

Sr No	Clause No	Page No	Content of RFP Requiring Clarification	Change Requested/ Clarification required	Remarks/Clarifications
1	1	12	EMD should be in form of DD in favour of CRUT from a Nationalized/ Scheduled Bank.	Please confirm whether "CRUT" is valid or full form is required ? However, it is mentioned in clearly on page no-15 - " Capital Region Urban Transport "	Please refer RFP instructions for Submission. It must be Capital Region Urban Transport, Bhubaneswar
2	2	16	Bidder is not allowed to sub-contract the work.	To provide the services related to AFCS, AVLS & other asked services, we required resources who will work in field, operate ETIM services to CRUT. In that we request you to allow Sub contracting work for man power resources, OEM solutions implementation etc. Bidder may not allowed to sub contract 100% of the work but we request some relaxation considering field team	System Integrators can form consortium to delineate the work.
3	3 Pre-Qual	26	The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Considering overall solution to be developed in ITMS, we request for Annual Average Turnover to 100 Crs in last 3 FY to get better financial stable company for this project	Please refer to the annexure 1 provided in the corrigendum.
4	3 Pre-Qual	27	The Consortium Partner must have an Average Annual Turnover of at least INR 5(Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Consortium partners for various hardware and software services may not have turnover of 5 Core, hence we request you to reduce it to 2 Cr. This help us to bring more efficient OEMs onboard	Please refer to the annexure 1 provided in the corrigendum.
5	3 Pre-Qual	27	1. The Bidder/Lead Bidder (in case of consortium) must have Positive Average Net Worth of Rs.5 (Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20) 2. Other consortium member must have positive net worth of 1 Cr. From Last 3 financial years (2017-18, 2018-19, 2019-20)	1. Considering overall solution to be developed in ITMS, we request for Positive Average Net worth to 10 Crs in last 3 FY to get better financial stable company for this project 2. To execute the ITMS solution, we need resources on ground which would be installing GPS devices, Field Study for routes and installation ITS devices like PIS etc. Positive Net worth of 1 Cr may not allow them to onboard for this project hence we request you to give relaxation or reduce it further	Please refer to the annexure 1 provided in the corrigendum.
6	3 Pre-Qual	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr Ongoing project experience will not be considered.	We Request below changes in Pre-Qualification The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to integrated/Intelligent Transport Management System/ e-Ticketing for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 8 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 3 Cr Please allow ongoing project experience for participation	Please refer to the annexure 1 provided in the corrigendum.
7	3 TQ	27 & 28	TQ1 to TQ3	Change in TQ1, TQ2 & TQ3 as per our pre-bid clarification given against point no-6 (PQ)	
8	3 TQ 7	27	The Bidder/all members of consortium should possess any of the below two certifications: ISO 9001:2015 ISO 27001 CMMI Level 3	We request you to consider this TQ as- The Bidder or any members of consortium should possess any of the below two certifications: ISO 9001:2015 ISO 27001 CMMI Level 3	RFP Clause prevails
9	3 TQ4	28	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	1. We request you to provide relaxation on Smart card criteria 2. We request you to allow marking for Work order for ongoing projects 3. We request you to reduce marking against this parameters to 5 Marks	Please refer to the Annexure-1
10	3 TQ 4	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	We request you to allow work order instead of completion certificate and also request scores against Valid work order with SI.	Work order with Go-Live certificate will be considered.
11	3 TQ5	30	Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory)	1. Please specify what exactly is required in terms of ITMS here? 2. We request you to make it optional or relax SI on this criteria	Since ITMS also comprise of financial management and it's one of the major requirement, RFP clauses remain unchanged.

12	4	36	Deployment of staff as necessary to check for ticket-less travel.	1. We believe deployment of staff refer to depots. Please confirm whether our understanding is correct? 2. We request you to mention(" Solution Partner/OEM's/ Field workers" instead of staff as lead bidder may not deploy resources for field work, device installation etc.) in case of consortium	This should be part of monitoring as ITMS solution. However, bidder/s will not deploy any staff rather will monitor the checking & create logs.
13	4	36	Increase in Ridership on the buses and subsequently improve the revenue from the fare box collection	1. We believe client will help for IEC content and awareness program to increase in ridership. Please confirm if our understanding is correct. 2. Or, we request you to drop this statement from Tender	Yes, CRUT will facilitate the IEC content. However, System Integrator to update the contents & publish at necessary platforms like CRUT website, mobile application, etc.
14	4	36	Deployment of cashiers to collect the fares from the conductors	We request change the statement - " Lead bidder" can not deploy his resources as cashier hence SI to field team from resource provider agency or consortium partner	CRUT will deploy the manpower.
15	4	36	Integrate the AVLS with OBUs within the bus to capture, store and analyse diagnostic data. OBU will be in the scope of CRUT.	We request you to change the scope of work as below- Integration of OBU to analyse diagnostic data. SI will not responsible in case of OBUs devices are not able to provide AVLS/Health/Diagnostic data.	RFP Clause prevails
16	4	36	In-bus Electronic Ticketing Machines ("ETM"s)- Integration with existing ETM	We request you to allow to integrate new ETM. For existing, we are not sure about their functionalities and support for any integration. SI should not remain responsible in case existing ETM devices are failed to integrate with new solution.	RFP Clause prevails
17	4	38	Cloud Bases hosting DC & DR	Please specify RTO (recovery Time Objective) & RPO (Recovery Point Objective) related to DR	RFP Clause prevails
18	4	37	The SI shall be completely responsible for integration, initialization and start-ups of the equipment supplied.	Start up of the GPS devices based on battery or buses for ignition. In case of Bus's battery is not working then, SI should not remain responsible beyond inbuilt battery power supply	RFP Clause prevails
19	4	37	SI would also be responsible for integration of any other devices and equipment supplied by any other vendor that is part of the ITMS	Integration of ITMS devices would be depended on working status of respective devices, their self life and warranty period Hence we recommend to change the below scope- SI would also be responsible for integration of any other devices and equipment supplied by any other vendor that is part of the ITMS. However, in case of device is not in condition to integrate then SI should not remain responsible. SI can share the report for such cases	RFP Clause prevails
20	5	47	Aadhaar/ UID Integration – All the Citizen Centric Services should be integrated with Aadhaar.	Please specify where you want to integrate UID under Citizen Centric Services in ITMS?	Solution must have capability and integrability for Aadhaar integration.
21	5	53	Should be able to monitor bus revenue & e-rickshaw revenue individually & combinedly	Please provide clarification for below- 1. Whether e rickshaw is issuing tickets and cash collection is managed at depot level? 2. Who managed their repair or maintenance to arrive at profit or loss statement 3. Are driver of e rickshaw working for CRUT?	As per RFP, solution must have the provision.
22	5	56	The raw power supply shall be made available by Authority. Bidder need to provide UPS for the power distribution to various devices.	Please specify - who will provide meters for electricity along with civil cost which required to bring electricity till PIS or bus stops?	CRUT will assist system integrator to avail the raw power. However, necessary arrangement from power source to UPS to be managed by the SI.
23	5	57	The application shall provide query by fleet to view and update the fleet status. The application shall have features to capture daily progress of particular vehicle departmentwide to track progress by type of workshop activity (accident, engine rebuild, fitness certificate, etc.). All the documents related to vehicles like vehicle registration, FC, Road permit, Staff ID proof, License, purchase orders etc. shall be scanned and uploaded into corresponding sub systems like DMS, WMS, Stores, and HR & Payroll	Please specify-Who will scan & upload on DMS?	The successful agency is solely responsible for all the data migration and updates.
24	5	57	Barcode reader has to check the goods warranty, batch, year of manufacture, etc. by reading the barcode label on the goods.	Please specify that who will provide bar code scanner? Is it available with CRUT?	Please refer to RFP, ETMs desired with barcode scanner.
25	5	58	DEPOT PERSONNEL HR & PAYROLL-The proposed application shall store employee related master details without any limitation. The employees from Operators, Contractors, etc.as identified during the design stage.	HR module is bigger in nature for application development. We request you to drop this feature from DMS	RFP clause prevails
26	5	62	Depot Surveillance System	Please mention the count and type for Biometric Attendance system and CCTV	Please refer RFP, Unpriced BOQ & Financial Proposal format.

27	5	69	Financial Management System	We request you to provide FRS for each module mentioned in the Financial Management System	Please refer functional specification provided in the RFP
28	6	75	Project Timeline	We request 9 Months implementation phase and 3 months stabilization period before O&M phase	Considered
29	6	81	1. Should have experience in implementing Complex BMS (Building Management System) solutions for at least 2 projects 2. Operators- BE/Btech	1. Please specify why building Management System experience is needed in ITMS? 2. BE & B-tech resources for operator position? Please specify the requirement here	Since the project has major requirement of various integrations BMS experience would help as BMS is also a complex monitoring system.
30	5	55	PIS (Passenger Information System)	Please specify who will provide electricity and civil work at Bus stop for PIS installation	CRUT will provide necessary assistance, however requirements should be provided to CRUT with justification.
31	5	55 & 56	Depot Management System/Solution Fleet dead KM per route/ fleet wise <input type="checkbox"/> Revenue Kilometre <input type="checkbox"/> Schedule or trip cancellation <input type="checkbox"/> Crew license renewal history <input type="checkbox"/> Over time details per staff wise <input type="checkbox"/> Fuel stock per month/week/per day <input type="checkbox"/> Fuel consumption every day <input type="checkbox"/> Fleet wise fuel consumption <input type="checkbox"/> Vehicle service alerts Body repairs • Fitness Certificate Renewal • Reconditioning of assemblies and engines • Retrieving of spares • Tyre re-treading • Repairs and reconditioning Breakdown • Accident • Vehicle in/out • Pending Maintenance • KMPL for each Fleet • Vehicle FC, Road permit history	Please inform whether you want new GPS devices with all feature or OBU devices are having such functionalities which SI has to integrate?. In case of new devices, Please specify number of GPS devices to be installed?	The functionalities are desired from both existing hardware & new hardware. Please refer BOQ provided in RFP.
32	9	108	Integration for OBITMS Hardware for E-Rickshaws-500 QTY	1. How many of them are working currently 2. Would request you to provide Technical Information of OBITMS device (Integration per se)	All the details regarding e-Rickshaw will be provided after award of contract, however Bidders should plan for 500 e-Rickshaws to be integrated.
33	10	114	Penalty % on the respective Payment milestone value 2% of Milestone for 1 week delay, 5% for 2 weeks delay	1. 2 to 5% is huge penalty for respective milestone. Please reconsider again 2. ITMS solution is depend on other OEM (OBITMS), Electricity and civil work. SI should not be penalized in case of delay is dependent on other (OEM)	RFP Clause Prevails
34	10	115	1. Penalties applicable for not meeting a low (L) severity performance target in two consecutive Quarterly periods on same criteria shall result in additional deduction of 0.5% of respective Monthly Bills/Invoices, further to be paid in quarterly payments to the Bidder. 2. It is to be noted that if the overall penalty applicable for any of the review period during the contract exceeds 25% of the quarterly payment or if the overall penalty applicable for any of the successive Quarterly periods during the contract is above 15%; then CRUT shall have the right to encash the Performance Bank Guarantee or terminate the contract or both.	1. We would request you to quantify Low Severity and High severity 2. We request you to provide value of penalty instead of %	RFP Clause prevails
35	11	123	Payment Terms	Payment % in table is bit confusing. Would request you to provide without reference of table 1B	Kindly read as Software Payment Development of ITMS Solution 3) Development and Deployment of ITMS Application- 30% of Table 1B Payment will be done as per the packages

36	Data Conversion, Cleaning and Migration	76	The Bidder shall perform the data conversion, digitization, cleansing and migration from manual and/or the existing legacy systems to the RDBMS implemented for proposed ITMS.	What is the source database system and target database system for migration ?	Existing database system is SQL based. Hence, bidder may consider SQL as target database system.
37	Scope of Work Software Component S/L No. 6 Cloud Based Common Data Centre	37	Database, Servers, Security setup, Backup System, Anti-Virus setup etc. for Database	Please clarify whether Successful bidders to propose and provide Industry Standard Database Licenses ? We request you to include a separate line item for Enterprise RDBMS in the BOM to ensure support SLA & software endurance during the project lifecycle.	Bidder has to provide comprehensive solution. However, unpriced BOQ has a scope of additional Items as per solution requirement.
38	4. Scope of Work - Mobile Ticketing ("Mticketing")	37	M-ticketing to be made available across all forms of transport through the Mobile App. This also includes digital monthly passes and other new forms of multi-journey ticketing and payments. This will increase convenience for passengers and also saves them the cost, time and hassle involved in purchasing physical media such as monthly passes.	Is Multi journey tickets related to buses or any other modes of transport also?	RFP Clause Prevails
39	4. Scope of Work - 11. Integration with Closed Loop Card Host	38	Central Clearing House system and Smart Card to be provided by Authority appointed Bank. CRUT will choose the Bank.	Will this be closed loop card or open loop card?.	CRUT will provide closed loop cards. However, provision for both the cards also to be there.
40	Qualification Criteria - 6 - Technical Stability	26	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	The current RFP has a defined scope which can be executed efficiently by 2 partners one as lead bidder and other as implementation partner. Furthermore, Experience of ITMS has already been asked for lead bidder. When Lead bidder is fulfilling the criteria, there is no need to ask experience criteria from consortium partner. Therefore we request you to change the clause as follows. The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/ Foreign -cities or states in last five years as on last date of submission of RFP of value not less than INR 12 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Please refer to the annexure 1 provided in the corrigendum.
41	Table 1: Technical Evaluation criteria - TQ2	28	The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad) bus operation in last five years from the last date of submission 200 to 300 Buses/Vehicles: 7 marks 301 to 500 Buses/Vehicles: 10 marks 501 or more Buses/Vehicles: 15 marks	This Project is to implement ITMS system for Bhubaneshwar city in India, So, Experience of similar implementation done abroad should not be considered. Also, We request to reduce the no of buses. The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad) bus operation in last five years from the last date of submission submission 100 to 200 Buses/Vehicles: 7 marks 201 to 300 Buses/Vehicles: 10 marks 401 or more Buses/Vehicles: 15 marks	Please refer to the annexure 1 provided in the corrigendum.

42	Table 1: Technical Evaluation criteria - TQ3	28	The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	This Project is to implement ITMS system for Bhubaneshwar city in India, So, Experience of similar implementation done abroad should not be considered. The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	Please refer to the annexure 1 provided in the corrigendum.
43	Table 1: Technical Evaluation criteria - TQ5	29	System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the-shelf) ITMS/ITMS solution. Note: In case of consortium second member must have any two mandatory System Functionality Module 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory) 10 Marks for availability of 5 sub-modules/systems including 4 Mandatory Modules Additional 1 mark for each additional module up-to a maximum of maximum 5 marks	In TQ5 only 9 sub-modules/systems have been specified in the criteria (4 mandatory and 5 additional) whereas as per marking scheme full 15 marks would be given for 10 sub-modules/systems. There seems to be a typo error, request to amend the clause. When lead bidder is fulfilling the criteria, the below clause should not be applicable for consortium partner. In case of consortium second member must have any two mandatory System Functionality Module For below sub-modules/systems, please elaborate on the requirement- 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory) Also Above mentioned system is not exclusive part of ITMS system implementation Projects. It is part of ERP system of the Municipal corporation So, we request you to remove this from the mandatory requirement. Following clause can be added in place of above requirement. 5. AVLS for city buses	Please refer to the annexure 1 provided in the corrigendum.
44	Table 1: Technical Evaluation criteria - TQ7	30	The Bidder/Any member of the consortium certification: ISO 9001:2015 ISO/IEC/20000 ISO 27001 CMMI Level 3 CMMI level 5 1 mark for each certificate Maximum 5 Marks	Scope of work of this NIT includes Software development as well as Project execution. Hence, Organization having CMMI and ISO both certificate are most suitable. Hence, we request you to amend this clause as, "Bidder/Consortium Member should have following Valid Certificate as on the date of bid Submission. CMMI Level 3 and ISO 9001:2015 Certificate 5 Marks CMMI Level 3 or above 3 Marks ISO 9001:2015 certificate 2 Marks"	RFP Clause prevails

45	11. Payment Terms:	123	<p>Payment Schedule has been defined as follows.</p> <table border="1"> <thead> <tr> <th colspan="3">Capex</th> </tr> <tr> <th colspan="3">Software Payment</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Development of ITMS Solution</td> <td></td> </tr> <tr> <td></td> <td>1) Completion of FRS for Package 1 & 2</td> <td>5% of Table 1B</td> </tr> <tr> <td></td> <td>2) Completion of SRS & SDD for Package 1 & 2</td> <td>5% of Table 1B</td> </tr> <tr> <td></td> <td>3) Development and Deployment of ITMS Application (Package-1)</td> <td>30% of Table 1B</td> </tr> <tr> <td></td> <td>4) Development and Deployment of ITMS Application (Package-2)</td> <td>30% of Table 1B</td> </tr> <tr> <td>2</td> <td>Project Completion and Successfully Running of ITMS solution:</td> <td></td> </tr> <tr> <td></td> <td>User Acceptance Testing</td> <td>10% of Table 1B</td> </tr> <tr> <td></td> <td>Go-Live</td> <td>30% of Table 1B</td> </tr> <tr> <td></td> <td>Stabilization post go-live period of 6 months</td> <td>10% of Table 1B</td> </tr> <tr> <td colspan="3">Note: The balance 10% of the of Capex/Table 1B for Software would be paid to the bidder/the lead bidder (in case of consortium) proportionately over the operation and maintenance period on Quarterly basis, Post Go-Live. 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Which will definitely impact on cashflow of any organization and results less participation/no participation of MSMEs/Make in India companies and benefited global/financially strong or compatible companies So we request you to change the payment terms as per below suggestion,</p> <table border="1"> <thead> <tr> <th colspan="3">Capex</th> </tr> <tr> <th colspan="3">Software Payment</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Development of ITMS Solution</td> <td></td> </tr> <tr> <td></td> <td>1) Completion of FRS for Package 1 & 2</td> <td>10% of Table 1B</td> </tr> <tr> <td></td> <td>2) Completion of SRS & SDD for Package 1 & 2</td> <td>10% of Table 1B</td> </tr> <tr> <td></td> <td>3) Development and Deployment of ITMS Application (Package-1)</td> <td>30% of Table 1B</td> </tr> <tr> <td></td> <td>4) Development and Deployment of ITMS Application (Package-2)</td> <td>30% of Table 1B</td> </tr> <tr> <td>2</td> <td>Project Completion and Successfully Running of ITMS solution:</td> <td></td> </tr> <tr> <td></td> <td>User Acceptance Testing</td> <td>10% of Table 1B</td> </tr> <tr> <td></td> <td>Go-Live</td> <td>10% of Table 1B</td> </tr> <tr> <td>Sr. No.</td> <td>Procurement, Installation and Testing of Hardware</td> <td>Payment proportions (Hardware Cost)</td> </tr> <tr> <td>1</td> <td>Procurement and Supply of Hardware</td> <td>80% of Table 1A</td> </tr> <tr> <td>2</td> <td>Installation and Testing and Go-live of entire ITMS system.</td> <td>20% of Table 1A</td> </tr> </tbody> </table>	Capex			Software Payment			1	Development of ITMS Solution			1) Completion of FRS for Package 1 & 2	10% of Table 1B		2) Completion of SRS & SDD for Package 1 & 2	10% of Table 1B		3) Development and Deployment of ITMS Application (Package-1)	30% of Table 1B		4) Development and Deployment of ITMS Application (Package-2)	30% of Table 1B	2	Project Completion and Successfully Running of ITMS solution:			User Acceptance Testing	10% of Table 1B		Go-Live	10% of Table 1B	Sr. No.	Procurement, Installation and Testing of Hardware	Payment proportions (Hardware Cost)	1	Procurement and Supply of Hardware	80% of Table 1A	2	Installation and Testing and Go-live of entire ITMS system.	20% of Table 1A	<p>Kindly read as Software Payment Development of ITMS Solution</p> <p>3) Development and Deployment of ITMS Application- 30% of Table 1B</p> <p>Payment will be done as per the packages.</p>
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	Go-Live	10% of Table 1B																																																																																													
Sr. No.	Procurement, Installation and Testing of Hardware	Payment proportions (Hardware Cost)																																																																																													
1	Procurement and Supply of Hardware	80% of Table 1A																																																																																													
2	Installation and Testing and Go-live of entire ITMS system.	20% of Table 1A																																																																																													
46	Evaluation of Technical Proposal	27	Evaluation of Technical Proposal	<p>The primary objective of Technical Evaluation criteria is to chose competent agencies with sound technical and meet the requirement stated hereunder for the Project.</p> <p>Here, minimum marking is not mentioned. Which may provide advantage to less technically competent solution provider.</p> <p>Hence, we request you to amend this clause as, "**The bidder who secure a minimum of 70 marks out of 100 marks will be considered as technically qualified and only their financial proposals will be considered."</p>	Please refer to the annexure 1 provided in the corrigendum.																																																																																										
47	Key Events and Dates: Point - 11	13	<p>Key Events and Dates: Mode of Submission: Registered Post/Speed Post/Courier only</p>	<p>Kindly amend the clause as revised. Mode of Submission: Registered Post/Speed Post/Courier only / "Hand delivery/ delivery by person" to avoid the logistic challenges.</p>	RFP Clause prevails																																																																																										
48	Other Important Information Related to Bid Point - 1	14	<p>Earnest Money Deposit (EMD) –in the form of DD favouring "Capital Region Urban Transport" (Refundable)- INR 70,00,000.00 (Seventy Lakh)</p>	<p>Kindly amend the EMD clause as follow.</p> <p>Earnest Money Deposit (EMD) –in the form of DD/ Bank Guarantee favouring "Capital Region Urban Transport" (Refundable)- INR 70,00,000.00 (Seventy Lakh)</p> <p>As the EMD amount is huge, we request dept. to allow BG as an option for submitting EMD. Due to current covid scenario, it is difficult for Medium Enterprise organizations to keep 100% amount reserved as Demand Draft. Whereas in Bank Guarantee maximum 25% amount is reserved. Therefore, we request your good self to allow Bank Guarantee from Schedule Bank as an option against Demand Draft. Also, Please share format for Bank Guarantee along with banking details.</p>	RFP Clause prevails																																																																																										

