

### Clarifications to the points sought

#### Sub: “Updation of Comprehensive Transportation Study for Mumbai Metropolitan Region (MMR)”

The following are the query received in writing for which clarifications provided. The query and clarifications are as follows –

Sr. No	Page No/ Clause No	Clarification sought	Clarification by MMRDA
1	2/Task 2	Data Requirement Mentions Identify Does not say carry out: Importance for primary surveys as the cost will depends upon the scope of various surveys- time & cost format.	Modified PI refer CSD
	2/ 8	Time duration for the consultancy services will be 12 months.	Modified PI refer CSD
2	13/6 of 6.1 (B)	"There are only three cities/ metropolitan regions in India having more than 10 million populations (Delhi, Mumbai and Kolkata) Considering the limited number of cities in this category, it is requested that the criteria is revised to more than 5 million populations.  Comprehensive Mobility Plan (CMP) and Transport Demand Forecast studies may be considered as eligible assignment because these studies include travel demand modeling & forecasting. Development of alternative mass transport network and its evaluation."	Modified PI refer CSD
3	13/6 of 6.1 (C)	It is requested that in case of consortium the requirement of average annual turnover for last 3 financial years should only be satisfied by the lead member only which should be INR 250 Million.	RFP condition will prevail.
4	13/6 of 6.1 (A)	Minimum 5 years experience in consultancy services in urban transportation planning & traffic projects. Please consider.	RFP condition will prevail.
5	13/6 of 6.1 (B)	We would request that it should be Completed at least 2 (Two) Comprehensive Transportation Study (CTS) project OR Comprehensive	PI refer Sr. No 2 above.

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		Mobility Plan (CMP) projects involving development of Urban Transportation Planning (UTP) models by using State-of-the-art transportation planning software during the last 10 years preceding Proposal Due Date (PDD) pertaining to cities/ metropolitan regions, with population not less than 1 (One) million. We would request that CMP should also be considered for qualification criteria (Since it also addresses the urban mobility issues). Please clarify.	
6	13/6 of 6.1 (C)	Please clarify about the Average Annual turnover. If any firm has 100 million as an average annual turnover but has completed two CMPs, those firms may please also be considered for selection.	RFP conditions will prevail. Please refer relevant Guide lines.
7	13/6 of 6.1 (C)	Any Member of the Consortium can meet the Criteria.	RFP conditions will prevail.
8	13/6.1 (B)	Additionally experience in projects for:- 1. Urban Transportation projects like Demand Estimation, feasibility studies, DPRs etc. for Public Transport Projects may also be considered in qualification criteria. 2. Experience in Comprehensive Mobility Plans may also be considered.	RFP conditions will prevail.
9	19/16.2	The total amount that will be mentioned in financial proposal will be prepared based on assumptions pertaining to quantum of traffic surveys such as locations, sample size, etc. In case this quantum increases significantly after award of study, it will have a bearing on the fee estimates.  It has been stated that Financial Proposal shall be without any condition attached or subject to any assumption. Kindly clarify in case this	Consultants shall quote their offer to meet the overall requirements of study objectives and consider the same in their financial proposal. PI refer

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		assumption change after study commencement.	TOR in detail.
<b>10</b>	<b>20/17.4</b>	Last for submission may be extended to 25.02.2015	RFP Conditions will prevail.
<b>11</b>	<b>21/17.13</b>	May please clarify whether presentation is to be submitted along with the Technical Proposal or later	Yes, (to be submitted along with technical proposal.)
<b>12</b>	<b>24/2.4 Data sheet</b>	Consultants understand that, MMRDA is in the process of Revision of Regional Plan and compiled/ assessed existing land use, population and employment data for MMR for the period up to 2031. Consultants request for including the same as data input provided by MMRDA.	The Regional Plan is under preparation, the available data will be shared.
<b>13</b>	<b>26/12.4 Data Sheet</b>	It is mentioned that “The estimated number of Key professional man-months for the assignment is: 30 man-months. Consultants are of the opinion that, given the complexity, time consumed for organization of primary surveys, etc. the study duration is expected to go beyond 12 months’ time period. Hence, Consultants request for increasing the key professional man-months from 30 to 50 man-months.	RFP Conditions will prevail.
<b>14</b>	<b>26/12.4 Data Sheet</b>	One of the general conditions is “Age of the key professionals should not be more than 65 years”. Consultants are of the opinion that, in general there is scarcity of experienced Transportation Planner/ Engineer and Urban and Regional Planners having age less than 65 years. Hence, Consultants	RFP Conditions will prevail.

