young LLP.
- Rail India Technical and Economic Service.
- KPMG Advisory Services Private Limited.

The Director, Urban Affairs Department, welcomed all the participants from the consultancy firms and handed over the proceedings to the Joint Director.

The Joint Director requested the District Urban Planner to begin the presentation. Clarifications on the issues raised by the Consultants in advance were discussed and after a threadbare discussion, a final summary of the queries and response is given below:

SI .no.	Page	Firm	RFP Document Reference(s) (Section & Page Number(s))	Content of RFP requiring Clarification(s)	Points of Clarification / Suggestion	Clarification by DUA, Shillong
1. NAME OF FIRM: Ernst & Young LLP - EY						
1	16	E&Y	5. Deliverables 5.1. Timelines and Payment Schedule, Page 16,	The breakup of the period of assignment and payment terms for preparing City Logistics Plans for Shillong as per the Terms of Reference: T=Award of Mandate (Date of Signing of Agreement) T 1. Submission of Inception Report 12% after Acceptance T + 1 Weeks 2. Submission of Interim Report 24% after Acceptance 10 weeks from acceptance of the Inception Report 3. Submission of Draft Final Report 40% after Acceptance 10 weeks from acceptance of Interim Report 4. Submission of Final Report with Executive summary 24% after Acceptance 3 weeks from acceptance of the Draft Final Report.	The timelines for the project need to be reconsidered given the scope of work. We recommend that the following timelines given the scope of work. 1. Submission of Inception Report 12% after Acceptance T + 2 weeks 2. Submission of Interim Report 24% after Acceptance 12 weeks from acceptance of the Inception Report 3. Submission of Draft Final Report 40% after Acceptance 8 weeks from acceptance of Interim Report 4. Submission of Final Report with Executive summary 24% after Acceptance 2 weeks from acceptance of the Draft Final Report.	Corrigendum to be issued
2	19	E&Y	6. General Conditions of Contract 6.8 Consortium and Sub-Contracting Conditions Page 19	Bidding by one or more entities forming a consortium / joint venture is not permitted. Bidder is not allowed to sub-contract the work.	Considering that the project is survey-intensive and will require deployment of dedicated resources along with onboarding of a survey agency, we request that participation through a Joint Venture (JV) or consortium be permitted. This will help ensure the highest quality of deliverables for the CLP, while the lead bidder will remain fully responsible for service delivery.	Corrigendum to be issued
3	4	E&Y	Bid Notification, Page 4	Last date and time for Bid Submission: 22/ 08/2025 at 3:00 p.m.	We request an extension of the bid submission deadline by two weeks, i.e., until 05/09/2025 at 3:00 p.m. As we are currently evaluating the scope and feasibility of the project, additional time is required to initiate the prerequisite activities and mobilize the necessary resources.	Corrigendum to be issued

4	13	E&Y	4.1, Task 2 (Survey Requirements), Page 13	<p>i) Primary Data Collection: The various primary surveys would be done to holistically review the urban freight would include</p> <ol style="list-style-type: none"> 1. List of Database on City Level Urban Freight Activities 2. List of Database on Planning area Level Urban Freight Activities 3. Roadside Interview for Goods O/D Survey of intrastate and inter-state/inter-district movements. 4. Vehicle Traffic Count for Freight Vehicle Survey 5. Establishment Survey & Commodity Flow Survey 6. Parking Survey 7. Truck Driver Survey 8. Truck Operator Survey 9. Truck Terminal Survey 10. Trader/Association Survey 11. Supply Chain Management Survey 12. Other Surveys to analyse various aspects of Urban Freight Transport 	We request clarification on the sample size for the listed surveys (Roadside Interview, Vehicle Traffic Count, Establishment Survey, Parking Survey, Truck Driver Survey, etc.). This will help in accurately estimating the time and cost for the study. If any of these surveys have already been conducted, we request you to kindly share the relevant reports or links for reference to aid in better preparation.	Corrigendum to be issued
5	-	E&Y	General	Single Point of Contact	We kindly request you to assign a Single Point of Contact (SPOC) for correspondence from the Ministry of Urban Affairs, Shillong, Meghalaya.	Director, Urban Affairs.
2. NAME OF FIRM: Urban Mass Transit Company Limited - UMTC						
6	9	UMTC	Page no 9 2.5.2 Technical Evaluation Criteria	<p>(2) Turnover Annual average turnover over the last five financial years.</p> <ul style="list-style-type: none"> • INR 5 - 10 Crore: 8 Marks • INR 10 - 20 Crore: 10 Marks • INR 20 - 50 Crore: 15 Marks • >INR 50 Crore: 20 Marks 	To enable higher participation from bidders and make the bid less restrictive, it is kindly requested to modify the clause as follows: INR 5 - 10 Crore: 8 Marks INR 10 - 15 Crore: 10 Marks INR 15 - 20 Crore: 15 Marks >INR 20 Crore: 20 Marks	As per RFP

7	9	UMTC	Page no 9 2.5.2 Prior Experience	<p>(3) Specific experience of the consultants related to this Assignment:</p> <p>i. Overall Experience in the field of Urban/ Regional/Transportation Planning: 10 Marks ii. Experience in Preparation of City- wide Transportation Studies City Logistics Plan (CLP): 10 Marks</p> <p>1. Letter of Award/ Work Order/ Contract Agreement and Go-live certificate/ Letter of satisfaction/ Completion Certificate/ Proof of payment for services from the relevant organization shall be acceptable as documentary evidence. Or 2. Bidder to provide an undertaking stating their user count for the last five years. Undertaking annexed with documents such as: Work Order/Contract Agreement/ System Generated Report for User load with an undertaking of authenticity/ Any relevant document.</p>	<p>As you may know, the development of city logistics plans is a relatively new and evolving area of study. Given its nascent nature, only a limited number of cities have thus far undertaken such comprehensive studies. Consequently, obtaining formal completion certificates from clients at the early stages of these projects often presents a significant challenge and is not always feasible within typical timelines.</p> <p>To encourage broader participation, we kindly request that you consider accepting a Chartered Accountant's certificate as proof of payment for 80% or more of the payment received from the relevant organization for ongoing projects.</p> <p>Also, for completed projects without completion certificates, it is requested to consider Chartered Accountant's certificate as proof of payment for 100% of the payment received from the relevant organization.</p> <p>Further, we kindly request you to provide clarity on whether the following below project will qualify under the criteria "ii. Experience in Preparation of City- wide Transportation Studies -City Logistics Plan (CLP)" or not? "Preparation of Guidelines for National Sustainable Urban Freight Transport System (Client - Ministry of Housing and Urban Affairs)" Also please explain about user load / user count in CLP projects.</p>	<p>1.As per RFP</p> <p>2. No, preparation of any Guidelines will not be considered for evaluation.</p>
8	10	UMTC	Page no.10, 2.5.2 Technical Evaluation Criteria	<p>(4) Resource Qualification Criteria c) MBA in Logistics & Supply Chain: 7 Marks</p>	<p>It is kindly requested to consider the following qualification for this position: "MBA (Materials) / Materials Management Course" We request you to please modify the existing qualification entry to reflect this change, specifically updating it as follows:c) MBA in Logistics & Supply Chain / MBA (Materials) / Materials Management Course</p>	As per RFP