49	Other Important Information Related to Bid Point - 4	14	Performance Security Deposit & Last date for furnishing Performance Security Deposit to "Capital Region Urban Transport" (By successful Bidder) 10% of project cost in the form of DD & Within fifteen (15) working days of the date of notice of award of the contractor prior to signing of the contract whichever is earlier or as intimated in the LOA issued by CRUT.	Ministry of Finance, Government of India vide notification no F.9/4/2020-PPD dated 12th November,2020 reduced the PBG from 5-10 % to 3% of the contract value. In view of that we request to revise the clause as below: 3% of project cost in the form of DD Bank Guarantee & Within fifteen (15) working days of the date of notice of award of the contractor prior to after signing of the contract whichever is earlier or as intimated in the LOA issued by CRUT.	RFP Clause prevails
50	Indemnity	129	The Bidder shall indemnify CRUT against the all actions, suits, claims, damages (damages by bus crew or staff in mishandling, theft etc. will be the responsibility of CRUT) and demands brought or made against it in respect of anything done or omitted to be done by the Bidder in the execution of or in the connection with the work of this Contract and against loss or damage to CRUT in consequences of any action or suit being brought against the Bidder anything done or omitted to be done in execution of the work of this contract.	We request authority to amend the clause, as revised. The Bidder shall indemnify CRUT against the all actions, suits, claims, damages (damages by bus crew or staff in mishandling, theft etc. will be the responsibility of CRUT) and demands brought or made against it in respect of anything done or omitted to be done by the Bidder in the execution of or in the connection with the work of this Contract and against loss or damage to CRUT in consequences of any action or suit being brought against the Bidder anything done or omitted to be done in execution of the work of this contract. <u>In no event the total liability of the Bidder under this contract exceeds 10% of total contract value.</u>	RFP Clause Prevails
51	-	-	General Query	How many buses will be integrated with proposed AVLS Software application? What will be the lat., long. String duration for each buses?	Please refer to the annexure 4 provided in the corrigendum.
52	9. Unpriced Bill of Quantity:	107	OBITMS Hardware for Buses with SIM card 50 Qty.	Kindly elaborate it. Which hardware need to consider under OBITMS line-item per bus?	OBITMS may be referred as GPS/VTS devices only.
53	Key Terms – Definition	6	Planned date of Go-live is 6 months from the date of signing of Contract	Looking to the scope of work, we request to extend the Go-live duration; at least 12 months from the date of signing of Contract	Please refer to the annexure 5 provided in the corrigendum.
54	Overview of Scope of Work	36	GPS based Vehicle Tracking/Location System ("AVLS"): Supply, installation and configuration in CRUT depots as instructed by CRUT. To track the real-time position of every bus and its route via GPS and driver console. Integration with existing Vehicles. Hardware supply and required software applications	Kindly provide clarity on below points, 1. How many GPS devices System Integrator needs to supply? We request you to add the line-item of GPS device in BoM as well. 2. For AVLS Software, How many vehicles will be integrate with the system? 3. As per BOM, line-item; 1.1 OBITMS Hardware for Buses with SIM card (50 Qty.) is mentioned. a. Kindly elaborate which hardware to be considered under OBITMS Hardware per bus along with proper quantity per bus? b. Does OBITMS term refer as GPS device only ?	Please refer to the annexure 4 provided in the corrigendum.
55	9. Unpriced Bill of Quantity:	107	ETIM Charging Ports 225;	As per our understanding, System Integrator will provide ETIM charging port along with Ruggedized Charging slot and wiring infrastructure. However, Charging Port will be powered up by Bus's Internal Battery. Please confirm.	Yes charging ports may be powered by Bus Batteries.
56	Overview of Scope of Work	37	CRUT Mobility Card ("CMC"); (i.e., RFID Cards)	Please provide clarity on below points, 1. How many card per year does bidder need to consider? 2. Also, requesting you to add the line-item for the same in BOQ	As per RFP, solution must have the provision.
57	Overview of Scope of Work	37	Automatic Vehicle Locating System (AVLS)	As per our understanding, 500 Vehicles will be integrated and track on AVLS Software application. Please confirm. Else, Kindly share number of vehicles to be integrated with AVLS software application.	RFP Clause Prevails
58	-	-	General Query	Kindly share tentative total user and concurrent user of Mobile Ticketing ("Ticketing") and Web Portal which will be used for users	Please refer to the annexure 4 provided in the corrigendum.

59	-	-	General Query	As user will enable to book the ticket using Mobile Ticketing & web portal, How will user chose the sear number in the vehicle? Do we need to provide Mobile Application & Web portal similar as Booking portal/app. available in the market?	Ticket Booking functionality should be available with Mob App & Web App. Both Mob App & Web App should be user-friendly to use.
60	Overview	40	Transit authority of the city sometimes serves services other than public transportation to its citizens which may include emergency services like fire and ambulance, engineering services etc. and hence if required in future all such services mentioned shall utilize common ITMS infrastructure provided by effective tracking and monitoring of the vehicle via integrated solution and achieve its desirable end objectives.	Please note that AVLS and other software specified in the RFP are used and have features for Transit Specific usage. For Emergency vehicles movement tracking & operation separate Emergency Response System Software is available in the market. Hence, we request you to add the Emergency Response System software as separate line-item to track and enable operator to assist any concern in quick manner using that software	RFP clause prevails. Please go through the functional requirements.
61	Proposed Features of ITMS Solution	46	<input checked="" type="checkbox"/> Aadhaar/ UID Integration – All the Citizen Centric Services should be integrated with Aadhaar.	We request you to delete this clause as it is not required to meet the operational requirement and it will increase the overall cost of software solution.	Solution must have capability and integrability for Aadhaar integration.
62	Proposed Features of ITMS Solution	46	Package-2: 1- Surveillance System (Depot & In Bus CCTV Surveillance)	As pre BoM, Cameras are required at Depot, Terminals and CCC only. There is no In Bus CCTV Surveillance scope is there if we refer BoM. We request you to kindly provide clarity on the same.	There will be no in bus camera to be supplied. However, solution must be capable of integration.
63	Automatic Vehicle Locating System	47	Automatic Vehicle Locating System <input checked="" type="checkbox"/> GPS Tracking Device <input checked="" type="checkbox"/> Bus Mounted GPS based driver console (Available on the buses) <input checked="" type="checkbox"/> Driver Display Unit (Available on the buses) <input checked="" type="checkbox"/> Controller (For controlling on bus equipment already available on the buses)	Kindly share below details such as, 1. Kindly share details about available GPS devices Make & Model, current condition etc. 2. Kindly add GPS device line-item in BoM with exact qty. required as per fleet size.	Please refer to the annexure 3 provided in the corrigendum.
64	Passenger Information System	54	The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs: <input checked="" type="checkbox"/> PIS Display Screen at Bus Stops <input checked="" type="checkbox"/> Display Screen on Bus (should have the capability by integrating BDC) <input checked="" type="checkbox"/> Transit web portal for Bus Schedule & ETA, SMS <input checked="" type="checkbox"/> Mobile App <input checked="" type="checkbox"/> Integration with existing PIS software & hardware	As per BoM mentioned in the RFP, There is no display screen required in the bus. Kindly confirm if our understanding is correct. Else, we request you to add the line item with proper quantity count as per fleet size.	Existing on Bus PIS/Display units to be considered.
65	Depot Surveillance System	62	Camera to be fitted on Buses and Video images will be recorded at OBU fitted in the buses, which shall overwrite after 48 hrs. Video shall be downloaded through USB, SD card or WIFI system. Recorded video shall be viewed through special software as and when required.	In Bus Camera quantity is not given in the BoM. We request you to add the In-Bus Camera line-item in the BoM with proper quantity count as per fleet size.	In Bus cameras will be supplied.
66	-	65	CCC building should be secure with CCTV surveillance along with Access Control System.	Kindly provide proper clarity on this clause.	The bidder needs to ensure the visibility and capture all possible black spots. So, bidder may chose as per the functionality.
67	9. Unpriced Bill of Quantity:	107	4.3 CCTV Surveillance Cameras with NVR 1 Set The bidder needs to ensure the visual coverage of the CCC with at least 10 numbers of PTZ/Fixed cameras with 30 Days of storage.	1. Does system Integrator need to consider PTZ Camera or Fixed Camera for CCC Room?	However, all cameras to be installed inside the building so PTZ camera should be considered.
68	About the Project	36	The SI shall be completely responsible for integration, initialization and start-ups of the equipment supplied. SI would also be responsible for integration of any other devices and equipment supplied by any other vendor that is part of the ITMS. Thereafter, the complete responsibility of operations and maintenance of the ITMS system, including spares and insurance shall lie with the SI for the Contract Period.	System Integrator is responsible for proposed hardware product under the scope of work for NIT during O&M period. However, System Integrator will not able to responsibility of hardware and software already available or procured by third-party as it is beyond System Integrator's control. Hence, we request you to amend this clause as, "The SI shall be completely responsible for integration, initialization and start-ups of the equipment supplied. SI would also be responsible for integration of any other devices and equipment supplied by any other vendor that is part of the ITMS. Thereafter, the complete responsibility of operations and maintenance of the ITMS system, including spares and insurance shall lie with the SI for the Contract Period. "	RFP Clause prevails

69	Integration with existing ITMS	76	The bidder needs to study the existing ITMS of CRUT and make sure the integration of all existing hardware & all third-party software. The bidder should ensure the inclusion of all tasks & sub tasks for integration of ITMS. Integration failure would lead to penalty. The existing hardware specifications are provided in annexure.	System Integrator will not able to responsibility of hardware and software already available or procured by third-party as it is beyond System Integrator's control. Hence, we request you to delete this clause.	Please refer to the annexure 4 provided in the corrigendum.
70	9. Unpriced Bill of Quantity:	107	OBITMS Hardware for Buses with SIM card	Kindly share the detailed hardware specification and all hardware list along with qty. per bus that we need to consider under this line-item.	Please refer to the annexure 2 provided in the corrigendum.
71	9. Unpriced Bill of Quantity:	107	Emergency Call Button	Does this button will be placed in bus depot? If Yes, kindly elaborate standard operating process for the same? How it will communicate to the backend system? Purpose of this button etc.	The emergency call buttons are only for Bus Driver & Guide
72	9. Unpriced Bill of Quantity:	107	IP Public Address System for Terminals	Kindly specify, 1. Specification of system (i.e., Speakers and Amplified) 2. How many speaker need to consider per depot or terminals?	Please refer to the annexure 2 provided in the corrigendum.
73	9. Unpriced Bill of Quantity:	107	120 MBPS Broadband connection with routers from two different service providers 6 Set	Kindly share the depot locations (along with lat., long. Where we need to provide Broadband connectivity	Details will be provided after award of the project
74	9. Unpriced Bill of Quantity:	107	Electrical work including all power points and accessories for ITMS equipment	Does system integrator needs to provide Electrical points etc. for proposed hardware at each bus? Generally, such hardware is already available at depot location.	Bidder has to ensure comprehensively installation & integration.
75	9. Unpriced Bill of Quantity:	107	4.18 Internet Line (MPLS) 2 Nos.	1. How many bandwidth required at CCC location? 2. Kindly share the exact location where CCC will be developed? 3. As per our understanding redundant bandwidth required from different ISP. Please confirm.	Please refer to the annexure 2 provided in the corrigendum.
76	9. Unpriced Bill of Quantity:	107	The Capex will be capped at 70% of the grand total. However, the bid will be evaluated on Grand total only.	There is a huge capex investment from the bidder for this project. So we request you to change the payment terms as per above suggestion. The Capex will be capped at 70% 75% of the grand total. However, the bid will be evaluated on Grand total only.	RFP Clause prevails
77	SLA	116	Applications should serve users 24X7 considering near zero downtime of SLA 99.982 % with assured guarantee.	SLA mentioned over here are very strict. It is very difficult to meet mentioned SLA with such a large system and large geographical area and looking to the users.	RFP Clause Prevails
78	SLA	116	SLA for AFCS SLA for AVLS SLA for PIS SLA for Web Application SLA for DC (on cloud) SLA for Helndesk	Hence, we request you to relax SLA to =<95% to >97%	RFP Clause Prevails
79	Background	16		Kindly confirm the total count of buses with CRUT. Kindly confirm total number of Depots and their locations. Kindly confirm if the PIS and ITMS system will be implemented in Cuttack, Bhubaneshwar and Puri city only or intermediate villages (bus stops) are also considered under this project as there might be connectivity issues in those bus stops for PIS displays.	Please refer to the annexure 4 provided in the corrigendum. Total Bus Count: 225 + 50= 275
80	Overview of Scope of Work	37	Hardware Components 1. GPS based Vehicle Tracking/Location System ("AVLS") Supply, installation and configuration in CRUT depots as instructed by CRUT. To track the real-time position of every bus and its route via GPS and driver console. Integration with existing Vehicles hardware supply and required software applications.	Kindly confirm how many vehicles are already fitted with GPS and driver console units? We presume the that existing vendor will maintain the GPS and driver console units and will provide API based integration to successful bidder with no additional cost or integration cost. Please confirm.	Please refer Unpriced BOQ & Financial Proposal format
81	Overview of Scope of Work	37	CRUT Mobility Card ("CMC"): An RFID card that can be used for payments. Smart cards eliminate cash transactions, and thus cash leakage and cash handling costs are reduced as well. They also significantly increase the speed and convenience of each transaction. Issuance of cards, necessary hardware and software applications.	Kindly define the minimum quantity required for CMC. The BOQ mentions the Card issuance system yet do not specify any technical specification/ capacity for Card issuance System. Kindly define the same.	CMCs will be provided by CRUT
82	Overview of Scope of Work	38	Automatic Vehicle locating system: Development / customization, testing, installation and commissioning of Automatic Vehicle Locating System to display real time location of vehicles and Integration of OBU (OBU to be provided by CRUT) in bus to capture, store & analyse vehicle data	As the OBU are to be provided by CRUT, we presume that it will be CRUT's responsibility to maintain and provide data connectivity to these OBUs. Please confirm. Also, CRUT must also ensure that existing OBU shall share the tracking and other data as per format demanded by the successful bidders.	CRUT will assist system integrator to obtain necessary information for Integration & Connectivity. However, system integrator will be responsible for comprehensive integration & maintenance.

83	Overview of Scope of Work	39	12. PIS Management Module Development/customization, testing, and commissioning PIS Management Module to manage any notifications / content to be displayed on PIS app and LED Display and configure various parameters associated with PIS. However, the existing On bus PIS hardware need to be integrated with central ITMS.	Kindly confirm how many buses are already fitted with PIS hardware? Does the PIS devices communicate with central server over wireless connectivity ? If not then How bidders are suppose to communicate with existing PIS systems?	Please refer to the annexure 3 provided in the corrigendum.
84	Intelligent Transport Management System (ITMS)	42	Two-way communication between control room and crew	Kindly confirm if the existing OBU and Bus driver is equipped to do voice call ? We presume that CRUT will take necessary package from network service providers to allow voice communication with OBU and Bus driver console. Please note that on page number 94 Technical specification for GPS hardware there is no mention of two way communication (speak phone/ mic). Hence, kindly confirm if voice communication required under the scope of this project. It is highly recommended that CRUT should remove the voice communication as this will be major distraction for the drivers while driving. Hence, Kindly remove this requirement.	RFP Clause Prevails
85	5. Proposed Solution	46	Support for PKI based Authentication and Authorization – The solution shall support PKI based Authentication and Authorization, in accordance with IT Act 2000, using the Digital Certificates issued by the Registration Authorities (RA) that are approved by the CRUT. In particular, PKI based authentication and authorization shall be implemented by the selected vendor for officials / employees involved in processing key G2B and G2C services, including issuance of notices, receipts and approvals.	We request you to confirm why PKI based authentication is required? As this requirement is generally asked if financial transactions are involved and in this case there is no requirement of PKI based authentication, hence kindly remove this requirement.	RFP Clause Prevails
86	5. Proposed Solution	47	. Aadhaar/ UID Integration – All the Citizen Centric Services should be integrated with Aadhaar	Please confirm why Aadhar/ UID integration is required? Please ensure that CRUT will provide necessary API for the integration if required.	Solution must have capability and integrability for Aadhaar integration.
87	5. Proposed Solution	47	Payment Gateway, SMS Gateway and e-Mail Integrations with all required modules	Kindly confirm that Payment, SMS and Email gateway will be provided by CRUT and successful bidders needs to integrate with the same. It is highly recommended that CRUT deploys the gateways and allows bidders to access the gateway as the quantum of usage cannot be predicted by the bidders.	Successful bidder to provide all desired tools for comprehensive implementation of ITMS solution
88	AVLS Specifications	48	<input checked="" type="checkbox"/> Web based software with high resolution GIS Map for showing real time information of vehicles(both buses & e-rickshaws) should be provided.	Please confirm How the E-Rickshaws are to be tracked? Will there be GPS devices installed on E-Rickshaw? There are no technical specifications for OBITMS equipment for E-rickshaw. Please publish the minimum technical specifications for the E-rickshaw.	GPS devices or OBITMS equipment for E-Rickshaws will be provided by CRUT.
89	Automatic Vehicle Locating System	48	The Automated Vehicle Locating System (AVLS) shall primarily use GPS devices mounted on the vehicle as primary source of data for tracking purposes. The AVLS shall also facilitate Central Control Centre (CCC) as a source of information for real time on field operations and equip them with the details log for drill down of the critical events. The AVLS shall essentially comprise of following components: <input checked="" type="checkbox"/> GPS Tracking Device <input checked="" type="checkbox"/> Bus Mounted GPS based driver console (Available on the buses) <input checked="" type="checkbox"/> Driver Display Unit (Available on the buses) <input checked="" type="checkbox"/> Controller (For controlling on bus equipment already available on the buses)	Please confirm how many GPS devices are installed already ? Please confirm if the existing devices are from same or multiple OEMs. Please confirm can the GPS devices share the field data as per the successful bidder's requirement. Please confirm that existing supplier will be responsible for the maintenance of the GPS and Bus driver console units. What shall be successful bidders responsibility of the existing device goes faulty and stops sending data or sends erroneous data.	Please refer SLA for AVLS
90	Automatic Vehicle Locating System	48	The Automated Vehicle Locating System (AVLS) shall primarily use GPS devices mounted on the vehicle as primary source of data for tracking purposes. The AVLS shall also facilitate Central Control Centre (CCC) as a source of information for real time on field operations and equip them with the details log for drill down of the critical events. The AVLS shall essentially comprise of following components: <input checked="" type="checkbox"/> GPS Tracking Device <input checked="" type="checkbox"/> Bus Mounted GPS based driver console (Available on the buses) <input checked="" type="checkbox"/> Driver Display Unit (Available on the buses) <input checked="" type="checkbox"/> Controller (For controlling on bus equipment already available on the buses)	Please confirm make and model of the existing on board controllers. Please confirm if they are in working condition. We presume that these on board controllers maintenance will be in the scope of vendor who have supplied them. The successful bidder need not consider any data or voice communication package for these existing controllers, kindly confirm this. Also, please confirm that successful bidder will not be penalised in any way for the erroneous data sent from the existing field devices.	Please refer to the annexure 3 provided in the corrigendum.

91	AVLS Specifications	48	System should be capable to give comparative connectivity analysis between any two preferred geographical areas in graphical and tabular manner	What is envisaged from comparative connectivity analysis? How do you want bidders to analyse the connectivity analysis? Are you expecting connectivity status of GPS device/ driver console at required area? Generally the connectivity analysis is provided by the telecom providers, in this case as the tele connectivity will be provided by the existing vendor/CRUT bidders can integrate through API and display the information provided by them. <u>Please confirm our understanding.</u>	Connectivity analysis for GPS at different geographical areas to be provided.
92	AVLS Specifications	48	AVLS system should be smart to automatically force close the trips either in the cases where in GPS Device is in coverage area showing abnormalities in terms of schedules time and distances or in case GPS Device is outside coverage area. Such alerts/events/reports shall be provided to the central system	AVLS system can anytime foreclose the trips at any time depending on the set business rules yet we want to understand what do you mean by abnormalities in terms of time and distance? In our experience it is observed that long distance trips generally takes longer than usual time and if the system closes the trip forcefully then there will be very few completed trips which will lead to misguided analysis of overall fleet utilization. Please confirm why CRUT wants to foreclose the trips depending on the abnormalities? In fact the abnormal trips should be brought in notice of officers with the use of <u>mobile app notification.</u>	RFP clause prevails.
93	AVLS Specifications	48	The software shall provide customized GIS Maps along with vector Maps and line map for better decision support facility.	Kindly explain what is exactly required from customised GIS solution? Generally the GIS solutions like Google maps or other maps are used which cannot be modified except the standard enable/ disable features provided by the Google maps or other maps. Please explain if CRUT do not want standard GIS solutions available in the <u>market.</u>	RFP clause prevails.
94	AVLS Specifications	48	The system should be capable to map and plot all fleet performance relevant incidents live on map	Kindly note that fleet performance information is received from the GPS device installed on the device and the gps sends / shares the data after the incident has occurred. Therefore it is not possible to plot live incidents on the map. Thus we request that the sentence should be modified or changed accordingly.	RFP clause prevails.
95	AVLS Specifications	49	Solution should have On-vehicle hardware and software that provides AVL tracking and integration with on-vehicle equipment including next stop displays and audio systems.	The stated point contradicts the sentence stated on Pg. 48 of the RFP where it is mentioned that the Buses are already prefitted with GPS, Driver Display and Controller. Therefore kindly confirm whether On vehicle hardware has to be provided by <u>the bidder?</u>	On-bus units will be provided by CRUT. However, replacement of GPS devices has to be done by successful Bidder with prior permission or approval from CRUT.
96	AVLS Specifications	50	Solution should be deprived of showing live vehicles, stops and lines on map.	Please confirm as to why the system should be deprived of showing live vehicle and stops We understand that since the tender is for Intelligent Transport management it is very important to show live vehicle and stop so as to fulfil the basic requirement for which the tender was released. <u>Therefore we request you to modify the clause accordingly.</u>	Solution should be deprived of showing live vehicles, stops and lines on map.
97	Automatic Fare Collection System	50	The functional specifications section provides specification for major components for AFCS: - Fare Collection Devices & Integration with existing devices	Please confirm how many Fare Collection devices are present already? Are the existing devices from same or multiple OEMs. Please confirm that existing supplier will be responsible for the maintenance of these fare collection units Also, What shall be successful bidders responsibility of the existing device goes faulty and stops sending data or sends erroneous data.	RFP clause prevails.
98	Automatic Fare Collection System	50	The functional specifications section provides specification for major components for AFCS: - Fare Collection Devices & Integration with existing devices	Please confirm make and model of the existing Fare Collection Devices Also, please confirm if they are in working condition. We presume that the maintenance of the existing fare collection will be in the scope of vendor who have supplied them. Also, please confirm that successful bidder will not be penalised in any way for <u>the erroneous data sent from the existing field devices.</u>	RFP clause prevails.