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		request for relaxation of age i.e. increasing the age limit to 70 years for these two key positions.	
15	26/12.4 Data Sheet	Proposed key staff should be associated with the firm for minimum zero years. Please consider.	RFP Conditions will prevail.
16	26/12.4	Each CVs of key professional should be signed by authority signatory.	RFP Conditions will prevail.
17	27/Sr. No 1	<p>Please consider the experience of Team Leader in CMP projects on par with CTTS projects.</p> <p>Please consider 15 years (instead of 20 years experience) in assignments of similar nature.</p> <p>Also, consider the experience of Team Leader who has worked in the cities with population more than 1 million (instead of 10 million).</p>	RFP Conditions will prevail.
18	27/Sr. No 2	<p>Request to consider the modeling experience in cities with population of more than 1 million (instead of 5 million) since, very few number of cities fall above 5 million population in India.</p> <p>Please consider 10 years (instead of 15 years experience) in assignments of similar nature.</p>	RFP Conditions will prevail.
19	27/Sr. No 3	<p>Request to consider the experience as planner for assignments having 30 km (instead of 100km) combined network in Rail/Road/Metro/Mono/LRT/BRTS planning of similar nature in major city with population more than 1 million (instead of 5 million).</p> <p>Request to consider the minimum 10 years (instead of 15 years) of experience in assignments of similar nature.</p>	RFP Conditions will prevail.

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		Most of MRTS experts are from railway background and these personnel do not have master degree. Therefore it is requested to consider either BE(CIVIL) or BE, Mechanical as the educational qualification for Public Transport Expert.	
20	28/Sr. No 4	Request to consider the experience as Highway / Road Expert in at least in 3 (three) similar assignments having 50km combined network in City with population more than 1 million (instead of 5 million). Request to consider the minimum 10 years (instead of 15 years) of experience in assignments of similar nature	RFP Conditions will prevail.
21	28/Sr. No 5	Shall have work experience in developing countries in at least 3 (three) similar assignments preferably in Growth Centers / Areas, Transit oriented Developments Request to consider the minimum 10 years (instead of 15 years) of experience in assignments of similar nature.	RFP Conditions will prevail.
22	28/Sr. No 6	Request to consider the experience as Transport Economist/financial expert in 5 (five) comprehensive transportation studies or Comprehensive Mobility plan for cities of with population more than 1 million (instead of 5 million). Request to consider the minimum 10 years (instead of 15 years) of experience in assignments of similar nature	RFP Conditions will prevail.
23	30/21.2 (ii) f	Points for these components may please be reduced to 1 for each component. Please consider.	RFP Conditions will prevail.
24	36/17.5	It is mentioned that “You are suggested to present your Technical Proposal (50 pages, inclusive of charts and diagrams)...”. Consultants request for increasing the limit of number of pager to 75 considering the complex	Modified. PI refer CSD

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		issued related to primary surveys, secondary data collection, updation of travel demand models, travel demand modeling and network analysis, etc	
25	54/Task 2	<p>Task-2 of the Terms of Reference provides list of primary surveys which need to be carried out for updating the CTS for MMR study. Consultants are more or less clear on scope of work, location of surveys, etc. except the Home Interview Survey (HIS). Each consultant may assume some sample size which may have wide range leading to large fee variation. This also have effect on the time duration required for completing the ground surveys and further analysis of the data. The following three options could be further discussed and MMRDA may take decision as appropriate:</p> <p>a) MMRDA may suggest HIS sample size to covered as part of the present updation study for updating the 66,000 sample size from the CTS for MMR study carried out during 2005-6;</p> <p>b) Considering a sample size of about 31,000 which would be approximately 0.5% of the households of MMR for the base year 2015 (The estimated population of MMR for the year 2015 is about 25.0 million and number of households may be about 6.2 million). Using the 31,000 HIS sample size of 2015, the HIS information of 66,000 sample size of 2006 shall be updated;</p> <p>c) Considering a sample size of about 93,000 which would be approximately 1.5% of the households of MMR for the base year 2015 (The estimated population of MMR for the year 2015 is about 25.5 million and number of households may be about 6.2 million). Directly using 93,000 HIS sample size of 2015 for understanding the travel patterns and development of travel demand models; Consultants are of the opinion that, option a or b</p>	<p>Consultant shall consider sample of 5000 Home interview survey (HIS) for bidding purpose.</p> <p>Further, the consultant shall choose 4000 samples for conducting work place based surveys &amp; stated preference survey. As per Standard practices</p>