9	8	UMTC	Page no 8, 2.5.1 Pre qualification Criteria	(4) Experience The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the state/ central government agencies during last 10 years	We wish to inform that the recent City Logistics Plans taken up in India have been taken up by Urban Local Bodies (ULBs) such as City Development Authorities. In such a scenario, it is kindly requested to modify the clause as follows: "The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the ULBs / state / central government agencies during last 10 years" Further, we kindly request you to provide clarity on whether the following project will qualify under this criteria or not? "Preparation of Guidelines for National Sustainable Urban Freight Transport System (Client - Ministry of Housing and Urban Affairs)"	1.Under ULBs will also be allowed. 2.No, preparation of any Guidelines will not be considered for evaluation.								
10	21	UMTC	Page no 21. Annexure 1.Letter of Proposal	1. I/We, (Applicant's name) herewith enclosed the Financial Proposal for the selection of my/our firm as consultant for above, and our total Price is (Amount in words):	Kindly clarify the followings: • Could you please confirm if Annexure 1 is part of the financial bid? It is asking for financial information to be provided. • Is Annexure 1 part of the Annexure 5 and BoQ?	Corrigendum to be issued								
11	8	UMTC	Page no 8 of RFP 2.5.1 Prequalification Criteria	3. Statement of Legal Capacity" <table><tr><th>S. No.</th><th>Basic Requirement</th><th>Specific Requirement</th><th>Documents required</th></tr><tr><td>1</td><td>Applicant Entity</td><td>1. Sole proprietorship, registered partnership firm, public limited company, private limited company, LLP, Agencies. The firms and the companies should be registered in India under the Companies Act 1956/ 2013 is allowed. 2. Applicant should be registered with Sales Tax/ Income Tax Department of Government of India and should</td><td>1. Certificates of Incorporation 2. Registration Certificates 3. Statement of Legal Capacity</td></tr></table>	S. No.	Basic Requirement	Specific Requirement	Documents required	1	Applicant Entity	1. Sole proprietorship, registered partnership firm, public limited company, private limited company, LLP, Agencies. The firms and the companies should be registered in India under the Companies Act 1956/ 2013 is allowed. 2. Applicant should be registered with Sales Tax/ Income Tax Department of Government of India and should	1. Certificates of Incorporation 2. Registration Certificates 3. Statement of Legal Capacity	Is there any specific format? It is not available in the RFP. kindly provide or suggest.	Related to Certificate of Incorporation (COI).
S. No.	Basic Requirement	Specific Requirement	Documents required											
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12	35	UMTC	Page 35 of RFP	Annexure 10. Format for Eligibility Criteria Checklist Experience: The Applicant shall have more than 10 years of experience in the field of urban transport consultancy in India. The Applicant shall have successfully completed at least 2 projects in the domain of Consultancy services in respect of preparing CLP/CMP/ Low Carbon Mobility Plan (LCMP)/Integrated Plan (IMP) for urban areas or similar projects.	Could you please clarify if a CMP/LCMP study is eligible for the project, given that only CLP is considered for evaluation in the evaluation criteria?	Corrigendum to be issued								

13	13	UMTC	4.1 Task 2 (i) Page no 13-14 Primary Data Collection	<p>1. List of Database on City Level Urban Freight Activities</p> <p>2. List of Database on Planning area Level Urban Freight Activities</p> <p>11. Supply Chain Management Survey</p> <p>12. Other Surveys to analyse various aspects of Urban Freight</p> <p>Transport are:</p> <p>a. Vehicle delivery/ collection trips at establishments in the planning area.</p> <p>b. Goods flow to/ from establishments in the planning area.</p> <p>c. Service trips to establishments in the planning area.</p> <p>d. Trip details and patterns of goods/service vehicles in the planning area.</p> <p>e. Loading/unloading activity of goods vehicles in the planning area.</p> <p>f. Parking activity of service vehicles in the planning area.</p> <p>g. Movement of goods between vehicles and establishments in the planning area.</p> <p>h. Origin location of goods flow/vehicle trip to establishment in the planning area.</p> <p>i. Ordering and stockholding arrangements.</p> <p>j. Supply chain management between establishments, their suppliers and freight transport operators.</p>	<p>Requesting you clarify the following;</p> <p><u>Query 1:</u></p> <p>"1. List of Database on City Level Urban Freight Activities</p> <p>2. List of Database on Planning area Level Urban Freight Activities"</p> <p>Given that the city and planning area comprise multiple large, medium, and small-scale activity centers, along with a diverse range of commodity categories, we request clarification on the extent of coverage of freight-related activities to be included in the study. A clear definition of the scope —whether it is to cover all activity areas and commodity types or focus on select categories — will help in designing an effective methodology and optimizing survey efforts.</p> <p><u>Query 2:</u></p> <p>"12. Other Surveys to analyse various aspects of Urban Freight Transport are: a. Vehicle delivery/ collection trips at establishments in the planning area.</p> <p>b. Goods flow to/ from establishments in the planning area</p> <p>c. Service trips to establishments in the planning area</p> <p>d. Trip details and patterns of goods/service vehicles in the planning area</p> <p>e. Loading/unloading activity of goods vehicles in the planning area.</p> <p>f. Parking activity of service vehicles in the planning area</p> <p>h. Origin location of goods flow/vehicle trip to establishment in the planning area".....As per our understanding, the survey coverage falls within the defined planning area and can be effectively addressed through a Screenline Survey methodology. We kindly request confirmation on this approach to proceed with appropriate planning and resource allocation.</p> <p><u>Query 3:</u></p> <p>"11. Supply Chain Management Survey</p> <p>12. Other Surveys to analyse various aspects of Urban Freight Transport are:</p> <p>i. Ordering and stockholding arrangements.</p> <p>j. Supply chain management between establishments, their suppliers and freight transport"</p>	Corrigendum to be issued
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					<p>As per our understanding, all the points mentioned under this query can be effectively addressed through a comprehensive Supply Chain Management (SCM) survey. However, to ensure focused planning and avoid an openended approach, we kindly request the client to define the extent of the target groups-such as transporters, traders/wholesalers, warehouse owners, e-commerce/delivery service providers, and small retailers. Additionally, we request clarification on the target zones to be covered, including areas such as transport hubs, major marketplaces, and key logistics clusters within the city. Clear identification of both target groups and zones will help in structuring a well-scoped and efficient survey methodology, thereby facilitating actionable outcomes within the defined timelines and resources.</p>	
14	14	UMTC	<p>4.1 Task 3 Page no 14 Demand Assessment for Freight in the city</p>	<p>The Consultant shall undertake:</p> <ul style="list-style-type: none"> i. Commodity based modelling to assess the current situation of goods movement in the city and further demand projections for horizon years ii. Mapping the major commodity value chains and assessing the specialized requirement of each commodity. 	<p>Transport modelling is a critical and highly specialized component of this study, requiring deep technical expertise and years of practical experience. While a transport modeller was not initially proposed in the team composition, we believe that the technical complexity of the assignment warrants the inclusion of this role.</p> <p>Accordingly, we propose to include the following expert in the team structure: "Transport Modeller - Master's degree in Transport Planning with over 10 years of experience in transport modelling and commodity-based modelling for government or public sector entities."</p> <p>We are confident that incorporating this role will significantly strengthen the technical rigour of the study. The proposed qualifications ensure that the selected candidate possesses both the theoretical knowledge and hands-on experience necessary to effectively carry out the modelling responsibilities envisaged under this project.</p>	As per RFP.
15	15	UMTC	<p>4.1 Task 7 Page no 14-15 Preparation of case studies and key example</p>	<p>The Consultant shall prepare case studies and key boxes would be formulated to feed into the framework as key strategic places, to better explain the implementation of the framework.</p>	<p>We request further clarification regarding the number of case studies to be included as part of the assignment. Specifically, we seek to understand whether case studies are to be prepared for all categories of interventions, or only for selected ones. This clarification will help in appropriately</p>	To be Examine. Corrigendum to be issued if necessary

