

## Pre-Bid Queries of Choryasi Toll Plaza

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
1.	Reliance	111	8. E-Notice Module	Process Flow Diagram of E-Notice Module for Blacklisted/Low Balance	1.For violation cases of non fastag/hotlist/blacklist, how acquirer can notify the NPCI and then issuer system wise versa ?. 2.Is it a API communication or file based communication. Please confirm and provide the specifications	Refer Corrigendum-1
2.	Reliance	111	8. E-Notice Module	Process flow of E-Notice Generation with the provision of 7 days of contest	1. For the vehicles which are having temporary reg number (newly purchased vehicles), how Acquirer can send the vehicle details to NPCI for e-notice process?. 2. What details of the vehicle should be provided to the NPCI. Please check and define the process for those kinds of scenarios?	Refer Corrigendum-1
3.	Reliance	111	8. E-Notice Module	Process flow of E-Notice Generation with the provision of 7 days of contest	For the non fastag violations, how NPCI will identify the issuer bank for notification. Please confirm and provide the non fastag e-notices and its settlement process.	Refer Corrigendum-1
4	Reliance	111	8. E-Notice Module	Process flow of E-Notice Generation with the provision of 7 days of contest	1.For the vehicles which are having temporary reg number (newly purchased vehicles), how acquirer	Refer Corrigendum-1

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					can send the vehicle details to NPCI for e-notice process.	
5	Reliance	111	8. E-Notice Module	Process flow of E-Notice Generation with the provision of 7 days of contest	1.For the vehicles which are having multiple closed tags, which bank tag details will be consider by NPCI to notify the issuer.	Refer Corrigendum-1
6	Reliance	111	8. E-Notice Module	Process flow of E-Notice Generation with the provision of 7 days of contest	How acquirer will share the vehicle details to IHMCL/NPCI. Please provide the specifications.	Refer Corrigendum-1
7	Reliance	113	Process Flow of E-Notice Module	b) Issuance Timeline: E-notices must be issued within 24 hours of a vehicle's passage through the toll plaza, following thorough verification and due diligence of the vehicle's FASTag details.	In case acquirer is unable to generate E-notices within 24 hours, then what is the further action items for those scenarios? please check and confirm	Refer Corrigendum-1
8	Reliance	113	Process Flow of E-Notice Module	Generation of e-Notices: The Acquirer Bank / Bidder shall generate e-Notices in the prescribed format on the MLFF Tolling Portal (developed by Bidder) for vehicles either without FASTag or with an invalid FASTag e.g., blacklisted, hot listed, etc. (as per the PG guidelines amended by IHMCL / NPCI from time-to-time.)	Only for blacklisted rejected transactions (i.e., Hotlist, Low balance, Blacklist, Closed Replaced) and non fastag transactions, e-notices should be processed ?.  For transactions which rejected with other reasons like invalid lane, invalid transaction time stamp and invalid tag etc., e-notices process will not applicable?. Please confirm	Refer Corrigendum-1

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9	Reliance	113	Process Flow of E-Notice Module	d) Authorization and Responsibility: The e-Notices generated by the Bank shall be authorized on the portal by representatives from IHMCL / NHAI. For clarity, the Bank shall be fully responsible for the correctness and accuracy of the e-Notices	As the e-notices are generated and maintained by NIC, How the IHMCL/NHAI will be authorized on acquirer portals?  Should the acquirer system provide the separate portal for E-Notices and those will be verified and approved by representatives from IHMCL/NHAI, then only acquirer should notify the NPCI for E-notice? Please confirm. ?	Refer Corrigendum-1
10	Reliance	113	Process Flow of E-Notice Module	e) Revenue Share: The Bank shall be entitled to a revenue share (as quoted in F-1) of 50% of the e-Notice amount, provided the notices are accurate, correct and substantiated by clear photographs of the vehicle (front and rear).	1. How will vehicle owner do payments for his e-notices? It will be handled by NIC system. Please confirm 2. What is settlement process flow for e-notice payments? Please provide the specifications also. 3. How this 50% share will be calculated? Please provide the details.	Refer Corrigendum-1
11	Reliance	113	Process Flow of E-Notice Module	f) Revenue Share Adjustment: The Bank shall be entitled for adjusting revenue share of e-notices cases from the user fee collection only after 14 days of the authorization of e-notices.	This is not clear. Request to elaborate.	As per RFP

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				For avoidance of doubt, the applicable revenue share of e-notice cases authorized in week one (1) shall be adjusted by bank from collected user fee in week three (3) duly considering the SLAs.		
12	Reliance	113	Process Flow of E-Notice Module	i) MIS Report: The application shall have the feature to generate MIS reports and other related reports based on parameters as required by IHMCL from time to time.	Provide the list of MIS reports and the formats	Refer to RFP
13	Reliance	117	10. Transaction Processing Cases	For every clean transaction having sufficient balance: In such case transactions amount shall be debited from the end user and collected by the Acquirer Bank on real time account through NETC/ NPCI for further settlement	Acquirer bank shall collect the revenue from the MLFF system and deposit the same to IHMCL/NHAI. Query - Clean transactions settlement should be done as per usual process between Acquirer and NETC Switch for the MLFF or it should not be part?	Refer to RFP
14	Reliance	153	2.9MLFF Application Software	The MLFF application shall be integrated with the VAHAN database of NIC through an API to retrieve the Gross Vehicle Weight (GVW) of vehicles passing	Request you to provide the purpose of integrating MLFF with VAHAN of NIC.  Is Vahan system is the existing NETC Vahan system which is providing by NPCI OR it will be new Vahan system	The required API for integration with VAHAN database will be provided by the IHMCL

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				through the gantry/lanes based on Vehicle Registration Number (VRN) or Vehicle Identification Number (VIN).	to get the vehicle details along with owner details and Does IHMCL provides access to Vahan System?	
15	Reliance	105	e. Display of Rate of User Fee and User Fee Notification	Display of Rate of User Fee and User Fee Notification	Is it a overhead digital display board with details that change at schedules or fixed Hoardings.	The display board for user fee shall be provided by NHAI. However, the user fee rates shall be update by the acquirer bank from time-to-time as per the directions from NHAI/IHMCL.
16	Reliance	111	E-Notice Module	Process Flow Diagram of E-Notice Module for Blacklisted/Low Balance:	1. What if customer address is not available in VAHAN / DMV to generate the e-notices by NIC. 2. What is next process if the customer has not responded to e-notices.	Refer Corrigendum -1
17	Reliance	102	Schedule B 1 .c .ii	Installing new Gantries (minimum 02 (Main & redundant) for each direction for MLFF based tolling within approx. 200m of existing fee plaza. In case, the bidder opts c (ii), above, detailed design	1. Are there any design specifications that are provided by IIT / NIT? 2. Does IHMCL / NHAI facilitate this design approval process? 3. Is there additional time provided for this design approval in the	As per RFP

