

RFP for Selection of Acquirer Bank for FASTag-ANPR based Multi Lane Free Flow (MLFF) User Fee Collection at 14 Fee Plazas in the Delhi NCR Region (Bundle-DL 01) on Fixed Transaction Fee Model

E-tender Id: 2026_NHAI_270207_1

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Response to Prebid Queries published on dated 20.05.2026

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
1	132-133	Form-T:13 - Manufacturer's Authorization Form (MAF)	Bidder shall provide end-to-end MLFF solution on a "single responsibility" basis including design, procurement, implementation, integration, testing, and O&M	In case of failures arising due to dependencies on external systems such as NPCI/CCH, TMCC, or issuer banks, will such events be treated as bidder SLA breaches, or will responsibility be proportionately allocated?		As per RFP
2	130-131	E-Notice Module & Integration	MLFF system requires integration with NPCI, issuer banks, and VAHAN for transaction lifecycle and e-notice processing	Where SLA timelines (e.g., e-notice within 48 hrs) depend on external systems, will delays due to NPCI/VAHAN/issuer bank downtime be exempted from SLA penalties?		As per RFP
3	164-165	MLFF Application Software	MLFF application shall take decision of sending transaction based on confidence of RFID and ANPR reads	Kindly clarify decision hierarchy between RFID and ANPR in mismatch scenarios. Is there a defined confidence threshold or fallback mechanism before transaction posting?		In mismatch scenarios between RFID (FASTag) and ANPR, the ANPR-read vehicle number is given priority. If the RFID tag data does not match the ANPR result, the transaction and any enforcement action (including e-notice generation) shall be based on the ANPR-captured number plate.
4	90	Site Acceptance Testing (SAT)	SAT includes validation of vehicle count accuracy and classification accuracy through TMS reports and independent validation	Please specify methodology for accuracy calculation (per lane/gantry/system-wide), tolerance thresholds, and reconciliation mechanism with TMS data.		As per RFP.
5	132	System Scalability Requirement	System must be capable of handling future traffic growth without additional cost implication to IHMCL	What is the assumed traffic growth baseline? At what threshold can additional infrastructure (compute, storage, hardware) be commercially renegotiated?		The bank shall carryout their own due diligence. Month-wise ETC transaction reports may be accessed through IHMCL website: https://ihmcl.co.in/etc-transaction-reports/
6	172	MLFF Application Software Deployment (Schedule C 2.9)	MLFF application to be deployed at gantry and control center with high availability requirements	Is deployment on MeitY-empaneled cloud (with data residency in India) acceptable as an alternative to full on-premise deployment, provided SLA requirements are met?		All traffic event Processing should be done on-premise as per RFP, however requirement of some back-end processes in multi gantry operations, centralized servers can be hosted on any gantry location or Meity empanelled Cloud/ CoLo facilities.
7	92	Change of Scope	Variation in equipment quantities, software upgrades, and MLFF components shall not constitute change of scope	Kindly clarify how major upgrades or infra additions beyond initial design assumptions will be compensated, if not treated as change of scope.		As per RFP
8	90	Performance Security / SAT	Performance security may be forfeited in case of failure to achieve successful SAT	What constitutes SAT failure? Is there a rectification window or partial compliance provision before invoking performance security forfeiture?		The SAT parameters are provided in the RFP.
9	140	Data Retention & Handover	Data retention and handover obligations are defined at end of contract period	Please clarify ownership of transaction data, images, and analytics models. Is the bidder required to transfer source code and what format/duration of data handover is expected?		As per RFP.
10	130	E-Notice Process Flow	Bidder responsible for e-notice generation; recovery of unpaid user fee not in bidder scope	In case of incorrect e-notice due to ANPR errors or data mismatch, what is bidder liability? Is there a defined reversal and dispute resolution framework?		As per RFP.
11	32	Performance Security	The Successful bidder shall furnish a Performance Security cumulative total of Rs 28,30,00,000/- (Rs Twenty-Eight Crore Thirty Lakh only) for all tendered fee plazas for a period of 6 years from the Date of LOA within 15 days of issuance of LOA	How is Performance Security calculated? Is it correlated to any location based factors? Or any other factors which were accounted for?		Refer Corrigendum-6
12				The RFP does not specify Surety Bonds as Bid Security. Kindly clarify whether Surety Bond is acceptable as per latest MoF and MoRTH guidelines."		As per RFP.
13	23	3.1.1.d	Source code of the Software and Firmware being supplied for all the relevant equipment being supplied against this bid does not reside in any Country that shared a Land Border with India.	Our understanding is Software IPRs are to be submitted as proof along with the bid for this verification. Please confirm.		As per RFP.
14	23	3.1.1.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.	Our understanding is that proof is to be submitted along with the bid for this verification in the form of PO copy/completion certificate/ CA certificate for the respective product or Technology being proposed should be given along with the bid which is minimum 3 year old. MSME or Company Incorporation certificate would not be able to identify the specific product offering is in existence for that OEM. Please confirm.		As per RFP.
15	153	1.6	Light source shall be Infrared (865-905 nm)	Kindly add "System shall support alternative Infrared wavelength of 1550nm which is more eye-safe wavelengths for improved range and outdoor performance"		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
16	153	1.6	Coverage shall be minimum two lanes per unit	Kindly revise the clause to state: "Coverage shall be a minimum two lanes, with extendable support for multi-lane coverage through multiple LiDAR sensor fusion, providing real-time 3D localization (X, Y, Z) and trajectory tracking for all detected objects, maintaining persistent unique track IDs, and enabling seamless track ID handover across zones and sensors."	This will ensure that system works effectively and accurately with all unique object tracking on individual basis giving a single holistic view of the complete tolling booth—irrespective of the number of lanes.	Refer Corrigendum-6

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
17	153		1.6 Device shall operate at minimum 15 meters under various weather conditions	Kindly change the clause as "Device shall operate at minimum 20 meters under various weather conditions"	This would help have better system coverage.	The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
18	153		1.6 Communication shall support Ethernet, Serial, USB	Kindly change the clause as "Communication shall support Ethernet/Serial/USB."	Serial port is basically used for internal debugging purpose and speed through USB port is not enough to support high data processing.	Refer Corrigendum-6
19	172	2.6 (a)	Detector output shall trigger MLFF system	Kindly change the clause as " Detector output shall trigger MLFF system in real-time with low latency (≤500 ms)"	This will ensure that CCTV camera feeds and ANPR are synced to capture right vehicle number plates in real time.	As per RFP.
20	New Clause		Deployment timelines are defined at a high level	The system shall support automatic calibration and configuration for fast uptime within 10 minutes of installation.	This will ensure faster data capture during post sales and system downtime.	As per RFP.
21	New Clause		Edge processing requirement is not explicitly defined	The system shall operate fully on edge offline without cloud dependency. Only specific data as required for central dashboarding should only be exposed for integration purpose.	This would ensure data security and save bandwidth consumption.	As per RFP.
22	New Clause		Geo-referencing methodology is not defined	The system shall use GPS only during installation and provide geo-referenced outputs thereafter for all objects without live GPS data inputs	This would ensure data security and save bandwidth consumption.	As per RFP.
23				Would local Indian SI companies who have historically successfully supplied and supported equipment for Intelligent Traffic Systems e.g ATMS qualify as an SI to bid to banks for MLFF projects.		As per RFP.