			boxes to be included in the framework		scoping the effort and aligning the deliverables with client expectations.	
16	15	UMTC	Caluse:5(1) Page no 15 Inception Report	Within 01 (one) weeks from the date of agreement/ work order.	Keeping in view the technical complexity of the study and the need for travel to Shillong for initial stakeholder consultations and site assessment, the Consultant is of the opinion that the timeline for submission of the Inception Report be extended to 3 (three) weeks. This will allow for a more informed and well-structured inception phase, ensuring alignment with stakeholder expectations from the outset.	Corrigendum to be issued
17	15	UMTC	Caluse:5(2) Page no 15 Interim Report	Within 10 (ten) weeks from the date of acceptance of the Inception Report.	As this stage involves extensive field surveys and data collection-which are inherently timeintensive-we kindly request that the timeline for submission of the Interim Report be extended to 12 (twelve) weeks. This will ensure that the findings are based on comprehensive and reliable data, contributing to the overall quality of the study.	Corrigendum to be issued
18	15	UMTC	Caluse:5(3) Page no 15 Draft Final Report	Within 10 (ten) weeks from the date of acceptance of the Interim Report.	Based on our experience with similar assignments, we recommend that the timeline for submission of the Draft Final Report timeline to 8 (eight) weeks. We assure to provide comprehensive analysis and incorporation of stakeholder inputs, thereby ensuring a higher quality and well-considered deliverable.	Corrigendum to be issued
19	15	UMTC	Caluse:5(3) Page no 15 Final Report	Within 03 (Three) weeks from the date of acceptance of the Draft Final Report.	Based on our experience with similar assignments, we recommend that the timeline for submission of the Final Report timeline to 2 (two) weeks. We assure to provide comprehensive analysis and incorporation of stakeholder inputs, thereby ensuring a higher quality and well-considered deliverable.	Corrigendum to be issued

20	16	UMTC	Caluse:5(1) Page no 16 Timelines and Payment Schedule	<table><tr><th>Sl. No.</th><th>Deliverables</th><th>Proportionate Payment (% of Fees)</th><th>Timeline for submission from date of signing agreement</th></tr><tr><td colspan="3">T=Award of Mandate (Date of Signing of Agreement)</td><td>T</td></tr><tr><td>1.</td><td>Submission of Inception Report</td><td>12% after Acceptance</td><td>T + 1 Weeks</td></tr><tr><td>2.</td><td>Submission of Interim Report</td><td>24% after Acceptance</td><td>10 weeks from acceptance of the Inception Report.</td></tr><tr><td>3.</td><td>Submission of Draft Final Report</td><td>40% after Acceptance</td><td>10 weeks from acceptance of Interim Report.</td></tr><tr><td>4.</td><td>Submission of Final Report with Executive summary</td><td>24% after Acceptance</td><td>3 weeks from acceptance of the Draft Final Report.</td></tr><tr><td colspan="2">Total</td><td>100%</td><td>24 weeks</td></tr></table>	Sl. No.	Deliverables	Proportionate Payment (% of Fees)	Timeline for submission from date of signing agreement	T=Award of Mandate (Date of Signing of Agreement)			T	1.	Submission of Inception Report	12% after Acceptance	T + 1 Weeks	2.	Submission of Interim Report	24% after Acceptance	10 weeks from acceptance of the Inception Report.	3.	Submission of Draft Final Report	40% after Acceptance	10 weeks from acceptance of Interim Report.	4.	Submission of Final Report with Executive summary	24% after Acceptance	3 weeks from acceptance of the Draft Final Report.	Total		100%	24 weeks	<p>We kindly request that a Mobilisation Stage be included in the Timelines and Payment Schedule to account for initial preparatory activities. The following modification may be considered for inclusion in the relevant table;</p> <table><tr><th>S.No.</th><th>Deliverables</th><th>Proportionate Payment (% of Fees)</th><th>Timeline for submission from date of signing agreement</th></tr><tr><td colspan="3">T=Award of Mandate (Date of Signing of Agreement)</td><td>T</td></tr><tr><td>1.</td><td>Mobilisation Advance</td><td>10%</td><td>-</td></tr><tr><td>2.</td><td>Submission of Inception Report</td><td>12% after Acceptance</td><td>T + 3 Weeks</td></tr><tr><td>3.</td><td>Submission of Interim Report</td><td>24% after Acceptance</td><td>12 weeks from acceptance of the Inception Report</td></tr><tr><td>4.</td><td>Submission of Draft Final Report</td><td>40% after Acceptance</td><td>8 weeks from acceptance of Interim Report</td></tr><tr><td>5.</td><td>Submission of Final Report with Executive Summary</td><td>24% after Acceptance</td><td>2 weeks from acceptance of the Draft Final Report</td></tr><tr><td colspan="2">Total</td><td>100%</td><td>24 weeks</td></tr></table>	S.No.	Deliverables	Proportionate Payment (% of Fees)	Timeline for submission from date of signing agreement	T=Award of Mandate (Date of Signing of Agreement)			T	1.	Mobilisation Advance	10%	-	2.	Submission of Inception Report	12% after Acceptance	T + 3 Weeks	3.	Submission of Interim Report	24% after Acceptance	12 weeks from acceptance of the Inception Report	4.	Submission of Draft Final Report	40% after Acceptance	8 weeks from acceptance of Interim Report	5.	Submission of Final Report with Executive Summary	24% after Acceptance	2 weeks from acceptance of the Draft Final Report	Total		100%	24 weeks	Corrigendum to be issued
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21	16	UMTC	Caluse:5(1) Page no 16 Timelines and Payment Schedule	<ul style="list-style-type: none">• Acceptance means after submission of reports and after the Consultant has made presentations to the to the Authority/ Govt. of Meghalaya, the Authority will issue a letter of acceptance along with comments/ suggestions of the Authority on the report;• The above table does not include the time taken for granting approvals by the Authority/ Govt. of Meghalaya. No compensation will be given to the consultant if the project gets extended for any reason except as agreed by the Authority. <p>All invoices will be paid by the Authority within 2 weeks of</p>	<p>We request that the timeline for issuance of the Letter of Acceptance along with comments or suggestions submitted deliverables be provided within two weeks. This will help ensure timely finalization of submissions and enable adherence to the scheduled payment milestones.</p>	As per RFP.																																																												

24	39	BERNARD	Page No 39, Annexure 10. Format for Eligibility Criteria Checklist, Sl. No.1	Applicant Entity: The bidder shall be a firm/company/ institution registered under the Indian Companies Act, 1956/2013 /the partnership Act, 1932and who have their registered offices in India	<p>We are an Indian subsidiary of a foreign parent company, a globally recognized firm established in 1983 with extensive consultancy experience across Europe, Africa, Asia, the Middle East, and the Americas. Our parent company's expertise spans sectors such as tunnelling, hydropower, pump storage, mobility, rail, infrastructure, and energy. Since the RFP is silent on the participation of foreign firms and Indian subsidiaries utilizing the credentials of their foreign parent firm, we respectfully request clarification and acceptance of our parent company's credentials for this tender.</p> <p>While our experience in India spans almost six years, we benefit greatly from our parent company's substantial technical expertise, developed in regions renowned for engineering excellence. For Indian consultancy projects with clients such as BRO, MoRTH, and NHIDCL, we have consistently used our parent company's credentials during the bidding stage. These credentials have been accepted for technical evaluation, enabling us to secure and successfully deliver projects.</p> <p>To ensure effective participation without compromising project quality or timelines, we kindly request an amendment to allow Indian subsidiaries to utilize their parent company's credentials for this tender.</p> <p>Please amend the clause as follows: The bidder shall be a firm/company/ institution registered under the Indian Companies Act, 1956/2013 / the partnership Act, 1932 and who have their registered offices in India. In case consultancy (bidder's) firm is international, the technical and financial credentials of parent firm will also be accounted.</p>	Corrigendum to be issued
25	39	BERNARD	Page No 39, Annexure 10, Format for Eligibility Criteria Checklist Sl. No 5	Experience: The Applicant shall have more than 10 years of experience in the field of urban transport consultancy in India.	<p>We believe that the inclusion of international project experience could provide valuable insights and transferable expertise in urban transport consultancy.</p> <p>We respectfully propose that the clause be modify as follows: "The Applicant shall have more than 10 years of experience in the field of urban transport consultancy in India or abroad."</p>	As per RFP.