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		may be more appropriate.	
26	54/Task 2	<p>Task-2 of the Terms of Reference provides list of primary surveys which need to be carried out for updating the CTS for MMR study. Consultants are of the opinion that, the following additional surveys may be added.</p> <p>a) Revealed Preference Survey covering the catchment areas of Versova-Andheri-Ghatkopar metro corridor Chembur-Wadala monorail corridor with a sample size of about 1,500 commuters</p> <p>b) Stated Preference Survey covering the catchment areas of Colaba-BKC-SEEPZ metro corridor with a sample size of about 2,000 commuters</p>	<p>MMRDA already conducted opinion survey for metro line-1 and Monorail Phase-I corridors. The same data will be made available to the selected consultant</p> <p>The Stated Preference Survey for Colaba-BKC-SEEPZ shall be covered under Sr. no. 25 above.</p>
27	54/Task 2	<p>May please specify the quantum of each type of survey in order to enable all bidders to have uniform understanding.</p> <p>May please provide a copy of the report in order to understand the survey methodology adopted.</p>	<p>The survey locations during the CTS 2005- 08 is provided at <b>Annexure-I</b></p>
28	54/Task 2	<p>We understand MCGM is carrying carried out a Comprehensive Mobility Plan (CMP) for Greater Mumbai and as a part of this study, Home Interview Surveys are being conducted. Please clarify whether this data would also be shared with the successful Consultant as this data is very recent and relevant for this study.</p>	<p>The data made available by MCGM will be shared.</p>

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29	55/Task 4	Study area also includes areas of extended MMR region towards cluster of 60 villages in Ambernath, Bhivandi areas identified as industrial hubs for which very recently approval has been granted by State Govt.	Yes
30	56/Task 6	It is mentioned that, Traffic assignment should be done for the daily traffic covering both morning & evening peak periods in the travel demand modeling. Consultants are of the opinion that, morning peak period is more critical than evening peak period as inferred from the CTS for MMR study. This may be reconfirmed from the present updation surveys based on HIS and other surveys and accordingly for assessment of traffic & transportation infrastructure for MMR, only peak period assignments are proposed. However, for converting the assignment results like VOT, VOC, etc. for daily basis, factors shall be used which are arrived from the HIS and other surveys	Considering the traffic scenario in the MMR especially MCGM evening peak period is also equally critical as compared to morning peak period. <b>RFP conditions will prevail.</b>
31	58/4	RITES have the licensed transport demand modeling software "CUBE" in its name that will be used for the study. EMME-2 database available with MMRDA would be compatible	May be used, however the justification to be given by the consultant in their technical proposal regarding the proposed software for meeting functional requirements similar to and above the EMME.
32	58/4	It is mentioned that, The duration of training for core technical personnel will be 4-5 weeks. Consultants suggest for consideration of either 4 or 5 weeks	Modified Refer CSD



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		time rather than a range to avoid ambiguity.	
33		It is mentioned that, The total duration of the present assignment shall be 12 months. Consultants are of the opinion that, generally Home Interview Surveys take lot of time in organization of ground surveys, checking and further analysis which itself would take minimum of 6 to 8 months' time depending on the sample size. Hence, Consultants request for considering study duration of 18 months.	Please refer serial no. 25 for the same consultants are required to be completed within 2 months time period.
34		Duration of technical visits for the proposed six senior personnel is not mentioned. Consultants request for providing the duration of technical visits.	PI refer Sr no 32.
35	58/4	<p>It is mentioned EMME-2 software would be provided to the successful Consultant. In case the Consultant, with the permission of MMRDA, proposes to use any other similar software, whether the cost of the software needs to be included in the Financial proposal? Kindly clarify.</p> <p>Additional license for software packages "CUBE" will have to be purchased in the name of MMRDA and installed in the MMRDA office. It is proposed to consider that the license for software packages shall be purchased at the end of the study by consultant and will get installed in the employer office along with updated models/data. May specify the number of licenses to be installed at client office so that cost for the same can be calculated.</p>	<p>Yes, Please refer clause no.4 of page no. 58 of RFP document.</p> <p>If consultant proposes EMME2 software 1 (one) license is required.</p> <p>If consultant proposes other than EMME2 software 2 (Two) license will be required.</p>