99	Hardware Components:	52	Hardware Components: ☑ Contactless Smartcard ☑ CRUT Mobility Card (CMC)	Kindly confirm the purpose / need of issuing two different types of cards. Also, request you to confirm regarding the quantity of cards which needs to be distributed.	CMCs will be provided by CRUT
100	Passenger Information System	55	The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs: ☑ Integration with existing PIS software & hardware	Please confirm how many PIS devices are present already ? Are the existing devices from same or multiple OEMs. Please confirm that existing supplier will be responsible for the maintenance of these fare collection units Also, What shall be successful bidders responsibility if the existing device goes faulty?	Please refer to the annexure 3 provided in the corrigendum.
101	Passenger Information System	55	The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs: ☑ Integration with existing PIS software & hardware	Please confirm make and model of the existing PIS Devices Also, please confirm if they are in working condition. We presume that the maintenance of the existing fare collection will be in the scope of vendor who have supplied them. Also, kindly confirm the mode of communication / communication medium between the existing PIS and it's software	Please refer to the annexure 3 provided in the corrigendum.
102	PIS Specifications:	55	At all these bus stations, display units shall receive/display transmitted contents from the central system through a gateway or mention other suitable means in the technical architecture	Kindly confirm the number of Bus Station in which the PIS has to be installed.	Please refer to the annexure 3 provided in the corrigendum.
103	Depot Management System/Solution	57	DMS shall also provide functionality for workshop management and following modules shall be offered: • Fitness Certificate Renewal	Kindly note that fitness certificate issuance and renewal is done by the respective RTO's and is not possible by the bidder. Therefore we suggest that the software will provide a reminder for renewal of fitness certificate whenever a vehicle is due or nearing it's fitness certificate renewal date. Kindly confirm	Solution must be capable of reminder alert.
104	STORES & INVENTORY	58	The proposed Stores and Inventory application shall have features to generate purchase orders, maintenance contractor details, previous quotes, etc. Asset management system to maintain all the physical items belonging to this project. Application shall have receipt of incoming goods/GRN. The application shall support barcode reader to read the item information, warranty, etc. and register into application. Barcode reader should read the goods while procuring and it shall register into the system for inventory.	Kindly confirm the total quantity of Barcode Reader which are currently being used. Are these bar code readers provided by the same OEM / manufacturer or multiple OEM. Also, we presume that bidder will not be responsible for the maintenance of these bar code reader and the same will be provided by the respective supplier.	RFP clause prevails.
105	Depot Surveillance System	63	The bidder need to secure the depots with biometric attendance system & access control system to ensure the effective monitoring of depot operations	Kindly provide the technical specification of the control system and the Biometric device required as the same are not mentioned in the RFP.	Please refer to technical specifications of biometric devices.
106	Camera based in Bus Surveillance System	63	Camera to be fitted on Buses and Video images will be recorded at OBU fitted in the buses, which shall overwrite after 48 hrs. Video shall be downloaded through USB, SD card or Wi-Fi system. Recorded video shall be viewed through special software as and when required	Kindly confirm the number of buses in which camera has to be provided ? Also please confirm how many cameras are supposed to be fitted in each bus Also, we request you to please subsequent changes in the BOQ and the RPF as the quantity of In Bus Camera is not specified in the BOQ and the technical specification for the same are not published in the RFP.	No on-bus cameras to be provided by successful Bidder.

107	Camera based in Bus Surveillance System	63	Camera to be fitted on Buses and Video images will be recorded at OBU fitted in the buses, which shall overwrite after 48 hrs. Video shall be downloaded through USB, SD card or WiFi system. Recorded video shall be viewed through special software as and when required	<p>We suggest that mNVR to be added as part of the BOQ as the same will be needed to store and view the video recorded by the camera installed in BUS.</p> <p>Therefore we request you to consider one mNVR per bus for all the buses in which CCTV Cameras are to be installed and request you to change the BOQ accordingly.</p>	RFP Clause prevails
108	Annual Maintenance Contract	93	CRUT is not obliged to continue with the Bidder providing AMC and may choose another Bidder as AMC Partner	<p>We suggest the statement to be deleted from the RFP as the same will create a lot of distrust amongst the bidders as generally it is observed that the bidder bids for a tender keeping in mind the complete project duration and also initiates financial investment accordingly.</p> <p>Therefore such as statement will only fuel multiple doubts in the bidder's mind and will refrain him / her from bidding for this project. Therefore we request the clause to be deleted or modified accordingly.</p>	RFP clause prevails.
109	9. Unpriced Bill of Quantity:	108	BUS STATION & TERMINALS – ITMS Solution Components IP Public Address System for Terminals Emergency Call Button	<p>Kindly note that there is no specification, of Public Address system and Emergency Call Button in the RFP.</p> <p>Request you to please provide the same.</p>	Please refer to the annexure 2 provided in the corrigendum.
110	SLA for AVLS	118	3 Reliable without any loss of data, Seamless connectivity when moving between Bus Stops (GPRS Network)	<p>We suggest the stated SLA not to be made binding to the bidder as the bidder is not providing the requisite hardware required for the AVLS system.</p> <p>Also the bidder needs to only integrate with the existing hardware. Thus the bidder can not be held responsible for any data loss which may occur due to the existing hardware.</p> <p>Therefore we request you to remove this clause from the RFP.</p>	RFP clause prevails.
111	SLA for AVLS	118	5 Replacement Time of Malfunction AVLS Unit	<p>We suggest that the SLA clause to be removed from the RFP as the bidder is supposed to integrate with the existing AVLS devices and not supply the same.</p> <p>Thus, replacement / repair time will be dependent on the part / device availability with the existing OEM / supplier and the same will not be in the hand of the bidder.</p>	RFP clause prevails.
112	11. Payment Terms:	124	Software Payment 1 Development of ITMS Solution 1) Completion of FRS for Package 1 & 2 - 5% of Table 1B 2) Completion of SRS & SDD for Package 1 & 2 - 5% of Table 1B 3) Development and Deployment of ITMS Application (Package-1) - 30% of Table 1B 4) Development and Deployment of ITMS Application (Package-2) - 30% of Table 1B 2 Project Completion and Successfully Running of ITMS solution: - User Acceptance Testing - 10% of Table 1B - Go-Live - 30% of Table 1B - Stabilization post go-live period of 6 months - 10% of Table 1B	<p>As calculated the payment percentage of the software component till go live is 110%.</p> <p>Request please change / modify the same accordingly.</p>	<p>Kindly read as Software Payment Development of ITMS Solution</p> <p>3) Development and Deployment of ITMS Application- 30% of Table 1B</p> <p>Payment will be done as per the packages.</p>
113	2. Instructions to Bidders	16	By submitting the Bid, the Bidder shall be deemed to have acknowledged and agreed that in the event of a change in control of the Bidder itself or an Associate whose Technical Capacity or the Holding Company whose Financial Capacity was taken into consideration for the purposes of Short Listing and Qualification under and in accordance with this RFP, the Bidder shall be deemed to have knowledge of the same and shall be required to inform the CRUT along with all relevant particulars about the same	<p>As per this clause, we understand that the bidder's holding company financial capacity is considered for evaluation.</p> <p>Requesting CRUT to kindly consider the financial and technical experience of bidder's holding company, if the bidder is a 100% subsidiary of its holding company.</p> <p>This is widely accepted in similar ITMS tenders across India.</p>	RFP clause prevails.

114	3. Bid Evaluation Methodology	-	Foreign project currency exchange rate	Foreign projects are allowed in prequalification and technical evaluation. Since such projects value will be different currency, please clarify the exchange rate to be used to convert to INR. We hope bidder can consider the RBI currency exchange rate prevailing as on date of release of RFP.	RFP clause prevails.
115	3. Bid Evaluation Methodology	26	Other consortium member must have positive net worth of 1 Cr. From Last 3 financial years (2017-18, 2018-19, 2019-20)	Since the lead bidder's financial strength is already being evaluated under prequalification and technical evaluation, we request CRUT to kindly remove this clause for the consortium partner, which will ensure a wider participation of technology providers.	Please refer to the annexure 1 provided in the corrigendum.
116	3. Bid Evaluation Methodology	26	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Consortium is formed with intention to utilize each partners combined resources and technology for a project execution. If both the partners are from the same domain, then there is no purpose of forming a consortium. Request CRUT to kindly consider project experience of any member of consortium and combine the clause in to a single criteria. Kindly amend the clause as; The Bidder/ Any member (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last seven years as on last date of submission of RFP of value not less than INR 15 Cr.	Please refer to the annexure 1 provided in the corrigendum.
117	3. Bid Evaluation Methodology	26	Copy of Work Order & Work Completion certificate of the project from respective client clearly stating the scope, current status (percentage completion), System Stability Status and the contact details of the authority. Project cost should be mentioned clearly.	As an appreciation of project completion, clients usually provide completion certificate in client's own formats. Normally as per market practise, work order and project completion certificate is provided by the clients. It is challenging for the bidders to get system stability status details in client certificate. Hence please remove the requirement of system stability status details in completion certificate	Please refer to the annexure 1 provided in the corrigendum.
118	3. Bid Evaluation Methodology	28	TQ3) The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	Requesting CRUT to allow bidder to use the proposed OEM's experience for meeting this criteria.	Please refer to the annexure 1 provided in the corrigendum.
119	3. Bid Evaluation Methodology	28	TQ4) The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission <u>For Go Live/Project Completion</u> • 5 Marks for 1 Project • Additional 2.5 mark for each project completed subject to Maximum 5 Marks <u>For Satisfactory Completion</u> • 3 Marks- 1 Satisfactory Project completion • Additional 1 mark for each satisfactory project completion subject to Maximum 2 Marks Note: The Bidder/The Lead Bidder need to specify the project/s for evaluation as per given format.	Government clients provides completion certificates based on their rules and norms. It is not mandatory that all completion certificates many state the project status as "satisfactory project completion". Hence, the evaluation parameter is challenging for the bidders. Also projects covering all the listed features are limited in number during last 5 years. This will limit the participation of many bidders. Kindly amend the criteria and marking system into a single criteria for 15 marks as below: TQ4) The bidders/any member of consortium should have project completion (go live) with complete system integration with the any 3 systems among ETM, AFCS, Smart card, mobile ticketing, AVLS, PIS, Vehicle scheduling, Depot management, Timetable planning and live tracking, etc. of buses across any Public/Govt. Transport agency in last seven years from the last date of submission <u>For Go Live/Project Completion</u> • 10 Marks for 1 Project • Additional 2.5 mark for each project completed subject to Maximum 5 Marks <u>For Satisfactory Completion</u> • 3 Marks-1 Satisfactory Project completion • Additional 1 mark for each satisfactory project completion subject to Maximum 2 Marks	Please refer to the annexure 1 provided in the corrigendum.
120	3. Bid Evaluation Methodology	28	TQ4) The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	Requesting CRUT to allow bidder to use the proposed OEM's experience for meeting this criteria.	RFP clause prevails.

121	3. Bid Evaluation Methodology	29	<p>TQ5) System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the-shelf) ITMS/ITMS solution.</p> <p>Note: In case of consortium second member must have any two mandatory System Functionality Module.</p>	<p>We hope consortium members together can meet the requirement, such that the consortium partner meets minimum two mandatory modules. Also based on rules and requirements of each client, ITMS softwares are always customized for each projects. Hence COTS is not mandated by public sector transport departments in similar tenders. Request CRUT to remove "COTS" reference. Kindly amend as: System functionality: The bidder/ Consortium (Combined experience) will be marked on the basis of number of features present as a part of ITMS/ITMS solution.</p> <p>Note: In case of consortium any member must have any two mandatory System Functionality Module.</p>	Please refer to the annexure 1 provided in the corrigendum.								
122	3. Bid Evaluation Methodology	29	<p>TQ5)</p> <p>10 Marks for availability of 5 sub-modules/systems including 4 Mandatory Modules Additional 1 mark for each additional module up-to a maximum of maximum 5 marks</p>	<p>There are only 9 modules listed, instead of 10. Please clarify the 10th module missing here.</p>	Please refer to the annexure 1 provided in the corrigendum.								
123	6. Project Deliverables	81	<p>ITMS Integration Expert</p> <ul style="list-style-type: none"> Should have experience in implementing Complex BMS (Building Management System) solutions for at least 2 projects 	<p>Since the role is ITMS expert, domain knowledge in ITMS solutions must be evaluated. We request authority to consider prior experience in ITMS domain itself for this role.</p> <p>Kindly amend as:</p> <ul style="list-style-type: none"> Should have experience in implementing Complex ITMS solutions for at least 2 projects 	RFP clause prevails.								
124	Annexure F	154	<p>Power of Attorney for Lead Member by the other Consortium Member</p> <p>(On Non - Judicial Stamp paper of appropriate value to be purchased in the name of Consortium)</p>	<p>We assume that the stamp paper can be purchased in the name of consortium partner (the firm), not in the name of consortium.</p>	Yes stamp paper can be purchased in the name of lead member.								
125	Annexure I:	159	<p>Annexure I: Annual Turnover of the Bidder (Turnover of lead Bidder in the Consortium)</p>	<p>The prequalification criteria is asking for average turnover of FY 2017-18, 2018-19 & 2019-20. Whereas the format is asking for turnover in 2016-17, 2017-18, 2018-19. Hope this is a typo error.</p>	Yes average turnover of FY 2017-18, 2018-19, 2019-20 to be provided.								
126	10. Service Level Agreement	114	<p>Implementation Service Level</p> <table border="1"> <thead> <tr> <th>Delay (Weeks)</th> <th>Penalty % on the respective Payment milestone value</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2 %</td> </tr> <tr> <td>2</td> <td>3 %</td> </tr> <tr> <td>3 or more</td> <td>2% for each week of delay</td> </tr> </tbody> </table>	Delay (Weeks)	Penalty % on the respective Payment milestone value	1	2 %	2	3 %	3 or more	2% for each week of delay	<p>The given SLA term as per RFP is very high which is not common in other government tenders. Hence authority is requested to consider the most common LD term that is 0.5% delay per week capping at 5%</p>	RFP clause prevails.
Delay (Weeks)	Penalty % on the respective Payment milestone value												
1	2 %												
2	3 %												
3 or more	2% for each week of delay												
127	10. Service Level Agreement	115	<p>Operation Service Level</p>	<p>The field hardware uptime in RFP is very high with 99.9 % and 97%. Authority is requested to provide considerable relaxation for the same.</p>	RFP clause prevails.								
128	General		<p>General</p>	<p>As per government guidelines, it is understood that all the Public transportation must be fitted with AIS 140 certified GPS device for tracking. This project being a public vehicle tracking project, hope we have to consider GPS device with AIS 140 standard in place of the given specification in RFP. Please clarify.</p>	RFP clause prevails.								
129	Pre-qualification/ Eligibility Criteria, Sl.no1	25	<p>The Bidder/All members of consortium shall be a registered company/Partnership firm/LLPs. In case of Consortium MoU to be signed by both the parties.</p>	<p>As per the mentioned scope of work & functionality, we understand that all expertise are different; therefore this is important that parties with relevant experience should be allowed to make consortium (minimum 3 parties should be allowed to participate).</p>	RFP clause prevails.								

130	Qualification Criteria: Pre-qualification/ Eligibility Criteria, sl no 4	25	<p>Financial Stability:</p> <p>The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)</p> <p>In case of consortium, the lead Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)AndThe Consortium Partner must have an Average Annual Turnover of at least INR 5(Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)</p> <p>The Bidder/Lead Bidder (in case of consortium) must have Positive Average Net Worth of Rs.5 (Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)</p>	We request you to consider the last 3 audited financial years as (2017-18, 2018-19 and 2019-20) or (2018-19,2019-20 & 2020-2021) , if 2020-21 balance sheet is already audited	Please refer to the annexure 1 provided in the corrigendum.
131	Qualification Criteria: Pre-qualification/ Eligibility Criteria, sl. No-6	25	<p>Technical Stability:</p> <p>The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.</p> <p>Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr</p>	<p>Please amend the criteria as :</p> <p>The Bidder/Any member of consortium (in case of consortium)/consortium to jointly meet ITMS requirements. We request you to consider on going projects as only few projects are running in India and mostly are in on-going phase.</p>	Please refer to the annexure 1 provided in the corrigendum.
132	Qualification Criteria: Pre-qualification/ Eligibility Criteria, sl. No-7	27	The Bidder/all members of consortium should possess any of the below two certifications:ISO 9001:2015 ISO 27001 CMMI Level 3	<p>Please amend the criteria as :</p> <p>The Bidder/any member of consortium should possess any of the below two certifications:ISO 9001:2015 ISO 27001 CMMI Level 3 or above</p>	RFP clause prevails.
133	Table 1: Technical Evaluation criteria TQ1	27	Average Positive Net worth of the Bidder/ the lead Bidder (in case of consortium) during last three Financial Years 2017-18, 2018-19 and 2019-20	Please consider the last 3 audited financial years as (2017-18, 2018-19 and 2019-20) or (2018-19,2019-20 & 2020-2021) , if 2020-21 balance sheet is already audited	Please refer to the annexure 1 provided in the corrigendum.
134	Table 1: Technical Evaluation criteria TQ2	28	The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad) bus operation in last five years from the last date of submission.	Please consider on going projects as only few projects are running in India and mostly are in on-going phase.	RFP clause prevails.
135	Table 1: Technical Evaluation criteria TQ4	28	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	<p>Please amend the criteria as :The bidders/any member of consortium/consortium to jointly should have project completion (go live) on going projects with complete system integration with the ETM/AFCS/Smart card &mobile ticketing/AVLS and live tracking, etc. across any Public/Govt. Transport agency in last five years from the last date of submission</p>	
			System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution. Note: In case of consortium second member must have any two mandatory System Functionality Module	We request you to consider on going projects as only few projects are running in India and mostly are in on-going phase.	Please refer to the annexure 1 provided in the corrigendum.
			1. GIS/Open-Source MAP based Vehicle Tracking System (Mandatory)		
			2. Integration with IoT devices with central monitoring Centre (Mandatory)		
3. Role Based Mobile/Web Application across any Public Payment and Public Ticketing (Additional)					
4. Fleet Management system including driver's app, route planning, re-routing, alerts, destination information, ETA, etc. (Mandatory)					

			5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory)	We are the first movers of billing system for Municipal Corporation and it is more than 10 years ago. Therefore, We request you to consider projects without any limitation in time period	Please refer to the annexure 1 provided in the corrigendum.
			6. Grievance Redressal System/Incident Management System (Additional)		
			7. Dashboards and MIS for transport system with Role Based Access Control and ranking module for different divisions, departments etc. (Additional)		
			9. Cloud based DC & DR for Central Monitoring System (Additional)		
			10. The system should be fault tolerant with the system capability to handle 3000 vehicles. (Additional)		
136	TQ7	30	The Bidder/Any member of the consortium certification: ISO 9001:2015, ISO 27001 , ISO/IEC/20000 CMMI Level 3 ,Cmmi level 5	The Bidder/Any member of the consortium certification : max marks 5 ISO 9001:2015, ISO 27001 , ISO/IEC/20000 CMMI Level 3 /Cmmi level 5	RFP clause prevails.
137	Other Important Information Related to Bid	14	Performance Security Deposit 10% of project cost in the form of DD & Within fifteen (15) working days of the date of notice of award of the contractor prior to signing of the contract whichever is earlier or as intimated in the LOA issued by CRUT.	With reference to the Notification No. F.9/4/2020-PPD released by Ministry of Finance, Gol on 12.Nov.2020 regarding Performance Security, the same has been reduced to 3% of the contract value. <u>Request you please consider the notification and revise the clause.</u>	RFP clause prevails.
138	Section 2, Instruction to Bidder	16	Sub-contracting conditions Bidder is not allowed to sub-contract the work.	As per ICT Policy 2014 Govt. of Odisha under clause 5.5.2 Preferential Procurement it is mentioned that, " <u>Government while awarding Projects above 5 crore to national or international companies would stipulate mandatory participation of Local companies (maximum up to 25% work for deployment and maintenance)</u> ". Therefore we request the client to allow sub-contracting to local companies.	RFP clause prevails.
139	Section 2, Instruction to Bidder	17	Right to vary the scope of the work CRUT reserves the right to modify the scope of work at any time during the contract period on mutual agreement	We assume that the Scope of work mentioned in the RFP is indicative and the variance will be identified during System study. Any changes in the scope of work post approval of the SRS will be treated as change request	RFP clause prevails.
140	Section 2, Instruction to Bidder,	18	EMD For Earnest Money Deposit (EMD) submission shall be done. Any Bid not accompanied with EMD shall be rejected. Bidder must submit Physical copy of the DD as part of the proposal	We would request to allow EMD payment in the shape of Bank Guarantee. We would also request you to share the BG format along with Beneficiary bank details as mentioned below for preparation of the BG as per the bank guidelines. <input type="checkbox"/> Name of the Account Holder <input type="checkbox"/> Account Number <input type="checkbox"/> Name of the Bank <input type="checkbox"/> IFSC code	RFP clause prevails.
141	Section 3, Pre-Qualification Criteria	26 Sl. No. 6	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr.	As the lead bidder experience is being asked related to "Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or state", consortium partner experience may not be asked against the same criteria. Consortium member experience may kindly be evaluated as per the following criteria Other member of Consortium must have at least one project experience related to IT/ ITeS project for any state/ or central government in INDIA in last five years as on last date of submission of RFP of value not less than INR 5 Cr.	RFP clause prevails.
142	Section 5 , Propose solution	46	Integration with Third party Software: The bidder shall integrate the ITMS application with any third party application as and when required as a part of this RFP.	We request the client to share the list of third party applications with whom the integration is required to be undertaken We assume that the necessary APIs/ web services required on the existing application shall be provided by the Client only.	Please refer to the annexure 4 provided in the corrigendum.
143	Section 5 , Propose solution	46	Integration with Third party Software: Payment Gateway, SMS gateway, Email integration with all required module	We also assume that provision of SMS gateway, Email gateway and payment gateway will be the responsibility of the client. We will do the integration only	Please refer to the annexure 4 provided in the corrigendum.