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				drawings including design calculations of new gantries should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT).	implementation period? 4. How IHMCL will ensure there Evaluate of standard quality of material and installation	
18	Reliance	127	Standards and Specification of all MLFF Sub System 1.1 RFID Reader:	Operating Temperature: -10°C to +55°C (Ambient)	Requesting IHMCL consider our submission to increase the Operating Temperature requirement to be -10 to +65 Degree C or Min of -10 to +60 Degree C for MLFF sub system?	As per RFP.  The mentioned Specifications listed in the RFP are minimum requirement, bidders are allowed to use any better or higher specifications to meet the SLA.
19	Reliance	127	Standards and Specification of all MLFF Sub System	4 ports, N-type Female, Antenna ports switching time < 10 ms	Switching time of up to 10 ms is very high and will result in lowering down the performance	As per RFP
20	Reliance	128	Specification of all MLFF Sub System 1.2 RFID Antenna:	2 Gain 10 dBi ± 1 dB	Will 10dBi gain not be very low power equipment?	As per RFP  The mentioned specifications listed in the RFP are minimum requirement, bidders are allowed to use any

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						better or higher specifications to meet the SLA.
21	Reliance	133	1.6 Detector-Lidar	1.6 Detector-Lidar	Specification does not specify technology within Lidar e.g. 2D or 3D Lidar is preferred?	Please refer RFP, Section C, 2.6. f
22	Reliance	116	Integration with TMCC	Integration with TMCC	What kind of analytical data and what are specifications to integrate with IHMCL & Traffic Management Control Centre Application (TMCC)?	Refer Schedule – B, clause -9 (r).
23	Reliance	99	Toll Plaza /MLFF Control Centre Location	MLFF Control centre Design layout	Based on site Visits, status, Toll Plaza building/MLFF Control Centre Location is still development. What are readiness Timelines?	As per RFP
24	Reliance	119	1.1 Service Level Agreement Supply, Installation, Testing and Commissioning, (Go-Live)	90 days from the acceptance of LoA	In Anticipation of Potential hindrance necessary permission for Civil work, Importing specialized instrumentation, Please revise the Project Go-live timelines and relook at Penalties for delays . Given that it's the first project in India, SI to adopt the India environment / challenges to stabilise the system and to ensure NO revenue leakages, request to consider implementation period of 180days.	As per RFP
25	Reliance	120	1.1 Service Level Agreement	The vehicle passed through the lane, Acquirer Bank must	Penalties should incur the case of Toll-able vehicles only	Refer Corrigendum-1

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			Un availability of Images and video	account for the vehicle through ANPR (front and back) and audit surveillance cameras. Images and videos are not available it will be considered instance of unaccounted vehicle.		
26	Reliance	121	1.1 Service Level Agreement Incorrect Manual Transaction	In case of any incorrect VRN based manual transaction done as per NHA Manual Transaction Policy	Since this is first adoption into the country, let's be fair to everyone to see what's the challenges. For the first 6 months 50 unacceptable transactions/Pm should be allowed to reverse. By this time learnings shall be adopted. Subsequently there should be mechanism for transaction reversal up to 10 instances per month and Penalties beyond set-limit. Penalty should be commensurate with value of transaction.	As per RFP
27	Reliance	102	C) The Bidder shall develop MLFF based tolling facility at either of the locations:	The existing staggered fee plaza comprises a total of 23 lanes, with 13 lanes at Km 111.300 (LHS) and 10 lanes at Km 111.650 (RHS). Out of these, 16 lanes (08 on the LHS and 08 on the RHS) will be implemented and dedicated to the MLFF	remaining Lanes (outside 16 lanes under MLFF ) should be closed permanently to ensure All Toll-able vehicles are passing through MLFF lanes. The Vendor will be given permissions to make necessary changes to make Toll Plaza Lanes MLFF compliant	Refer Corrigendum-1



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				system, while 02 lanes on each direction (total 04 lanes) will remain in standby mode as redundant lanes to ensure operational flexibility.		
28	Reliance	79	1.2.12. Duration and Extension of Contract	The period of engagement may be extended on a yearly basis for up to 2 additional years, under the same terms and conditions of the Contract Agreement, subject to the satisfactory performance of the Bidder and at the sole discretion of IHMCL.	IHMCL should clearly define the tenure either 3 Or 5 years to provide most optimum Financial Bid	As per RFP
29	Reliance	15	KEY DATES	Last date/ time for online submission of bids (i.e., Bid due date)	Requesting to extend bid submission by 3-4 weeks	Refer Corrigendum -1
30	Reliance	99	Toll Plaza /MLFF Control Centre Location	MLFF Control centre Design layout	Based on site Visits, current status, Toll Plaza building/MLFF Control Centre Location is still development. What are readiness Timelines?	As per RFP
31	Reliance	47	Form T-3	Power of Attorney/Letter of Authorization	Bank will provide GPOA which clearly mention that approval on Power of attorney to Signatory authorities. Will that suffice?	As per RFP
32	Reliance	157	Indicative Minimum Bill of Quantity (BOQ)	MLFF Through Gantry with Redundant Gantry	IHMCL should not enforce the BoQ specified, if Bank can meet technical specifications of solution and SLA,	As per RFP

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					Since SI will be installing additional Instrumentations to have robust and redundant solution	
33	FETC	149	2.3 ANPR and Application	Integration: ANPR technology should be embedded within security cameras (also known as ANPR Cameras) to ensure accurate readings regardless of the shape and color of the license plates.	Because the performance of ANPR when embedded in cameras is usually lower than sever-based ANPR, would it be possible to use a combination of (1)ANPR embedded cameras, and (2) high-end cameras(without ANPR embedded) with an ANPR module in the roadside server to meet the minimum quantity?	As per RFP
34	FETC	107	Schedule – B	g. Operational Transparency	(iii) Valid users are to be added into discount category through User fee Collection portal as provided by Acquirer Bank and ensure that such transactions shall process using FASTag only.	As per RFP
35	<b>FETC</b>	104	Schedule – B	c. Rate of User Fee	2. The bidder/bank specifically undertakes not to claim during continuity of the Contract any change including addition, deletion and change in the classification mentioned or the rate of User Fee specified in the Notification referred above.	As per RFP
36	<b>FETC</b>	128	RFID Antenna	"Gain : 10 dBi ± 1 dB Polarization : Linear or Circular"	Since there're options for Linear and Circular polarization, the Antenna	As per RFP