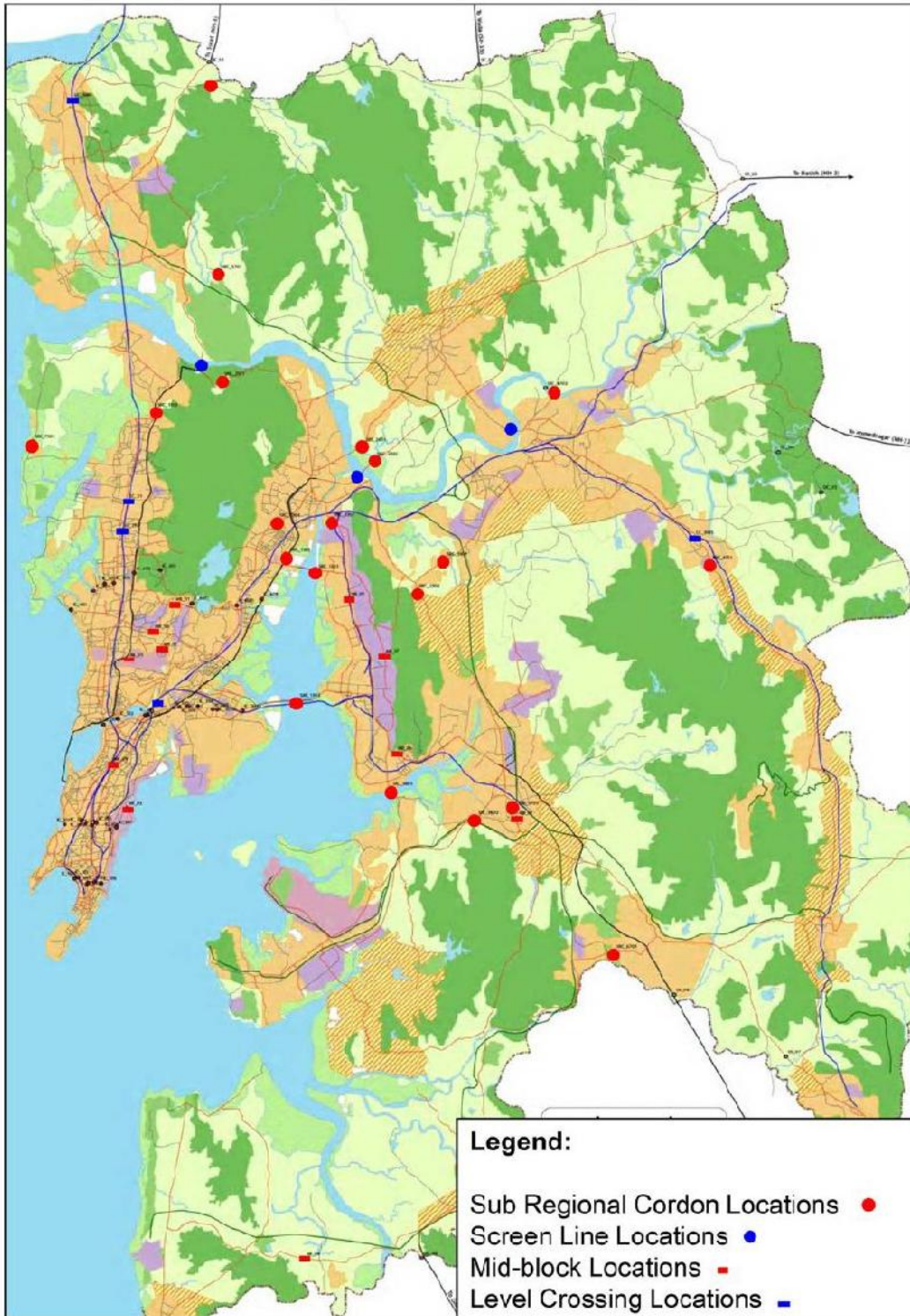
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36		As per the table on Deliverables, the Report on “Data Collection: Through Secondary sources and primary Surveys” need to be submitted within 2 months from Effective Date Study. Consultants are of the opinion that, organisation of primary surveys like HIS would generally take lot of time. Hence, Consultants suggest that, the Report on “Data Collection: Through Secondary sources and primary Surveys” shall be scheduled for submission at the end of 9 months from Effective Date Study. This has been proposed considering a study period of 18 months. The proposed revised table on deliverable including time schedule is presented as follows:	RFP conditions will prevail.
37	61/SI No 1	<ol style="list-style-type: none"> <li>1) for team leader the experience for 2 CTS studies of cities region with more than 4 million population may be considered</li> <li>2) for transport Modeler the experience for 3 similar studies of cities/region with more than 2 million population may be considered</li> <li>3) for public transport planning expert the experience for 3 similar studies of cities/ region with more than 2 million population may be considered</li> </ol>	<p>PI refer sr. no. 17</p> <p>PI refer Sr no. 18</p> <p>PI refer Sr no. 19</p>
38	62/SI. No 4	for highway / road expert the experience for 3 similar studies of cities/region with more than 2 million population may be considered. Also consider If the highway expert has also worked on engineering design/DPR of large scale road infrastructure projects such as 4/6 lanes highways, expressways etc. since the highway projects are mostly on regional network, condition population morethan 5 million should be relaxed.	RFP conditions will prevail.