144	Section 5 , Propose solution	46	Aadhaar/ UID Integration – All the Citizen Centric Services should be integrated with Aadhaar.	We also assume that on boarding the Aadhaar authentication Agency will be the responsibility of the client. We will do the integration only	Solution must have capability and integrability for Aadhaar integration.
145	Section 5 , Propose solution	51	Mobile App for ticketing: Mobile application (Android/iOS) shall be developed to enable users to generate secure Barcode/QR based tickets for use on ticket validation devices.	We assume that Google Play store & App store charges for both Android and iOS will be borne by the Client. Kindly confirm.	The successful agency will bear the cost
146	Section 6 , Project Deliverables	75	6 months of stabilization	We assume that the Stabilization and operation maintenance Phase will be started in Parallel post go- Live of the application.	Please refer to the annexure 5 provided in the corrigendum.
147	Section 6	76	Data Conversion, Cleaning and Migration The Bidder shall perform the data conversion, digitization, cleansing and migration from manual and/or the existing legacy systems to the RDBMS implemented for proposed ITMS	We request the Client to provide information on following <input type="checkbox"/> No. of Data to be digitized <input type="checkbox"/> No. of data to be migrated from manual system <input type="checkbox"/> We assume that All the data to be migrated from the existing legacy system are in electronic format and will be handed over in specific format shared by us	RFP clause prevails.
148	Section 6	76	Integration with existing ITMS The bidder needs to study the existing ITMS of CRUT and make sure the Integration of all existing hardware & all third-party software. The bidder should ensure the inclusion of all tasks & sub tasks for integration of ITMS. Integration failure would lead to penalty. The existing hardware specifications are provided in annexure.	We assume that after implementation of the new ITMS application, the existing ITMS application will be discarded. Kindly confirm	No, existing ITS will be integrated with the new ITMS. However, existing ITS may operate individually.
149	Section 6	76	Integration with existing ITMS <input type="checkbox"/> Integration with AFCS system <input type="checkbox"/> Integration of web portal with social media & news center <input type="checkbox"/> Integration of On Bus Components <input type="checkbox"/> Integrations of all existing third-party software/applications Integration of Google Services. (like Bus FTA/Bus Routes/F-Rickshaw FTA)	We assume that the necessary APIs/ web services required on the existing application shall be provided by the Client only.	CRUT will assist to obtain the necessary APIs/ web services required on the existing application
150	Section 6	80	Key Personnel Requirements for Project Delivery The bidder would be responsible to deploy adequate manpower during the implementation phase to complete the project in stipulated timelines for Go-Live	We assume that the Man power will be deployed at bidder premise during implementation Phase. Kindly confirm	Yes
151	Section 6	80	Key Personnel Requirements for Project Delivery The successful bidder shall provide a dedicated project manager (onsite at CRUT premises) till successful go live and appropriate handholding and training of the implemented solution	We assume that Client will provide necessary IT/ Non It infrastructure during the deployment of Project manager. Kindly confirm	The successful Bidder is solely responsible for the establishment of project office and deployment of tools and tackles along with key resources.
152	Section 6	80	Key Personnel Requirements for Project Delivery The successful bidder shall provide a dedicated full-time onsite ITMS Support Team post CRUT approval. However, CRUT reserves the right to increase or decrease the number of resources as per its requirements.	We request the client to specify no. of resources and Type of resources required to be deployed at client site. Also We assume that all the necessary It and Non IT infrastructure for the deployed resources shall be provided by Client. Kindly confirm	RFP clause prevails.
153	Section 6	80	Key Personnel Requirements for Project Delivery The onsite trainer would be required to visit various locations as decided by CRUT from time to time to deliver trainings for the entire tenure of the contract.	We assume that necessary Logistics Expenses for the travel would be borne by the Client. Kindly confirm	RFP clause prevails.
154	Section 6	85	Any changes/customizations to the ITMS application performed/ identified within the period of six months post "Go-Live" are not to be considered as separate Change Requests and hence are to be carried out by the Bidder at no extra cost.	We request to limit the changes / customization in line with the approved SRS. Any major changes will be treated as Change request.	RFP clause prevails.
155	Section 6	86	Help desk Service The bidder will depute staff who will be contactable via phone and mail to provide assistance to the Users and address their queries and concerns.	We request the client to specify no. of resource required for help desk service. Also please specify the deployment mode (Onsite or offsite).	RFP clause prevails.
156	Section 6	86	Help desk Service Provide necessary channels for reporting issues to the help desk. The incident reporting channels could be the following <input type="checkbox"/> Specific E-Mail account <input type="checkbox"/> Telephone (Toll free)	We assume that provision of the Toll free Number for the helpdesk service shall be under the responsibility of the Client. Please confirm.	Comprehensive help desk services to be provided by the successful Bidder. CRUT will not provide any toll free number.

157	Section 11 payment terms	123	Software payment	We assume that, There is some discrepancy in the payment terms which is showing a sum of 130% of Table 1B. Request the client to Look into it once again.	Kindly read as Software Payment Development of ITMS Solution 3) Development and Deployment of ITMS Application- 30% of Table 1B <u>Payment will be done as per the packages.</u>
158	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	Request you to reduce the requirement to 1 project of value not less than INR 25 Cr The reason for the request is that the Similar natured projects whose Scope of Work match closely with that of the current tender and that are completed would be less in number. Also, changing this clause would allow more companies that are doing similar ITMS projects in the field of bus operations, to get a fair chance to participate in the tender.	Please refer to the annexure 1 provided in the corrigendum.
159	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	Requesting CRUT to allow sub-contracted projects The Bidders can be asked to submit proofs of sub- contracted projects	RFP clause prevails
160	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Ongoing project experience will not be considered.	We humbly request CRUT to remove the mandate on completed projects alone and to also consider ongoing projects that have crossed the Go-Live stage . The average tenure of Integrated / Intelligent Transport Management System projects is usually 5 years. Therefore, the number of such completed projects would be less in number. Hence, we request you to consider ongoing projects and to accept Go-Live certificates as proof of project	Please refer to the annexure 1 provided in the corrigendum.
161	3 Pre- Qualification / Eligibility Criteria	26	Financial Stability: The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Request you to consider the Average Annual Turnover for the last 3 financial years (2018-19, 2019-20 and 2020-21) so as to allow more companies that have deployed similar solutions, to participate in the bid. We request you to accept the Provisional Financial Statements (FS) for 2020-21 <u>for the time being until the audited statements are available</u>	Please refer to the annexure 1 provided in the corrigendum.
162	3 Pre- Qualification / Eligibility Criteria	26	Financial Stability: The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Requesting CRUT to bring down the requirement to INR 8 Cr in order to allow more companies that have delivered similar natured ITMS projects in the field of bus operations, to participate	Please refer to the annexure 1 provided in the corrigendum.
163	3 Technical Evaluation Criteria	27	TQ1: Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years- 2017-18, 2018-19 and 2019-20 Rs.20 crores (INR): 7 marks	Requesting CRUT to bring down the requirement to INR 8 Cr in order to allow more companies that have delivered similar natured ITMS projects in the field of bus operations, to participate	Please refer to the annexure 1 provided in the corrigendum.
164	3 Technical Evaluation Criteria	27	TQ1: Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years- 2017-18, 2018-19 and 2019-20 Rs.20 crores (INR): 7 marks	Request you to consider the Average Annual Turnover for the last 3 financial years (2018-19, 2019-20 and 2020-21) so as to allow more companies, in the field of technology transportation that have deployed similar solutions, from participating in the bid. We request you to accept the Provisional Financial Statements (FS) for 2020-21 <u>until the audited statements are available</u>	Please refer to the annexure 1 provided in the corrigendum.
165	3 Technical Evaluation Criteria	28	TQ2: The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad) bus operation in last five years from the last date of submission. 1- Work Order issued & signed by the competent authority of the client entity. 2- Completion Certificate issued & signed by the competent authority of the client entity on letterhead	We humbly request CRUT to replace completion certificate with Go-Live Intelligent Transport Management System projects are usually for a duration of 5 years on an average. Therefore, the number of completed projects would be very less in number. Hence, we request you to consider ongoing projects and accept Go-Live certificate as proof	Please refer to the annexure 1 provided in the corrigendum.

166	3 Technical Evaluation Criteria	28	TQ3: The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission. 1- Work Order issued & signed by the competent authority of the client entity. 2- Completion Certificate issued & signed by the competent authority of the client entity on letterhead	We humbly request CRUT to remove the mandate on completion certificate and to consider Go-Live certificate Similar natured projects involving AFCS, Smart cards and Mobile app-based ticketing solution etc. usually of duration 5 years on an average. Therefore, the number of completed projects would be very less in number. Hence, we request you to consider ongoing projects and accept Go-Live certificate as proof	Please refer to the annexure 1 provided in the corrigendum.
167	3 Technical Evaluation Criteria	29	TQ5: System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution. 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory) 10 Marks for availability of 5 sub- modules/systems including 4 Mandatory Modules	Requesting CRUT to remove the requirement on Billing system Billing system may not be related directly with the Scope and so we request removal of the condition.	Please refer to the annexure 1 provided in the corrigendum.
168	2 Instruction to Bidder's	16	Sub-Contracting Conditions Bidder is not allowed to sub-contract the work.	Requesting CRUT to allow sub-contracting as the scope includes multiple modules that can be sub-contracted in the interest of availing the best available solution and also to save time	RFP clause prevails.
169	6 Project Deliverables	76	Integration with Existing ITMS: The bidder needs to study the existing ITMS of CRUT and make sure the integration of all existing hardware & all third-party software. The bidder should ensure the inclusion of all tasks & sub tasks for integration of ITMS. Integration failure would lead to penalty	We humbly request CRUT to add a clause that CRUT would felicitate the integration process with third party companies	RFP clause prevails. However, CRUT will assist the successful Bidder to obtain all necessary data for integration.
170	6 Project Deliverables	83	Application support including modification and integrations with future systems	We humbly request CRUT to felicitate the integration with future systems and coordinate with third party companies if required.	RFP clause prevails.
171	2 Instruction to Bidder's	19	Intellectual Property Rights: CRUT shall have perpetual, exclusive license for products and related solutions, fixes provided pursuant to this work order, any bespoke development done during the term of contract and for any material developed or otherwise obtained by the Bidder.	We request CRUT to change this to non-exclusive so as to bring down the overall costs for CRUT	RFP clause prevails.
172	11 Payment Terms	124	Operation & Maintenance: Payment to be done on Quarterly Basis of with quarterly Progress Report at the end of the quarter	We humbly request CRUT to let the Successful Bidder raise invoices on a monthly basis and to make monthly payments to the Successful Bidder instead of quarterly payments	RFP clause prevails.
173	11 Payment Terms	123	Payment Terms: Missing – By what time would CRUT make payments to the Successful Bidder after raising the invoice?	Requesting CRUT to add a clause stating that payments would be released within a certain time period after the Successful Bidder raises invoice every time. Also, requesting CRUT to add a clause on payment delays	Within 45 days (need to be confirmed).
174	Pre- qualification/ Eligibility Criteria, #1	26	The Bidder/All members of consortium shall be a registered company/Partnership firm/LLPs. In case of Consortium MoU to be signed by both the parties.	We suggest that consortium of 3 parties be allowed. This will help in wider participation.	Please refer to the annexure 1 provided in the corrigendum.
175	Pre- qualification/ Eligibility Criteria, #6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr	We suggest that this experience be sought from any member of the consortium. This will allow wider participation considering that the logical construct of the consortium is an SI with solution provider. The solution provider will bring the experience while the SI will bring the implementation skills.	Please refer to the annexure 1 provided in the corrigendum.
176	Pre- qualification/ Eligibility Criteria, #6	27	Other member of Consortium must have at least one similar project experience related to Integrated / Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	We suggest that this experience be removed. Considering that the logical construct of the consortium is an SI with solution provider. The solution provider will bring the experience while the SI will bring the implementation skills.	Please refer to the annexure 1 provided in the corrigendum.
177	Technical Marking Criteria (#TQ3)	29	The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	We suggest that the criteria be changed to following in the interest of wider participation. Mobile ticketing is still in initial stages in India and such experience will limit participation. 'The bidders/any member of consortium should have experience in AFCS along with Smart Card OR mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.'	Please refer to the annexure 1 provided in the corrigendum.

178	Technical Marking Criteria (#TQ4)	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	Similar to the above, we suggest that mobile ticketing be made optional.	RFP clause prevails.
179	Technical Marking Criteria (#TQ4)	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	The criteria is divided in to two segments - i) Go Live / Project completion ii) Satisfactory Completion In our understanding, projects which are Go Live are definitely satisfactory from the client. Please advise the need for the two segments. In our opinion, only 1 segment is enough to gauge the bidder's credentials. Requesting you to consider the same.	Please refer to the annexure 1 provided in the corrigendum.
180	Technical Marking Criteria (#TQ5)	30	System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution.	Module #8 is missing in the list. Secondly, we suggest that at least 12 modules maybe provided out of which bidders can meet 10 and get the scoring. Otherwise it will be very stiff for the bidders.	Please refer to the annexure 1 provided in the corrigendum.
181	Technical Marking Criteria (#TQ7)	30	The Bidder/Any member of the consortium certification: ISO 9001:2015, ISO/IEC/20000, ISO 27001, CMMI Level 3 and CMMI Level 5	We suggest that CMMI L5 be removed to allow wider participation	RFP clause prevails.
182	Scope of Work	35	Comprehensive On ground Operations Assistance excluding Drivers, Conductors and Depots & Terminal Staffs	Scope of ground operation is not clearly defined in the RFP. This RFP is intended for IT solution requesting to drop the ground operation assistance from the scope of work	RFP clause prevails.
183	Scope of Work	35	Daily Operations Assistance and reconciliation	All these scopes more suited to bus operation instead of IT solution provider, therefore to request to drop these from the scope of work.	RFP clause prevails.
184	Scope of Work	36	Deployment of staff as necessary to check for ticket-less travel	All these scopes more suited to bus operation instead of IT solution provider, therefore to request to drop these from the scope of work.	RFP clause prevails.
185	Scope of Work	36	Increase in Ridership on the buses and subsequently improve the revenue from the fare box collection	All these scopes more suited to bus operation instead of IT solution provider, therefore to request to drop these from the scope of work.	RFP clause prevails.
186	Scope of Work	36	SI would also be responsible for the integration of any other devices and equipment supplied by any other vendor that is part of the ITMS. Thereafter, the complete responsibility of operations and maintenance of the ITMS system, including spares and insurance shall lie with the SI for the Contract Period	CRUT will provide all the required integration document, API, protocol document and other support for the integration with existing ITMS, pl confirm. Also, requesting to share the existing HW make and model, date of installation, will help to assess the requirement of maintenance.	CRUT will provide necessary assistance to the successful agency for integration of existing ITS and its components. However, the agency will be responsible for the integration of all existing softwares and hardwares.
187	Scope of Work	37	CRUT Mobility Card - ("CMC") Issuance of cards, necessary hardware and software applications	CRUT will provide the smart card for issuance, pl confirm.	CMCs will be provided by CRUT
188	Scope of Work	37	Automatic Vehicle Locating System (AVLS) - Development/customization, testing, installation and commissioning of Automatic Vehicle Locating System to display the real-time location of vehicles and Integration of OBU (OBU to be provided by CRUT) in the bus to capture, store & analyse vehicle data	For the entire fleet of buses, provision of inside Bus hardware like GPS, OBC, driver console, controller, LED board, CCTV and their maintenance is the responsibility of CRUT if confirm.	RFP clause prevails.
189	Scope of Work	37	Integration with Closed Loop Card Host - Central Clearing House system and Smart Card to be provided by Authority appointed Bank. CRUT will choose the Bank.	Role of Authority appointed Bank is not clear for the closed-loop card, is not clear. Requesting elaborate the role of a bank in overall AFCS.	Card along with necessary documents for integration will be provided to system integrator.
190	Project Coverage: Geographical Coverage	38	The proposed system will cover the entire state and all Buses as handed over by CRUT from time to time and will include multiple Bus stop, Bus terminal, Bus Depot across the city	Please advise the geographical coverage. The clause mentions entire state of Odisha whereas at other places the RFP mentions the CRUT region of Bhubaneswar, Cuttack and Puri-Konark.	CRUT operates in the region of BDA, CDA and PKDA. Please refer to the RFP.
191	Scope of Work: Solution Summary	40	Depot & Workshop Management	We request to elaborate the scope of workshop management module	RFP clause prevails.
192	Scope of Work: Proposed Solution	46	Support for PKI based Authentication and Authorization – The solution shall support PKI based Authentication and Authorization, in accordance with IT Act 2000, using the Digital Certificates issued by the Registration Authorities (RA) that are approved by the CRUT. In particular, PKI based authentication and authorization shall be implemented by the selected vendor for officials / employees involved in processing key G2B and G2C services, including issuance of notices, receipts and approvals	the requirement of PKI based authentication not clear in the RFP, pl clarify	RFP clause prevails.

193	Scope of Work: Proposed Solution	48	AVLS software & Integration with existing hardware Proposed Solution - Automatic Fare Collection System - Fare Collection Devices & Integration with existing devices & Integration with existing Hardware & AFC system	We request you to kindly share the details of existing hardware and their condition to enable assessment of integration efforts.	Please refer to the annexure 3 provided in the corrigendum.
194	Depot surveillance System	63	CCTV based surveillance system will be incorporated by the bidder at each and every depot & Camera based in Bus Surveillance System	As per our understanding CCTV for Bus Surveillance will be provided by CRUT, please confirm.	CCTV based surveillance system will be installed at the depots. However, the successful Bidder needs to ensure scalability of CCTV surveillance system in future.
195	Integration with existing ITMS	77	The bidder needs to study the existing ITMS of CRUT and make sure the integration of all existing hardware & all third-party software	We request you to share the details of the existing software modules need to be integrate with the proposed solution. This will help in assessment of the integration efforts.	Please refer to the annexure 4 provided in the corrigendum.
196	8. Technical Specifications- Hardware	96	AFCS Hardware: Station Server/IOT Device	Please advise the need for a station server. As per our understanding, for a web based software hosted on cloud, station server is not required.	RFP clause prevails.
197	8. Technical Specifications- Hardware	99	Point of Sale	Please advise the need of a Point of Sale. Is it for issuing cards? If yes, then are Cards in scope of the bidder? The Bill of Material does not mention cards / card quantity	Cards will be provided by CRUT.
198	Specification of Electronic Ticketing Device	99	Display 3.5 inch 240 x 320 pixel TFT & colour LCD Touch screen keypad 10 numeric / letter keys, 8 function keys Backlighting	Considering the development in technology in recent years, we request to allow Soft Keys (software keys) instead of physical keys	RFP clause prevails.
199	Unpriced Bill of Quantity	107	GIS Platform	We request to share the operational area of operation and fleet size to assess map requirement	Please refer to the annexure 2 provided in the corrigendum.
200	Unpriced Bill of Quantity	107	Integration for OBITMS Hardware for E-Rickshaws	Software requirement of e-Rickshaws and integration with proposed ITMS is not clear, please elaborate.	The successful Bidder needs to integrate OBITMS hardware with the ITMS solution.
201	11. Payment Terms:		Software Payment	Distribution of Table 1B is not correct. Please clarify	CRUT operates in the region of BDA, CDA and PKDA. Please refer to the RFP.
202	Qualification Criteria 6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Please note that if the lead member of the consortium itself, the lead bidder may be looking forward to a consortium partner who brings in credentials of networking, cloud services, deploying surveillance systems, etc. to put up a stronger bid. The lead bidder may not need the consortium party to also be from the ITMS field itself. Please remove the need for the consortium bidder also to have executed a ITMS of INR 5 Crore. Only the turnover criteria should be there.	Please refer to the annexure 1 provided in the corrigendum.
203		58	The system shall maintain staff's ESI, PF and other mandatory processes. Application shall have provision to request transfer to other depots or other places. Staff shall be able to generate their salary slip using their ID & password	Please allow the referred component to be source from third party software provider for Payroll of employees as none of the leading access control OEMs provide the same in their own brand.	RFP clause prevails
204	Table 1: Technical Evaluation criteria - TQ7	30	The Bidder/Any member of the consortium certification: ISO 9001:2015 ISO/IEC/20000 ISO 27001 CMMI Level 3 CMMI level 5 1 mark for each certificate Maximum 5 Marks	Bidder who has CMMI 5 will not have CMMI3. In lieu of CMMI 5 which is an overlap of CMMI3, we suggest inclusion of ISO 14000 which is a family of standards related to environmental management that exists to help organizations minimize how their operations negatively affect the environment; comply with applicable laws, regulations, and other environmentally oriented requirements. Applicability of ISO 14001 is important in this project. "Bidder/Consortium Member should have following Valid Certificate as on the date of bid Submission. ISO 9001:2015 ISO/IEC/20000 ISO 14001 ISO 27001 CMMI Level 3 or higher"	RFP clause prevails
205	Evaluation of Technical Proposal	27	Evaluation of Technical Proposal	We understand that the evaluation will be on QCBS format. Please confirm. As per standard practise in QCBS tenders, we suggest inclusion of a minimum mark for qualification in the Technical Evaluation.	RFP clause prevails