4. NAME OF FIRM: Infrastructure Development Corporation (Karnataka) Limited - iDeCK

26	4	iDeCK	Page-4, Clause No.:2.5.1	The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the state/ central government agencies during last 10 years.	We request that experience in the preparation of City-wide Mobility Plans, Feasibility Studies for Transportation Projects, Feasibility Studies for Logistics Parks, City-wide Vision Plans etc. be considered for the minimum eligibility criteria. The scope of work in the preparation of the above projects, will be in line with the technical experience required for the preparation of a City-wide Logistics Plan.	Corrigendum to be issued
27	9	iDeCK	Page-9, Clause No.:2.5.2	Experience in Preparation of City- wide Transportation Studies City Logistics Plan	We request that experience in the preparation of City-wide Mobility Plans, Feasibility Studies for Transportation Projects, Feasibility Studies for Logistics Parks, City-wide Vision Plans etc. be considered for the assessment of technical capacity in the technical evaluation criteria. The scope of work in the preparation of the above projects, will be in line with the technical experience required for the preparation of a City-wide Logistics Plan.	As per RFP

28	16	iDeCK	Page-16, Clause No.:5.1	<div>5.1 Timelines and Payment Schedule</div> <table><thead><tr><th>Sl. No.</th><th>Deliverables</th><th>Proportionate Payment (% of Fees)</th><th>Timeline for submission from date of signing agreement</th></tr></thead><tbody><tr><td colspan="3">T = Award of Mandate (Date of Signing of Agreement)</td><td>T</td></tr><tr><td>1</td><td>Submission of Inception Report</td><td>12% after Acceptance</td><td>T + 1 Weeks</td></tr><tr><td>2</td><td>Submission of Interim Report</td><td>24% after Acceptance</td><td>10 weeks from acceptance of the Inception Report</td></tr><tr><td>3</td><td>Submission of Draft Final Report</td><td>40% after Acceptance</td><td>10 weeks from acceptance of Interim Report</td></tr><tr><td>4</td><td>Submission of Final Report with Executive summary</td><td>24% after Acceptance</td><td>3 weeks from acceptance of the Draft Final Report</td></tr><tr><td colspan="2">Total</td><td>100%</td><td>24 weeks</td></tr></tbody></table>	Sl. No.	Deliverables	Proportionate Payment (% of Fees)	Timeline for submission from date of signing agreement	T = Award of Mandate (Date of Signing of Agreement)			T	1	Submission of Inception Report	12% after Acceptance	T + 1 Weeks	2	Submission of Interim Report	24% after Acceptance	10 weeks from acceptance of the Inception Report	3	Submission of Draft Final Report	40% after Acceptance	10 weeks from acceptance of Interim Report	4	Submission of Final Report with Executive summary	24% after Acceptance	3 weeks from acceptance of the Draft Final Report	Total		100%	24 weeks	<div>We kindly request that the timelines and payment schedules be modified as follows, considering the scope of work and the time required for each deliverable:</div> <div>5.1 Timelines and Payment Schedule</div> <table><thead><tr><th>Sl. No.</th><th>Deliverables</th><th>Proportionate Payment (% of Fees)</th><th>Timeline for submission from date of signing agreement</th></tr></thead><tbody><tr><td colspan="3">T = Award of Mandate (Date of Signing of Agreement)</td><td>T</td></tr><tr><td>1</td><td>Submission of Inception Report</td><td>12% after Submission</td><td>T + 3 Weeks</td></tr><tr><td>2</td><td>Submission of Interim Report</td><td>24% after Submission</td><td>10 weeks from submission of the Inception Report</td></tr><tr><td>3</td><td>Submission of Draft Final Report</td><td>40% after Submission</td><td>10 weeks from submission of Interim Report</td></tr><tr><td>4</td><td>Submission of Final Report with Executive summary</td><td>24% after Submission</td><td>4 weeks from submission of the Draft Final Report</td></tr><tr><td colspan="2">Total</td><td>100%</td><td>27 weeks</td></tr></tbody></table>	Sl. No.	Deliverables	Proportionate Payment (% of Fees)	Timeline for submission from date of signing agreement	T = Award of Mandate (Date of Signing of Agreement)			T	1	Submission of Inception Report	12% after Submission	T + 3 Weeks	2	Submission of Interim Report	24% after Submission	10 weeks from submission of the Inception Report	3	Submission of Draft Final Report	40% after Submission	10 weeks from submission of Interim Report	4	Submission of Final Report with Executive summary	24% after Submission	4 weeks from submission of the Draft Final Report	Total		100%	27 weeks	Corrigendum to be issued
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29	19	iDeCK	Page-19, Clause No.:6.8	Bidding by one or more entities forming a consortium / joint venture is not permitted. Bidder is not allowed to sub-contract the work.	<div>We request the authority to allow for joint ventures/consortiums, considering that the scope of work to be carried out for the project would require specialized inputs and studies, that cannot be carried out by a single firm alone.</div> <div>We request for sub-contracting to be allowed for certain portions of the scope of work, such as conducting surveys etc. The major portion of the scope of work shall be carried out by the lead partner, however certain specialized surveys may be outsourced to third party contractors.</div>	Corrigendum to be issued																																																								
5. NAME OF FIRM: PricewaterhouseCoopers Private Limited - PwC																																																														
30	-	PwC	Last date and time for Bid Submission	22/08/2025	We request the Authority to extend the bid submission deadline by three weeks, i.e., until 12th September 2025, to allow sufficient time for preparation of a comprehensive and high-quality proposal.	Corrigendum to be issued																																																								

31	-	PwC	Limitation of liability	Limitation of liability	<p>We suggest that the client consider capping our overall liability (without any exceptions) to the amount of fees paid to us. This cap should be inclusive of all liabilities arising from property damage, acts of gross negligence, willful misconduct, or liability to third parties.</p> <p>Additionally, we request that the exclusion of indirect and consequential losses or damages be extended beyond damage to the client's property. Specifically, we propose that the agreement state that we will not be liable for any indirect and consequential losses or damages.</p> <p>These suggestions are in alignment with the General Financial Rules (GFR) and the guidelines issued by the Ministry of Electronics and Information Technology (MeitY). This approach is also consistent with standard industry practices.</p>	As per RFP
32	19	PwC	Section 6.6, Page 19 Confidentiality clause	<p>All the data created as the part of the project would be owned by the Authority and Bidder. Successful Bidder shall take utmost care in maintaining security, confidentiality, and backup of this data. The successful Bidder, however, has the right to use the data to fulfil its obligations under this contract and otherwise to improve the Authority's operations, but cannot use it for other purposes.</p>	<p>We request the authority to allow standard exceptions to the definition of confidential information, in line with industry standards and reasonable practices. It is not feasible to regard all information as confidential. For example, information that is already in the public domain cannot be expected to be treated as confidential by us. Similarly, information that is required to be disclosed under the Right to Information (RTI) Act should not be classified as confidential, thereby obliging us to keep such information confidential. To address this, we propose the inclusion of the following clause: "Confidential information does not include any information which (i) is rightfully known to the recipient prior to its disclosure; (ii) is independently developed by the recipient without use of or reliance on confidential information; or (iii) is or later becomes publicly available without violation of this agreement or may be lawfully obtained from a third party; or (iv) which would be required to be disclosed under the (Indian) Right to Information Act."</p>	As per RFP