24	131-134	Clause 8	All sub-clauses	Schedule C. Given the OEM/SI aka Tech Solution Providers (TSP) are technically responsible for performance and have a flow down on penalties we ask that the TSP should be allowed to propose fit for purpose solutions based on their experience. Will IHMCL allow the TSP to propose and deliver the solution for testing for MLFF projects. This may mean that minimum specifications of the solution may vary from the RFPs. For avoidance of doubt would the TSP be disqualified if they propose a variance to some specifications?		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
25	75	Note 1	Bidders must fill in the quantities and unit rates for the equipment/ services/ software, etc., as specified above to meet the functional requirements outlined in Schedule B, adhering to the standards and specifications in Schedule C. Any variations in quantities or omitted items will not result in additional payments or changes to the scope.	Schedule C: It is noted that the quantities in the RFP are indicative, for avoidance of doubt will the bidder be disqualified if they propose different quantities? Cost and Technical innovations would be apparent to the Govt.		As per the RFP, the BOQ provided is the minimum requirement. Bidders may propose additional quantities or line items as a per of their proposed solution, for enhanced system performance and SLA parameters adherence.
26			Genral	Kindly clarify whether the pre-bid meeting can be conducted in online/virtual mode and the meeting link shared."		As per RFP
27	21	3. ELIGIBILITY AND PRE-QUALIFICATIO	PQ 1 -Entity	considering the scale of projects, the authorities should restrict banks who have won project during pilot roll out of MLFF projects. In this phase select banks have shown active commitment and taken efforts to build MLFF systems for Indian environment		Refer Corrigendum-6
28	32	6.5. PERFORMANCE SECURITY	a) The Successful bidder shall furnish a Performance Security cumulative total of Rs 32,50,00,000/- (Rs Thirty-Two Crore Fifty Lakh only) for all tendered fee plazas for a period of 6 years from the Date of LOA within 15 days of issuance of LOA in following instruments: (i) a crossed account payee demand draft/ pay order amounting to Rs. 16,25,00,000/- (Rupees Sixteen Crore Twenty-Five Lakh Only) (an amount equal to 50% of the totalPBG value) and (ii) a bank guarantee amounting to Rs. 16,25,00,000/- (Rupees Sixteen Crore Twenty-FiveLakh Only) (an amount equal to 50% of the total PBG value) as	in addition, capex investment for non-financial activities (ie. Setting tolling infrastructure and control centre set up), requirements of performance security is high. Proposed approach should be to have a common pool of performance security of group of projects. in the event of any SLA violation, IHMCL will be able to invoke performance security from this pool. This approach will allow financial flexibility for bank while continue to invest these projects.		Refer Corrigendum-6
29	33		6.5 Performance Security of ₹28-32 Cr	Considering very high CAPEX & OPEX, request IHMCL to reduce PBG/DD amounts. Very high for banks delivering technology at Toll Plazas.		Refer Corrigendum-6
30	33		6.5 50% DD + 50% BG requirement	Request allowing 100% BG instead of compulsory DD. This is as per Industry norms; reduces working capital blockage for banks and allow competitive rates for bids		Refer Corrigendum-6
31	33		6.5 Separate PBG for each bundle	If bank wins multiple bundles (RJ01/RJ02/DL01), request common consolidated BG/DD.		Refer Corrigendum-6
32	-	SLA Penalties	High penalty values (upto ₹10 crore)	Request rationalisation & cap of maximum 10% of monthly bill.		As per RFP
33	Schedule-C	ANPR Specs	Global Shutter ANPR is allowed	Bidder should have flexibility to use rolling shutter STQC cameras		Refer Corrigendum-6
34	Schedule-C	Radar	Radar to be used in MLFF	As Lidar is having all functionality of Radar so using Radar is of no use. So kindly provide flexibility to bidder in case the lidar getting used is having all Radar functionality then they can exclude Radar from MLFF		Refer Corrigendum-6
35	Schedule-C	RFID Reader/Antenna	Preferred OEM	Bidder should be allowed to use any RFID Reader/Antenna if other makes are 90% meeting expectation of RFP specification. This shall allow other OEM's to enter in Indian market and monopoly of current OEM's should be removed and bidder can give competitive quote.		As per RFP.

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36	Page 87	1.2.16. Time Schedule	Design, Development & Implementation of FASTag-ANPR based MLFF User Fee Collection System and Offer for Site Acceptance Testing (SAT) with an intimation for "Go-Live" readiness. 05 Months 3.	As single project is having more than 8 to 10 plazas, so practically completing all plazas within 5 months is not possible. Additionally as all plazas are not connected or closed loop plazas then Phase wise implementation shall have better approach. Ideally the SAT should be done in phased manner, wherein in Phase I, SAT shall start at 5th Month for maximum of 2-3 plazas and further Phase II shall be done in another gap of 1 month for next 2-3 plazas and next phases can be aligned with similar gaps. This phase wise approach shall allow bidder to execute implementation		Refer Corrigendum-6
37	Page 183	2.12 - Minimum Manpower Requirements	4. Security Guard* (It is the responsibility of the Bidder/Bank to ensure safety and security of the command control center and associated premise/infrastructure/space allocated for the purpose of the project. Bidder/Bank should ensure appropriate deployment of manpower/resources to ensure the same) 4 in each shift + 2 reliever	As per our current experience, 1-2 security at each shift is more than sufficient to handle single MLFF plazas with 1 reliever and there is no need to 4 security. So, please provide flexibility in minimum manpower at bidder end to keep security staff as per plaza/project requirement. This shall allow bidder to give competitive bid		Refer Corrigendum-6
38	Page 183	2.12 - Minimum Manpower Requirements	Cleaning Person: Minimum 2 cleaner per shift(8hrs) and 2 relievers.	As per our current experience, 1 cleaning at each shift is more than sufficient to handle cleaning work at single MLFF plazas with 1 reliever and there is no need to 2 in each shift. So, please provide flexibility in minimum manpower at bidder end to keep cleaning staff as per plaza/project requirement. This shall allow bidder to give competitive bid		Refer Corrigendum-6
39	Page 183	2.12 - Minimum Manpower Requirements	2. CC Transaction Validator/Auditor at CC 4 in each Shift + 2 Reliever -	As single project is having combination on plazas with less and heavy traffic, so instead of keeping validator plaza wise, it should be kept for single project. As less audit shall be required at low traffic plazas while high no of validation shall be required at high transacting plazas. So giving this flexibility at bidder in keeping manpower as per project requirement it shall allow bidder to give competitive bid		As per RFP
40	Page 183	2.12 - Minimum Manpower Requirements	Project Manager (Dedicated On-site)	Please confirm if the project manager is considered as plaza managers because it is asked to keep it per plaza. So, as per our understanding there shall be no project manager at central control centre		Refer Corrigendum-6
41	Page 184	2.12 - Minimum Manpower Requirements & Qualification	Project Manager (Dedicated On-site) Total experience: 12 years and above.	Total Experience should be reduced to 5 years for ETC, this shall allow bidder to hire right candidate for MLFF, also this shall open opportunity for candidates which are having experience of Non-Tolling domain		Refer Corrigendum-6
42	Page 184	2.12 - Minimum Manpower Requirements & Qualification	Field Engineer (Dedicated On-site) B. E/ B. Tech/ MCA/ MTech with minimum five years of experience in Systems/Software Quality Assurance	Total Experience should be reduced to 2 years, this shall allow bidder to hire tech candidate for MLFF projects, also this shall open opportunity for candidates which are having experience of Non-Tolling domain.		Refer Corrigendum-6
43	Page 184	2.12 - Minimum Manpower Requirements & Qualification	CC Auditor: Graduate in any discipline with at least 2 years of relevant experience in citizen contact service.	Bidder should be allowed to hire fresher candidates directly from reputed colleges of technical and non technical domains, also this shall open opportunity for freshers to start their professional carrier from Tolling domain.		Refer Corrigendum-6
44	Page 89	Parameters to be checked during Site Acceptance Testing (SAT)	The bidder shall submit reports / certificates from OEM / System Integrator (SI) certifying quality, performance accuracy including	1. If we are not going on with preferred OEM, what will be the process of getting approval to bring along a new OEM? 2. Can we onboard OEM with having experience in MLFF in fields like Traffic management, parking etc. but not toll collection?		As per RFP
45	Page 92	Change of Scope	Variation in equipment quantities, software upgrades, and MLFF components shall not constitute change of scope	Kindly clarify how major upgrades or infra additions leading to overall costing increasing by more than 5% will be compensated, if not treated as change of scope.		As per RFP
46	Page 172	MLFF Application Software Deployment (Schedule C 2.9)	MLFF application to be deployed at gantry and control center with high availability requirements	Is deployment on empaneled cloud (with data residency in India) acceptable as an alternative to full on-premise deployment, provided SLA requirements are met?		All traffic event Processing should be done on-premise as per RFP, however requirement of multi gantry operations centralizes servers can be hosted on any gantry location or Meity empanelled Cloud/ CoLo facilities.