206	Payment Terms:	123	Current Payment Terms	The current payment terms will badly hurt the cash flow of the project. Positive project cash flow ensures that the bidder does not need to add unnecessary finance costs which directly increase the bid value. We suggest a relook into the same and at least 80% of the payment to be released at supply of hardware.	RFP clause prevails
207	Technical Specification Video wall	102	2. Resolution: 920 x 1080	The resolution of 920 x 1080 does not exist. Request you to change Resolution: 1920 x 1080	Yes, Resolution is 1920 x 1080
208	Technical Specification Video wall	102	3. Pixel Pitch: 0.53 mm	Pixel pitch: 0.53 mm does not exist or specific to single OEM Only; generally all LED Lit Panels come with 0.63 pixel pitch which is standard in the LED Lit Panels video wall So, Requesting you to consider Pixel Pitch: 0.63 mm ; so that other OEM can qualify.	Hardware should fulfil minimum technical specifications as provided in the RFP.
209	Technical Specification Video wall	103	12. Standard Outputs: 1x Digital DVI-D ; 1x CVBS BNC	CVBS BNC signals are old, outdated and obsolete from the market. Hence, requesting you to remove CVBS BNC Signals Please change Standard Outputs: 1x Digital DVI-D/ DP	Hardware should fulfil minimum technical specifications as provided in the RFP.
210	Technical Specification Video wall	103	21. Combined Bezel (Typical): 5.7 mm	5.7mm combined bezel is very thick and very old technology for the video wall; hence requesting you to consider at least 3.5mm combined bezel which is very basic and entry level LED-Lit Panels Please change Combined Bezel (Typical): 3.5 mm	Hardware should fulfil minimum technical specifications as provided in the RFP.
211	Unpriced BOQ Sr. No. 2.9	107	8 Port Industrial Grade Switch	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
212	Unpriced BOQ Sr. No. 3.3	107	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
213	Unpriced BOQ Sr. No. 4.8	108	Internet Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
214	Unpriced BOQ Sr. No. 4.9	108	L3 Switch/Edge Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
215	Unpriced BOQ Sr. No. 4.10	108	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
216			Network Management Software	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
217	Unpriced BOQ Sr. No. 3.4	107	CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
218	Unpriced BOQ Sr. No. 4.16		UPS with 1 Hour of Backup	Please note that as the Specification are not available in the tender currently. However, as UPS is an active component for this Project we highly recommend of reputed brands in order to minimize any risk. Hence, we suggest UPS Manufacturer should be ISO 9001 certified	Please refer to the annexure 2 provided in the corrigendum.
219	Unpriced BOQ Sr. No. 3.09		12U Racks	Please note that as the Specification are not available in the tender currently. However, as UPS is an active component for this Project we highly recommend of reputed brands in order to minimize any risk. Hence, we suggest OEM should have 9001:2008, 14001:2015 and 18001:2007 ISO Certifications. OEM should have IATF Certifications	Please refer to the annexure 2 provided in the corrigendum.
220	Unpriced BOQ Sr. No. 4.17		42U Racks	Please note that as the Specification are not available in the tender currently. However, as UPS is an active component for this Project we highly recommend of reputed brands in order to minimize any risk. Hence, we suggest OEM should have 9001:2008, 14001:2015 and 18001:2007 ISO Certifications. OEM should have IATF Certifications	Please refer to the annexure 2 provided in the corrigendum.
221	3 Bid Evaluation Criteria Pre Qualification Criteria	26	The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Considering the complexity of project & involvement of multiple stake holders & technologies , we believe selected contractor should be financially stable to maintain the cash flow required for the project. So We request to change criteria as below The Bidder must have an Average Annual Turnover of at least INR 50(Fifty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Please refer to the annexure 1 provided in the corrigendum.

222	3 Bid Evaluation Criteria Pre Qualification Criteria	26	The Bidder/Lead Bidder (in case of consortium) must have Positive Average Net Worth of Rs.5 (Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Considering the complexity of project & involvement of multiple stake holders & technologies , we believe selected contractor should be financially stable to maintain the cash flow required for the project. So We request to change criteria as below The Bidder/Lead Bidder (in case of consortium) must have Positive Average Net Worth of Rs.20 (Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Please refer to the annexure 1 provided in the corrigendum.
223	3 Bid Evaluation Criteria Pre Qualification Criteria	26	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Considering the complexity of project & involvement of multiple stake holders & technologies with new & existing infrastructure , we believe selected contractor should be a domain expert and in business for long duration. We request to change criteria as below : The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last Seven years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Please refer to the annexure 1 provided in the corrigendum.
224	3 Technical Evaluation Criteria TQ1	27	Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years-2017-18, 2018-19 and 2019-20 Rs.20 crores (INR): 7 marks For every additional turnover of Rs.2 crores-1 mark subject to maximum of 3 marks.	Considering the complexity of project & involvement of multiple stake holders & technologies , we believe selected contractor should be financially stable to maintain the cash flow required for the project. So We request to consider the following criteria for Markings: Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years-2017-18, 2018-19 and 2019-20 Rs.50 crores (INR): 7 marks For every additional turnover of Rs.10 crores-1 mark subject to maximum of 3 marks	Please refer to the annexure 1 provided in the corrigendum.
225	3 Technical Evaluation Criteria TQ1	27	Average Positive Net worth of the Bidder/ the lead Bidder (in case of consortium) during last three Financial Years-2017-18, 2018-19 and 2019-20 Rs.5 crore :3 marks For every additional Net worth of Rs.1 crore-1 mark subject to maximum of 2 marks.	Considering the complexity of project & involvement of multiple stake holders & technologies , we believe selected contractor should be financially stable to maintain the cash flow required for the project. So We request to consider the following criteria for Markings: Average Positive Net worth of the Bidder/ the lead Bidder (in case of consortium) during last three Financial Years-2017-18, 2018-19 and 2019-20 Rs.20 crore :3 marks For every additional Net worth of Rs.5 crore-1 mark subject to maximum of 2 marks.	Please refer to the annexure 1 provided in the corrigendum.
226	3 Technical Evaluation Criteria TQ3	28	The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	Considering the complexity of project & involvement of multiple stake holders & technologies with new & existing infrastructure , we believe selected contractor should be a domain expert and in business for long duration. We request to change criteria as below : The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public Bus system/ public Transport system in last Seven years from the last date of submission.	Please refer to the annexure 1 provided in the corrigendum.

227	3 Technical Evaluation Criteria TQ4	28	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	<p>The applications asked in this criteria is 2 different solution packages & hardly comes together as one in any work. ETM,AFCS Etc comes under Ticketing solutions & AVLS, Live Tracking etc Comes under Tracking solutions. Considering the complexity of project & involvement of multiple stake holders & technologies with new & existing infrastructure , we believe selected contractor should be a domain expert We request to change criteria as below :</p> <p>1) The bidders/any member of consortium should have project completion (go live)/ 80 % Go Live with complete system integration with the ETM, AFCS, Smart card, mobile ticketing etc. of buses across any Public/Govt. Transport agency in last Seven years from the last date of submission.</p> <p>Marking: 3 Marks for 1 Project & additional 1 Marks for each project completed subject to 2 marks Maximum &</p> <p>2) The bidders/any member of consortium should have project completion (go live) / 80 % Go Live with complete system integration with the , AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission.</p> <p>Marking : 3 Marks for 1 Project & additional 1 Marks for each project completed subject to 2 marks Maximum.</p>	Please refer to the annexure 1 provided in the corrigendum.
228	3 Technical Evaluation Criteria TQ4	28	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	For Satisfactory Completion, Kindly accept 80% Go Live project for giving Markings	Please refer to the annexure 1 provided in the corrigendum.
229	3	27	Audited Financial Statement for Financial years 2017-18, 2018-19, 2019-20 by statutory auditor ☐ Turn over Certificate and Net worth Certificate from statutory auditor clearly specifying the Average Annual Turnover & Average Net Worth	Request you to consider Statutory auditor into Chartered accountant certificates like other standard bids	RFP Clause prevails
230	11	124	<p>Development of ITMS Solution</p> <p>1) Completion of FRS for Package 1 & 2 5% of Table 1B</p> <p>2) Completion of SRS & SDD for Package 1 & 2 5% of Table 1B</p> <p>3) Development and Deployment of ITMS Application (Package-1) 30% of Table 1B</p> <p>4) Development and Deployment of ITMS Application (Package-2) 30% of Table 1B</p> <p>2 Project Completion and Successfully Running of ITMS solution: User Acceptance Testing 10% of Table 1B Go-Live 30% of Table 1B Stabilization post go-live period of 6 months 10% of Table 1B</p> <p>Note: The balance 10% of the of Capex/Table 1B for Software would be paid to the bidder/the lead bidder (in case of consortium) proportionately over the operation and maintenance period on Quarterly basis, Post Go-Live. The Billing period of Hosting & maintenance Cost would begin after Go-Live.</p>	As per the Payment terms provided the total is crossing 100% kindly check if any corrections to be made and share the revised payment terms	<p>Kindly read as Software Payment Development of ITMS Solution</p> <p>3) Development and Deployment of ITMS Application- 30% of Table 1B Payment will be done as per the packages.</p>
231	Key Terms – Definition Total Contract Value/ Contract Value	7	Value (exclusive of all taxes, levies and duties) finally agreed between CRUT and the Bidder for the delivery of Services mentioned in the RFP (after negotiations with the selected Bidder). All relevant taxes would be considered for reimbursement on actuals as per CRUT's discretion and prevailing Government Laws. This will be the maximum value payable to the Bidder for this Project.	Bidder understands that all relevant taxes would be considered for reimbursement on actuals as per bill raised by bidder and prevailing Government Laws. CRUT's discretion will be limited to check the applicability and correctness of said taxes as per law.	RFP Clause prevails
232	9. Unpriced Bill of Quantity	110	All relevant taxes would be considered for reimbursement on actuals as per CRUT's decision and prevailing Government Laws.	Bidder understands that all relevant taxes would be considered for reimbursement on actuals as per bill raised by bidder and prevailing Government Laws. CRUT's decision will be limited to check the applicability and correctness of said taxes as per law.	RFP Clause prevails

233	Qualification Criteria - Document Proof	27	GST return Copy for the specified years, GST certificate, certified copies of valid PAN documents shall be furnished	Request you to remove the GST return copy the rest can be submitted.	Please refer to the annexure 1 provided in the corrigendum.												
234	Section 9-1.3	108	Integration for OBITMS Hardware for E-Rickshaws	- We understand OBITMS hardware refers to the GPS hardware for Buses and E-Rickshaws. Please confirm.	Yes												
235				- OBITMS hardware integration for E-Rickshaws is mentioned as SI Scope, Please confirm if procurement of OBITMS hardware is also in SI scope. - Also please share the OBITMS hardware specification for rickshaws, as the detail will be required both for procurement or Integration only.	SI need to integrate the OBITMS with the new solution.												
236	Section 4	37	ETM Handheld with printer and reader for smartcard in all the buses. Count required may be increased or decreased as per the requirement. ETMs increase transparency in ticketing reports and enable real-time flow of ticketing and revenue information. They also form the enabling infrastructure for M-Ticketing, card acceptance and other key digital initiatives. Integration with existing ETMs.	- We understand ETM required in buses are hand held devices capable of printing tickets and validating different ticketing media like smart cards, Paper tickets, M-tickets and booking from web portal and not a stand alone pole validator as shown in Page-52 block diagram. Please confirm	RFP Clause prevails												
237	Section 8	99	Technical Specification of ETM handheld devices are not mentioned, - Certification requirements: CE, UL, FCC etc - Environmental requirements : IP rating, IK rating etc	- Please confirm the Certification & Environmental requirements for ETM handheld Devices	RFP Clause prevails												
238	Section 6	77	The bidder needs to study the existing ITMS of CRUT and make sure the integration of all existing hardware & all third-party software. The bidder should ensure the inclusion of all tasks & sub tasks for integration of ITMS. Integration failure would lead to penalty. The existing hardware specifications are provided in annexure.	- RFP on Page 77 mentions that "existing hardware specifications are provided in annexure", but annexure doesn't contain the details. Please share existing hardware specifications for planning.	Please refer to the annexure 4 provided in the corrigendum.												
239	Section 9	108	PIS components on Bus station & Terminals, <table border="1" data-bbox="409 738 1003 841"> <tr> <td>2</td> <td>BUS STATION & TERMINALS – ITMS Solution Components</td> <td></td> <td></td> </tr> <tr> <td>2.1</td> <td>Station PIS Solution board with inbuilt controller & GPRS Module for communication with command centre</td> <td>20</td> <td>Nos.</td> </tr> <tr> <td>2.2</td> <td>Terminal PIS Display with controller (LED TV) & GPRS Module for communication with command centre with IP-65 casing & mounting structure for outdoor mounting</td> <td>2</td> <td>Nos.</td> </tr> </table>	2	BUS STATION & TERMINALS – ITMS Solution Components			2.1	Station PIS Solution board with inbuilt controller & GPRS Module for communication with command centre	20	Nos.	2.2	Terminal PIS Display with controller (LED TV) & GPRS Module for communication with command centre with IP-65 casing & mounting structure for outdoor mounting	2	Nos.	- The unpriced BOQ mentions two types of PIS hardware, But specification are mentioned for only one PIS hardware on Section-8, Pg:96. Please confirm the requirements for both PIS hardware required for Bus Station & Terminals.	Please refer to the annexure 2 provided in the corrigendum.
2	BUS STATION & TERMINALS – ITMS Solution Components																
2.1	Station PIS Solution board with inbuilt controller & GPRS Module for communication with command centre	20	Nos.														
2.2	Terminal PIS Display with controller (LED TV) & GPRS Module for communication with command centre with IP-65 casing & mounting structure for outdoor mounting	2	Nos.														
240	Section 5	55	PIS components on Bus, <table border="1" data-bbox="409 868 1003 966"> <tr> <td colspan="4">The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs:</td> </tr> <tr> <td colspan="4"> <ul style="list-style-type: none"> PIS Display Screen at Bus Stops Display Screen on Bus (should have the capability by integrating BDC) Transit web portal for Bus Schedule & ETA, SMS Mobile App Integration with existing PIS software & hardware </td> </tr> </table>	The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs:				<ul style="list-style-type: none"> PIS Display Screen at Bus Stops Display Screen on Bus (should have the capability by integrating BDC) Transit web portal for Bus Schedule & ETA, SMS Mobile App Integration with existing PIS software & hardware 				- We understand the for PIS on Buses, SI scope is to integrate the existing hardware with the proposed ITMS system. Please confirm our understanding and if procurement is also required, share the PIS on bus specification.	Please refer to the annexure 2 provided in the corrigendum.				
The system shall consist of following units to offer users access to real-time information regarding operations of bus transit service and extend ease of information access related to travel needs:																	
<ul style="list-style-type: none"> PIS Display Screen at Bus Stops Display Screen on Bus (should have the capability by integrating BDC) Transit web portal for Bus Schedule & ETA, SMS Mobile App Integration with existing PIS software & hardware 																	
241	Section 9	108 & 109	CCTV requirements for Depot & CCC, <table border="1" data-bbox="409 990 1003 1096"> <tr> <td>3.4</td> <td>CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse</td> <td>6</td> <td>Set</td> </tr> <tr> <td>4.3</td> <td>CCTV Surveillance Cameras with NVR</td> <td>1</td> <td>Set</td> </tr> </table> <p>The bidder needs to ensure the visual coverage of the CCC with at least 10 numbers of PTZ/Fixed cameras with 30 Days of storage.</p>	3.4	CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse	6	Set	4.3	CCTV Surveillance Cameras with NVR	1	Set	- Technical Specification for CCCTV Bullet, PTZ/Fixed cameras are mentioned. Please share the requirements for the CCTV cameras including Certification & Environmental requirements	Please refer to the annexure 2 provided in the corrigendum.				
3.4	CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse	6	Set														
4.3	CCTV Surveillance Cameras with NVR	1	Set														
242	Service Level Agreement	112	Penalty % on the respective Payment milestone value Delay in by one week 2%, delay by 2 weeks 5% Etc	Request you to CAP SLA penalty to 1% as per industry standards	RFP Clause prevails												
243	Service Level Agreement	112	Delay of every week would also account in increase of additional 2 weeks in the maintenance period which will be over and above the maintenance period of 5 years.	Request you to kindly reconsider that SLA penalty should not impact increase of O&M phase as already there is penalty charge	RFP Clause prevails												
244	Payment Terms	123	3) Development and Deployment of ITMS Application (Package-1)30%	To be revised to 50%	RFP Clause prevails												
245	Payment Terms	123	4) Development and Deployment of ITMS Application (Package-2) 30%	To be revised to 50%	RFP Clause prevails												
246	Payment Terms	123	Procurement and Supply of Hardware 30%	To be revised to 50%	RFP Clause prevails												
247	Payment Terms	123	User Acceptance Testing 10%	To be revised to 30%	RFP Clause prevails												
248	Payment Terms	123	Go-Live 30%	To be revised to 10%	RFP Clause prevails												

249	5 Proposed Solution AFCS	50	Integration with exiting hardware and AFC system	Please elaborate exiting hardware. Whether we have to integrate or port the existing AFCS system to New AFCS system	SI needs to provide a new AFCS system with data migration
250	5 Proposed Solution AFCS	53	System should be able to integrate with any transport payment tool including National Common Mobility Card in future	Please elaborate the integration part. Whether you want to use the HTT device with NCMC card in future or hardware compatibility required	Hardware compatibility is required.
251	5 Proposed Solution AFCS	53	Should be able to monitor bus revenue & e-rickshaw revenue individually & combinedly	Please elaborates more on e-rickshaw integration in terms of AFCS system	As per RFP, solution must have the provision.
252	8 Technical Specifications	97	AFCS Hardware : Station Server/IOT Device	Station server/IOT devices is not available in Bill of Quantity	Please refer to the annexure 2 provided in the corrigendum.
253	5 Proposed Solution	68	Mobile Application & Web portal	Is there any existing payment gateway to Integrates with Mobile app / web portal for ticketing purpose	SI has to provide the payment gateway
254	8 Technical Specifications	99	Electronic Ticketing Device	In hardware specification, connectivity required GPRS or 3G/4G ?	Please refer to the annexure 3 provided in the corrigendum.
255	5 Proposed Solution AFCS	54	<ul style="list-style-type: none"> ☐ The Key Management System shall also be responsible for updating the files to all the devices in the AFC system. ☐ The Key Management should allow to update the system periodically and whenever required and should have the versioning mechanism to manage the updates 	Is Key Management system is under Bank scope?	No
256	Overview of Scope of Work	36	2)Integration with existing ETMs.	Please elaborate	SI needs to integrate existing ETMs with the new solution.
257	Overview of Scope of Work	38	11)Central Clearing House system and Smart Card to be provided by Authority appointed Bank	What is the role of bank in closed loop cards, these will be Mifare cards not EMV cards	RFP Clause prevails
258	Hardware Components	51	Handheld Ticketing Terminal (for Terminals) Electronic Ticketing Machines (for use within buses)	Are these two different devices and two different applications	Please refer system functionalities provided in the RFP
259	Hardware Components	52	Contactless Smartcard CRUT Mobility Card (CMC)	Are these two different types of cards, please elaborate	CMCs will be provided by CRUT
260	Ease of Ticket Booking	68	The e- ticket/ SMS etc. should be able to be verified by ticket collector inside the Bus though the Hand-held Machine.	HHT should verify the e-ticket/SMS, How does ETM validate a SMS	Guide will verify the e-ticket/SMS
261	AFCS Hardware	98	Contactless Card Reader(optional)	Contactless reader in ETM should be mandatory not optional as we will be dealing with contactless cards (Mifare cards)	RFP Clause prevails
262	AFCS Hardware	98	ETM hardware	There is no mention of QR scanner in ETM, this should be there as conductor has to verify the ticket in bus that was generated in mobile or printed in paper	Please refer system functionalities provided in the RFP
263	Technical Architecture and Requirement ITMS Solution Features	45	Web Application - Single-sign-on will be enabled to enable access to the application modules with a single access credential.	Single-sign-on system is not required. User access the modules as per their roles & responsibilities. For example - Depot manager will have access of DMS. For management perspective, BI module is provided which will have consolidate data from all sub modules such as AFCS, AVLS, DMS IMS etc. Please confirm.	RFP Clause prevails
264	Technical Architecture and Requirement ITMS Solution Features	47	Technical Architecture - Aadhaar/ UID Integration – All the Citizen Centric Services should be integrated with Aadhaar.	Kindly elaborate the requirement of Aadhar/UID integration. As per our understanding, this is not required.	Solution must have capability and integrability for Aadhaar integration.
265	Technical Architecture and Requirement ITMS Solution Features	47	Technical Architecture -All the modules shall be available with web-based, interactive user interface. Bidder must implement the above mentioned ITMS functional modules as per the identified business needs of CRUT. In addition, the functions will be supplemented by appropriate Workflow Management and Enterprise Portal support with interface for employees, suppliers and citizens with adequate access control and security measures such as OTP, Digital Signatures, Aadhaar Authentication.	Kindly elaborate the requirement of Aadhar/UID integration. As per our understanding, this is not required.	RFP Clause prevails

266	Technical Architecture and Requirement ITMS Solution Features	50	Automatic Vehicle Locating System - Solution should have event management module for configuring special occasions.	What configuration need to be done in event management module . Kindly elaborate.	Please refer system functionalities provided in the RFP
267	Technical Architecture and Requirement ITMS Solution Features	55	Passenger Information System - Integration with existing PIS software & hardware	As per BOQ, PIS module is part of scope so elaborate the requirement of integration with existing PIS software. Also Please provide specifications of existing PIS hardware.	RFP Clause prevails
268	Technical Architecture and Requirement ITMS Solution Features	59	Depot Management System - Attendance shall be recorded using Biometric Readers installed at various places in the depots. The system shall not allow any records to be deleted. But it shall allow admin to edit employee personal info, others as required.	Our attendance module will be integrated with existing biometric readers. Is our understanding correct?	Existing hardware should be integrated with new solution.
269	Technical Architecture and Requirement ITMS Solution Features	50	Vehicle Planning, Scheduling and Dispatch Management - The VPSD system should be scalable in terms of performance for future increase of users, fleet, crew, depots, etc.	Kindly provide scalability for project duration.	Please refer system functionalities provided in the RFP
270	Technical Architecture and Requirement ITMS Solution Features	61	Vehicle Planning, Scheduling and Dispatch Management - The solution shall have map-based interface with the option to use Google Map as a background and being compatible with Google Transit.	Can open source map used instead of Google map as google map licences incur additional cost.	Please refer system functionalities provided in the RFP
271	Technical Architecture and Requirement ITMS Solution Features	70	MIS - Below are the minimum number of reports required and all the reports will be finalized during the design phase.	Report list is missing in MIS section in RFP. Please provide the same.	Reports to be generated as follows: Conductor / Driver Login reports for Day, week, month; Non Compliance issues of different driver / conductors for the shift; Trip summary; Bus Equipment Fault Summary; Hourly Bus Usage Summary; Total Commuters and revenue per Route, per Bus, per shift; Revenues collected on same bus, same route, same trips by different Conductors; ROI route wise, trip wise, shift wise; Passengers boarding bus at a Bus stop – Time of day; Daily pass usage and its ROI for the passes validated; Student pass usage and the Cost of the subsidy that has to be refunded by Government daily, weekly, monthly, yearly. Origin – Destination; Bus Service Disruption; En-route Ticket issue Summary; Boarding and Alighting statistics; Passenger KMS analysis per trip configurable by the user; Bus Rides and Revenue Statistics By Fare Code; Bus Equipment Transactions; Bus Service Revenue And Passenger Statistics Summary; Boarding Ride Bus Stop etc.
272	Technical Architecture and Requirement ITMS Solution Features	75	Business Intelligence Platform - Mobile support should be enabled. Should cater to leading technologies such as Blackberry, Symbian as well as Windows Mobile.	Technology such as Blackberry, Symbian as well as Windows are old. Kindly remove.	Minimum functionality should be fulfilled.