33	19	PwC	Section 6.7 , Page 19 Service Level Agreement (SLA) and Penalty	The Consultant is supposed to pay the site visit as per schedule to be given in specific ToR. If the Consultant fail to adhere to the schedule, a penalty of Rs. 50,000.00 (Rupees Fifty Thousand Only) per visit/per week delay of submission of reports/documents, may be imposed. Delay of post two weeks would adhere to penalty of Rs. 1 Lakh and delay post four weeks would be considered of breach of SLA and contract would be terminated.	We request the Authority to reconsider or remove the penalty clause under the SLA. The current structure imposes fixed penalties without accounting for the nature or cause of delays, which may include factors beyond the Consultant's control (e.g., stakeholder availability, weather conditions, or data access delays). A rigid penalty framework may discourage participation from reputed firms and limit healthy competition. We suggest adopting a more balanced approach that allows for mutual discussion and resolution before imposing penalties.	Corrigendum to be issued
34	19	PwC	Section 6.8, Page 19 Consortium and Sub- Contracting Conditions	Bidding by one or more entities forming a consortium / joint venture is not permitted. Bidder is not allowed to sub-contract the work.	We request the Authority to allow sub-contracting of data collection activities to specialized agencies. This will ensure high-quality, efficient fieldwork while keeping the core consultancy responsibilities with the lead bidder. Sub-contracting would be limited to data collection only.	Corrigendum to be issued
35	21	PwC	Section 6.17, Page 21 Indemnity clause	Indemnity clause	We request the Authority to include a limitation or cap on indemnity obligations to ensure balanced risk-sharing and alignment with standard industry practices.	As per RFP.
36	16	PwC	Section 5.1, Page 16	Timeline of 24 weeks for completion	Considering the extensive scope of work, including large-scale data collection and stakeholder consultations, we request the Authority to extend the project timeline from 24 weeks to at least 36 weeks.	Corrigendum to be issued
37	17	PwC	Section 5.2, Page 17 Meetings	Further, the Consultant may be required to attend meetings, make presentations, organise Stakeholders' consultations, and conferences.	We request the Authority to clarify the expected number of stakeholder consultations and whether the cost of venue booking and logistics for these consultations will be reimbursed or borne by the Consultant.	Corrigendum to be issued
38	17	PwC	Section 5.2, Page 17 Meetings	The Authority may, in its discretion, require the Authority may, in its discretion, require the Consultant to participate in extended meetings and/ or work from the offices of the Authority and the Consultant shall, on a best endeavour.	We request the Authority to specify or cap the number of person-days required for working from the Authority's office, to enable accurate cost estimation and resource planning.	Refer Clause 5.3. No office space will be provided.
39	17	PwC	Section 5.3, Page 17 Consultancy Team	The team preparing the CMP needs to be stationed in Shillong, Meghalaya	We request the Authority to confirm whether office space in Shillong will be provided and to clarify the number of team members expected to be stationed there and for how long.	No office space will be provided.

40	9	PwC	Section 2.5.2, Page 9 Technical evaluation criteria	Technical Presentation	We request clarification on the technical presentation requirements. Specifically, whether the following understanding is correct: (i) a 2-page Approach & Methodology document, (ii) a 50- page technical proposal (document), and (iii) a 10-slide simplified technical proposal (presentation).	To be examine. Corrigendum to be issued if required.
41	9	PwC	Section 2.5.2, Page 9 Prior experience	ii. Experience in Preparation of City- wide Transportation Studies - City Logistics Plan (CLP): 10 Marks • Less than 2 CLP assignments in last 10 years: 6 Marks • More than 2 CLP assignments in last 10 years: 10 Marks	We request the Authority to broaden the scope of eligible prior experience with inclusion of policy-level logistics projects that are highly relevant to the scope of work. It reflects the evolving nature of urban logistics planning, where policy formulation and infrastructure strategy play a critical role alongside technical studies. This will also encourage participation from firms with diverse and applicable expertise. We propose updating this clause to: "Experience in preparation of city-wide transportation and logistics studies - City Logistics Plan (CLP)/ policy related to logistics infrastructure • Less than 2 relevant assignments in last 10 years: 6 Marks • More than 2 relevant assignments in last 10 years: 10 Marks"	As per RFP.
42	9	PwC	Section 2.5.2, Page 9 Prior experience	Private client credentials	We request the Authority to accept prior experience with private sector clients, in addition to government clients, for the purpose of technical evaluation.	As per RFP.
43	9	PwC	Section 2.5.2, Page 9 Prior experience	On-going projects	We request the Authority to consider ongoing projects as eligible for prior experience, provided substantial progress and relevant deliverables can be demonstrated.	As per RFP. Refer Clause 2.5.2.1

44	10	PwC	Section 2.5.2, Page 10 Technical evaluation criteria - Team leader	Masters in Urban and Regional Planning	<p>The scope of this assignment is centered on city logistics and urban transport systems, which require expertise beyond traditional regional planning. Professionals with academic backgrounds in transport planning, traffic engineering, and logistics strategy are better equipped to address the technical and operational challenges involved in freight movement, infrastructure integration, and urban mobility. Including these degrees will ensure that the Team Leader's qualifications are directly aligned with the objectives of the study and the nature of the work involved.</p> <p>We request the Authority to expand the acceptable academic qualifications for the Team Leader, further, foreign institutions often award Master's degrees in Civil Engineering with specializations in Transportation or Traffic Engineering. In light of this, we kindly request the authority to consider providing flexibility in the specific degree names.</p> <p>Suggested Clause Update: "Master's in Urban and Regional Planning / Transport Planning / Transportation Engineering / General Management MBA with relevant experience / other relevant degrees"</p>	As per RFP
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45	10	PwC	Section 2.5.2, Page 10 Technical evaluation criteria - Team leader	over 15 years of experience in Regional Planning.	<p>We request the Authority to revise the experience requirement for the Team Leader role to include expertise in urban transport planning, traffic engineering, and logistics studies. Urban logistics planning requires a deep understanding of transport systems, traffic behavior, freight movement, and infrastructure integration within city environments. Professionals with experience in urban transport planning and traffic engineering are well-equipped to address the challenges outlined in the scope of work, such as congestion, last-mile connectivity, and freight terminal planning. Including these domains will ensure that the Team Leader brings relevant, hands-on expertise aligned with the objectives and technical requirements of this assignment.</p> <p>Suggested Clause Update: “Over 15 years of experience in urban transport planning / traffic engineering / urban and regional logistics.”</p>	As per RFP
46	10	PwC	Section 2.5.2, Page 10 Transport planner	Masters in Transport Planning	<p>We request the Authority to allow flexibility in the degree titles for the Transport Planner role, as international institutions often award degrees in Civil Engineering or Science with specializations in Transportation or Traffic Engineering.</p>	As per RFP
47	10	PwC	Section 2.5.2, Page 10 Logistics and Supply Chain Expert	c. MBA in Logistics & Supply Chain: 7 Marks With over 10 years of experience in Urban Transport.	<p>Professionals with General Management MBAs often specialize in operations, logistics, or infrastructure strategy, making their expertise highly relevant to the scope of this project. Moreover, substantial experience in urban transport and freight logistics projects may be more critical to delivering successful outcomes. We request a relaxation on the eligible talent pool to include professionals with strong technical foundations and relevant project experience, thereby enhancing the quality and applicability of expertise for the assignment.</p> <p>Suggested Clause Update: "Bachelor's degree in Engineering/economics/finance OR Master's in Civil Engineering/Transportation OR MBA With over 10 years of experience in urban transport and/or freight logistics projects."</p>	As per RFP