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					Gain should not be limited as 10 dBi due to the requirement of RFID footprint configuration.	
37	FETC	149	Schedule – B	The Bidder shall develop MLFF based tolling facility at either of the locations:	The existing staggered fee plaza comprises a total of 23 lanes, with 13 lanes at Km 111.300 (LHS) and 10 lanes at Km 111.650 (RHS). Out of these, 16 lanes (08 on the LHS and 08 on the RHS) will be implemented and dedicated to the MLFF system, while 02 lanes on each direction (total 04 lanes) will remain in standby mode as redundant lanes to ensure operational flexibility.	As per RFP
38	FETC		1.2.31. Dispute Resolution	Refer to dispute resolution section of the RFP.	The dispute resolution method mentioned in RFP is "arbitration". However, Clause 1.2.8 specifies that "...the courts at Delhi shall have exclusive jurisdiction over matters...". Could this two clauses potentially conflict with each other ?	As per RFP
39	FETC		1.2.32. Events of default by the Bidder	The failure on the part of the Bidder to perform any of its obligations or comply with any of the terms of this Contract shall constitute an Event of Default on the part of the Bidder. The events	Please elaborate on the meaning of "create any Encumbrance in breach of this Agreement".	As per RFP

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				of default as mentioned above may include inter-alia of the following: f. the Bidder creates any Encumbrance in breach of this Agreement.		
40	<b>IDFC</b>	Page 105	Point 3, d, 2 : d. Change in the Rate of User Fee	The proposal on the revised User Fee with the supporting calculations shall be submitted by the bidder/bank to concerned NHAI PIU at least 7 days prior to the actual applicable date. NHAI will give approval within 7 days. Delay in submission of proposal shall be considered as material breach.	Need understanding on this point, As per current process bank receives new tariff from NHAI/IHMCL and no proposals are sent from acquiring bank end. So which proposal is referred in this point.	As per RFP
41	<b>IDFC</b>	Page 153	Point 2.9, 7	The MLFF application shall be integrated with the VAHAN database of NIC through an API to retrieve the Gross Vehicle Weight (GVW) of vehicles passing through the gantry/lanes based on Vehicle Registration Number (VRN) or Vehicle Identification Number (VIN).	As now E-Notices are generated from NPCI end, so kindly confirm what shall be use of integration of Vahan in transactions flow, as this is having financial impact on each transactions.	The required API for integration with VAHAN database will be provided by the IHMCL

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42	IDFC	Page 109	Point 7	Cleanliness & Maintenance of Toilets, Control Center & Surrounding Areas	As this bid is more of technical implementation and operation of plaza, so it shall not be possible for banks to manage works mentioned in point 7. We request to remove this from bidder scope as thus is not part of RBIs' outsourcing guidelines applicable for Banks.	As per RFP
43	IDFC	Page 116	Point 9, S	Future integration with advanced technologies: The Bidder's solution should include API based integration with future tolling technologies like GNSS and NHA1 Applications like Raj Marg Yatra etc. or , Advance Traffic Management System(ATMS), any other similar system at no extra cost	Implementation of GNSS is big architectural change at SI and Bank end, so further integration should be chargeable basis the requirements	As per RFP
44	IDFC	Page 115	Point 9, K	The bidder/bank shall be responsible for Integration of MLFF system and sub-systems with the IHMCL Central Command Centre, or TMCC or any other projects as per the requirement raised from time to time by IHMCL or its authorized agency.	Any new implementation and Integration other than MLFF at Choryasi Toll Plaza shall be chargeable considering the development effort and other details required for new implementation and integration	As per RFP

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45	IDFC	General	General	TSP & System Integrator Conflict	Can the TSP of an Acquirer Bank, can act or be part of the System Integrator providing services for MLFF.	As per RFP
46	IDFC	Page 18	Point 3, 3.1, PQ- 2 – Eligibility of Sub-Contractor (SI)	The bidder may sub-contract the system implementation work to a Sub-Contractor (SI), subject to condition that the Sub-Contractor (SI) should be incorporated in India under the Companies Act, 1956/2013 or the Limited Liability Partnerships Act, 2008 or any equivalent foreign act.	The Sub-Contractor is incorporated outside India, so is it required for them to setup their own team in India or they can give POA to one person in India and outsource manpower of Validator, Technician, Managers etc.	As per RFP
47	IDFC	Page 18	Point 3, 3.1, PQ- 2 – Eligibility of Sub-Contractor (SI)	The bidder may sub-contract the system implementation work to a Sub-Contractor (SI), subject to condition that the Sub-Contractor (SI) should be incorporated in India under the Companies Act, 1956/2013 or the Limited Liability Partnerships Act, 2008 or any equivalent foreign act.	Sub-Contractor Parent Company is running MLFF outside India, while their subsidiary company is registered in India, so can this subsidiary is eligible for this Bid	As per RFP
48	IDFC	Page 18	Point 3, 3.1, C, PQ- 2 – Eligibility of Sub-Contractor (SI)	c) Notarized MOU Agreement between bidder and Sub-Contractor (SI) including roles and responsibilities of Sub-contractor to be included along with technical bid.	Finalizing Sub-Contractor and Singning MoU shall take deep discussion and analysis considering tech, compliance and legal involvement in MoU from both parties, so this doc should be excluded	As per RFP

