

## F.A.Q

on

### Tender for Route Rationalization and City Bus Service Improvement Study for Trivandrum

18<sup>th</sup> October'2019

Sl. No.	Clause Reference	Description	Query	Reply from GIZ
1.	Page No. 4, Task 2	ToR mentions to Undertake primary surveys. These are in addition to secondary data collection from ongoing bus operations and available city plans	Please elaborate on extent and nature of primary surveys required to be undertaken as per this ToR	As mentioned in the ToR, the shortlisted bidder shall undertake both primary and secondary data collection to establish the travel demand.  'However, the bidder has to come up with detailed methodology and approach to undertake the proposed surveys based on the data gap assessment. Some of the suggested primary surveys are boarding and alighting surveys, speed profiling, private bus and IPT survey for routes and ridership, etc.
2.	Page No. 4, Task 2	Undertaking route rationalisation based on data obtained and established traffic demand	Does the ToR require use of Transport Planning software for routing and scheduling?	To establish travel demand for future and along with proposed routes, GIZ expects from selected bidder to use new and current transport modelling software/tools for more scientific results.
3.	Grid for Assessing Firms Eligibility	Commercial Assessment	Would the combined financial worth of joint venture partners/Associate firms be considered for scoring on the Commercial Assessment?	The Lead Partner/Agency must meet the said criteria individually. And not by adding the turnover of other consortium parties.

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4.	Grid for Assessing Firms Eligibility	Technical Assessment, Minimum Requirement of reference projects – At least two City Mobility/Transport Plans/CTTS	Please consider public transport and Bus system studies as well under this criterion.	The eligibility requirement of the firm mentioned in the ToR will remain the same
5.	Bidding Conditions, Consortium/Joint venture partners	Forming of bidding consortium or association	How many JV partners/Associate firms are allowed for bid submission	The consultant can form the consortium with 2 potential agencies.
6.	Section2 / Page 4	Task-2 Route Rationalization Plan Undertake primary surveys to establish travel pattern and demand	As part of establishment of travel pattern and demand, we need to undertake primary surveys. Kindly identify the type of primary surveys and quantity as it will have bearing on financials	Please refer to query No. 1
7.	Section2 / Page 4 & Section 2/ Page 5	Task- 2 Route Rationalization Plan Undertake route rationalization based on data obtained and the traffic demand established. Development of new routes based on the proposed activity centre (connectivity to new towns, village etc.) and the estimated travel demand	We presume the strategic travel demand model for Trivandrum needs to be calibrated to assess the demand for new areas as well as likely change in parameters affecting the travel demand and testing the scenarios. Please confirm.	The bidder shall detail out similar or other methods in their approach and methodology and same shall be evaluated accordingly

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8.	Section 2/ Page 5	Task-2 Route Rationalization Plan Suggest rationalization of private bus and IPT services across the city and define its role	We feel that bus/ IPT passenger opinion surveys are required as the survey output is needed to understand the issues/ challenges faced by the passengers. Please confirm.	Yes, they may be required to understand the issues and challenges. A limited opinion surveys having sample size of 1500 (each for IPT and private buses) users can be conducted.
9	Section 4/ Page 9	Expert-4 Transport Planner 1: Task of Expert-4	We feel that modelling experience is required for Transport Planner to assess the demand on routes under various scenarios. Therefore, Transport Planner must have a modelling experience. Please confirm.	The qualification criteria mentioned in the ToR for Expert 4 shall remain the same.  However, Transport Modelling is paramount tool for identification of new routes or rationalization of old routes and establishing the proposed travel demand. Therefore, the bidder shall focus on the developing comprehensive methodology and approach stating out detailed steps for successful completion of the assignment, which will include the use of latest software for transport modelling for route rationalization.
10		Payment Schedule	The payment schedule to consultant is not provided in the document, kindly share the same	The proposed payment schedule shall be as under: 1). Advance payment: 40% of total contract value after signing of the Contract

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				<p>2). Interim payment against completion of deliverable (submission of report 4 and submission of toolkit: 30% of the contract value)</p> <p>3). Final payment against submission and approval of final report.</p> <p>However, the same can be discussed and mutually agreed with the winning agency</p>
11		Clarifications to the queries: 17th October 2019 Deadline for submission of bids: 29th October 2019 by 17:30hrs	We request to provide at least three-week time after issuing clarification on queries	The assignment needs to be commenced on time, therefore the extension of deadline is not possible at this stage
12		<p>Experience requirement of team:</p> <p>Team leader cum Public Transport Expert General professional experience (2.1.3): 20 years of professional experience in the public transport sector</p>	We request to consider Team leader cum Public Transport Expert with 15 years of professional experience in the public transport sector as minimum criteria	The experience criteria mentioned in the ToR for Team Leader cum Public Transport Expert shall remain the same.
14	Page 4, Task-1	Assessing the travel pattern based on the ticket sales data generated.	Kindly clarify how many years of data need to be analysed;	The Contractor will be required to analyse minimum 3 months of data
15	Page 4, Task-2	Assessing the travel pattern based on the ticket sales data generated.	We understand there are many no of private buses are plying within Trivandrum. Kindly confirm for the route rationalization study private	1. The GIZ suggest bidder to include private buses to access the current ridership in base year for both public and private buses. However,