48	10	PwC	Section 2.5.2, Page 10 Urban planner	Masters in Statistics/ MBA/ Masters in Urban Planning	We request the Authority to include additional relevant degrees for the Urban Planner role, such as Master's in Planning with specialization in Urban Transport Systems or Infrastructure Planning.	As per RFP
49	13	PwC	Section 4, Page 13 Task 2: Data collection	The various primary surveys would be done to holistically review the urban freight would include.	We request the Authority to define the expected number of survey days and the sample size for primary data collection. These parameters have significant cost and resource implications, and clarity on this will help ensure accurate budgeting, efficient planning, and consistency across bids.	Corrigendum to be issued
50	-	PwC	Prior experience	Addition	<p>We request the Authority to consider including experience in city-level and regional-level transport modelling as part of the prior experience criteria. Freight modelling is a critical component of city logistics planning, as it enables consultants to assess current freight movement patterns, forecast future demand, and identify infrastructure gaps. The scope of this assignment explicitly includes commodity-based modelling and demand assessment, which require specialized expertise in freight modelling techniques. Including such experience in the prior evaluation criteria will ensure that firms with relevant analytical capabilities and modelling experience are appropriately recognized. This will also help align the evaluation framework with the technical requirements of the study and ensure high-quality, data-driven outcomes.</p> <p>Suggested Clause Update: “Experience in preparation of city-wide transportation and logistics studies, including transport modelling at city or regional level.”</p>	As per RFP.

51	-	PwC	Expert	Addition	<p>We request the Authority to include a dedicated expert with more than seven years of experience in strategic transport modelling at the city and regional level as part of the key personnel. Given the scope of work includes demand assessment and commodity-based modelling, a specialist in strategic transport modelling is essential to ensure robust analysis and scenario planning. This role is critical for translating data into actionable insights and for developing evidence-based logistics strategies. Including such an expert will enhance the technical quality and relevance of the deliverables.</p> <p>Suggested Role Addition: “Strategic Transport Modelling Expert: Master’s in Transport Planning / Transportation Engineering with over 7 years of experience in city and regional-level freight or transport modelling.”</p>	As per RFP
6. NAME OF FIRM: KPMG Advisory Services Private Limited						
52	-	KPMG	Bid notification	Last date and time for bid submission is 22/08/2025, 3:00 pm	The Authority is requested to consider due date for submission of the proposal 2 weeks from date of release of reply to pre-bid queries	Corrigendum to be issued
53	-	KPMG	Pre bid meeting date and time	14/08/2025 at 03:00 PM	Interested bidders may be permitted to attend the pre-bid meeting in both offline and online modes. The Authority is requested to consider the above	Corrigendum to be issued
54	7	KPMG	2.5.1- Pre-Qualification Criteria Financial Turnover	The Bidder shall have an average annual turnover of at least INR 10.00 Crores in last five financial years	We request the Authority to amend minimum average turnover requirement to at least INR 10.00 Crores to 100.00 Crores in last five financial years. This will ensure only duly qualified and experienced bidders will be willing to participate in the tender	As per RFP.
55	9	KPMG	2.5.2- Technical Evaluation Criteria-1. Turnover	Annual average turnover over the last five financial years INR 5 - 10 Cr- 8 Marks INR 10 - 20 Cr- 10 Marks INR 20 - 50 Cr- 15 Marks >INR 50 Cr- 20 Marks	The Authority is requested to consider the following evaluation criteria w.r.t. annual turnover- INR 100 - 150 Cr- 8 Marks INR 150 - 250 Cr- 10 Marks INR 250 - 300 Cr- 15 Marks >INR 300 Cr- 20 Marks	As per RFP.

61	8	Rites	Clause 2.5.1 Pre-qualification Point 2 Page No. 8	<table><tr><td>2.</td><td>Financial Turnover</td><td>The Bidder shall have an average annual turnover of at least INR 10.00 Crores in last five Financial Year (2020-21, 2021-22, 2022-23, 2023-24 & 2024-25)</td><td>Certificate(s) from statutory auditors of the Applicant or its Associates or the concerned client(s) stating the payments made/ received or works commissioned, as the case maybe, during the past 5 (five) years</td></tr></table>	2.	Financial Turnover	The Bidder shall have an average annual turnover of at least INR 10.00 Crores in last five Financial Year (2020-21, 2021-22, 2022-23, 2023-24 & 2024-25)	Certificate(s) from statutory auditors of the Applicant or its Associates or the concerned client(s) stating the payments made/ received or works commissioned, as the case maybe, during the past 5 (five) years	<p>With reference to the financial capacity clause requiring Financial turnover of INR 10 Crores (Rupees Fifty Lakh only) during the last three audited in last five Financial Year (2020-21, 2021-22, 2022-23, 2023-24 & 2024-25) we request that this threshold be revised to a minimum of Rs. 100 Cr. Higher turnover threshold is essential to ensure that only financially strong, well-established, and experienced firms participate in the bidding process.</p> <p>The Bidder must have a minimum average annual turnover of INR 100 Crore during the last three audited financial years, namely: FY 2022–23, FY 2023–24, and FY 2024–25.</p>	As per RFP
2.	Financial Turnover	The Bidder shall have an average annual turnover of at least INR 10.00 Crores in last five Financial Year (2020-21, 2021-22, 2022-23, 2023-24 & 2024-25)	Certificate(s) from statutory auditors of the Applicant or its Associates or the concerned client(s) stating the payments made/ received or works commissioned, as the case maybe, during the past 5 (five) years							
62	4	Rites	Clause 2.5.1 Pre-qualification Point 2 Page No. 4	<table><tr><td>4</td><td>Experience</td><td><p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p><p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the state/ central government agencies during last 10 years.</p></td><td><p>Certificate showing the experience by the bidder have completed projects</p><p>Or</p><p>In operation and running successfully from more than five year.</p></td></tr></table>	4	Experience	<p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p> <p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the state/ central government agencies during last 10 years.</p>	<p>Certificate showing the experience by the bidder have completed projects</p> <p>Or</p> <p>In operation and running successfully from more than five year.</p>	<p>With reference to the eligibility criteria stating: "The Applicant shall have successfully completed at least two (2) projects in preparing logistic plans for State/Central Government agencies during the last 10 years."</p> <p>We respectfully request that projects related to the preparation of Comprehensive Mobility Plans (CMP)/ Comprehensive Traffic and Transportation Studies (CTTS) also be considered under this criterion. As per the MoHUA guidelines for CMP preparation, planning for urban logistics and freight movement is an integral component of such studies.</p> <p>These CMP/CTTS projects, especially those aligned with MoHUA's framework, involve detailed assessments of freight corridors, goods movement, intermodal integration, and logistic improvement strategies — aligning closely with the objectives of standalone logistic plans.</p> <p>With reference to the requirement for submission of a certificate showing the experience of completed projects, we respectfully request that the following alternate documents may also be accepted as valid proof of project completion: 1. Final Report Submission Letter issued to the client, confirming delivery of the final output. 2. Meeting Minutes or Communication Records related to the</p>	Refer Clause 2.5.2.1, As per RFP
4	Experience	<p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p> <p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan for the state/ central government agencies during last 10 years.</p>	<p>Certificate showing the experience by the bidder have completed projects</p> <p>Or</p> <p>In operation and running successfully from more than five year.</p>							