47	Page 183	2.12 - Minimum Manpower Requirements	Project Manager and Project Manager	How are the validators and the project manager required per tender? Can it be centrally located?		Refer Corrigendum-6
48	Page 116	ii. Construction of MLFF tolling gantry after crossing the fee plaza	The Bidder/Bank shall also design, supply, install, test, and commission MLFF- based tolling infrastructure by providing one (1) gantry on the main carriageway, including paved shoulders, in each direction (LHS and RHS) after crossing the toll plaza. The gantry for each direction shall be installed at a location within approximately 350 meters downstream of the respective Fee Plaza, in the direction of traffic movement	Number of lanes 350m after the toll plaza, in this do we need to consider additional side lanes or only main carriage way lanes shall be considered under MLFF Gantry.		As per RFP.
49	Page 116	ii. Construction of MLFF tolling gantry after crossing the fee plaza	The bidder shall be required to submit detailed design drawings including design calculations of gantries which should be approved from any of the Indian Institute of Technology (IIT)/ National Institute of Technology (NIT).	We understand that IIT/NIT approval is required only for Gantries, while there is no approvals required if existing toll plaza structure is used with fabrication works to install MLFF equipments. Please confirm.		Yes, understanding is correct.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
50	20	PQ-2 - Eligibility of Sub-Contractor (SI)	<i>"The bidder shall get the work done through a reputed Sub-Contractor (hereinafter also referred to as System Integrator, or SI)."</i>	<p>1.Kindly clarify whether two companies are permitted to form a Joint Venture (JV) specifically for the purpose of acting as a Sub-Contractor for execution of the work under this project.</p> <p>2.Further, please confirm whether a single company that does not possess prior experience in MLFF implementation can be appointed as a Sub-Contractor. In such a case, whether the said Sub-Contractor would be allowed to further engage or appoint another contractor possessing the required MLFF experience for execution of the work.</p>		Refer Corrigendum-6
51	1	NOTICE INVITING RFP (ii)	<i>"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 Five (05) years post Go-Live. The bidding firm shall be required to implement the solution within 06 Months from the date of signing of the Contract Agreement."</i>	<p>With reference to the RFP, we would like to highlight concerns regarding the stipulated project implementation timeline of 6 months for Go-Live.</p> <p>In this regard, we respectfully submit that:</p> <ul style="list-style-type: none"> •Based on prior experience with MLFF tolling projects, including gantry based implementations for a single toll plaza, even a timeline of 5 months has proven challenging due to multiple on-ground constraints such as site readiness, approvals, utility shifting, integration challenges, and coordination with various stakeholders. •Despite best efforts, such projects have historically faced delays beyond the planned schedule due to factors largely beyond the control of the implementing agency. •In the current RFP, the scope is significantly larger, covering multiple toll plazas (ranging from 5 to 14 locations), which further increases the complexity in terms of design, procurement, installation, testing, and system integration. <p>In view of the above, we request that:</p> <ol style="list-style-type: none"> 1.The Go-Live timeline may be reconsidered and extended to a minimum of 10-12 months to ensure realistic and achievable project execution. 2.A practical timeline will help ensure quality implementation, reduce execution risks, and enable better participation from experienced bidders. <p><u>We request your kind consideration for revising the implementation</u></p>		Refer Corrigendum-6
52	20	PQ		Due to the huge investment required, please allow OEM companies or Construction companies to be the lead bidder with technology Partner		As per RFP.
53	116 & 117	ii. Construction of MLFF tolling gantry after crossing the fee plaza	<i>"the bidder shall be required to submit detailed design drawings including design calculations of gantries, duly approved by any of the Indian Institute of Technology (IIT) / National Institute of Technology (NIT)"</i>	<p>If a bidder has already obtained approval for MLFF gantry design drawings along with design calculations from an IIT/NIT for a recently awarded and allotted project, whether the same approved design and certification can be submitted and considered acceptable for this tender as well.</p> <p>Further, please confirm whether revalidation or fresh approval would be required in such cases.</p> <p>This clarification will help in ensuring compliance and avoiding duplication of efforts.</p>		As per RFP.
54			<i>As per Clause 1.2.30.3, "the Force Majeure Period is considered to commence only when Total Transactions ("N") fall below 50% of the corresponding day of the previous year (escalated by 5%)."</i>	<p>In this regard, we respectfully submit that:</p> <ul style="list-style-type: none"> •A drastic decline in traffic and toll transactions has a material financial impact from day one, even if the reduction is between 50% to 90%. •The current threshold of 50% is significantly lower and does not adequately reflect the operational and financial stress faced by the concessionaire/acquirer. •As per prevailing practices, National Highways Authority of India (NHAI) generally considers Force Majeure or traffic impact scenarios when traffic falls below 90% of the average traffic of the previous year, which is a more practical and industry-aligned benchmark. <p>In view of the above, we request that:</p> <ol style="list-style-type: none"> 1.The Force Majeure condition should be considered from the first day of significant traffic decline, without waiting for the 50% threshold. 2.The threshold for defining Force Majeure may be revised to align with NHAI practices, i.e., traffic falling below 90% of the average traffic of the previous year. <p>We believe that aligning the clause with industry standards will ensure fair risk allocation and enhance participation in the bidding process.</p> <p>We request your kind consideration of the above and suitable amendment in the RFP</p>		As per RFP

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55	Page no. 90	Schedule C, 1, 3 (Note 3)	The 99% ANPR accuracy refers to the ANPR system's overall performance, considering recognition from either the front or rear license plate	In MLFF during heavy-traffic conditions or a small size vehicle behind the large size vehicle (for example a car behind the truck) it is common for a vehicle's rear plate to partially or fully occlude the following vehicle's front plate—for example when vehicles align closely, overtake, or one vehicle's plate is intentionally/unintentionally covered by another (tail-gating/plate covering). Kindly clarify the tolerance for missed reads caused by such physical occlusion. Specifically: (a) will occlusion events documented by video evidence be excluded from ANPR accuracy calculations. (b) what evidence and metadata will be required to support an exclusion; and (c) how will such exclusions be reflected in reporting		As per RFP.