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					fro49technical bid. While singed MoU shall be shared with IHMCL within 30 days from Issuance of LOA to Bank.	
49	IDFC	Page 93	Point 1.2.35, point 2.i, l, a & b	Upon Termination on account of Clause 1.2.35 (b), the Authority shall make Termination Payment as under: The depreciation value of the indicated equipment in Form F-2 of the financial bid shall be reduced by 33.33% every year to the rate mentioned for the respective items, subject to the provision of Note 3 of Form F-2.	If contract is terminated within 2 years, the bidder should be compensated with 100% of the actual value of the devices installed.	As per RFP
50	IDFC	General	General	MLFF Bidder (Acquiring Bank) and Acquiring bank allotted by IHMCL for Choryasi Toll.	In any scenario Bidder and Acquiring bank shall remain same for MLFF Project. Or is possible that Acquiring Bank and Bidder can be different.	Bidder shall be responsible for the MLFF project implementation including the acquiring services also.
51	IDFC	General	General	MLFF Bidder (Acquiring Bank) and Acquiring bank allotted by IHMCL for Choryasi Toll.	Bidder and Acquiring bank is same, then the bidder shall get the Existing Acquiring revenue i.e 0.11% + MLFF	As per RFP

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					Bidding percentage against all clean and E-Notices transactions.	
52	IDFC	General	General	PMF Charges on E-Notices Transactions	Applicable PMF should be paid to Issuer banks for E-Notices also, as in E-Notice flow, as cost is involved at issuer end for E-Notices SMS needs to sent to user, All Such Transactional data needs to be stored and other applicable impacts and developoiment and changes required for E-Notices	Refer to Corrigendum - 1
53	IDFC	General	General	Complete Security of Plaza Operation and Hardwares	End to End security of plaza should be in NHAI/IHMCL scope.	As per RFP
54	IDFC	General	General	NHAI to install Height Barrier Installation Required for safety of MLFF Gantry	NHAI should install height barrier before all canopy so that no oversized vehicle should damage the Gantry or any equipment in any possible scenarios	As per RFP
55	IDFC	General	General	In the event of delay or non-performace due to force majeure events or natural calamities.	Bank shall not be liable for any losses or penalty for events happened due to natural calamities, force majeure or any equivalent scenarios.	As per RFP
56	IDFC	General	General	In the event of delay or non-performace due to force majeure events or natural calamities.	Bank shall not be liable for any losses or penalty for events happened due to any force majeure, equipment damage by locals, or any applicable scenarios. All cost in procurement or	As per RFP



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					reinstalltion charges shall be paid by NHA	
57	IDFC	Page 90	Point 1.2.30	Force Majeure	At Choryasi plaza there is Dense Fog for Month of December and January and this shall directly impacts on free flow working of hardwares. So we request you to kindly include Dense Fog in Force Majeure/Natural Clamities.	As per RFP
58	IDFC	General	General	What shall happned in case of Single bidder.	Please clarify the procedure if only a single bid is received for this RFP? Will the bid process continue, or is there a contingency plan in place for such a scenario?	As per RFP
59	IDFC	Page 119 to 122	Point 11. Service Level Agreement	All Penalties mentioned in Point 1 to point 15	As MLFF Installation is first of its kind in India, so all these penalties should be reviewed and there shouldn't be any penalty for first year of this project. Learning phase of 1 year where new issues can be handled and enhancements and automation can be done in MLFF. Further post 1 year the penalty should not be higher the amount of the transaction amount of respective vehicle, maximum upto 2% of BG.	As per RFP

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60	IDFC	Page 121	Point 12:Incorrect Manual Transaction	A penalty of Rs 100000 per instance shall be applicable on each manual entry.	As MLFF shall involve higher no of manual validation due to free flow, so there shouldn't be any penalty for atleast a year. Further post 1 year the penalty should not be higher than the amount of the transaction amount of respective vehicle.	As per RFP
61	IDFC	Page 122	Point 13: Wrong e-notices	A penalty of Rs 10000 per instance shall be applicable on each wrong e-Notices issue and admitted by bidder.	As MLFF shall involve higher no of e-notices considering it shall be sent to all Blacklist/Low Balance/Hotlist vehicles, so there shouldn't be any penalty for atleast a year. Further post 1 year the penalty should not be higher than the amount of the transaction amount of respective vehicle.  Along with this as Final approver is NHA1 of all E-Notices so penalty shouldn't be on Bank	As per RFP
62	IDFC	Page 119	Point 1: Supply, Installation, Testing and Commissioning, (Go-Live)	90 days from the acceptance of LoA - 2.5 Lakhs per week for initial two week of delay, further 5 Lakhs for four weeks and after 6 weeks, 10 Lakhs per week. The maximum penalty during development and installation	As MLFF Installation is first of its kind in India, so considering all aspects installation, testing and implementation shall take minimum 190 days. So kindly change the same in RFP for having sufficient time to implement MLFF.	As per RFP

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				shall not be more than 1Cr. Furthermore, IHMCL may terminate the contracts.	<p>No Penalties should be applicable in case of delay on below scenarios:  1. Delivery/Supply of imported material delayed due to any unavoidable scenarios.  2. Delay in Installation, testing and commissioning due to natural calamities, force majeure or any equivalent scenarios.  3. Delay in software deployment due to unavailability or gap in requirement/understanding from authority</p> <p>Maximum penalty during development and installation shall not be more than 1 lakh for entire period.</p>	
63	IDFC	General	General	Change in Scope of Work or new requirement	Any changes or any new requirement received post acceptance of LOA, which is not mentioned in RFP shall be considered on chargeable basis.	As per RFP
64	IDFC	Page 120	12.Service Level Agreement, Accuracy - Vehicle Count and classification, sr. 7 Vehicle Count	99% Vehicle count (on daily basis)	MLFF system is combination of subsystems and there are various factors depend on accuracies especially Counting of the vehicles. In Different environments, various external factors play vital role. Hence,	Refer Corrigendum-1

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			(Tollable and Non Tollable)		relaxation of accuracy should be allowed. As per our initial analysis more than 98% accuracy is not possible for bad weather, high rain, dense fog etc. So kindly keep 95% vehicle count.	
65	IDFC	Page 120	Service Level Agreement, Accuracy - Vehicle Count and classification, Sr. 8 Vehicle Classification	99% Vehicle Classification (on daily basis)	MLFF system is combination of subsystems and there are various factors depend on accuracies especially Counting of the vehicles. In Different environments, various external factors play vital role including vehicle standardization Hence, relaxation of accuracy should be allowed. We suggest that <b>94%Vehicle Classification</b> (on daily basis) of Standard vehicles	As per RFP
66	IDFC	Page 119	Service Level Agreement, Control Centre Equipment and Software #3. Availability of all Equipment/ Software in Control center	Maximum permissible downtime for all Equipment shall be 44 minutes per lane per month. Scheduled downtime is defined as a period of time when the system will remain unavailable for conducting necessary preventive maintenance, urgent repairs, etc. The maximum scheduled downtime for any Site	Will it be counted as downtime if a single component gets faulty and lane is operational?  Please advise if preventive maintenance also included in 44 mins. We suggest that Preventive maintenance not be included in the downtime.	As per RFP