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39	63/SI. No 6	Kindly consider MBA finance also as educational qualification criteria for this position.	MBA finance considered as equivalent degree.
40	63/SI. No 6	Kindly consider in case the transport economist has also worked on large scale transport infrastructure such as highways/MRTS/Metro etc. and not only CTS.	RFP conditions will prevail.
41	61 to 63	<p>Considering the complexity of the study, increase in the man-months of the key personnel is requested i.e. from 30 man-months to 45 man-months. Moreover, Consultants request for inclusion of Traffic Engineer key position with 6 man-months input. The requested man-months for the key personnel is as follows:</p> <p>a) Sr. Transportation Planner/ Engineer (Team Leader): 15 man-months  b) Transport Modeler: 6 man-months  c) Public Transport (MRTS) Planning Expert: 4 man-months  d) Highway/ Road Expert: 3 man-months  e) Urban and Regional Planner: 6 man-months  f) Transport Economist/ Financial Expert: 3 man-months  g) Traffic Engineer: 8 man-months</p>	RFP conditions will prevail.
42	63	It is mentioned that, The Team Leader shall be available in Mumbai throughout the study period". Consultants are of the opinion that, it may be practically difficult for the Team Leader to be stationed in Mumbai throughout the study period. Hence, Consultant suggest for availability of Team Leader in Mumbai for about 75% of the study period.	Modified PI refer CSD

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43	65	It is requested to considered the payment schedule and reporting month as mentioned in Table A below	<b>Modified PI refer CSD</b>
44	93/8.2	<p>We propose to this Clause as follows:            "If a dispute of any kind whatsoever arises between the Employer and the Consultant in connection with, or arising out of, the Contract or the scope of the work, whether during the study period or after completion of the study and whether before or after repudiation or termination of the Contract, including any dispute as to any opinion, instruction, determination, certification or valuation of the of the Employer, the matter shall be referred to arbitration in accordance with the Indian Arbitration and Conciliation Act, 1996. The parties agree to appoint a three-member Arbitration Tribunal, with one arbitrator appointed by each party and the two arbitrators so appointed shall jointly appoint a third arbitrator, who shall preside over the proceedings. In the event of the failure by any party to appoint an arbitrator within thirty (30) days from the date of the receipt of the notice from the other Party or failure by the two arbitrators appointed by the Parties to appoint the third arbitrator within a period of thirty (30) days, such arbitrator(s) shall be appointed in accordance with the rules and procedure of Indian Arbitration and Conciliation Act, 1996. The seat of the arbitration shall be at New Delhi, the language of the arbitration shall be English, and the governing law shall be the laws of the Republic of India. The administrative costs of the arbitrator/arbitration panel shall be shared equally by the Parties during the proceedings. Each Party shall however, bear its own costs of arbitration. In the event parties mutually agree to refer a particular dispute or part of a</p>	RFP conditions will prevail.

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		dispute to an independent sole arbitrator such dispute shall be referred to a sole arbitrator who is appointed by mutual agreement of both parties. Such reference of dispute to a sole arbitrator shall be made in writing and shall record the mutual agreement of both parties referring the dispute to the sole arbitrator and the scope of the referred dispute. In the event parties fail to mutually agree on a sole arbitrator he/she shall be appointed in accordance with the Indian Arbitration and Conciliation Act, 1996.The award of the panel of arbitrators shall be final, conclusive and binding on the Parties.”	
45		During the meeting, discussion was held on whether to involve IIT Mumbai in the CTS updation study regarding involvement of Academic Institute for model calibration & validation, prioritization etc. for better out come from the study	Consultant can associate /form joint venture with IIT, Mumbai for the study.

SUB REGIONAL CORDON LOCATIONS, SCREEN LINE LOCATIONS-MID BLOCK LOCATIONS-LEVEL CROSSING LOCATIONS



# INNER CORDON LOCATIONS



### IPT SURVEY LOCATIONS