56	Page no. 91	Schedule C, 1, 3 (Note 3)	ANPR Accuracy shall be evaluated and reported across diverse real-world test scenarios... including fog, rain, glare... non-standard plates.	Kindly confirm: (a) the minimum OCR confidence score that will be accepted as a "Clean Read".		As per RFP.
57	Page no. 148	Schedule C, 1.4 (Parameter 1)	Camera should have feature. to capture number plate and video evidence. at maximum speed of 150KM/Hr or higher	Kindly clarify whether the 99% ANPR accuracy SLA is expected to apply to vehicles travelling above 150 km/h as capture performance typically degrades at very high speeds; if the 99% target does not apply above certain speed thresholds, please specify the intended accuracy targets (or allowable deviations) for higher speed bands (for example: 150-200 km/h, >200 km/h) and the speed profile to be used for acceptance testing		As per RFP.
58	Page no. 150	Schedule C, 1.4 (Video Recording 4-a)	The system should be capable of continuous video recording in control center in Unified Storage for 30 days	Kindly specify the minimum video resolution (e.g., 1080p) and frame rate required for the 30-day retention, to enable accurate storage/SAN capacity planning.		Refer Corrigendum-6
59	152	1.6	Detector Lidar	The RFP specifies the use of LiDAR technology. We would like to suggest that LiDAR based on a 2D profiler covering a single lane should also be considered, as it is widely deployed globally and provides significantly higher detection accuracy compared to multi-lane LiDAR systems.		As per RFP.
60	153	1.7.3	Detection Range Up to 300 m	We request that the detection range requirement be revised to up to 200 meters, as this specification is widely used at international highway authorities and provides more reliable and accurate detection performance in practical deployments.		Refer Corrigendum-6
61	153	1.7.6	Sensor Frequency 76 - 81 GHz	We request that 24 GHz radar frequency also be permitted as an acceptable option. This frequency band is widely used and nationally accepted, and many highway enforcement and monitoring systems in US and EU regions successfully operate using 24 GHz radar technology.		Refer Corrigendum-6
62	153	1.7.10	Refresh time 24 MS	We suggest revising the refresh time requirement to more than 50 MS, as most global manufacturers operate within this range. A 24 MS refresh rate does not provide any significant operational advantage in practical highway deployments.		As per RFP.
63	154	1.8	Local Server	Due to the current global supply chain disruptions and geopolitical situations, server hardware procurement timelines have significantly increased. Typically, delivery may take 7-8 months. We kindly request that this factor be considered while defining the project implementation timeline		Refer Corrigendum-6
64	20	3.1 PQ 1- Entity	The bidder must be either: i. A Scheduled Commercial Bank in the list of Agency Banks as notified by RBI as on Bid due date. OR, ii. A Payments Bank as notified by RBI as on Bid due date. OR, iii. A Scheduled Commercial Bank which is already doing Acquiring Services under NETC FASTag	Considering the current quantum of Contracts from High Investment point of view, We request the Authority to consider allowing the Established Fintech or Infrastructure companies either singly or in JV with the Bank.		Refer Corrigendum-6.

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65	85	1.2.6.4	Cleanliness and Maintenance of Control Center, Plaza Building, Toilets, and Surrounding Areas: The Bidder is responsible for maintaining cleanliness and upkeep of the Control Center, Plaza Building, toilets, and surrounding areas for the entire contract duration. This includes implementing regular cleaning schedules, efficient waste management, and adherence to hygiene standards. Sufficient staff and resources must be deployed to ensure these facilities remain fully functional, clean, and presentable at all times. Regular inspections should be conducted to promptly address maintenance issues. The Bidder must also comply with relevant health and safety regulations, ensuring a clean and safe environment	What is the definition of surrounding area? What is the outer boundary for defining the same?		As per RFP.
66	86	1.2.6.7.b	b) Lighting: The Bidder shall ensure to maintain the existing lighting at toll plaza area for seamless operation and road safety. c) Electricity Charges: The bidder will bear all recurring electricity charges, including those for illumination in plaza area, power backup etc.	Please can you define the minimum area before and after the plaza? Would this include the street lighting and High Mast installed for the Plazas?		The Bidder shall ensure to maintain the existing lighting at toll plaza area including High Mast light and any additional lighting required.
67	86	1.2.12	The term of this Contract Agreement shall be 6 months for design, development & implementation of the MLFF system and 5 years for Operation and Maintenance (O&M) phase, starting from the Effective Date, which shall be extendable up to a period up to 2 years upon the satisfactory performance and as per requirement of IHMCL.	The plazas included in the current tender call are as below RJ 01 - 13 Plazas RJ 02 - 9 Plazas & DL 01 - 14 Plazas As the number of plazas are not similar and the implementation shall be at multiple locations, 6 months of Design and implementation period is not sufficient. We request you to please consider the extended period for design and implementation. We request you to please consider 6 months for Design and Development and Taking over after 6 months assuming 2 Plazas in a month. So for the Contract of DL 01 total duration shall be 6+7=14 Months.		Refer Corrigendum-6
68	86	1.2.12	The term of this Contract Agreement shall be 6 months for design, development & implementation of the MLFF system and 5 years for Operation and Maintenance (O&M) phase, starting from the Effective Date, which shall be extendable up to a period up to 2 years upon the satisfactory performance and as per requirement of IHMCL.	The Investment required for executing any of the package is in multiple of Plaza numbers. 5 Years of O&M period does not justify the returns. We request you to please consider extended period for O&M as atleast 10 Years.		As per RFP.
69	102	1.2.26	(a) The Bidder shall ensure to maintain proper insurance coverage of all the equipment, materials, establishment against fire, theft, vandalism or any other perceived risk(s) / natural disaster etc. during the entire duration of the contract period. It shall sole responsibility of bidder to claim the insurance and replace the damaged component or system during contract period.	Shall we consider only the equipment and systems supplied by us in this contract for Insurance purpose? What is meant by "establishment" in the referred clause?		As per RFP.