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			buses need to be considered. In case if private buses need to be considered, we would request client to arrange the necessary data for analysis.	responsibility of data collection lies with contractor and not with GIZ. 2. GIZ suggest highlighting creative solutions to counter this issue in their approach and methodology 3. The Contractor shall be required to collect the data for the private buses from the Transport Department and the private operators
16	Page 4, 4. Personnel concept (Technical Experience)	Experience of 1 project in development of dashboards/ business intelligence tools.	In case an organisation/ firm has done such a work for their internal usage rather than for an external client. In such a case, will GIZ consider this internal experience for evaluation.	GIZ will not evaluate internal project. it must be given from external client
17	2. Tasks to be performed by the consultant, Task-1: Existing Situation Assessment, Page 4 - Terms of Reference	Data collection should be comprehensive to show the variations w.r.t routes, days, seasons, peak and off-peak hours, bus type etc.	Data collection would be subjected to data being provided by the stakeholders involved. While the selected bidder would execute the data collection efforts to the best of their ability, timely availability and quality of data would depend on the stakeholders ability to share the	Responsibility of secondary data collection lies with the contractor and not with the GIZ. The bidder shall ensure same for successful completion of the assignment

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			information asked. Client to kindly confirm the understanding	
18	2. Tasks to be performed by the consultant, Task-2: Route Rationalization Plan, Page 4 - Terms of Reference	Undertaking primary surveys to establish the travel pattern and demand	Collection of data through primary surveys is a cost intensive activity which will have a significant impact on the financial proposal. Since the quantum of primary surveys has not been provided in the ToR, bidders will have to make assumptions on their own which may vary to a great extent. We request the client to kindly specify the minimum number of locations to be covered for different type of surveys along with the duration and sample size expected for this activity.	Please refer to query 1
19	4. Personnel concept Eligibility requirements of the firm, Page 7 - Terms of Reference	Please provide 2 reference projects in the field of City Mobility Plans/Transport Plans/CTTS	We understand that since this project is related to city bus service planning and improvement strategy, reference projects asked under firm's eligibility requirements should also ask for similar projects. We	The project experience mentioned in the ToR will remain the same

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			would like to suggest the following revisions w.r.t. this particular clause: "Please provide 2 reference projects in the field of city bus service/public transport improvement plan/route rationalization/performance enhancement study"	
20	5. Costing requirements, Workshops, training, Page 11 - Terms of Reference	The structure of the workshop including number of participants will be decided in consultation with GIZ	It is requested that the client may provide a rough estimate of the number of participants expected for this training workshop. This would help in preparing estimates for the workshop material to be prepared	The list of participants will be decided during the course of study
21	5. Costing requirements, Workshops, training, Page 11 - Terms of Reference	Location for the workshop	Since the TOR is silent on the location of the workshop, it is assumed that the indicated workshop would be held in Trivandrum. Client to confirm the assumption.	The workshop will be held in Trivandrum
22	5. Costing requirements, Workshops,	Workshop logistics - Venue including lunch/dinner, stay and local travel of participants (SMART-SUT)	We request the client to confirm whether participants are expected from other	All the expenditure towards organizing the workshop will be borne by GIZ under SMART-SUT project. There is no financial

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	training, Page 11 - Terms of Reference		cities/locations. Also, if there are participants expected from other locations, expenses related to lunch/dinner, stay and travel of such participants would be sponsored by the client (SMART-SUT) - client to confirm the observation.	obligation to the contractor in this regard. Although the contractor is responsible for co-ordinating with all the participants, sending out invitations and follow ups, looking after on-site arrangements for the workshop etc. The contractor is also responsible for preparation of all the workshop
23	5. Costing requirements, Workshops, training, Page 11 - Terms of Reference	Other costs • Visa costs of international expert's (if any) travel to India shall be borne by SMARTSUT project	It is understood that the entire visa process for the international expert's (if any) travel to India would be taken care of by the client. Client to confirm the observation	The costs shall be borne by GIZ under SMART-SUT project
24	5. Address, formal requirements, Page 3 - Bidding Conditions	Deadline for submission of bids : 29th Oct' 2019 by 17:30hrs	Since there are major festivals being celebrated in India during the week starting from 21st October 2019 leading to many government & public holidays in between, we request for extension of submission deadline to 8th November 2019 by 17:30hrs	Please refer query 11



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25	2. Tasks to be performed by the consultant, Terms of Reference We request you to provide the payment breakup	We request you to provide the payment breakup associated with different tasks and project deliverables.	Since tender documents do not define any payment milestones and schedule, the bidder can suggest the payment schedule, based on the deliverables. This however, will be agreed between GIZ and the winning agency.	Please refer query 10
26	Clause 4, Point 2	Average annual turnover for the last three financial years: at least 200.000 EUR	We request you to revise the turnover requirement from 200.000 EUR to 125.000 EU	The turnover eligibility requirement will remain same as mentioned in the tender documents
27	Clause 4, Point 3	Please provide 2 reference projects in the field of City Mobility Plans/Transport Plans/CTTS	The project refers to the Route Rationalization and City Bus Service Improvement. As CMP, City Plan and CTTS are more of macro level studies with Public transport just one of many focus areas, we request to relax this clause as follows: "2 reference projects on public transport planning"	Please refer query 4