					<p>final report submission or stakeholder consultation.</p> <p>3. Client Payment Records indicating receipt of at least 60% of the total project fee, as a reasonable indicator of substantial completion.</p> <p>These documents are commonly issued and accepted in similar government engagements and adequately demonstrate the bidder’s relevant experience and performance.</p> <p>Accordingly, the Pre-Qualification Clause may be revised as follows:</p> <table><tr><td>4</td><td>Experience</td><td><p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p><p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan/CMP/CTTS for the state/ central government agencies during last 10 years.</p></td><td><p>Certificate showing the experience by the bidder have completed projects/Final Report Submission Letter/Communication records related to final report submission/client payment records</p><p>Or</p><p>In operation and running successfully from more than five year.</p></td></tr></table>	4	Experience	<p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p> <p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan/CMP/CTTS for the state/ central government agencies during last 10 years.</p>	<p>Certificate showing the experience by the bidder have completed projects/Final Report Submission Letter/Communication records related to final report submission/client payment records</p> <p>Or</p> <p>In operation and running successfully from more than five year.</p>	
4	Experience	<p>The Applicant shall have more than 10 years of experience in the field of urban/ Regional transport consultancy in India.</p> <p>The Applicant shall have successfully completed at least 2 (two) projects in preparing logistic plan/CMP/CTTS for the state/ central government agencies during last 10 years.</p>	<p>Certificate showing the experience by the bidder have completed projects/Final Report Submission Letter/Communication records related to final report submission/client payment records</p> <p>Or</p> <p>In operation and running successfully from more than five year.</p>							

63	9	Rites	Clause 2.5.2 Technical Evaluation Criteria Sl. No. 1 Page No. 9	<p>Technical Evaluation Criteria</p> <table><tr><th>S. N o.</th><th>Parameter</th><th>Description</th><th>Documents required</th><th>Maximum Marks</th></tr><tr><td>1</td><td>Turnover</td><td>Annual average turnover over the last five financial years. INR 5 - 10 Crore: 8 Marks</td><td>Audited statement to be provided as documentary evidence.</td><td>20 marks</td></tr></table>	S. N o.	Parameter	Description	Documents required	Maximum Marks	1	Turnover	Annual average turnover over the last five financial years. INR 5 - 10 Crore: 8 Marks	Audited statement to be provided as documentary evidence.	20 marks	<p>With reference to the evaluation criteria related to Average Annual Turnover over the last five financial years, we note the current marking structure as follows:</p> <ul style="list-style-type: none">• INR 5–10 Crore: 8 Marks• INR 10–20 Crore: 10 Marks• INR 20–50 Crore: 15 Marks• INR 50 Crore: 20 Marks <p>We respectfully submit that for a project of this nature and scale, it is important to motivate participation from reputed and financially strong consulting firms that can bring proven expertise and credibility to the assignment.</p> <p>In this regard, we kindly request that the marking criteria related to Average Annual Turnover (last five financial years) be revised to enable a more balanced and inclusive evaluation structure, as suggested below:</p> <ul style="list-style-type: none">• INR 5–10 Crore: 4 Marks• INR 10–20 Crore: 8 Marks• INR 20–50 Crore: 10 Marks• INR 50–100 Crore: 15 Marks• More than INR 100 Crore: 20 Marks <p>Accordingly, the Technical Evaluation Clause may be revised as follows:</p> <table><tr><th>S. N o.</th><th>Parameter</th><th>Description</th><th>Documents required</th><th>Maximum Marks</th></tr><tr><td>1</td><td>Turnover</td><td>Annual average turnover over the last five financial years.<ul style="list-style-type: none">• INR 5–10 Crore: 4 Marks• INR 10–20 Crore: 8 Marks• INR 20–50 Crore: 10 Marks• INR 50–100 Crore: 15 Marks• More than INR 100 Crore: 20 Marks</td><td>Audited statement to be provided as documentary evidence.</td><td>20 marks</td></tr></table>	S. N o.	Parameter	Description	Documents required	Maximum Marks	1	Turnover	Annual average turnover over the last five financial years. <ul style="list-style-type: none">• INR 5–10 Crore: 4 Marks• INR 10–20 Crore: 8 Marks• INR 20–50 Crore: 10 Marks• INR 50–100 Crore: 15 Marks• More than INR 100 Crore: 20 Marks	Audited statement to be provided as documentary evidence.	20 marks	As per RFP
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1	Turnover	Annual average turnover over the last five financial years. <ul style="list-style-type: none">• INR 5–10 Crore: 4 Marks• INR 10–20 Crore: 8 Marks• INR 20–50 Crore: 10 Marks• INR 50–100 Crore: 15 Marks• More than INR 100 Crore: 20 Marks	Audited statement to be provided as documentary evidence.	20 marks																						