70	116	Schedule B 1.a).vi	The successful bidder/bank must implement and commence the MLFF system services without disrupting ongoing toll operations or causing any revenue loss to the toll collection agency until the MLFF system goes live. Additionally, the bidder must ensure the proper migration of all databases from the existing TMS before transitioning to the new MLFF system. <u>The Bidder may, at its discretion, utilize the existing infrastructure, equipment, and electrical appliances available at the Fee</u>	While the tender asks for implementation of equipment and systems in existing toll lanes and infrastructure, we shall need the permission to utilize the existing infrastructure, equipment and electrical appliances before the Go Live of the MLFF in the current packages. We shall make sure that the current toll collection activities shall not be affected while doing so		As per RFP.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
71	179	2.11.2	Equipment at Fee Plaza Existing Lanes 5. No. Name of Equipment Unit Qty Remarks 1. RFID Antenna Nos 1 Per lane 2. RFID Reader Nos 1 Per lane 3. Detector -Radar Nos 1 Per lane 4. ANPR Camera (Including Housing and Mounting) +Controller+ Pole/Canti lever with all licenses Nos 2 Per lane (Back & Front) 5. Audit Surveillance Camera and Mounting + Pole/Canti Lever with all licenses Nos 1 Per direction or as per solution 6. IR Illuminator Nos 1 Per lane or as per solution 7. Field Junction Box with Surge Protector Device Nos 1 Per lane 8. Edge Level switch (8 Port or as per requirement) Nos 1 Per lane 9. Switch (Layer 3) - 24 Port (HA Mode) Nos 1 Per Direction 10. Any additional Component - Lumpsum	As the bidder is required to implement the equipment and system in the existing lane, we propose to use rolling shutter or other type of camera instead of Global Shutter camera. The speed of vehicle should not be more than 50 KM/hr in these lanes. More than 50Km.hr speeds are not preferable also as the lanes are bound with islands, and speeding in these lanes may cause accidents at higher speeds. So if the speed requirement is reduced, the ANPR camera can be of a lower speed detection specifications. "Because of the Lower speed in the lanes, the slow speed RFID reader also should be allowed. Temperature ratings should also be lowered for the RFID reader as these readers shall be installed under the canopy." "Instead of Detecor Radar, We should be allowed to use 2D laser sensor based AVC system in these lanes on islands. This shall help us to achieve 100% detection and also would help us achieve the required AVC accuracy.		As per RFP.
72	Schedule-B / Cl.4(f)		123 Bidder/bank should keep minimum 10% spare parts of critical equipment at any given point of project execution.	Please clarify if 10% spares are calculated per gantry basis or on basis of total equipment for the project. Also, is centralized regional warehousing for all 13 plazas acceptable, or must spares be physically stored at each individual plaza location?		As per RFP.
73	Schedule-B / Clause 10(3)		137 Maximum permissible downtime for all Equipment shall be 44 minutes per month with penalty of Rs. 1,00,000 per hour.	The penalty is very high. It is requested to the Authority to consider a "Stabilization Period" of 60 days post Go-Live where penalties are capped or waived to allow for system fine-tuning under live traffic conditions.		As per RFP.
74	Schedule-B / Clause 13	141-142	Minimum O&M manpower includes 2 Field Engineers, 4 Auditors, and 4 Security Guards per shift at each Toll Plaza.	Total manpower per plaza (including relievers) is approximately 32 staff. Small plazas with 6 lanes have the same requirement as Narayanpura with 20 lanes. Can the Authority consider lane-based or traffic-volume-based staffing for Field Engineers and Auditors to optimize costs?		Refer Corrigendum-6
75	Schedule-B / Clause 1(c)(ii)		117 Bidder shall design, supply, install MLFF gantry on main carriageway in each direction after crossing the toll plaza.	Kindly clarify in whose scope the design, supply, installation and maintenance of height protection barriers / height restriction gantries upstream of the MLFF gantry will fall – the Bidder or NHAI/IHMCL?		As per RFP.
76	Schedule-B / Clause 10, SL No.6 & Schedule C / Section 1.6	138 & 153	Vehicle classification accuracy of 99% required. LiDAR note states: "Lidar shall be installed at the Gantry Infrastructure only. Lidar shall not be installed at the Fee Plaza lanes."	Since LiDAR is excluded from fee plaza lanes, kindly clarify the expected methodology for achieving 99% vehicle classification accuracy at plaza lanes. Is Radar alone sufficient, or should the Bidder propose alternatives (e.g., ANPR + VAHAN lookup, AI-based classification)?		As per RFP.
77	Schedule-C / Section 1.4		149 ANPR Camera: 3MP+ CMOS, Global shutter, 150 km/hr speed, H.264/H.265, 50/60 fps.	As of now, no OEM has STQC certification for a Global Shutter camera as per the RFP specification. Kindly clarify whether ANPR cameras without STQC certification for Global Shutter specifically are acceptable, provided all other functional and accuracy requirements are met.		Refer Corrigendum-6
78	Schedule-C / Section 1.8		155 Local Server: Latest generation 64-bit x86 processor with Twelve or higher Cores.	Current-generation server processors (Intel Xeon 5th/6th Gen, AMD EPYC 9004) typically start at 16 cores. Kindly confirm that processors with higher core counts from the latest generation are acceptable and preferred.		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
79	Schedule-C / Section 1.9 & Section 1.8	156 & 155	Storage: Images for 180 days and Videos for 30 days. Local Server: Minimum 7 days storage with overwrite after every 7 days.	This storage timeline conflicts with the 7-day overwriting cycle for the Local Server. Please confirm if the 180-day image / 30-day video requirement applies to centralized/cloud storage, and the 7-day cycle only to local gantry servers. Also confirm if storage is per gantry or centrally.		The video retention of 30 days and Image retention of 180 days is applicable for all cameras on the gantry and to be stored locally.
80	Schedule-C / Section 1.10		158 Monitoring Workstations: i7+, 8GB DDR, 27" TFT LED. BOQ shows 5 Nos per plaza.	Please confirm the total number of workstations required at the Common Control Centre (CCC) if one is established. Are additional workstations needed beyond the per-plaza BOQ?		As per the RFP, the BOQ provided is the minimum requirement. Bidders may propose additional quantities or line items as a per of their proposed solution and site requirement, for enhanced system performance and SLA parameters adherence.
81	Schedule-C / Section 1.11		159 Firewall: 5 Gbps throughput, 1 Gbps IPS/NGFW, 8 GbE+1 SFP, 3yr warranty.	Is one firewall per plaza/gantry location required, or can a centralized firewall architecture with VPN tunnels be used for the entire bundle?		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
82	Schedule-C / Section 1.15		163 Core Switch: Layer 3, 24 port 1G PoE+, 2x10G uplink, 48Gbps switching, dual PSU.	Please confirm if core switches are required at both the Local Control Centre (LCC) and the Common Control Centre (CCC).		As per RFP.
83	Schedule-C / Section 1.17		165 Video Wall: Solid state LED / LED technology, 55" cubes in 4x2 display, ≤1mm gap.	DLP rear-projection technology is rapidly becoming obsolete. Kindly confirm whether the Bidder may propose fine-pitch LED video walls as an acceptable alternative.		As per RFP.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
84	Schedule-C / Section 2.11 (Plaza Level Equipment, Sr. No. 8) & Schedule-B / Section 1(d)(i)	180 & 118	BOQ specifies Video Wall and Controller - 1 No. per plaza. Bidders to use existing facilities or arrange porta cabin.	Many existing plaza control rooms and porta cabins may not have adequate space for a 4x2 Video Wall (requires -2.5m x 1.5m wall space + 3-4m viewing distance). If site is not physically feasible for a Video Wall, is the Bidder still mandated to supply it as per minimum BOQ? Will alternative monitoring solutions (e.g., multiple large-format monitors) be accepted?		Refer Corrigendum-6
85	Schedule-C / Section 2.11 & Schedule-B / Clause 1(c)(i)	179 & 117	Same equipment specifications listed for both gantry and fee plaza existing lanes (ANPR, RFID Reader, Radar).	Equipment at fee plaza lanes will experience significantly lower vehicle speeds compared to the gantry (~350m downstream). It is requested to allow optimized specifications tailored to the speed profiles of each site, provided all functional requirements and SLAs are met.		As per RFP.