273	Technical Architecture and Requirement ITMS Solution Features	77	Integration with existing ITMS - 1. Integration with AFCS system 2. Integration of web portal with social media & news center 3. Integration of On Bus Components 4. Integrations of all existing third-party software/applications 5. Integration of Google Services (like Bus ETA/Bus Routes/F-Rickshaw ETA)	Kindly provide more details on existing system to be integrated.	Please refer to the annexure 4 provided in the corrigendum.
274	General Contract & Conditions Clause 3	128	Indemnity The Bidder shall indemnify CRUT against the all actions, suits, claims, damages (damages by bus crew or staff in mishandling, theft etc. will be the responsibility of CRUT) and demands brought or made against it in respect of anything done or omitted to be done by the Bidder in the execution of or in the connection with the work of this Contract and against loss or damage to CRUT in consequences of any action or suit being brought against the Bidder anything done or omitted to be done in execution of the work of this contract.	Request you to consider this clause as follow: Indemnity & Limitation of Liability: The Bidder shall indemnify CRUT against the all actions, suits, claims, damages (damages by bus crew or staff in mishandling, theft etc. will be the responsibility of CRUT) and demands brought or made against it in respect of anything done or omitted to be done by the Bidder in the execution of or in the connection with the work of this Contract and against loss or damage to CRUT in consequences of any action or suit being brought against the Bidder anything done or omitted to be done in execution of the work of this contract. Notwithstanding any other provision hereof, neither party shall be liable for (a) any indirect, incidental, special, consequential, exemplary or punitive damages or (b) any damages for lost profits, lost revenues, loss of goodwill, arising out of the performance or failure to perform under this agreement, even if advised of the possibility of such damages or losses or if such possibility was reasonably foreseeable. Bidder's liability under this contract if any, shall be limited to the applicable invoice/purchase order/statement of work giving rise to such liability.	RFP Clause prevails
275	General Contract & Conditions Clause 3	128	Disputes and Arbitration Disputes (if any) raised out of contract are subject to jurisdiction of civil court of Bhubaneswar only.	Request you to consider this clause as follow: Disputes and Arbitration All disputes, claims, suits and actions arising out of this work order or its validity will be in a binding manner finally decided in accordance with the provisions of the Arbitration and Conciliation Act 2008 and its amendments. Such Arbitration proceedings shall be conducted by a panel of 3 (Three) Arbitrators. Each party shall appoint 1(One) arbitrator each and the 2 (two) arbitrators shall appoint the third arbitrator who shall act as presiding officer. The seat of Arbitration shall be Bhubaneswar. Disputes (if any) raised out of contract are subject to jurisdiction of civil court of Bhubaneswar only.	RFP Clause prevails
276	General Contract & Conditions Clause 3	131	Effect of Force Majeure Event Neither CRUT nor the Bidder shall be considered in default or in contractual breach to the extent that performance of obligations is prevented by a Force Majeure Event, which arises after the Effective Date. An extension of time to the Construction Date shall be agreed upon by the Parties, provided the Bidder proves to CRUT that; • The execution of Works is actually and necessarily delayed by an Force Majeure Event; and • The effect of such Force Majeure Event could not have been prevented or avoided or removed despite exercise of reasonable due diligence whether before, after or during the Force Majeure Event • Also, in the event of Force Majeure, Bidder agrees to CRUT deferring the payments for the Force Majeure period provided CRUT agrees to pay the deferred amount immediately after the Force Majeure period is over.	We request to modify the clause as follow: • Also, in the event of Force Majeure, CRUT shall be liable to make the payments for the work done before the commencement of the force majeure event. Bidder agrees to CRUT deferring the payments for the Force Majeure period provided CRUT agrees to pay the deferred amount immediately after the Force Majeure period is over.	RFP Clause prevails

277	Qualification Criteria 6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Please note that if the lead member of the consortium itself, the lead bidder may be looking forward to a consortium partner who brings in credentials of networking, cloud services, deploying surveillance systems, etc. to put up a stronger bid. The lead bidder may not need the consortium party to also be from the ITMS field itself. Please remove the need for the consortium bidder also to have executed a ITMS of INR 5 Crore. Only the turnover criteria should be there.	Please refer to the annexure 1 provided in the corrigendum.
278		58	The system shall maintain staff's ESI, PF and other mandatory processes. Application shall have provision to request transfer to other depots or other places. Staff shall be able to generate their salary slip using their ID & password	Please allow the referred component to be source from third party software provider for Payroll of employees as none of the leading access control OEMs provide the same in their own brand.	RFP Clause prevails
279	Table 1: Technical Evaluation criteria - TQ7	30	The Bidder/Any member of the consortium certification: ISO 9001:2015 ISO/IEC/20000 ISO 27001 CMMI Level 3 CMMI level 5 1 mark for each certificate Maximum 5 Marks	Bidder who has CMMI 5 will not have CMMI3. In lieu of CMMI 5 which is an overlap of CMMI3, we suggest inclusion of ISO 14000 which is a family of standards related to environmental management that exists to help organizations minimize how their operations negatively affect the environment; comply with applicable laws, regulations, and other environmentally oriented requirements. Applicability of ISO 14001 is important in this project. "Bidder/Consortium Member should have following Valid Certificate as on the date of bid Submission. ISO 9001:2015 ISO/IEC/20000 ISO 14001 ISO 27001 CMMI Level 3 or higher"	Please refer to the annexure 1 provided in the corrigendum.
280	Evaluation of Tech	27	Evaluation of Technical Proposal	We understand that the evaluation will be on QCBS format. Please confirm. As per standard practise in QCBS tenders, we suggest inclusion of a minimum mark for qualification in the Technical Evaluation.	RFP clause prevails
281	11. Payment Term	123	Current Payment Terms	The current payment terms will badly hurt the cash flow of the project. Positive project cash flow ensures that the bidder does not need to add unnecessary finance costs which directly increase the bid value. We suggest a relook into the same and at least 80% of the payment to be released at supply of hardware.	RFP clause prevails
282	Technical Specification Video wall	102	2. Resolution: 920 x 1080	Looks it's a typo error; 920 x 1080 resolution is not exist; Request you to change Resolution: 1920 x 1080	Yes, Resolution is 1920 x 1080
283	Technical Specification Video wall	102	3. Pixel Pitch: 0.53 mm	Pixel pitch: 0.53 mm is not exist or specific to ONE OEM Only; generally all LED Lit Panels are comes with 0.63 pixel pitch which is standard in the LED Lit Panels video wall Request you to consider Pixel Pitch: 0.63 mm so that other OEM can qualify	Please refer to the annexure 3 provided in the corrigendum.
284	Technical Specification Video wall	103	12. Standard Outputs: 1x Digital DVI-D ; 1x CVBS BNC	CVBS BNC signals are old, outdated and obsolete from the market request you to remove CVBS BNC Signals Please change Standard Outputs: 1x Digital DVI-D/ DP	Hardware should fulfil minimum technical specifications as provided in the RFP.
285	Technical Specification Video wall	103	21. Combined Bezel (Typical): 5.7 mm	5.7mm combined bezel is very thick and very old technology for the video wall; request you to consider at least 3.5mm combined bezel which is very basic and entry level LED-Lit Panels Please change Combined Bezel (Typical): 3.5 mm	Hardware should fulfil minimum technical specifications as provided in the RFP.
286	Unpriced BOQ Sr. No. 2.9	107	8 Port Industrial Grade Switch	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
287	Unpriced BOQ Sr. No. 3.3	107	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
288	Unpriced BOQ Sr. No. 4.8	108	Internet Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
289	Unpriced BOQ Sr. No. 4.9	108	L3 Switch/Edge Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
290	Unpriced BOQ Sr. No. 4.10	108	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.

291			Network Management Software	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
292	Unpriced BOQ Sr. No. 3.4	107	CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
293			General Query/Clause Addition Request	Please confirm that in these type of scenarios where SI incurs additional cost due to a delay to the date of completion (need to be agreed) from the date of PO/Work Order caused by CRUT or other stakeholders then SI shall be entitled to claim extension of time along with additional delay costs for such delay. Such conditions could be unavailability of site/partial availability of site/delay in getting ROW etc. Addition of this clause will keep the job healthy and ensure good progress and timely completion.	RFP Clause prevails
294			General Query/Clause Addition Request	Please confirm that the go-live would be provided on pro rata basis for the systems/locations which have been completed and FAT is conducted and the warranty would also start for those locations would not be linked to the Go-live of the entire system. Since all the sites are standalone sites and there is no dependency of one site with other so for smooth completion of job	RFP Clause prevails
295			General Query/Clause Addition Request	Request you to capture a clause where SI is not responsible for providing warranty if any unauthorized access to installed system happens. Warranty should be void during those conditions. With our past experience we have seen that sometimes local agencies work on the installed system and which results in issues in systems which are not in control of SI	RFP Clause prevails
296			General Query/Clause Addition Request	Please confirm that the processing of payment would be done immediately after the acceptance/approval of invoice submitted by SI.	RFP Clause prevails
297			General Query/Clause Addition Request	Please confirm that the raw power for the UPS would be provided by CRUT near to the UPS location and SI will not have to bear the cost of the recurring eclectic charges.	CRUT will assist system integrator to avail the raw power. However, necessary arrangement from power source to UPS to be managed by the SI.
298			General - Addition of clause for covering "Vandalism"	Additional Clause to be added against "Vandalism" as below: "In the event that any Damages to items due to vandalism (physical Majeure attack by public, tampering of equipment by customer staff and damage due to accidents) or due to Force Majeure events (such as earthquake, fire, natural calamities, pandemic, war, act of God) of any kind during Warranty Period and Maintenance Period shall be the liability of CRUT. In such case, CRUT shall request the System Integrator to repair/replace the damaged unit and reinstall the same. All costs towards the same shall be reimbursed by CRUT to the System Integrator less of insurance proceeds and if need of replacement so arise then replacement shall be on tender rates only." These conditions are not in the hands of the SI and so they should not be penalized for the same and should be accepted as a fair practice.	RFP Clause prevails
299			General - Addition of clause for covering "Theft"	Request you to kindly add the clause as below: "Theft cases by default would be considered as "beyond the control of bidder." The possession of materials is with department only so considering this we request this modification of the clause as SI would have no control on the safeguarding of the materials.	RFP Clause prevails
300			General Query/Clause Addition Request	Request you to please allow partial project go live also. Since the work is involving multiple locations and which are not interdependent so for smooth completion of the individual locations it is important that the provision of partial go live is introduced and should be provided as soon as a location is complete in all respect. The warranty and O&M also should start for that location at the same time	RFP Clause prevails

301		General - Clarity required for "EPABX"	With the complete system being on IP, we request you to please change to IPBX from EPAPX which will make the entire system more flexible. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
302		General - Addition of specifications for "Helpdesk"	Please include the provision for a 5 seater helpdesk/contact centre as this would be required for handling queries/concerns/emergencies of agency people and public. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer system functionalities provided in the RFP
303		General - Addition of specifications for "Contact Centre"	Please provide details of equipments like helpdesk telephones, IPBX, Helpdesks Workstation, Contact Centre Solution etc. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer system functionalities provided in the RFP
304		General - Addition of specifications for "Grievance Redressal System"	Grievance Redressal System is required for capturing and responding to all the inputs received from agencies and citizens so request you to include the same in the scope. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer system functionalities provided in the RFP
305		General - Addition of specifications for "8 Port Industrial Grade Switch"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job.	Please refer to the annexure 2 provided in the corrigendum.
306		General - Addition of specifications for "24 Port Access Switch"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
307		General - Addition of specifications for "Internet Router"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
308		General - Addition of specifications for "L3 Switch/Edge Router"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
309		General - Addition of specifications for "Firewall"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
310		General - Addition of specifications for "PA System"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
311		General - Addition of specifications for "ECB"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
312		General - Addition of specifications for "Master Clock"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.

313			General - Addition of specifications for "Digital Clock"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
314			General - Addition of specifications for "Antivirus"	We could not find the specifications in the RFP for the same. This is required for the proper selection of system/equipment for the job. The specifications are not provided in the RFP so request you to get these included. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
315	Section 9- Unpriced Bill of Quantity	107	1.4-ETM Charging Ports inside buses	The exact requirement is not mentioned in the RFP so please provide clarity on how the provision to be made as the Operators may not allow to tamper the electrical system within the buses.	CRUT will provide assistance to obtain the permission from the Operators. However, SI needs to make necessary arrangements as per the Operators' recommendations.
316	Section 9- Unpriced Bill of Quantity	107	2-BUS STATION & TERMINALS – ITMS Solution Components	UPS is not part of the BOQ so please confirm that the UPS power would be provided by CRUT or otherwise please add 2 KVA UPS with 1 Hour of backup in the scope.	Please refer to the annexure 2 provided in the corrigendum.
317	Section 9- Unpriced Bill of Quantity	107	2-BUS STATION & TERMINALS – ITMS Solution Components	Connectivity through SIM cards may not be very reliable so request you to please consider a 2 MBPS MPLS leased line for each Terminal and the SIM routers may be removed from scope. Since the POS Stations are there so proper connectivity is required.	RFP Clause prevails
318	Section 9- Unpriced Bill of Quantity	107	2.6-IP Public Address System for Terminals	Please confirm that the mounting structures for the speakers would be provided by CRUT or else add the required Poles/Mounting Structure as part of the scope.	Mounting structures need to be considered under SI scope. However, poles will not be required.
319	Section 9- Unpriced Bill of Quantity	107	2.7-Emergency Call Button	Please confirm that the mounting structures for the ECB would be provided by CRUT or else add the required Poles/Mounting Structure as part of the scope.	Mounting structures need to be considered under SI scope. However, poles will not be required.
320	Section 9- Unpriced Bill of Quantity	107	3-Depot – ITMS Solution Components	UPS is not part of the BOQ so please confirm that the UPS power would be provided by CRUT or otherwise please add 5 KVA UPS with 2 Hour of backup in the scope.	Please refer to the annexure 2 provided in the corrigendum.
321	Section 9- Unpriced Bill of Quantity	107	3-Depot – ITMS Solution Components	Since the entire system would be running through internet and critical systems would be accessed and data would be exchanged so it is essential to have 2 nos. of Firewall (of small capacity) at each depot. We have provided the general specifications in the Annexure for review and consideration in the scope of work.	Please refer to the annexure 2 provided in the corrigendum.
322	Section 9- Unpriced Bill of Quantity	108	4.1- Central Control Centre (CCC) Infrastructure	Enterprise Management System is not considered in the BOQ which is an essential component of any IT System. EMS should be added as otherwise the health monitoring of the entire system is not possible.	Please refer to the annexure 2 provided in the corrigendum.
323	Section 9- Unpriced Bill of Quantity	108	4.1- 3 x 3 (55") LED Video Wall with all accessories for ITMS	Video Wall Controller and Software is not part of the BOQ so request you to please add the same in the scope of works. Video Wall Controller and Software is required for the complete control over the video wall screens.	Please refer to the annexure 2 provided in the corrigendum.
324	Section 9- Unpriced Bill of Quantity	108	4.2- Furniture for CCC	No details of furniture has been asked in the RFP so request you to either provide details or quantity otherwise provide a tentative layout of the Command Centre to figure out the requirement. Also provide details of the operators and other staff who will be sitting in the Command Centre. Without these details it is difficult to determine the furniture requirement.	Please refer to the annexure 2 provided in the corrigendum.
325	Financial Proposal Format	144	Table 1C: Operation & Maintenance Cost for a period of 5 Years	DC & DR Charges are only mentioned for the O&M period of 5 Years but this would also be required during the implementation period. Please include at least 3 months of the services during the implementation period too. Since all the applications are hosted at Cloud DC and DR so it is important that during implementation DC and DR are up when the applications are ready.	RFP Clause prevails

326	Financial Proposal Format	144	Table 1C: Operation & Maintenance Cost for a period of 5 Years	Details of manpower requirement is required. Without the details the SI's would not be able to properly understand the requirement and may end up giving inadequate manpower for the job.	Please refer to the RFP clause - Key Personnel
327	Pre-qualification/ Eligibility Criteria, #1	26	The Bidder/All members of consortium shall be a registered company/Partnership firm/LLPs. In case of Consortium MoU to be signed by both the parties.	We request CRUT to allow 3 parties to make consortium. This will increase not only participations but will also assist CRUT getting optimal bids for the current project. Reason - As per the mentioned scope of work, three major areas can be envisaged primarily Core functional Software (transit ERP-Planning, Scheduling, timetable, Transit Operations and End-to-end depot management system), Hardware dependent components (VTS, PIS, CCC etc) and remaining is third party integrations & other components required to run the project in a successful manner. We understand that all expertise are different; hence to realise benefits set-forth under this project, this is important that parties with relevant experience should be allowed to make consortium (minimum 3 parties)	Please refer to the annexure 1 provided in the corrigendum.
328	Pre-qualification/ Eligibility Criteria, #4	27	Financial Stability - In case of consortium, the lead Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20) And The Consortium Partner must have an Average Annual Turnover of at least INR 5(Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	We understand that in case Lead bidder itself qualifies required financial (both in turnover and net worth), then consortium member may not be required to furnish details; however if lead is not meeting required financial (turnover / net worth), then consortium member should also furnish their details so that by combining their financial details, the consortium can meet the requirements.	Please refer to the annexure 1 provided in the corrigendum.
	Technical Marking Criteria	28	TQ 1 -> Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium)	Kindly confirm if our understand is correct.	
	Technical Marking Criteria	28	TQ1--> Average Positive Net worth of the Bidder/ the lead Bidder (in case of consortium)		
329	Pre-qualification/ Eligibility Criteria, #6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr	We understand that consortium is always made to meet requirements jointly; hence we request CRUT to kindly allow consortium to jointly meet ITMS requirements. Reason - This will allow more participations in this prestigious project	Please refer to the annexure 1 provided in the corrigendum.
330	Pre-qualification/ Eligibility Criteria, #6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr	We understand that under Intelligent Transport Management System, CRUT intends to have experience of ITMS (comprising Planning & schedule, timetable, Crew&vehicle optimisation, Roster, Dispatch, Maintenance, workshop, VTS/PIS etc), as per the current scope of work. Kindly confirm if our understanding is correct. Reason - This will assist CRUT getting bidder(s) having relevant experience as per the scope of work; hence project success can be ensured.	Please refer to the annexure 1 provided in the corrigendum.
331	Pre-qualification/ Eligibility Criteria, #6	27	Other member of Consortium must have at least one similar project experience related to Integrated / Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	We understand that in case, Lead is meeting all the requirements then other consortium members may not be required to furnish details. this is in accordance to the spirit of consortium. Kindly confirm if our understanding is correct.	Please refer to the annexure 1 provided in the corrigendum.
	Technical Marking Criteria	29	TQ 2-> The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad)....		
	Technical Marking Criteria	29	TQ 3-> The bidders/any member of consortium should have experience		
	Technical Marking Criteria	29	TQ 3-> The bidders/any member of consortium should have experience		