64	9	Rites	<p>Clause 2.5.2 Technical Evaluation Criteria Sl. No. 2 Page No. 9</p>	<p>Technical Evaluation Criteria</p>	<p>With reference to the evaluation criterion: “Experience in Preparation of City-wide Transportation Studies - City Logistics Plan (CLP): 10 Marks”</p> <ul style="list-style-type: none"> • Less than 2 CLP in last 10 years: 6 Marks • More than 2 CLP in last 10 years: 10 Marks <p>We respectfully request the following:</p> <p>1. Inclusion of CMP/CTTS Projects under the CLP</p> <p>Criterion Acceptance of Alternate Documentary Evidence for Completed Projects</p> <p>With regard to the documentary proof required (such as Completion Certificate/Go-live certificate), we kindly request that the following alternative documents may also be accepted as valid evidence of project completion:</p> <ul style="list-style-type: none"> • Final Report Submission Letter issued by the client • Meeting Minutes or Correspondence confirming final submission or stakeholder consultation • Client Payment Records indicating receipt of at least 60% of the total project value <p>Accordingly, Technical Evaluation Criteria Clause may revise</p>	<p>As per RFP. Refer clause 2.5.2.2.(ii)</p>
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				<table><tr><th>S. No.</th><th>Parameter</th><th>Description</th><th>Documents required</th><th>Maximum Marks</th></tr><tr><td>2</td><td>Prior Experience</td><td><p>Specific experience of the consultants related to this Assignment :</p><p>i. Overall Experience in the field of Urban/ Regional/ Transportation Planning: 10 Marks</p><p>10 - 15 Years: 6 Marks</p><p>15 years: 10 Marks</p><p>ii. Experience in Preparation of City-wide Transportation Studies - City Logistics Plan (CLP): 10 Marks</p><p>Less than 2 CLP in last 10 years: 6 Marks</p><p>More than 2 CLP in last 10 years : 10 Marks</p></td><td><p>Letter of Award/ Work Order/ Contract Agreement and Go-live certificate / Letter of satisfaction/ Completion Certificate / Proof of payment for services from the relevant organization shall be acceptable as documentary evidence.</p><p>Or Bidder to provide an undertaking stating their user count for the last five years. Undertaking annexed with documents such as: Work Order/ Contract Agreement/ System Generated Report for User load with an undertaking of authenticity / Any relevant document.</p></td><td>20 marks</td></tr></table>	S. No.	Parameter	Description	Documents required	Maximum Marks	2	Prior Experience	<p>Specific experience of the consultants related to this Assignment :</p> <p>i. Overall Experience in the field of Urban/ Regional/ Transportation Planning: 10 Marks</p> <p>10 - 15 Years: 6 Marks</p> <p>15 years: 10 Marks</p> <p>ii. Experience in Preparation of City-wide Transportation Studies - City Logistics Plan (CLP): 10 Marks</p> <p>Less than 2 CLP in last 10 years: 6 Marks</p> <p>More than 2 CLP in last 10 years : 10 Marks</p>	<p>Letter of Award/ Work Order/ Contract Agreement and Go-live certificate / Letter of satisfaction/ Completion Certificate / Proof of payment for services from the relevant organization shall be acceptable as documentary evidence.</p> <p>Or Bidder to provide an undertaking stating their user count for the last five years. Undertaking annexed with documents such as: Work Order/ Contract Agreement/ System Generated Report for User load with an undertaking of authenticity / Any relevant document.</p>	20 marks	
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65	10	Rites	Clause 2.5.2 Technical Evaluation Criteria Sl. No. 4 Page No. 10	Technical Evaluation Criteria				With reference to the evaluation criteria for key experts, we respectfully request the following considerations: 1. Team Leader: As the logistic plan is closely linked to transportation systems, we request that candidates with a Master's in Transportation Planning and relevant experience (15+ years) also be considered eligible for the Team Leader position, alongside those with a Master's in Urban and Regional Planning. 2. MBA in Logistics & Supply Chain: We request that professionals with 3+ years of relevant experience having MBA in Logistics & Supply Chain/Finance or equivalent also be considered for marks under this category to encourage participation of younger domain experts. 3. Additional Key Expert – Transport Modeller: We propose including an additional expert category for Transport Modeller, with the following suggested profile: • M.Tech in Transportation Engineering • 15+ years of experience in transport modelling, demand forecasting, or logistics Accordingly, Technical Evaluation Criteria Clause may revise	As per RFP
				<table><tr><th>S. No.</th><th>Parameter</th><th>Description</th><th>Maximum Marks</th></tr><tr><td>4</td><td>Resource Qualification Criteria</td><td><p>a. Team Leader: 10 Marks</p><p>Masters in Urban and Regional Planning with over 15 years of experience in Regional Planning.</p><p>b. Masters in Transport Planning: 7 Marks</p><p>With over 10 years of experience in transportation planning.</p><p>c. MBA in Logistics & Supply Chain: 7 Marks</p><p>With over 10 years of experience in Urban Transport.</p><p>d. Masters in Statistics/ MBA/ Masters in Urban Planning: 3 Marks</p><p>With over 5 years of work experience in the infrastructure sector.</p><p>e. GIS Specialist: 3 Marks</p><p>With over 3 years of experience.</p></td><td>30 marks</td></tr></table>	S. No.	Parameter	Description		
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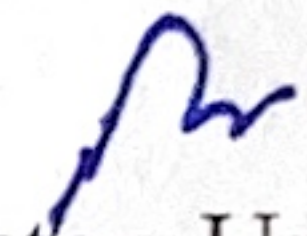
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66	13	Rites	Page No. 13-14	<p>4 Terms of Reference (ToR)</p> <p>4.1 Scope of Work</p> <p>Task 2: Data Collection:</p>	<p>The primary data collection is the most critical – and time as well as capital intensive component of the whole Study. It is requested to please quantify the minimum number of locations and sample size for each type of surveys beforehand so as to have a common understanding and reference point for all bidders as this will have a significant bearing on the financial bid. Of particular interest in this would be the number of locations and sample sizes to be covered for each survey</p> <ul style="list-style-type: none"> • Roadside Interview for Goods O/D Survey of intrastate and interstate/inter-district movements: 2 to 50% sample size at 20 cordon locations • Vehicle Traffic Count for Freight Vehicle Survey Traffic Count Survey at 50 Mid blocks/cordon locations 24 hours • Establishment Survey & Commodity Flow Survey: 2500 samples • Parking Survey 25 location for 24 hours • Truck Driver Survey: 2000 samples • Truck Operator Survey: 50 Samples • Truck Terminal Survey: 25 location for 24 hours • Trader/Association Survey: 50 Samples • Supply Chain Management Survey: 100 Samples <p>Other Surveys to analyse various aspects of Urban Freight Transport are:</p> <ol style="list-style-type: none"> a. Vehicle delivery/ collection trips at establishments in the planning area. (100 Samples) b. Goods flow to/ from establishments in the planning area: (500 Samples) c. Service trips to establishments in the planning area: (500 Samples) d. Trip details and patterns of goods/service vehicles in the planning area (250 Samples) e. Loading/unloading activity of goods vehicles in the planning area: (500 Samples) <p>Kindly confirm the above</p>	Corrigendum to be issued
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67	4	Rites	Page No. 4	<p>Pre bid meeting date and time 14/08/2025 at 03:00 PM</p> <p>Last date and time for Bid Submission 22/08/2025 at 03:00 PM</p>	<p>14/08/2025 at 03:00 PM We kindly request the Authority to conduct the Pre-Bid Meeting in online mode. This will enable broader participation from interested bidders across different locations. We would be grateful if the online meeting link/access credentials could be shared in advance to facilitate smooth and timely participation.</p> <p>With reference to the current bid submission deadline of 22/08/2025 at 03:00 PM, we respectfully request that at least two weeks' time be provided from the date of issuance of replies to pre-bid queries. This will allow bidders sufficient time to incorporate clarifications, make necessary adjustments, and ensure a well-prepared and compliant submission.</p>	Corrigendum to be issued
8. NAME OF FIRM: AECOM India Private Limited (not present)						
68	17	AECOM		<p>5 Deliverables</p> <p>5.3 Consultancy Team The Consultancy Team shall consist of Key Personnel as provided in this RFP. Other expertise as required for the services to be rendered by the Consultant shall be included in the Team, as necessary.</p> <p>The Consultant shall mobilise and demobilise its Key Personnel with the concurrence of the Authority. The team preparing the CMP needs to be stationed in Shillong, Meghalaya.</p>	<p>The RFP states that “the team preparing the CMP needs to be stationed in Shillong, Meghalaya.” We believe this should read as CLP (City Logistics Plan) instead of CMP. Kindly confirm.</p> <p>Additionally, please clarify whether maintaining a regular office in Shillong with experts available on an as-and-when required basis, along with ensuring timely availability of experts for client interactions, meetings, and presentations, will be acceptable instead of full-time stationing of all experts in Shillong.</p>	<p>1. Corrigendum to be issued</p> <p>2. No office space will be provided</p>
69	1	AECOM		<p>The RFP mentions submission in two envelopes (Technical and Financial) Hard copy and also refers to soft copy submission via email (duashillong@yahoo.co.in).</p>	<p>Request you to kindly clarify that proposals is to be submitted physically (hard copy), and via email. No submission is required through any online tender portal (such as meghalayatenders.gov.in).</p>	Corrigendum to be issued
70	9	AECOM		<p>Section 2.5.2 – Technical Evaluation (Team Leader Qualification) Masters in Urban and egional Planning with over 15 years of experience in Regional Planning.</p> <p>Section 2.5.2 – Resource Qualification MBA in Logistics & Supply Chain With over 10 years of experience in Urban Transport.</p>	<p>We Would request you to kindly consider professionals with a Masters in Transport Planning/Traffic Engineering with equivalent or more than 15 years of relevant experience.</p> <p>Since many logistics experts have backgrounds in Engineering/Planning with specialization in Logistics, We</p>	As per RFP

					request you to kindly consider equivalent qualifications with demonstrated logistics expertise .	
71	1	AECOM		Bid Notification Last date and time for Bid Submission 22/08/2025 at 03:00 PM	We request you extend the proposal submission date by at least 2 weeks after the replies to pre-bid queries.	Corrigendum to be issued

There being no other matter, the meeting ended with a vote of thanks from the Chair.

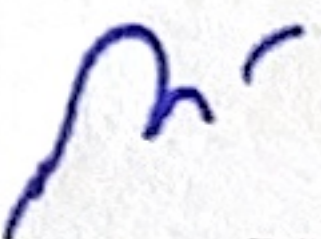

Director, Urban Affairs,
Meghalaya, Shillong

Memo No. DUA/P/3/2015/Pt/178-A

Dated Shillong, 29th August, 2025

Copy To:

1. PA to The Commissioner & Secretary to the Government of Meghalaya, Urban Affairs Department, for his kind information.
2. The Joint Secretary to the Government of Meghalaya, Urban Affairs Department, for information.
3. The State Informatics Officer, National Informatics Centre(NIC) for information with a request to upload the same in the office website.
4. All members concerned.
5. Office Notice Board.


Director, Urban Affairs,
Meghalaya, Shillong