86	Schedule-C / Section 2.9 & Schedule-B / Clause 1(c)(i)	173 & 117	MLFF application deployed at Gantry/Lanes and CC. Data stored on Edge system / LPU during connectivity loss. BOQ lists Edge Level Switch as 1 per lane.	Kindly clarify whether a dedicated LPU/Controller is required for each individual lane, or whether a single/shared LPU/Controller serving multiple lanes at a fee plaza/gantry is acceptable, subject to meeting all functional and redundancy requirements.		As per RFP.
87	Schedule-B / Clause 1(c)(ii)(c) & GCC / Clause 1.2.6(7)	117 & 85-86	Bidder responsible for illumination of gantries. Bidder shall maintain existing lighting at plaza area. Bidder bears all electricity charges.	Kindly clarify: (a) For new MLFF gantry – is Bidder responsible for complete road/approach lighting or only equipment-level IR illumination? (b) For existing plaza – does "maintain existing lighting" include replacement of damaged fixtures or only operational maintenance? (c) Confirm all power backup (UPS, DG, solar), dual internet lines, and recurring charges are entirely Bidder's cost with only raw grid power from NHAI.		As per RFP.
88	Schedule-B / Clause 1(d)	118	CCC can be established at Bidder's discretion for monitoring, auditing, manual validation across multiple plazas.	Apart from TMCC & plaza equipment, is a separate Command and Control Centre required for every bundle? If yes, kindly confirm the location and detailed hardware/infrastructure specifications for the CCC. Also clarify the maximum number of plazas that can be managed from one CCC.		As per RFP.
89	General	—	—	It is requested to kindly extend the tender by at least two weeks from the date of publishing the query response by the authority, considering the complexity and scale of the project involving 13 fee plazas across Rajasthan.		Refer Corrigendum-6
90	23	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. iv. We confirm that we have been in the business of the said product or solution or technology for at least three (3) years as on the date of issue of the RFP.	We request the Authority to kindly amend the OEM experience requirement from 3 years to 1 year for the quoted product/technology. Justification: 1. The MLFF ecosystem is rapidly evolving with continuous innovation in ANPR, AI-based analytics, and edge computing. 2. Several new-age OEMs with advanced, compliant, and globally deployed technologies may not meet the 3-year criterion despite having proven capabilities. 3. Relaxation will encourage wider participation, foster innovation, and enhance competition, ultimately benefiting the Authority with better technological options and cost efficiency. Please amend it as, "OEM for each product or technology quoted should be in the business of that product or solution or technology for at least 3 years 1 year as		As per RFP
91	88	2. Phased SAT and Go-Live for Bundle of Fee Plazas as per Schedule A	The Central/Local Control Room and all associated backend infrastructure are fully completed, tested, and operational prior to declaration of Go-Live of any individual Fee Plaza; and	Please share the location address where the on-premises server and video wall are to be installed. We understand that the recurring power charges at the CCC will be borne by IHMCL. Kindly confirm.		As per RFP.
92	-	-	General - Vehicle Count History Data	Kindly provide the month-wise total count of vehicle passes across the specified toll plazas for the past 12 months. This information is required for accurate financial modelling and estimation of transaction volumes.		The bank shall carryout their own due diligence. Month-wise ETC transaction reports may be accessed through IHMCL website: https://ihmcl.co.in/etc-transaction-reports/
93	168	2.3 ANPR and Application	ANPR system automatically captures the license plates of any vehicle(s) in the field of view (FOV) of a camera and stores them in database, so that details of the vehicles are available at any later point in time along with related video footage. It's OCR engine then converts captured license plate number into editable text, for ease of validation of vehicle details. OCR engines need to be designed and customized as per the multiple number plate and various Indian scripts apart from standard HSRP number plates	We understand that ANPR functionality in MLFF systems is typically achieved through a combination of imaging hardware (camera) and backend video analytics / OCR software. In this context, we request clarification on the following: 1. Architecture Flexibility: Whether the Authority intends ANPR to be implemented as: A dedicated standalone ANPR camera (with inbuilt OCR), OR A combination of standard surveillance/IP camera integrated with centralized video analytics and OCR engine. Please confirm. 2. Technology Approach: It is noted that fully integrated ANPR cameras with inbuilt OCR supporting diverse Indian scripts and formats are available only with limited OEMs, which may restrict competition. We request the Authority to leave this to the bidder to propose the solution based on		As per RFP

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
94	-	-	General - Minimum Guarantee / Revenue Assurance	<p>We understand that tolling and user fee collection under MLFF systems are variable and dynamic in nature, influenced by multiple external factors beyond the control of the bidder, including but not limited to:</p> <ul style="list-style-type: none"> - Administrative policies and enforcement mechanisms - User / citizen adoption of FASTag and MLFF ecosystem - Traffic patterns and diversion trends - Regional preferences and behavioural shifts in road usage - Competing routes and infrastructure developments <p>Given the above, toll revenue and transaction volumes are not entirely predictable or controllable by the bidder.</p> <p>In view of the inherent variability and dependency on external factors, we request the Authority to provide "Minimum Guarantee / Revenue Assurance" for the bidder.</p>		As per RFP
95	-	-	General - Data Retention	<p>What will be the data retention timeframe for the MLFF transaction data in live and archival mode?</p>		As per RFP.
96	-	-	General - Storage	<p>What is mandatory retention period in live and archival mode for images captured by Cameras?</p> <p>What is mandatory retention period in live and archival mode for video feed captured by evidence camera?</p>		As per RFP.
97	84	1.2.6. Scope of Work	<p>The Bidder shall ensure a 24x7 power supply for the Command-and-Control Centre and MLFF field equipment, with the primary source being the Electricity Department. This supply should be supported by UPS systems, renewable energy sources (such as solar power), and a DG set of adequate capacity. The Bidder shall make all necessary arrangements for the electricity needed for the execution of the Works and O&M period for the entire period of the Contract. The raw power will be supplied by NHAI.</p> <p>c) Electricity Charges: The bidder will bear all recurring electricity charges, including those for illumination in plaza area, power backup etc.</p>	<p>1. It is mentioned that raw power will be supplied by NHAI. We understand that the electricity consumption and recurring charges for field-level MLFF components, including equipment installed at gantries and toll plazas (limited to MLFF solution and associated illumination), shall be borne by the bidder. Kindly confirm.</p> <p>2. We further understand that the electricity consumption and associated recurring charges for fixed infrastructure at toll plazas, such as video walls, servers, storage systems, and air conditioning (required for maintaining environmental conditions), shall be borne by NHAI. Kindly confirm.</p>		As per RFP.
98	134	8. MLFF Project	<p>s. Future integration with advanced technologies: The Bidder's solution should include API based integration with future tolling technologies like GNSS and NHAI Applications like Raj Marg Yatra etc. or, Advance Traffic Management System (ATMS), any other similar system at no extra cost</p>	<p>We understand that the bidder is required to provision open and standard APIs to enable integration with future tolling technologies such as GNSS, NHAI applications (e.g., Rajmarg Yatra), ATMS, or other similar systems.</p> <p>In this regard, we request clarification that:</p> <p>"The bidder's scope is limited to providing API readiness and necessary interface support, and Any future integrations, custom developments, or associated costs for integrating with such external systems shall not be in the bidder's scope and will be handled separately." Kindly confirm.</p>		As per RFP.