332	Technical Stability	27	<p>Document Proof - Copy of Work Order & Work Completion certificate of the project from respective client clearly stating the scope, current status (percentage completion), System Stability Status and the contact details of the authority. Project cost should be mentioned clearly.</p> <p>Ongoing project experience will not be considered.</p>	<p>We understand that Global projects can also be furnished to meet technical qualifications / marking requirements. We would like to bring into kind attention of CRUT that globally, NDA is signed with all clients; hence this is not feasible to provide all the mentioned documents.</p> <p>Due to NDA signed with global client, we request CRUT to accept Client's letter, and case studies available over public domain along with self-certifications. Similar approach has been adopted in many previous floated RFPs like BEST, World Bank RFPs etc.</p>	RFP Clause prevails
333	Technical Stability	27	<p>Document Proof - Copy of Work Order & Work Completion certificate of the project from respective client clearly stating the scope, current status (percentage completion), System Stability Status and the contact details of the authority. Project cost should be mentioned clearly.</p> <p>Ongoing project experience will not be considered.</p>	<p>We understand that if a project is successful & meeting client's objective then only the same is under Operation & Maintenance Phase for years, and hence its experience will be counted; whereas in case a project is under implementation (ongoing), then their experience will not be counted.</p> <p>Kindly confirm if our understanding is correct.</p>	Please refer to the annexure 1 provided in the corrigendum.
334	Technical Stability	27	<p>Document Proof - Copy of Work Order & Work Completion certificate of the project from respective client clearly stating the scope, current status (percentage completion), System Stability Status and the contact details of the authority. Project cost should be mentioned clearly.</p> <p><u>Ongoing project experience will not be considered.</u></p>	<p>We understand that Credentials of OEM can be considered in case OEM is a part of Consortium</p> <p>Kindly confirm if our understanding is correct.</p>	Yes
335	Certification	28	<p>The Bidder/all members of consortium should possess any of the below two certifications:- ISO 9001:2015; CMMI Level 3, and ISO 27001</p>	<p>Keeping spirit of making consortium into consideration, we request CRUT to change this " Bidder / any member of consortium"</p>	RFP Clause prevails
336	Technical Evaluation Criteria	28	<p>Technical Evaluation criteria to be defined below: Such experience must be demonstrated through an explicit contract/Work order/MoU/completion certificate duly supported by affidavit with a public sector entity/ Government or semi Government Department or a private entity.</p>	<p>We would like to bring into kind notice of CRUT that getting affidavit from global client is not feasible.</p> <p>We request to kindly delete the word "affidavit"</p>	RFP Clause prevails
337	Technical Marking Criteria	30	<p>TQ 5 - System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution.</p>	<p>As per the current Scope, we understand that overall scope comprises core transit functions along with its integration with other components of project like VTS/PIS etc. We further understand that data correctness and its dissemination to other system along with management information entirely depends on core transit functions. Hence project success can be assured once we have a robust COTS for core transit system (Planning & Scheduling, timetable, Transit Operation and Depot Management System with Maintenance, Workshop, Store/Inventory etc.) in accordance with the objective of this RFP.</p> <p>Hence, We request CRUT to kindly include COTS Transit System as Mandatory in evaluation like other mandatory components. This will help getting quality, industry proven system.</p>	Please refer to the annexure 1 provided in the corrigendum.
338	Technical Marking Criteria	31	<p>TQS - Mentioned as: 2. Integration with IoT devices with central monitoring Centre (Mandatory) 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory)</p>	<p>We would like to bring into kind notice of CRUT that billing to vendor can be treated as one output of GPS / IoT data. Hence by default billing system for vendor is an integral part of this.</p> <p>Hence Pt-5 may be deleted or replaced with other missing COTS requirements in this RFP (like COTS for Core functional System)</p>	Please refer to the annexure 1 provided in the corrigendum.
339	Technical Marking Criteria	31	<p>TQS - Mentioned as: 2. Integration with IoT devices with central monitoring Centre (Mandatory) 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory)</p>	<p>We would like to bring into kind notice of CRUT that billing to vendor can be treated as one output of GPS / IoT data. Hence by default billing system for vendor is an integral part of this.</p> <p>Hence We request CRUT to kindly change this as COTS solution for core transit system (Planning, scheduling, timetable, crew and vehicle optimisation, roster, dispatch, and depot management system).</p> <p><u>Reason - COTS of Core Transit System is vital for success of this project meeting all objectives of CRUT.</u></p>	Please refer to the annexure 1 provided in the corrigendum.

340	Project Implementation Approach	31	<p>TQ6 - The solution to be demonstrated to CRUT and CRUT would rate the bidder to their satisfaction on the ability of the bidder to execute the end-to-end solutions as per the Scope of Work....</p> <p>@ Understanding of Scope @ Solution Designing @ Approach Methodologies etc.</p>	<p>As per the clause mentioned " The solution to be demonstrated to CRUT and CRUT would rate the bidder to their satisfaction on the ability of the bidder to execute the end-to-end solutions ", We understand that CRUT intends to have demonstration of overall proposed solution so that proper assessment of proposed solution can be done.</p> <p>Kindly confirm if our understanding is correct.</p>	Please refer to the annexure 1 provided in the corrigendum.
341	Project Implementation Approach	31	<p>TQ6 --> The solution to be demonstrated to CRUT and CRUT would rate the bidder to their satisfaction on the ability of the bidder to execute the end-to-end solutions as per the Scope of Work....</p> <p>@ Understanding of Scope @ Solution Designing @ Approach Methodologies etc.</p>	<p>As per the requirement, we understand that CRUT intends to have demonstration on Proposed Solution. We also like to bring into kind attention that Scope understanding, Solution designing, approach, methodologies etc are part of technical bid and not of demonstration.</p> <p>Keeping current scope, project objectives, timelines etc, this is highly recommended that CRUT must have demonstration on the following components:</p> <p>\$ Core Transit System (Planning, scheduling, optimisation, roster, dispatch, depot management) \$ AVLS and AFCS</p> <p><u>We further suggest CRUT to have these product demonstration on Live running system. This will help CRUT getting idea on how overall solution will appear and work along with availability of best practices, if any.</u></p> <p><u>CRUT may provide script for the same based on their requirements.</u></p>	Please refer to the annexure 1 provided in the corrigendum.
342	Solution Summary	41	World Class Operational Efficiency and Automation for Transit Operation	<p>To achieve the objective mentioned, we understand CRUT intends to have globally Implemented Products, along with best practices; however selection methodologies of global product is missing both in Eligibility and Technical Marking.</p> <p>We request CRUT to kindly include the same.</p> <p>Suggested clause for eligibility and technical evaluation - "the proposed Core transit solution / Transit ERP should be implemented for 10 clients globally)"</p>	RFP Clause prevails
343	Solution Summary	41	Better Organisation of Planning and Operation	<p>Based on the requirements and other objectives set-forth in the RFP including project timelines, this is imperative that COTS system for core transit solution (Planning, Scheduling, Transit Operation and Depot Management System) in an integrated manner should be proposed similar to other required COTS system.</p> <p>Kindly confirm if our understanding is correct.</p>	Please refer to the annexure 5 provided in the corrigendum.
344	Benefits of ITMS	42	Helping to achieve 'Best Value' within network management as a result of greater information gathering and improved decision making	<p>Best Value depend on how robust and industry proven core transit solution is proposed as entire data generated from core transit Solution / transit ERP. We understand that the proposed COTS transit Solution should have implementation history to show its robustness in Industry.</p> <p>Kindly confirm if our understanding is correct.</p>	Yes, proposed Transit ERP Solutions must have been implemented to verify the robustness in the industry.
345	Functionals Specifications of ITMS	45	Deployment of Global Approach	<p>Although Deployment of Global Approach is mentioned however selection of Global products are missing both in Eligibility and technical evaluation.</p> <p>We request CRUT to kindly include the same.</p>	RFP Clause prevails
346	Project Timelines	76	Proposed Integrated Solution to be deployed in 6 months from award of Contract	<p>Based on the requirements and other objectives set-forth in the RFP including project timelines, this is imperative that COTS system for core transit solution (Planning, Scheduling, Transit Operation and Depot Management System) should be proposed along with minimal customisation as mentioned in the RFP.</p> <p>Kindly confirm if our understanding is correct.</p>	Please refer to the annexure 5 provided in the corrigendum.

347	Proposed Solution	46	Single Integrated, Centralized Solution: The ITMS solution shall have all the core functions as natively integrated applications on a single interoperable open platform and not the integration of multiple products in an overlapping middle ware. The integrated solution should have the necessary Bolt-on applications as required by CRUT, with minimal customizations	Based on the requirements and other objectives set-forth in the RFP including project timelines, this is imperative that integrated COTS system for core transit solution (Planning, Scheduling, Transit Operation and Depot Management System) should be proposed. This will also be in line with minimal customisation. Further, this core transit Solution should be integrated with other system (VTS/PIS etc) with the given timelines. Kindly confirm if our understanding is correct.	RFP Clause prevails
348	Prequalification	26	Suggestion to add the clause for overall Solution	considering objectives and benefits to be realised under this project, following is suggested as part of evaluation criteria. We request to kindly add under eligibility " The proposed Integrated Product for Core transit Solution (Planning &Scheduling, Transit Operation and Depot Management System) should have been successfully implemented / currently under O&M for a project that cover VTS and PIS in public bus transport organizations (Government / Private) for a fleet of at least 3000 buses as on last date of bid submission. " This will help getting rightly fitted COTS system with scalability to cater any future requirements, as mentioned in the RFP floated.	RFP Clause prevails
349	Technical Evaluation Criteria	29	Suggestion to add the clause for overall Solution	We request CRUT to add technical marking against the suggested clause	RFP Clause prevails
350	Prequalification	26	Suggestion to add the clause for Selection of robust / industry proven Core Transit Solution	considering objectives and benefits to be realised under this project, this is imperative that the proposed core transit solution should be selected based on some evaluation criteria. We request to kindly add under eligibility The proposed Integrated Product should have been successfully implemented / under implementation / Under O&M for a project that cover the following functionalities (within the pre integrated software) in public bus transport organizations (Government / Private) for a fleet of at least 3000 buses as on last date of bid submission. <ul style="list-style-type: none"> • Bus/Route planning and crew scheduling, time tabling • Crew/Staff management and rostering; Dispatch • Fleet management (bus dispatch and Maintenance.) • Workshop , purchase and stores & inventory management This will help getting rightly fitted COTS system with scalability to cater any future requirements, as mentioned in the RFP floated.	RFP Clause prevails
351	Technical Evaluation Criteria	29	Suggestion to add the clause for overall Solution	We request CRUT to add technical marking against the suggested clause	RFP Clause prevails
352	Subcontracting Condition	17	Bidder is not allowed to sub-contract the work.	We request CRUT to allow subcontracting as this may enable better delivery of work	RFP Clause prevails
353	OEM Participation	17	Consortium	We request CRUT to OEM to participate with multiple Consortium as consortium member. This will help getting more quality bids to CRUT. Similar approach is adopted globally including India by Transport Authorities. We request to kindly consider this.	RFP Clause prevails
354	Technical Specification Video wall	102	2. Resolution: 920 x 1080	Looks it's a typo error; 920 x 1080 resolution is not exist; Request you to change Resolution: 1920 x 1080	Yes, Resolution is 1920 x 1080
355	Technical Specification Video wall	102	3. Pixel Pitch: 0.53 mm	Pixel pitch: 0.53 mm is not exist or specific to ONE OEM Only; generally all LED Lit Panels are comes with 0.63 pixel pitch which is standard in the LED Lit Panels video wall Request you to consider Pixel Pitch: 0.63 mm so that other OEM can qualify	Hardware should fulfil minimum technical specifications as provided in the RFP.

356	Technical Specification Video wall	103	12. Standard Outputs: 1x Digital DVI-D ; 1x CVBS BNC	CVBS BNC signals are old, outdated and obsolete from the market request you to remove CVBS BNC Signals Please change Standard Outputs: 1x Digital DVI-D/ DP	Hardware should fulfil minimum technical specifications as provided in the RFP.
357	Technical Specification Video wall	103	21. Combined Bezel (Typical): 5.7 mm	5.7mm combined bezel is very thick and very old technology for the video wall; request you to consider at least 3.5mm combined bezel which is very basic and entry level LED-Lit Panels Please change Combined Bezel (Typical): 3.5 mm	Hardware should fulfil minimum technical specifications as provided in the RFP.
358	Unpriced BOQ Sr. No. 2.9	107	8 Port Industrial Grade Switch	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
359	Unpriced BOQ Sr. No. 3.3	107	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
360	Unpriced BOQ Sr. No. 4.8	108	Internet Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
361	Unpriced BOQ Sr. No. 4.9	108	L3 Switch/Edge Router	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
362	Unpriced BOQ Sr. No. 4.10	108	L2 Access Switch (24 Port)	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
363			Network Management Software	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
364	Unpriced BOQ Sr. No. 3.4	107	CCTV with local 16 Channel NVR, 5 nos. 2MP IP CCTV Bullet Camera and 32" Monitor complete with keyboard and mouse	Please note that as the Specification are not available in the tender currently, we have attached suggestions for the same for your review.	Please refer to the annexure 2 provided in the corrigendum.
365	3 Pre- Qualification / Eligibility Criteria	26	Financial Stability : The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Request you to consider the Average Annual Turnover for the last 3 financial years (2018-19, 2019-20 and 2020-21) so as to allow more companies, in the field of technology transportation that have deployed similar solutions, from participating in the bid. Owing to the pandemic (Covid- 19) we request you to accept the Provisional Financial Statements (FS) for 2020-21. The companies submitting Provisional FS for 2020-21 can be asked to submit the audited statements within a period of 3 months from the date of awarding the Work Order.	Please refer to the annexure 1 provided in the corrigendum.
366	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	Request you to reduce the requirement to 1 project of value not less than INR 15 Cr or maybe increase the project size to INR 30 Cr The reasons for the request are twofold: i. Similar natured projects whose Scope of Work match closely with that of the current tender would be less in number. Multiple projects are still in the ideation phase, delayed mainly because of the pandemic (Covid-19) ii. To allow more companies that have done/ doing similar ITMS projects in the field of bus operations, to get a fair chance to participate in the tender	Please refer to the annexure 1 provided in the corrigendum.
367	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	Requesting CRUT to consider sub-contracted projects as well and to allow the Bidders to submit proofs of sub- contracted projects of value greater than or equal to INR 15 Cr.	Please refer to the annexure 1 provided in the corrigendum.
368	3 Pre- Qualification / Eligibility Criteria	26	Technical Stability The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Ongoing project experience will not be considered.	We humbly request CRUT to remove the mandate on completed projects alone and to also consider ongoing projects that have crossed the Go-Live stage. Integrated/ Intelligent Transport Management System projects have picked up among STUs/SPVs in India in the last 2- 3 years. All such projects are ongoing since the average project tenure is usually 5 years or more. Therefore, the number of completed projects would be very less in number. Added to this is the effect of Covid-19 because of which completed projects would be even lesser in number. Hence, we request you to consider ongoing projects as well and to accept Go-Live certificates as proof of project. so as to encourage more participation in the tender.	Please refer to the annexure 1 provided in the corrigendum.

369	3 Technical Evaluation Criteria	27	TQ1: Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years-2017-18 , 2018-19 and 2019-20 Rs.20 crores (INR): 7 marks	Request you to consider the Average Annual Turnover for the last 3 financial years (2018-19, 2019-20 and 2020-21) so as to allow more companies, in the field of technology transportation that have deployed similar solutions, from participating in the bid. Owing to the pandemic (Covid- 19) we request you to accept the Provisional Financial Statements (FS) for 2020-21. The companies submitting Provisional FS for 2020-21 can be asked to submit the audited statements within a period of 3 months from the date of awarding the Work Order	Please refer to the annexure 1 provided in the corrigendum.
370	3 Technical Evaluation Criteria	28	TQ2: The bidders/any member of consortium should have experience in deploying ITMS or ITMS for public/govt. entities/SPV/STU (India or Abroad) bus operation in last five years from the last date of submission. 1- Work Order issued & signed by the competent authority of the client entity. 2- Completion Certificate issued & signed by the competent authority of the client entity on letterhead	We humbly request CRUT to remove the mandate on completion certificate and to consider Go-Live certificate alone Intelligent Transport Management System projects have picked up among STUs/SPVs in India in the last few years. All such projects are ongoing as the average project tenure is usually 5 years or more. Therefore, the number of completed projects would be very less in number. Added to this is the effect of Covid-19 because of which completed projects would be even lesser in number. Hence, we request you to consider ongoing projects and accept Go-Live certificate as proof in order to allow more participation in the bid.	Please refer to the annexure 1 provided in the corrigendum.
371	3 Technical Evaluation Criteria	28	TQ3: The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt . entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission. 1- Work Order issued & signed by the competent authority of the client entity. 2. Completion Certificate issued & signed by the competent authority of the client entity on letterhead	We humbly request CRUT to remove the mandate on completion certificate and to consider Go-Live certificate alone which ensures that the project is well within the Implementation phase Similar natured projects involving AFCS along with Smart cards and Mobile app-based ticketing solution etc. have picked up among STUs/SPVs in India in the last few years. All such projects are ongoing as the average project tenure is usually 5 years or more. Therefore, the number of completed projects would be very less in number. Added to this is the effect of Covid-19 because of which completed projects would be even lesser in number . Hence, we request you to consider ongoing projects that have crossed the Implementation phase and accept Go-Live certificate as proof	Please refer to the annexure 1 provided in the corrigendum.
372	3 Technical Evaluation Criteria	29	TQ5: System functionality : The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-of-the-shelf) ITMS/ITMS solution. 5. Billing system for vendors of Municipal Corporations n/ULBs/Govt. SPVs (Mandatory) 10 Marks for availability of 5 sub- modules/systems including 4 Mandatory Modules	Requesting CRUT to remove the mandatory requirement on Billing system The reason to request is because Billing system is not directly related to the main requirements of the project mentioned under the Scope of Work.	Please refer to the annexure 1 provided in the corrigendum.
373	3 Technical Evaluation Criteria	28	TQ4: The bidders /any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS,Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission For Satisfactory Completion 3 Marks- 1 Satisfactory Project completion Additional 1 mark for each satisfactory project completion subject to Maximum 2 Marks	We humbly request CRUT to reallocate the marks for completed projects to ongoing projects Similar natured projects with complete system integration of AFCS along with Smart cards, ETIM, Mobile ticketing, AVLS etc. have picked up among STUs/SPVs in India in the last few years. All such projects are ongoing as the average project tenure is usually 5 years or more. Therefore, the number of completed projects would be very less in number. Added to this is the effect of Covid-19 because of which completed projects would be even lesser in number. Hence, we request you to consider only ongoing projects so as to allow more companies to participate in the bid.	Please refer to the annexure 1 provided in the corrigendum.

374	3 Pre- Qualification / Eligibility Criteria	26	Financial Stability : The Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	We humbly request CRUT to bring down the requirement to INR 12 Cr in order to allow more companies that are doing similar natured ITMS projects in the field of bus operations to participate	Please refer to the annexure 1 provided in the corrigendum.
375	3 Pre- Qualification / Eligibility Criteria	26	Financial Stability : The Bidder must have an Average Annual Turnover of at least IN R 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20) In case of consortium, the lead Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20) and the Consortium Partner must have an Average Annual Turnover of at least INR 5(Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	Request you to relax this condition to either Party (Lead Bidder or the Consortium Partner) to have an Average Annual Turnover of at least INR 20 Cr and the other Party to have an Average Annual Turnover of at least INR 5 Cr in the last 3 financial years. The reason to request for the same is to allow start-up technology companies that have delivered similar solutions in the field of Public Bus Transportation, from participating in the tender through a consortium	Please refer to the annexure 1 provided in the corrigendum.
376	3 Technical Evaluation Criteria	27	TQ1: Average Annual Turnover of the Bidder/ (lead bidder & Consortium Member in case of consortium) during last three Financial Years-201 7-18, 2018-19 and 2019-20 Rs.20 crores (INR): 7 marks	We humbly request CRUT to bring down the requirement to INR 12 Cr in order to allow more companies that are doing similar natured ITMS projects in the field of bus operations to score better and hence stand a better chance to win the tender	Please refer to the annexure 1 provided in the corrigendum.
377	3 Technical Evaluation Criteria	29	TQ5: System functionality : The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution. 5. Billing system for vendors of Municipal Corporation/ULBs/Govt. SPVs (Mandatory) 10 Marks for availability of 5 sub- modules/systems including 4 Mandatory Modules	Requesting CRUT to change this to 10 Marks for availability of 3 or more modules The reason for requesting is to encourage more companies which may have experience in some of the modules at least from getting a better Technical score.	Please refer to the annexure 1 provided in the corrigendum.
378	3 Technical Evaluation Criteria	30	TQ7: The Bidder/Any member of the consortium certificate ion: ISO 9001:2015 ISO/IEC/20000 ISO 27001 CMMI Level 3 CMMI Level 5	Requesting CRUT to reduce the requirement to having any two of the five certifications mentioned The reason for requesting is to encourage more companies to get a better Technical score and thereby encouraging them to participate in the tender.	Please refer to the annexure 1 provided in the corrigendum.
379	2 Instruction to Bidders	19	Intellectual Property Rights: CRUT shall have perpetual, exclusive license for product s and related solutions, fixes provided pursuant to this work order, any bespoke development done during the term of contract and for any material developed or otherwise obtained by the Bidder.	We request CRUT to change this to non-exclusive so as to bring down the overall costs for CRUT at the same time availing the benefits of the license.	RFP Clause prevails
380	5 Proposed Solution	67	Mobile Application: Successful Bidder' s mobile app for passengers	Requesting clarity: We would like to clarify whether the Successful Bidder can launch its own mobile app with all the required features as stated in the rfp, to help commuters track their CRUT buses The reason to propose this is because the Successful Bidder would be encouraged to keep on improving the mobile app for bettering the end user experience. CRUT will also benefit from all the upgrades of the Successful Bidder's app	RFP Clause prevails
381	4 Scope of Work	36	CRUT Mobility Card: An RFID card that can be used for payments. Smart cards eliminate cash transactions, and thus cash leakage and cash handling costs are reduced as well. They also significantly increase the speed and convenience of each transaction. Issuance of cards, necessary hardware and software applications.	Requesting CRUT to let the Successful Bidder launch co- branded Smart cards that commuters can use for payments in CRUT buses. The reason to propose co- branded smart cards is because the Successful Bidder would be encouraged to promote the smart card at its own cost thereby speeding up the adoption of digital payments among the commuters in Odisha	RFP Clause prevails
382	4 Scope of Work	36	CRUT Mobility Card: An RFID card that can be used for payments. Smart cards eliminate cash transactions, and thus cash leakage and cash handling costs are reduced as well. They also significantly increase the speed and convenience of each transaction. Issuance of cards, necessary hardware and software applications.	Requesting clarity : Would commuters pay for the Smart Cards or would CRUT bear the smart card costs?	Commuter will bear the cost of the CMC
383	Key Terms - Definition	4	Contract / Project Period The time period from date of signing of Contract with selected Bidder till 5 Years after Go-live of the Project or as further extended by CRUT.	We recommend CRUT to change the duration of the contract to 6 year s in the interest of optimum utilization of the hardware so as to realize lesser overall cost for CRUT towards the end of the contract	RFP Clause prevails

