S.No.	Section name	RFP Clause	Query	Response
1	Page no. 2, EoI document	Last date / time for receipt of EOI	Kindly clarify the mode of submission for EoI (Physical/ Online)	Both
2	Page no. 2, EoI document	The RFID infrastructure agencies are requested to make a presentation to the panel constituted by NHAI on15.02.2017 at 03:00 pm, demonstrating their capabilities for this assignment.	Would request to kindly elaborate the parameters (presentation structure) for evaluation of presentation.	As per the document requirements in EOI
3	Obligations of the RFID Infrastructure agency	It is mentioned that system shall be provided at both public funded as well BOT/OMT projects. In public funded system shall be locally stand alone i.e. it will interface only with acquiring bank's system.	Does it means there is no existing automated TMS system or the entire system will be in the scope of ETC SI?	Existing Public funded toll plazas may not have automated TMS, in which case the vendor will need to integrate directly with acquiring bank systems
4	Obligations of the RFID Infrastructure agency	It is mentioned that in BOT/OMT project the ETC SI may have to interface with existing TMS system.	Does it means that the ETC SI will have to share the existing TMS hardware like barrier gate, traffic light ? If yes then how existing TMS solution provider agency will share their hardware system with ETC system?	In case of BOT/ OMT projects, the TMS hardware will need to be shared. The vendor will need to work with SI to develop protocols for the same
5	Obligations of the RFID Infrastructure agency	The Agency shall take up the existing RFID infrastructure on an as-is where-is basis. Currently, 700+ lanes across 350 plazas have been enabled with RFID infrastructure by NHAI through vendors.	Here 700 + lanes means the dedicated ETC lane implemented earlier under NETC ? If yes then how the SI can take over these lanes as every SI has different system architecture mainly the AVC system and OS in lane and server.	At a toll plaza level, the vendor will need to work with the SI to take over the maintenance of already implemented NETC lanes
6	Obligations of the RFID Infrastructure agency	Additionally, the software system installed will need to be compatible with WIM infrastructure and be able to take the feed from WIM and take appropriate action as may be defined by NHAI at a later stage.	WIM functionality will be incorporated with both existing TMS system as well as with ETC system. It has to ensure that the WIM can share its feed with two system in parallel	The input from WIM to both these systems will need to be enabled
7			What will happen for the sites where RFID system is already running with TMS system for local RFID (monthly pass) validation?	It is presumed that parallel RFID infrastructure will not be running at a toll plaza - necessary steps will be taken for the same
8	Obligations of the RFID Infrastructure agency	Operation and Maintenance of the above system and the existing RFID infrastructure for a period of 5 years after system commissioning. For the same, the Agency will be required to deploy at least one Dedicated Technical Person round-the-clock responsible for 3 toll plazas (at Project Implementation Unit level for Public Funded plazas and Concessionaire level for BOT/ OMT plazas or at a corridor-level to reduce the response time for maintenance)	What are the parameters defined for Operation, In operation there are different categories such as traffic , Management , User management , MIS reporting , Revenue reconciliation , Users disputes etc. if so then for this additional manpower required for 03 shifts round the clock , If we talk about maintenance how one resource dedicatedly maintain the entire system for 3 locations	The agency is required to estimate the manpower required to meet SLAs, which will be defined as part of RFP/ RFQ - the number of people mentioned in EOI is a minimum requirement
9	Obligations of the RFID Infrastructure agency	The responsibility of civil works like Pavement Quality Concrete (PQC) lane surfaces, installation of equipment for the Toll Plaza ETC system will be the responsibility of the Contracting Agency. The Agency may sub-contract this to a civil contractor and coordinate the same. NHAI will ensure that no damages for lane closure during infrastructure development and/or installation is levied on the concessionaire.	for newly constructed public funded plaza , whether PQC to be done by agency in all lanes or by concessionaire itself , or for existing plazas where PQC completed by concessionaire in all lanes then what would be the role of agency .	To be decided at the time of award at a plaza level
10		Ownership of the equipment at the Plazas	How the ownership of the equipment will be measured for awarded work considering existing TMS provider	Ownership of equipment will lie with NHAI for public funded plazas and with concessionaire for BOT/ OMT plazas
11			What are the standard payment terms & who will provide the Plaza infrastructure availability report to bidder . And if survey done by bidder then to whom cost .	As per EOI, bidder are requested to make their own assessment study before bidding
12		As EOI indicates that on 31st October 2014 NETC program with limited functionality on single acquirer model with only 2 participating entities.	Request to share the full documents with respect to this program which will help to reply the EOI.	Overall model of current NETC program is included in EOI, and provides sufficient information to respond to the same

13		2.4 lakhs RFID tags have been issued to road users	Kindly share the specifications of the RFIDs presently being used.	Please refer Annexure-1.
14		Presentation to the panel	Whether the final documents will be limited to companies who have participated in this EOI or it will be an open tender.	Open tender
15		The program has 5 banks issuing RFID tags	Whether the scope of EOI is to directly supply RFID tags to NHAI	No
16		Payment	There is no mention of Payment model the same may please be clarified	Will be clarified in RFP/ RFQ
17		Consortium	Whether consortium will be allowed for bidding and implementation purposes	Yes
18			Please let us know the estimated size of the NETC Project.	NETC project is envisioned to be rolled out across 400+ toll plazas on National Highways - 3000+ lanes need to be further enabled for RFID-based ETC
19			To meet the project eligibility, funding, project management and maintenance, we request IHMCL to allow consortium of up to 5 members.	Maximum number of partners in a consortium should be 3
20			Financially as well as execution wise, the project is substantial. Further, project need to be executed pan-India simultaneously. Considering the above challenges, request IHMCL to allow consortium of at least upto 5 members	Maximum number of partners in a consortium should be 3
21			We request IHMCL to consider experience in non-highway RFID based Fee Collection as well.	Not eligible
22			What would be the payment mode for the project? BOOT, Opex, or Capex?	Payment will be made separately for 1) Installation, System Integration, Testing, Commissioning and 2) maintenance of ETC equipment for the specified period on a monthly basis
23			The EoI does not discusses the weightage for financial, technical eligibility and presentation for a bidder to qualify. Kindly elaborate.	Will be clarified in RFP/ RFQ
24			Please elaborate whether only the empanelled agencies will be required to submit the financial bid for the project.	Will be clarified in RFP/ RFQ