99	-	-	General - Overall Penalty Capping	<p>We understand that multiple SLA parameters define penalties for non-compliance; however, there is no explicit cap on the total cumulative penalties applicable on the bidder.</p> <p>In this regard, we request the Authority to kindly clarify and consider that:</p> <p>"The total cumulative penalty in any given month shall be capped at 10% of the monthly payable amount/invoice value to the bidder, across all SLA parameters and locations."</p>		As per RFP
100	-	-	General - Early Termination & Capex Protection	<p>We understand that significant upfront capital investment is required for deployment of MLFF infrastructure. However, there is no explicit provision safeguarding recovery of such investments in case of early termination.</p> <p>Request: Kindly clarify whether any mechanism will be provided to ensure recovery of unamortized CAPEX in the event of early termination not attributable to bidder default.</p>		As per RFP

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
101	7	Schedule C - Functional Requirements	MLFF system shall use RFID, ANPR, LiDAR/Radar for transaction processing	We understand that the MLFF system utilizes multiple technologies such as RFID, ANPR, and LiDAR/Radar for vehicle detection and transaction processing. In this regard, we request clarification on the decision hierarchy and conflict resolution logic in scenarios where there is a mismatch between data captured from different sources. For instance: In cases where RFID tag data and ANPR-read vehicle number do not match (e.g., due to incorrect tag usage, tag swapping, or misuse by vehicle owners), What shall be the priority mechanism for transaction validation and		In mismatch scenarios between RFID (FASTag) and ANPR, the ANPR-read vehicle number is given priority. If the RFID tag data does not match the ANPR result, the transaction and any enforcement action (including e-notice generation) shall be based on the ANPR-captured number plate.
102	8	2.3 ANPR & Application	System decides based on ANPR confidence	What is minimum acceptable ANPR confidence threshold? Is it configurable?		As per RFP.
103	7	Schedule B - E-Notice Module	Bank responsible for e-notice generation	Please define exact responsibility split between Bank, IHMCL, NIC, NPCI for notice generation & recovery		As per RFP.
104	7	Schedule B - E-Notice Module	Manual validation required	What is expected TAT for manual validation of low-confidence transactions?		As per RFP and NETC PG guidelines
105	8	Schedule B - Transaction Processing	Toll collection through MLFF system	What is the final system of record for transaction acceptance (RFID vs ANPR vs manual override)?		Refer Corrigendum-6
106	109	1.2.35. Consequence of Termination	i. During (06 Months Implementation period) + O&M Period (60 months) :	Is phased rollout (plaza-wise Go-Live) allowed or only full bundle Go-Live? We request authority to allow phase wise rollout?		Refer Corrigendum-6
107	149	ANPR System & Functional Requirements	ANPR system defined as part of MLFF with accuracy requirements	Whether ANPR cameras are required to have in-built ANPR processing (edge-based) or is centralized/server-based ANPR processing acceptable? Please confirm acceptable architecture and any minimum processing latency requirements.		As per RFP.
108	-	Financial Bid / Pricing	Fixed Per Transaction Fee shall be inclusive of PMF and all Taxes/GST	Please clarify whether the PMF (Program Management Fee) is fixed throughout the contract period or subject to change by NPCI. In case of revision in PMF or applicable GST rates during the contract period, will the same be reimbursed/adjusted separately, or is the bidder required to absorb such changes within the quoted transaction fee?		Refer Corrigendum-6
109	7	POS Setup	POS setup for FASTag sale	What are detailed POS functional requirements (payments, reconciliation, stock mgmt)?		As per RFP.
110	7	Control Centre	Central monitoring required	Is single centralized control centre sufficient for all plazas? Does bidder has to provide video wall and server at each toll plazas?		Refer Corrigendum-6
111	-	Application Software	Offline capability implied	What is max offline buffering time and sync mechanism?		As per RFP.
112	120	Schedule - B	d. STQC and CERT-In Certification: The Bidder shall be required to carry out STQC certification of its MLFF software within 6 months from the date of completion SAT. Further the Bidder shall be required to conduct CERT-In certification of its MLFF software every year post Go-Live of the MLFF	We request the Authority to kindly clarify and consider allowing either STQC or CERT-In certification (any one) to be complied with, instead of mandating both, to avoid duplication of effort, cost, and timelines.		As per RFP.
113	76	Financial Bid Note 1	Any variation in quantities or omitted items will not result in additional payments	Please clarify whether any change in scope, design, site conditions, or additional requirements during implementation will be treated as change request or must be absorbed by bidder		As per RFP.
114	76	Financial Bid Note 1	Bidder to fill quantities to meet Schedule B & C	Whether IHMCL will validate/approve the bidder's proposed BoQ/design before execution, and whether such approved BoQ will be considered final for scope		As per RFP.
115	76	Financial Bid Note 1	No additional payment for omitted items	In case of missing/ambiguous requirements in RFP or integration changes (NPCI/NIC), will bidder still be required to absorb cost?		As per RFP.
116	76	Financial Bid Note 2	₹5 Cr cap for depreciated cost per plaza	Please clarify the purpose of depreciated cost calculation and scenarios where it will be applied (termination, asset takeover, etc.)		As per RFP.
117	76	Financial Bid Note 2	Depreciated cost capped at ₹5 Cr	In case actual capex exceeds ₹5 Cr per plaza, will the excess investment be fully at bidder's risk without recovery?		As per RFP.
118	76	Financial Bid Note 2	Depreciated cost mechanism	Please clarify depreciation method (SLM/WDV), rate, and tenure considered for calculation		As per RFP.
119	76	Financial Bid Note 2	Form F-2 not used for L1	If Form F-2 is not part of evaluation, will unrealistic under-quoting of BoQ have any technical/financial implications?		As per RFP.
120	76	Financial Bid Note 3	GST excluded in rates	There is a contradiction as earlier clause states transaction fee inclusive of GST, while here it states rates excluding GST. Please clarify correct treatment for GST		As per RFP.
121	76	Financial Bid	Equipment/services/software rates	Whether bidder is allowed to optimize design (reduce equipment quantity) while still meeting SLA, or minimum BoQ is mandatory		As per the RFP, the BOQ provided is the minimum requirement. Bidders may propose additional quantities or line items as a per of their proposed solution, for enhanced system performance and SLA parameters adherence.
122	76	Financial Bid	Full responsibility on bidder	In case of technology upgrades mandated by Authority during contract period, will cost be reimbursed or absorbed by bidder?		As per RFP
123	76	Financial Bid	BoQ-based costing	Please confirm whether spares, replacements, consumables, and lifecycle upgrades are to be included in BoQ pricing		As per RFP
124	76	Financial Bid	Depreciated cost concept	Please confirm whether asset ownership transfers to Authority at end of contract or only upon termination		As per RFP

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
125	180	3. Plaza Level Equipment	MLFF Local Server (HA mode) Nos Qty.: 2	The clause specifies "MLFF Local Server (HA Mode) - Qty: 2." In this regard, we request clarification on the intended configuration: Whether the requirement is for 2 servers in total configured in High Availability (HA) mode, OR 2 sets of HA configuration (i.e., total 4 servers)		As per RFP. Total configuration in HA Mode
126	180	3. Plaza Level Equipment	Redundant Internet Connectivity (1 Gbps) Nos Qty.:2	The clause specifies requirement of 2 numbers of redundant internet connectivity links (1 Gbps each). In this regard, we request clarification whether these links are required to be sourced from two different Internet Service Providers (ISPs/telecom operators) to ensure true redundancy		Yes, understanding is correct.