384	2 Instruction to Bidders	16	Sub-Contracting Conditions Bidder is not allowed to sub-contract the work .	Requesting CRUT to allow sub-contracting as the Scope of Work is vast including multiple modules making it difficult for a single party to deliver all of them. Sub-contracting would allow the Successful Bidder to apportion some part of the work to third party companies with expertise in that particular area. This also saves overall implementation time	RFP Clause prevails
385	6 Project Deliverables	76	Integration with Existing ITMS: The bidder needs to study the existing ITMS of CRUT and make sure the integration of all existing hardware & all third-party software. The bidder should ensure the inclusion of all tasks & sub tasks for integration of ITMS. Integration failure would lead to penalty	We humbly request CRUT to make all integration requirements in this tender with existing ITMS to be a joint responsibility and not just the Bidder's responsibility. Requesting CRUT to ensure that the Successful Bidder gets all the help required for the integration to happen We request CRUT to prepare a detailed matrix for each case of integration that exactly states the responsibilities of all the stakeholders involved including CRUT, Bidder and any other third party	Please refer to the annexure 4 provided in the corrigendum.
386	6 Project Deliverables	83	Application support including modification and integrations with future systems	We humbly request CRUT to make integration with future systems a joint responsibility and not just the Bidder's responsibility. Requesting CRUT to ensure that the Successful Bidder gets all the help required for the integration to happen We request CRUT to prepare a detailed matrix for each case of integration that exactly states the responsibilities of all the stakeholders involved including CRUT, Bidder and any other third party	RFP Clause prevails
387	11 Payment Terms	124	Operation & Maintenance : Payment to be done on Quarterly Basis of with quarterly Progress Report at the end of the quarter	We humbly request CRUT to let the Successful Bidder raise invoices on a monthly basis and to make monthly payments to the Successful Bidder instead of quarterly payments	RFP Clause prevails
388	5 Proposed Solution	50	Automatic Fare Collection System : AFC Devices Handheld Ticket Terminal (HTT): Hand held electronic ticketing terminals shall be deployed for checking/ validating the fare media with the commuters and shall be used by station AFC staff for issuing Barcode/QRcode-based paper tickets. This equipment is a portable hand-held device to facilitate the ticket checking capability as well	Requesting CRUT to add a clause that any damage done to the deployed hardware by CRUT bus crew / staff by way of mishandling, theft or any other means would be the responsibility of CRUT and that CRUT would pay the successful Bidder in actuals to replace the damaged hardware	RFP Clause prevails
389	5 Proposed Solution	50	Automatic Fare Collection System: AFC Devices Point of Sale: The POS shall offer functionality to conduct the activities like issuing smart card, QR/Barcode code-based paper tickets , topping up of the smart cards and handle customer queries related to ticketing.	Requesting clarity : Would CRUT arrange the paper rolls? If not , can you please specify the exact requirement (quantity) of paper rolls and under which category they need to be costed?	The successful agency has to provide comprehensive solution for AFCS, which includes all the consumables.
390	9	109	The Capex will be capped at 70% of the grand total. However, the bid will be evaluated on Grand total only.	Please increase the CAPEX ratio Cap at 80% from provided 70% considering heavy upfront investment from the bidder on hardware.	RFP Clause prevails
391	11	123	11. Payment Terms:	Total of Table 1B coming to 120%+10%; Is this right?	Kindly read as Software Payment Development of ITMS Solution 3) Development and Deployment of ITMS Application- 30% of Table 1B Payment will be done as per the packages.
392	11	123	11. Payment Terms:	As the bidder can quote maximum 70% as CAPEX value, please release all CAPEX (100%) within GO LIVE Period. Also note that, bidder is providing PBG of 10% for entire contract period (as security deposit) & already 30% of contract value or 100% of OPEX is payable on quarterly basis, please release 100% CAPEX value along with GO LIVE to avoid financial expenses on bidder in these difficult time period.	RFP Clause prevails
393	4	14	Performance Security Deposit & Last date for furnishing Performance Security Deposit to "Capital Region Urban Transport" (By successful Bidder) - 10% of project cost in the form of DD & Within fifteen (15) working days of the date of notice of award of the contractor prior to signing of the contract whichever is earlier or as intimated in the LOA issued by CRUT.	As per new notification from Central Govt. Performance Security Deposit should not be more than 3% of bid value; Please amend the same to 3% from 10%	RFP Clause prevails
394	11	123	11. Payment Terms:	As the payment will be made in arrears, to avoid the burden on the bidder, please make the payment within 7 days after submission of an invoice.	RFP Clause prevails

395	14	142	5. Any other Consumables as per solution requirement	Our understanding is required consumables like thermal roll, printer paper, cartridge, etc will be provided by dept. Please confirm.	The successful agency has to provide comprehensive solution for AFCS, which includes all the consumables.
396	14	142	5. Any other Consumables as per solution requirement	Our understanding is required basic infra like seating arrangements for manpower, furniture, power, place, basic infra, etc will be provided by dept. Please confirm.	CRUT will provide the basic infrastructure.
397	4	35	Scope of work	Our understanding is issuance (printing & supply) of RFID/NCMC/Smart card is not bidder scope of work. Please confirm. If bidder's scope, please share the quantity for the same & confirm who will make the payment for the same department or end customer/citizen.	CRUT will provide and issue the CMC/Smart Cards.
398	4	35	Scope of work	Sending SMS & recurring charges for same is not bidders' scope & department will make necessary arrangements wherever applicable. If bidder's scope, please share the quantity for the same & confirm who will make the payment for the same.	RFP Clause prevails
399	General		Cloud Based DC & DR	Request you to consider 50% of sizing at DR site.	RFP Clause prevails
400	Cloud Based DC & DR	64	The bidder would have to Design the DR according to RTO (1 hrs.)/RPO (15 min.) criteria and consider active/passive method.	Request you to increase the RPO time to 30 minutes	RFP Clause prevails
401	6. Project Deliverables	80	Key Personnel Requirements for Project Delivery - The successful bidder shall provide a dedicated full-time onsite ITMS Support Team post CRUT approval. However, CRUT reserves the right to increase or decrease the number of resources as per its requirements.	Department to clarify whether this onsite ITMS support team should be available 24x7x365 days throughout the contract period	RFP Clause prevails
402	7. Operations and Maintenance of Cloud hosted ITMS Solution	86	Help Desk Services The bidder will depute staff who will be contactable via phone and mail to provide assistance to the Users and address their queries and concerns. This assistance will be provided during the Service Hours, or upon prior request beyond the Service Hours, as per the location classification and responsibility matrix, which will be covered in the Operations Manual provided by Bidder and duly approved by CRUT. During all other hours, Users can leave their message via email. The requests received on email will be taken during the next working day.	Our understanding is helpdesk services will be available only on general working hours i.e. 09am to 06 pm only in normal working days and it will be setup in one centralised location as per bidder choice.	Please refer to the Helpdesk Functional Requirement in the RFP.
403	Qualification Criteria	27	In case of consortium, the lead Bidder must have an Average Annual Turnover of at least INR 20(Twenty) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20) And The Consortium Partner must have an Average Annual Turnover of at least INR 5(Five) Crore from Last 3 financial years (2017-18, 2018-19, 2019-20)	We request you to consider the Average Annual Turnover of consortium partner as 1 Crs instead of 2 Crs.	Please refer to the annexure 1 provided in the corrigendum.
404	Qualification Criteria	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	This prequalification criteria is favourable only to few Systems integrators in India. Hence, in view of increasing participation to bid we request you to change the pre-qualification criteria as below. "The bidder/ lead bidder (in case of consortium) should have experience of implementing at least 2 different projects related to integrated/ Intelligent Transport management for any commercial vehicles operations of any Indian/ foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Crs. Other member must have one similar project experience related to Integrated/ Intelligent Transport management system or states in last 5 years as on last date of submission of RFP of value not less than INR 5 Crs." Or The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least one project related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr. Other member of Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Please refer to the annexure 1 provided in the corrigendum.

405	TQ4	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	<p>Please note that there are very few projects in India which have both ETM and AVLS component and very few bidders have this type of experience. Hence, this experience prevails most of the System integrators to participate.</p> <p>We request you to change the TQ 4 criteria as below: The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing/ AVLS and live tracking, or Mobile app for passengers for PIS (ETA ETD) etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission for Go Live/Project Completion</p> <ul style="list-style-type: none"> • 5 Marks for 1 Project • Additional 2.5 mark for each project completed subject to Maximum 5Marks For Satisfactory Completion • 3 Marks- 1 Satisfactory Project completion • Additional 1 mark for each satisfactory project completion subject to Maximum 2 Marks <p>Note: The Bidder/The Lead Bidder need to specify the project/s for evaluation as per given format</p>	Please refer to the annexure 1 provided in the corrigendum.
406			In technical stability of tender document mentioned Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to ITMS for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr.	Please clarify each project cost is not less than 15 cr or sum of 2 projects cost is not less than 15 cr.	Please refer to the annexure 1 provided in the corrigendum.
407			Consortium must have at least one similar project experience related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	Request you to consider only lead member experience for this project	Please refer to the annexure 1 provided in the corrigendum.
408	Pre-qualification/ Eligibility Criteria, #6	27	The Bidder/The Lead Bidder (in case of consortium) should have experience of implementing at least 2 different projects related to Integrated/Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 15 Cr	We suggest that this experience be sought from any member of the consortium. This will allow wider participation considering that the logical construct of the consortium is an SI with solution provider. The solution provider will bring the experience while the SI will bring the implementation skills.	Please refer to the annexure 1 provided in the corrigendum.
409	Pre-qualification/ Eligibility Criteria, #6	27	Other member of Consortium must have at least one similar project experience related to Integrated / Intelligent Transport Management System for bus operations of any Indian/Foreign cities or states in last five years as on last date of submission of RFP of value not less than INR 5 Cr	We suggest that this experience be removed. Considering that the logical construct of the consortium is an SI with solution provider. The solution provider will bring the experience while the SI will bring the implementation skills.	Please refer to the annexure 1 provided in the corrigendum.
410	Technical Marking Criteria (#TQ3)	29	The bidders/any member of consortium should have experience in AFCS along with Smart Card and mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission.	<p>We suggest that the criteria be changed to following in the interest of wider participation. Mobile ticketing is still in initial stages in India and such experience will limit participation.</p> <p>*The bidders/any member of consortium should have experience in AFCS along with Smart Card OR mobile app-based ticketing solution for public/govt. entities/SPVs/STUs (India or Abroad) for public bus system in last five years from the last date of submission'</p>	Please refer to the annexure 1 provided in the corrigendum.
411	Technical Marking Criteria (#TQ4)	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	Similar to the above, we suggest that mobile ticketing be made optional.	Please refer to the annexure 1 provided in the corrigendum.

412	Technical Marking Criteria (#TQ4)	29	The bidders/any member of consortium should have project completion (go live) with complete system integration with the ETM, AFCS, Smart card, mobile ticketing, AVLS and live tracking, etc. of buses across any Public/Govt. Transport agency in last five years from the last date of submission	The criteria is divided in to two segments - i) Go Live / Project completion ii) Satisfactory Completion In our understanding, projects which are Go Live are definitely satisfactory from the client. Please advise the need for the two segments. In our opinion, only 1 segment is enough to gauge the bidder's credentials. Requesting you to consider the same.	Please refer to the annexure 1 provided in the corrigendum.
413	Technical Marking Criteria (#TQ5)	30	System functionality: The bidder/The Lead Member in case of consortium (Combined experience) will be marked on the basis of number of features present as a part of COTS (Cost-off-the shelf) ITMS/ITMS solution.	Module #8 is missing in the list. Secondly, we suggest that at least 12 modules maybe provided out of which bidders can meet 10 and get the scoring. Otherwise it will be very stiff for the bidders.	Please refer to the annexure 1 provided in the corrigendum.
414	4	36	Deployment of staff as necessary to check for ticket-less travel.	We request that this be done by a Government employee	CRUT will deploy the manpower.
415	4	36	Providing Reports and Dashboard	We recommend use of BI tool	Solution must be provisioned with the dashboard and analysis. However, the successful agency may use tailor-made industry standard products such as PowerBI, Tableau, etc.
416	4	36	Integrate the AVLS with OBU's within the bus to capture, store and analyse diagnostic data. OBU will be in the scope of CRUT.	We assume that the OBU supplier will make suitable changes as required to complete the integration, if required	RFP Clause prevails
417	4	36	Analyse route performance and provide inputs for route optimization, new route planning and other technical support that may be needed to achieve the stated objectives of CRUT	Pls exclude this from scope of bidder. Bidder can provide the data required from the solution to CRUT	RFP Clause prevails
418	4	36	SI would also be responsible for integration of any other devices and equipment supplied by any other vendor that is part of the ITMS.	Pls modify to make the supplier of any other devices or equipment is equally responsible for integration	RFP Clause prevails
419	4	36	Thereafter, the complete responsibility of operations and maintenance of the ITMS system, including spares and insurance shall lie with the SI for the Contract Period.	Pls make changes so that the maintenance is done by the current supplier of devices and equipment. Maintenance of Integrated Software solution will be responsibility of the bidder	RFP Clause prevails
420	5	47	System should be capable to give comparative connectivity analysis between any two preferred geographical areas in graphical and tabular manner	Pls remove this from bidder scope. We can ask Telco to provide such data to CRUT for decision making	RFP Clause prevails
421	5	47	The software shall provide customized GIS Maps along with vector Maps and line map for better decision support facility.	We will use Google or Here now maps ; however we can create specific view maps using these Map APIs	RFP Clause prevails
422	5	47	System shall have dedicated dashboard where user shall be able to analyse every scheduled trip, its adherence and other performance relevant information and regularity in single window.	We recommend use of an external BI tool	Solution must be provisioned with the dashboard and analysis. However, the successful agency may use tailor-made industry standard products such as PowerBI, Tableau, etc.
423	5	47	The software shall enable Authority to drill and analyse information and online data in a multidimensional manner.	We recommend use of an external BI tool	Solution must be provisioned with the dashboard and analysis. However, the successful agency may use tailor-made industry standard products such as PowerBI, Tableau, etc.
424	5	48	The system should store the running time whenever a vehicle transits between two waypoints, system should have the ability to accumulate and constantly refines a database of travel times that have occurred to accurately predict the ETA.	We use ETA from Here maps or Google Maps as they are pretty accurate and consider LIVE data on the path	RFP Clause prevails
425	5	48	Solution should have On-vehicle hardware and software that provides AVL tracking and integration with on-vehicle equipment including next stop displays and audio systems.	Kindly indicate of OBU, Driver Console, GPS device and in-bus displays have to be supplied by bidder. If yes, pls specify the quantities and the specifications	On-bus units will be provided by CRUT. However, replacement of GPS devices has to be done by successful Bidder with prior permission or approval from CRUT.
426	5	48	System should have functionality to load each vehicle with the complete schedule for a shift when the operator dispatches the vehicle.	Pls clarify if this data is to be updated to the on-bus OBU	RFP Clause prevails
427	5	48	The system should store the running time whenever a vehicle transits between two waypoints. The system should also have the ability to accumulate and constantly refines a database of travel times that have occurred to accurately predict the ETA.	We use ETA from Here maps or Google Maps as they are pretty accurate and consider LIVE data on the path (repeated point)	RFP Clause prevails

428	5	48	System should have ability to show fleet and trip status overview in graphical manner.	We recommend use of an external BI tool	Solution must be provisioned with the dashboard and analysis. However, the successful agency may use tailor-made industry standard products such as PowerBI, Tableau, etc.
429	5	49	Solution should be able to depict tabular and graphical representation of trips and fleets statistics.	We recommend use of an external BI tool	Solution must be provisioned with the dashboard and analysis. However, the successful agency may use tailor-made industry standard products such as PowerBI, Tableau, etc.
430	5	49	All passenger information details (final & mid-point destination name numbering with functionality of add/edit/delete)	Please provide more clarity on this point	Modification provision must be available with solution, please refer functionality requirement.
431	5	49	Solution should be deprived of showing live vehicles, stops and lines on map.	Please provide more clarity on this point	Solution should be capable of showing live vehicles, stops and lines on map.
432	5	55	Display units shall be mounted on a rugged enclosure to withstand harsh environmental conditions with reasonable physical security.	Please provide more inputs on Physical security	RFP Clause prevails
433	5	55	The raw power supply shall be made available by Authority. Bidder need to provide UPS for the power distribution to various devices.	Is there a power back-up expectation for the PIS display? if yes, why is the back up time required?	CRUT will assist system integrator to avail the raw power. However, necessary arrangement from power source to UPS to be managed by the SI.
434	5	55	The LED board shall be installed in such a way that it is vandal proof as far as possible.	Please define Vandal proof and expand on this requirement	RFP Clause prevails
435	5	55	The station PIS display at Bus Station shall display at least 2 lines for city buses.	Please define 2 lines in English or 2 lines in local language	RFP Clause prevails
436	5	55	The bidder should ensure integration of on bus PIS with ITMS	Pls clarify this requirement	As per RFP, solution must have the provision.
437	4	36	They also form the enabling infrastructure for M-Ticketing, card acceptance and other key digital initiatives. Integration with existing ETMs.	Pls clarify (a) if existing ETM provider will do the integration (b) If bidder has to do it, will the SDK and API be provided (c) Does existing ETM have SAM card option (d) Is existing ETM PCI PED certified (e) Is existing ETM Qsparc certified ?	Please refer to the annexure 4 provided in the corrigendum.
438	5	51	Hardware Components: POS system for ticketing with customer display, printer, cash vault , barcode/QR Code scanner	Pls include Smart Card readers for these POS system	ETM will read the smart cards
439	8	98	10 numeric / letter keys, 8 function keys Backlighting	Pls modify as Touchscreen based ETM is part of this RFP	RFP Clause prevails
440	8	99	Peripheral Ports 1xminiUSB 1 x RS232 1 x power charge	Latest devices comes with a Type C port. Please modify as mini USB / Type C USB	Please refer to the annexure 3 provided in the corrigendum.
441	NA	NA	SAM details for ETM in BoM not evidenced	Pls clarify	Please refer to the annexure 3 provided in the corrigendum.
442	8	93	g. In built GPS with: 2G/3G/4G Modules as per the device.	Please mention specific requirement - 2G or 4G as there will be cost difference while quoting	Please refer to the annexure 3 provided in the corrigendum.
443	8	93	h. Antenna for GPS/GPRS using RG174 cable. The connectors on antenna will be preferably SMA(M) ST plug type for GPS and FME(F) jack type ¼"-36UNS-2B.	Suggest to change the requirement to GPS device with internal antenna instead of external antenna - as external antenna is prone to get damaged.	Please refer to the annexure 3 provided in the corrigendum.
444	6, Technical Stability	25	Copy of Work Order & Work Completion certificate of the project from respective client clearly stating the scope, current status (percentage completion), System Stability Status and the contact details of the authority. Project cost should be mentioned clearly. Ongoing project experience will not be considered.	Experience Certificates are generally given to Lead bidders who may not have AFCS Solution and Technology with them	RFP clause prevails.
445	9, unpriced bill of Quantity	107	1.1 OBITS Hardware for Buses with SIM card	Pls expand on devices involved OBITS hardware for buses. Also provide their specifications	Please refer to the annexure 2 provided in the corrigendum.
446	9, unpriced bill of Quantity	108	1.2 integration for OBITMS Hardware for E-Rickshaws	Pls clarify the OBITS on E-rickshaws. Also let us know if there is more than 1 type of OBITMS device	Please refer to the annexure 2 provided in the corrigendum.
447	Scope of work	37	CRUT Mobility Card	Pls clarify if Key Management System is to be provided by the Bidder. If yes, pls include in BoM	The successful agency has to provide comprehensive solution for AFCS, which includes all the consumables.
448	Scope of work	37	CRUT Mobility Card	If Supply of CRUT mobility card is in scope, Pls provide the Specifications	CMCs will be provided by CRUT

449	Scope of work	37	CRUT Mobility Card	If CRUT mobility cards have to be supplied and issued by bidder, pls include in BoM the Qty required along with the type of cards (personalised, non-personalised)	CMCs will be provided by CRUT
450	Scope of work	38	Integration with Closed Loop Card Host	Pls clarify if this part of the delivery timelines. If yes, pls extend timelines	Please refer to the annexure 5 provided in the corrigendum.
451	9, unpriced bill of Quantity	108	Payment Gateway	Pls confirm if CRUT will decide on Payment Gateway?	Please refer to the annexure 2 provided in the corrigendum.
452	9, unpriced bill of Quantity	108	SMS Gateway	Pls confirm if CRUT will decide on SMS Gateway? Will CRUT also pay for the SMS ?	Successful bidder to provide all desired tools for comprehensive implementation of ITMS solution