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				shall be 4 hours per month for plaza system.		
67	IDFC	Page 120	Point 6: E-Notice for end users	The E-Notice shall be generated within 24 hrs as per e-Notice Module.	Currently at Toll Plaza, 15% of users recharge their FASTag either in lane or near to Plaza, so once MLFF is live all such vehicle will cross plaza without recharging and along with this all local vehicles will cross the plazas without recharge. So E-Notice count shall be minimum 8-10 thousand E-notices shall be generated and time taken for generating one notice shall be minimum 10 min when all details are correctly captured. So its impossible to generate E-notices for all vehicles within 24 hrs. Kindly extend this to 14 days minimum to generate E-Notices	Refer Corrigendum -1
68	IDFC	Page 119	3. Availability of all MLFF Equipment and Software in Control center	The permissible downtime for lane shall be 44 minutes per lane per month.	When we have redundant lanes already in place then the penalty should only be applicable when more than 3 lanes are down at a time at each direction. Along with this we suggest that Preventive maintenance not be included in the downtime.	As per RFP
69	IDFC	Page 14	Point 1.1, B	3 Months (Development and Implementation Phase) and 36	As this project is first of its kind and multiple integrations with authorities	As per RFP

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				months (Operation & Maintenance)	and complete new developments are required, so 3 month shall be very less to develop, test and implement the 100% hardware and softwares. So kindly extend it to 6 months for smooth and successful implementation.	
70	IDFC	Page 24	Point 5.1.i	All pages of the RFP and all the subsequent corrigendum shall be signed by authorised signatory and stamped confirming that bidder is complying to all the functional and technical terms and conditions of the RFP (and subsequent corrigendum).	Do Bank need to upload signed copy of RFP in technical bid	As per RFP
71	IDFC	Page 102	Point 1. C. i	The Bidder shall develop MLFF based tolling facility at either of the locations	As Choryasi Toll Plaza is currently live and all Toll Infra is already in place, So for implementation of MLFF, Can bank use the existing DG, Poles, Gantry, Electric wires, Ducts, Data Cables, Cabinets, UPS, UFD, OHLS, Traffic Light, Loops, RFID Readers, Bulding Cameras, Lane Cameras, PTZ Camera and rest of usable items which can be utilised in successfully implementation of MLFF.	Refer Corrigendum -1

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
72	IDFC	Page 102	Point 1. C. i	The Bidder shall develop MLFF based tolling facility at either of the locations	As this plaza is old and physical structure of canopy is not in good condition, so canopy maintenance shall not be in bank scope	As per RFP
73	IDFC	Page 78	Point 7, a	Raw Power Shall be Provided By NHAI	Bank shall not be liable for any loss due to	As per RFP
74	IDFC	Page 78	Point 7, c:	Electricity Charges: The bidder will bear all recurring electricity charges, including those for backup power sources	Power supply to Highway Stretch Maintenance Team, ATMS Team, Paramedic Team, etc offices are not under Bidder Scope.	As per RFP
75	IDFC	Page 81	Point 1.2.16.	Time Schedule - 3 days trial for Go-Live	As MLFF is first of its kind in India so minimum 50 days trial period should be there so that basis testing required enhancements can be done in system, if required.	As per RFP
76	IDFC	Page 102	Schedule B, Point 1, C, i	The existing fee plaza comprises a total of 16 lanes. Out of these, 14 lanes (07 on the LHS and 07 on the RHS) will be implemented and dedicated to the MLFF system, while 01 lane on each direction (total 02 lanes) will remain in standby mode as redundant lanes to ensure operational flexibility. OR Installing new Gantries (minimum	Can Bank use One New Gantry as Main Gantry and Existing Staggered Fee Plaza as redundant or viceversa	Refer Corrigendum -1

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				02 (main & redundant) for each direction for MLFF based tolling within approx. 200m of existing fee plaza		
77	IDFC	Page 102	Schedule B, Point 1, C, i	The existing staggered fee plaza comprises a total of 23 lanes, with 13 lanes at Km 111.300 (LHS) and 10 lanes at Km 111.650 (RHS). Out of these, 16 lanes (08 on the LHS and 08 on the RHS) will be implemented and dedicated to the MLFF system, while 02 lanes on each direction (total 04 lanes) will remain in standby mode as redundant lanes to ensure operational flexibility.	If bank decides to use existing staggered fee plaza, then how currently running TMS hardwares shall be operated. As bank shall need to close entire lanes for installation and testings. NHA I should help in lane closure and diversion of traffic and other operational helps required during implementation and testing.	Refer Corrigendum -1
78	IDFC	Page 99	Point 1.1.2.	MLFF Control center Design layout (Tentative)	Bidder shall not be doing any maintenance of plaza building, bidder shall not be liable for any damage happens in building due to any of the circumstances	As per RFP
79	IDFC	Page 9	Point 10: Definitions	A dedicated control center for monitoring and management of the entire projects' operations and to undertake manual validations to generate e- Notice	NHA I to ensure security of physical plaza building and bidder shall not be liable for any penalty in case control room is not operational due to physical plaza building issues	As per RFP



Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
80	IDFC	Page 77	Point 1.2.6. 4	Cleanliness and Maintenance of Control Center, Plaza Building, Toilets, and Surrounding Areas:	Bidder shall not be liable for any maintenance of area where in there is Highway Stretch Maintenance Team, ATMS Team, Paramedic Team, etc offices.	As per RFP
81	IDFC	Page 111	8. E-Notice Module:	Process flow of reverse settlement	There should be an option to pay E-Notice directly via Issuer FASTag wallet/account and settlement details should be shared with NPCI and further information shall be shared with NIC and Acquirer Bank. This process shall allow user to pay the penalty in more convenient and easy way for reactivation of their FASTag	Refer Corrigendum -1
82	IDFC	Page 2	Point II	The Project shall be a complete turnkey solution with provision of requisite infrastructure and implementation & skilled resources at location for operation and maintenance. The period of engagement shall be three (03) years post Go-Live (extendable to an additional two years).	Total tenure of project should be minimum of 10 years.	As per RFP
83	IDFC	General	General	Both RFID and FASTag is used in used in MLFF	Bidder should consider primary data of RFID reader or ANPR	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
84	<b>IDFC</b>	General	General	Mismatch in VRN for Tag read by RFID and vehicle no read by ANPR	Kindly share complete process, as what should be considered while generating transaction.	Refer Corrigendum -1
86	<b>IDFC</b>	General	General	Single Tag used in multiple vehicle	There should be penalty on users which is doing fraud by using single tag on multiple vehicles. As all such cases shall never be closed in E-notice grievances	As per RFP
87	<b>IDFC</b>	Page 113	Point G	Exempted Vehicles: The e-Notice shall not be generated for the exempted vehicles.	IHMCL should share the Exemption list with bidder. Bidder shall not be liable for any penalty if E-Notices are generated for Exempted vehicle in case there is delay in sharing exemption list by IHMCL	Refer Corrigendum -1
88	<b>Movyon</b>	10	DEFINITIONS 25	Commencement Date or Effective Date: The date on which the Successful Bidder either signs the Contract Agreement or receives the commencement notice from IHMCL to begin execution of the work, whichever occurs earlier.	What do you intend as commencement notice, no such notice is indicated in the RFP  Please clarify	Refer Corrigendum -1
89	<b>Movyon</b>	76	1.2.2 v)	"Effective Date" shall mean date of this Contract Agreement.	This is in contrast with the DEFINITIONS 25 (please see number 1 above) Please clarify	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
90	Movyon	79	1.2.11. Commencement of Services	The Bidder shall commence the services from the date of signing of Contract Agreement with IHMCL or receipt of Commencement notice from IHMCL whichever is earlier.	The work can only begin after the two things happen: the signature of the Contract Agreement and the receipt of the commencement notice.  Please amend accordingly	As per RFP
91	Movyon	18	3.1 PQ2	The bidder shall sub-contract the system implementation work to a Sub-Contractor (SI), subject to condition that the Sub-Contractor (SI) should be incorporated in India under the Companies Act, 1956/2013 or the Limited Liability Partnerships Act, 2008 or any equivalent foreign act.	We understand that a foreign company duly incorporated under the law of its original country is eligible to participate as SI.  Please confirm.	As per RFP
92	Movyon	18	3.1 PQ2	The bidder shall sub-contract the system implementation work to a Sub-Contractor (SI), subject to condition that the Sub-Contractor (SI) should be incorporated in India under the Companies Act, 1956/2013 or the Limited Liability Partnerships Act, 2008 or any equivalent foreign act.	Can the Subcontractor be a consortium ?	As per RFP
93	Movyon	20	3.1.1 f)	OEM for all active components should give a declaration that products or technology quoted	As "successful completion of O&M period of the project" do you mean the end of three (3) years of O&M or it	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				are neither end-of-sale nor end-of-life as on the date of installation and commissioning and are not end-of-support till the successful completion of O&M period of the project.	includes the two (2) optional additional years, thus for a total of five (5) years?  Is such declaration to be provided along with the bid or can be provided at a later stage?	
94	<b>Movyon</b>	20	3.1.1 h)	Each of the proposed OEM should have existing capability and infrastructure to provide 24x7x365 technical support in India.	It is clear that the support to the system provided by the awarded Bidder shall be 24x7x365, it is not clear why the OEM shall have such technical support available in India.  Please clarify.	As per RFP
95	<b>Movyon</b>	20	3.1.1 i)	OEM of below listed component shall have MLFF experience or experience in any other use case with free flow traffic, in India or abroad; i. RFID Reader ii. RFID Antenna iii. ANPR iv. Audit Surveillance Camera v. Radar vi. Lidar vii. MLFF Software.	The awarded bidder shall have (through its SI) MLFF experience, as required. The experienced SI would have integrated components from various OEM providers.  Why should the OEMs have MLFF experience? Or does it mean that the products intended to be used have already been used in the frame of MLFF systems elsewhere?	As per RFP
96	<b>Movyon</b>	21	3.2 c) 6.	While providing services to IHMCL for this assignment, the	Please clarify what do you mean with " <i>assignment that by its nature will</i>	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				Bidder shall not take up any assignment that by its nature will result in conflict with the present assignment;	<i>result in conflict with the present assignment"</i>	
97	<b>Movyon</b>	23	4.1 Site visit	Before the pre-bid meeting date, bidders are strongly advised and encouraged to conduct site visits,	The timing of the procedure severely hinders the execution of site visits before the pre-bid meeting date. We strongly suggest postponing the bid due date and allow more time for site visits.	As per RFP
98	<b>Movyon</b>	23	4.1 c)	Bidders must adhere to all safety and security protocols during site visits. The Authority reserves the right to limit or restrict access to certain areas of the site, or to impose conditions on site visits as deemed necessary for safety, security, or operational reasons.	The site visit shall include also the visit of the building where the Control Center shall be established. Who can be contacted to visit both, the toll plaza and the building, and have permission to stop along the road make photos walk through also under traffic condition? We suggest IHMCL to organize slots for site visits.	As per RFP
99	<b>Movyon</b>	25	5.1 f)	MOU in the format prescribed in this document.	There is no MOU format in the document Please clarify.	As per RFP
100	<b>Movyon</b>	44	Form T-1 6.	I/We have not directly or indirectly or through an agent engaged or indulged in any	This clause is incomplete and already included in Form T-1 5.iv  Please delete	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, as defined in the Contract Agreement, in respect of any.		
101	<b>Movyon</b>	45	Form T-1 9.	The documents in original accompanying the bid document have been submitted in a separate envelope as envisaged in the RFP document and marked appropriately.	The bid shall be submitted only in electronic format, thus no envelope shall be submitted. This clause is not correct Please delete	As per RFP
102	<b>Movyon</b>	47	Form T-3	.... to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our Bid for selection as the Bidder for "RFP for Selection of Acquirer Bank for FASTag-ANPR based Multi Lane Free Flow (MLFF) User Fee Collection at Choryasi Fee Plaza of Bharuch-Surat (NH-8) Toll Road Project" proposed by Indian Highways Management Company Limited,	As per the PQ-2, the Subcontractor shall provide the Form T-3 to grant power of attorney to an authorized signatory. The Form T-3, as is, is construed for the authorized signatory of the Bidder (Acquirer Bank) and provide also power to sign and submit the bid as well as power to do any subsequent act (i.e. sign the Contract Agreement) that is not required to the authorised signatory of the Subcontractor Please provide a specific Form for the power of attorney of the authorised signatory of the Subcontractor	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				including but not limited to signing and submission of all applications, bid(s) and other documents and writings ....		
103	<b>Movyon</b>	49	Form T-4	Reference is made to "Application Users".	What do you mean with "Application Users"? Please clarify.	As per RFP
104	<b>Movyon</b>	65	Form T-12	Name: (insert complete name of person signing he Bid Securing Declaration)  Duly authorized to sign the bid for an on behalf of (insert complete name of Bidder)	As per the PQ-4 the Subcontractor has to sign the Undertaking for non blacklisting. As per our understanding the: Name shall be the one of the authorised signatory of the Subcontractor that shall not sign the bid on behalf of the Bidder. Please amend the Form T-12 accordingly for the Subcontractor	As per RFP
105	<b>Movyon</b>	69	Form F-2 Note 2&3	2. The Grand Total in Form F-2 must not exceed the Estimated Amount of ₹5 crore. If the Grand Total in Form F-2 exceeds ₹5 crore, the depreciated cost will be calculated based on the ceiling limit of ₹5 crore, as per clause 1.2.33.2(ii)(b) of the RFP.	We understand that the limit of 5 Cr is only for IHMCL internal accounting reason and is not limiting the actual amount of the Equipment Cost to be considered by the bidder.  Please confirm.	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				3. Form F-2 is solely for calculating the Depreciated Cost according to Clause 1.2.33 of the General Conditions of Contract in the RFP. The L-1 Bidder will be selected based on the quoted cost in Form F-1.		
106	<b>Movyon</b>	72	1.1.2. Appendices	Appendix B Letter of Acceptance submitted by the Bidder Appendix C Letter of Acceptance submitted by the Bidder	It is understood that Appendix B shall be the Letter of Award issued by the Authority  Please confirm	As per RFP
107	<b>Movyon</b>	75	1.2.2.1 g)	references to a ("day" or "business day") shall be construed as a reference to all days of the year.	The reference to "business day" shall be in accordance to the definition 24. "Working Dats" at page 10 of the RFP Please confirm and amend accordingly	As per RFP
108	<b>Movyon</b>	79	1.2.12 1)	The term of this Contract Agreement shall be for a period of 3 (Three) years for Operation and Maintenance and 3 (Three) months for construction of the system with effect from Effective Date....	Three (3) months for the design, build, including construction of gantries, installation and Go-Live (including 3 days trial) is a too short period of time especially considering the option of design, having approval for design, and building gantries	As per RFP



Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
					For such project a reasonable time shall be nine (9) months Please revise the required time accordingly	
109	<b>Movyon</b>	89	1.2.26. (d)	The Bidder shall submit copies of the insurance policies to IHMCL within 15 days of issuance of LOA,	It is understood that the Bidder shall submit copies of the insurance within 15 days from the Effective Date Please confirm and amend the clause	Refer Corrigendum -1
110	<b>Movyon</b>	93	1.2.34 (b)	Notwithstanding the above, IHMCL at its sole discretion may terminate the Contract Agreement any time by giving 30 days prior notice without assigning any reason	Termination with no reason is not fair Please revise it	As per RFP
111	<b>Movyon</b>	93	1.2.35 2. i	Upon Termination on account of Clause 1.2.34 (b), the Authority shall make Termination Payment as under: <b>i. During (3 Months Development period) + O&amp;M Period (36 months):</b> l. Depreciated value of the equipment(s) and shall take into possession the installed equipment(s). In such a case the depreciating cost of the	We understand that the depreciation period will start after the start of operation of the MLFF tolling system and that in case of Termination during the course of the year the depreciation will be calculated proportionally. I.e. if the termination is after 18 months from the start of operation the Termination Payment in case i. <b>During (3 Months Development period) + O&amp;M Period ( 36 months)</b> is the total indicated in Form F-2	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				<p>equipment shall be calculated as below:  a) The depreciation value of the indicated equipment in Form F-2 of the financial bid shall be reduced by 33.33% every year to the rate mentioned for the respective items, subject to the provision of Note 3 of Form F-2. on account of Termination of this Agreement and any other payment</p>	<p>reduced by (33.33% + 16.66%) = 50%.  In case the termination is before the end of the first three (3) months the Termination Payment will be equal to the total indicated in Form F-2.  Please confirm.</p>	
111	Movyon	96	1.2.42. 4.	<p>The bidder must ensure that no end of support products exist at time of transition.</p>	<p>This is in contrast with the Form T-5 Undertaking from the Bidder – clause 4) that states “<i>That the OEM(s) for all active components will give a declaration that products or technology quoted are neither end-of-sale nor end-of-life as on the date of installation and commissioning and are not end-of-support till the successful completion of O&amp;M period of the project</i>”  So if the Bidder undertook that no products will be end of support at the end of the O&amp;M it cannot ensure that</p>	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
					at the time of transition no products will be at the end of support. Please revise	
112	<b>Movyon</b>	102	Schedule-B 1. c) ii	<p>ii. Installing new Gantries (minimum 02 (main &amp; redundant) for each direction for MLFF based tolling within approx. 200m of existing fee plaza.</p> <p>In case, the bidder opts c (ii), above, detailed design drawings including design calculations of new gantries should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT).</p>	<p>The time required for approval from the IIT/NIT, being not under control of the Bidder, shall be added to the three months for the implementation of the MLFF system</p> <p>Please confirm and revise accordingly</p>	As per RFP
113	<b>Movyon</b>	109	Schedule-B 6.(b) ii.	<p>The Authority may exercise any check/control to ensure discharge of various obligations by the bidder/bank under the Contract including but not limited to following:</p> <p>...</p> <p>ii. Issuance of timely messages to all Vehicles</p>	<p>Which kind of messages shall be issued to the vehicles passing through a MLFF Gantry?</p> <p>Please clarify</p>	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
114	Movyon	114	Schedule-B 9. d.	This RFP describes functional requirements envisaged by IHMCL. In addition, the minimum technical specifications have been prescribed in this document, wherever indispensable. The bidder/bank is responsible for the design of complete project and the system architecture to deliver state-of-the-art solution to IHMCL fully complying to the functional requirement specified in the RFP and site conditions.	It is understood that the Bidder can propose alternative solutions, even not matching one-to-one to the RFP described equipment, that are fully compliant with the functional requirement specified in the RFP  Please confirm	As per RFP
115	Movyon	116	Schedule-B 9 s.	<b>Future integration with advanced technologies:</b> The Bidder's solution should include API based integration with future tolling technologies like GNSS and NHA1 Applications like Raj Marg Yatra etc. or Advance Traffic Management System(ATMS), any other similar system at no extra cost	It is understood that the API to interact with the MLFF system shall be provided, and future systems can use such API to integrate the MLFF system. No integration with future system will be required to the Bidder  Please confirm	As per RFP
116	Movyon	119	Schedule-B 11 3.	The uptime availability of all equipment of	It is understood that in case a device is not available in a specific gantry, but	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
			Availability of all MLFF Equipment and Software in Control center	MLFF system shall be 99.9% per month  Maximum permissible downtime for all Equipment shall be 44 minutes per month, subject to availability of MLFF system through Redundant System (Gantry/Lanes).	it is available and working in the redundant one there is no equipment unavailability  Please confirm	
117	<b>Movyon</b>	120	Schedule B 11.7 Vehicle Count (for Tollable only)	For any missing count of any vehicle in the accuracy, a penalty of Rs 100000 shall be applicable Per day.	It is understood that whichever is the number of missing vehicle, below the limit of 99% and above 98%, the amount of the penalty remain fix at 1lakh  Please confirm	As per RFP
118	<b>Movyon</b>	120	Schedule B 11.8 Vehicle Classification(for Tollable only)	or any missing Classification of any vehicle in the accuracy, a penalty of Rs 100000 shall be applicable per day	It is understood that whichever is the number of missing classification, below the limit of 99% and above 98%, the amount of the penalty remain fix at 1lakh  Please confirm	As per RFP
119	<b>Movyon</b>	127	Schedule C Standards and Specification of all MLFF Sub System	Note: All the specifications and compliance requirements should be either on OEM Letterhead or datasheet published by OEM on	Are the MAF and the Form T-5 the same?	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				<p>their website countersigned by acquirer bank.</p> <p>The acquirer bank shall be required to submit the bid along with Manufacturer Authorization Form (MAF) issued by respective OEMs mentioning compliance requirement as per RFP number and date</p>		
120	<b>Movyon</b>	157	Schedule C 2.11 Indicative Minimum Bill of Quantity (BOQ)	Field Equipment	We assume the numbers indicated per each type of device is indicative. I.e, provided that the solution respects the service level requested, Bidders are free to propose their solution, where device numbers may differ, and certain sensors be absent. Is that correct?	As per RFP
121	Greentech	18	<p><b>3. Eligibility And Pre-Qualification Criteria</b></p> <p><b>3.1. Pre-Qualification Criteria</b></p>	(SI)-The Sub-Contractor (SI) should have successfully implemented Multi Lane Free Flow tolling systems in at least 200 kilometers (cumulative) toll roads, either in India or abroad, in 10 years preceding the Bid due date. Additionally, the project should have been in operational phase for at least 2 years	Sir, As we all know, the concept of multi-lane free flow (MLFF) is being introduced in India for the first time. However, it has come to our attention that under the current eligibility criteria, Indian system integrators are facing challenges in participating in this bid.	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
					We would like to request instead of the current requirement for a 200-kilometer MLFF system, the eligibility criteria as stated must be relaxed or consider toll plazas with an Automated Number Plate Recognition (ANPR) system on a specified number of lanes or swift flow Lanes with strict fulfillment/compliance of the system requirement. This would allow Indian SI's to participate in the project and contribute to its success under your guidance.	
122	<b>Tecsidel</b>	19 of 163	3.1.1. ELIGIBLE ORIGINAL EQUIPMENT MANUFACTURER (OEM) CRITERIA	e) OEM for each product or technology quoted should be in the business of that product or solution or technology for at least 3 years as on the date of release of the RFP.	Request for Clarification as in point "i) Each of the proposed OEMs for active components shall have MLFF experience in India or abroad.", it is required for OEM to submit 3 years of business on active equipment in MLFF for experience. Is the authority asking for project details for experience from OEM as well as per form T-4 ?	As per RFP
123	<b>Tecsidel</b>	Page-18 of 163	3.1 PQ-3	The Sub-Contractor (SI) should have successfully implemented Multi Lane Free Flow tolling systems in at	As this is the first project in India, therefore no company has any experience in India. Majorly all companies who have done MLFF	As per RFP

Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				least 200 kilometers (cumulative) toll roads, either in India or abroad, in 10 years preceding the Bid due date. Additionally, the project should have been in operational phase for at least 2 years.	outside India have an Indian entity registered in India in the same name but only for Indian projects therefore this company do not have exp of MLFF however the master company has the same. Therefore please allow master company experience	
124	<b>Tecsidel</b>	General Point		Clarification of Blacklisted vehicles	Please clarify if Bank will receive same amount of share (as getting for setteled transaction) incase vehicle was blacklisted	As per RFP
125	<b>Tecsidel</b>	14 of 163	1. INTRODUCTION 1.1. BACKGROUND	03 Months (Design, Development and Implementation period) and 36 Months as O&M period (After successful completion/com missioning of the MLFF based tolling System) extendable to additional 24 months	We Request the authority for 4 months of Installation and 2 months of testing, as civil works are also required in this project.	As per RFP
126	<b>Tecsidel</b>	157 of 163	2.11 Indicative Minimum Bill of Quantity (BOQ):	1. MLFF Through Gantry:	Request for clarification of Quantity of Lidar mentioned in the Indicative minimum Bill of Quantity	As per RFP
127	<b>Tecsidel</b>	120 of 163	Accuracy - Vehicle Count and classification	8. Vehicle Classification (For Tollable only) - 99% Vehicle	Request for the clarification on the types of classes that is required to be monitored, as in India there are multiple non standard vehicles and in	Refer Corrigendum -1



Sno.	Name	Page No. of RFP	RFP Clause	RFP Statement	Query	IHMCL Remark
				Classification (on daily basis)	MLFF it becomes almost impossible to predict all classes and as per RFP it is required for 99% accuracy which is not possible, request for clarification on the requirement of AVC accuracy.	
128	<b>Tecsidel</b>	General Point		Clarification in case project gets terminated before due time	Please clarify, in case the project gets terminated (not related to bidder), how will the bidder recover its money	As per RFP