127	-	-	General - White IR	We request clarification regarding the acceptability of using white IR in pulse mode for illumination in the proposed solution.		As per RFP.
128	180	2.11 Indicative Minimum Bill of Quantity (BOQ):	1. Equipment's at Gantry for each fee plaza: 2. Equipment at Fee Plaza Existing Lanes	We understand that MLFF-based tolling is primarily enabled through gantry-level infrastructure for vehicle detection and transaction processing. In this regard, we request clarification on whether deployment of hardware at each existing toll lane is mandatory, as this may lead to duplication of functionality already being handled at gantry level		As per RFP
129	181	2.14 Overload Fee Deduction through FASTag	a. IHMCL is in process of formulating guidelines for deduction of overload fee through FASTag based on overload detection through Weigh In Motion (WIM) System. b. The Successful bidder shall integrate the existing system with the overload fee collection system and collect overload fee through FASTag in terms with the above guidelines without any additional cost to IHMCL/NHAI.	1) Shall weigh In Motion (WIM) System hardware provided by IHMCL?		The installation of the Weigh-in-Motion (WIM) system is not within the scope of the Acquirer Bank. The appropriate technology for WIM system shall be installed by a separate vendor which shall be engaged by IHMCL. The bank shall be required to do needful development for integration for facilitating the collection of overload fee via FASTag as per RFP
130				2) Where will WIM installed (below the gantry or other location)? please confirm.		The location of the WIM system shall be finalized based on design solution/technology provided by a separate vendor in consultation with IHMCL/NHAI.
131				3) Will this WIM transaction considered as additional transactions count for per transaction fee		No.
132				4) How to identify whether the vehicle is overloaded or not from Acquirer stand point?		Overload detection shall be carried out through the Weigh-in-Motion (WIM) system, and the relevant data and interface details shall be shared with the MLFF system for integration and operational purposes
133				5) For WIM transactions, how we should calculate pricing? Will there be separate tariff provided for overweight?		The applicable overload fees shall be provided to the bank for configuration in the acquiring system as per the NH Fee Rules and Toll Fee Notification
134				6) Will WIM provides the overload weight tariff to the MLFF?		The applicable overload fees shall be provided to the bank for configuration in the acquiring system as per the NH Fee Rules and Toll Fee Notification.
135	90	1.2.16.3. Parameters to be checked during Site Acceptance Testing (SAT)	6) Confirmation that e-Notices are generated, dispatched, tracked, and archived appropriately as per defined business rules	Hope this scope is under the NIC system as part of e-notice dispatch and archival.		As per RFP.
136	114	Schedule - B	vi. The bidder must ensure the proper migration of all databases from the existing TMS before transitioning to the new MLFF system	Please confirm how much historical data should be migrated from the old system to the new system, and which categories of data should be included in the migration. What is the expected usage of migrated data?		As per RFP
137		1. Development of the MLFF based tolling facility.				
138		a) About the MLFF based Tolling Project				
139	114	2. Operations & Maintenance of the MLFF based Tolling System (Refer detailed roles and responsibilities in Section 8 below)	a) Operations Activities --> 2. Customer Support : iii. Assistance in payment of e-Notice payments	Please confirm the type of assistance the MLFF system is expected to provide for e-Notice payments, as e-Notices are managed at NIC system.		The bank shall provide assistance to the customers in payment of e-Notices at toll plaza POS location.
140	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	For violation cases of un registered/hotlist/blacklist/Closed, how acquirer can notify the e-notice to NPCI vice versa. Is it a API communication or file based communication. Please confirm and provide the specifications		The indicative process flow diagram for transaction processing as well as Enotice generation is already provided in the RFP. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
141			2. Tag transaction flow by MLFF entity / Acquirer Bank	For the vehicles which are having temporary reg number (newly purchased vehicles), will not able to fetch the VRN or Chasis number from NPCI. As per the flow provided, it has to be fetched from VAHAN with Chasis number. In this scenario, it is not possible to fetch details from VAHAN as chasis number is not available with transaction.		As per prevailing regulations, all newly purchased vehicles under 'M' and 'N' categories are mandated to be fitted with a FASTag at the time of sale. Accordingly, tag can be read and processed through NETC. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
142	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	For the vehicles which are having multiple closed tags, which bank tag details will be consider by NPCI to notify the issuer.		As per existing NETC guidelines.
143	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank			

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
144	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	As there is possibility that Tag/VRN can be removed from blacklist status (05) by banks. According to this, vehicle user shall be provided a window of 24 hrs post crossing the MLFF fee plaza and then raise the e-Notice E-notice to NPCI within next 48 hrs. Please check and confirm.		As per RFP.
145	124	7. E-Notice Module	Note: E-Notice Issuance Timelines	Incase acquirer is unable to generate E-notices within next 48 hours, raising e-Notice later, will that be declined by NPCI ?		As per RFP.
146	122	4. Process flow for Grievance Mechanism:	MLFF entity/ Acquirer review and verify the NIC portal	Is NIC portal access will be provided to MLFF/Acquirer system?		E-notice and Grievance portal shall be developed by NIC. User credentials for plaza level shall be created based on the details provided by the bidder. Bidder will have admin right to create further users for action on e-notice grievances pertaining to the plaza.
147	122	4. Process flow for Grievance Mechanism:	MLFF entity/ Acquirer review and verify the NIC portal	1. What is the further process if the vehicle owner details are not available in VAHAN / DMV to generate the e-notices by NIC.		As per RFP. Enforcement measures shall be taken up with concerned authorities.
148				2. What is next process if the customer has not responding to e-notices.		
149	122	Illustration 1:	If the vehicle performs six (6) transactions daily for 30 consecutive days in June 2025, only 120 transactions (4 per day x 30 days) shall be eligible for payment. Furthermore, the total monthly payout for this vehicle shall be capped at ₹350/-, being the value of the Local Pass for FY 2025-26.	Required more details on the month wise trips calculation		As per RFP.
150						
151						
152						
153	96	Illustration 2:	Let's assume the following data is recorded for a given week (from Tuesday, 04.03.2025 00:00:00 hrs to the following Monday, 10.03.2025 23:59:59 hrs):	Required more details on the table data to understand the scenarios		As per RFP.
154						
155	95	Illustration 1: -->E-Notice Amount and Payout	E-Notice Amount and Payout: Each e-Notice shall reflect an amount equivalent to twice the applicable user fee for the vehicle's category. The Bank shall be entitled to a payout for e-notices issued. The payout for e-notices shall be calculated based on Fixed Per-Transaction Cost multiplied by total number of e-Notice issued, provided the notices are accurate, correct and substantiated by clear photographs of the vehicle (front and rear) and subject to (ii) above. iv. The Bank shall be entitled for adjusting payout for e-notices cases from the user fee collection only after 14 days of the issuance of e-notices. For avoidance of doubt, the applicable payout for 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 for e-notices.	What is settlement process flow for e-notice payments between NIC, NPCI and MLFF system? Please provide the specifications also.		As per RFP.
156	97	1.2.20. Incentive for higher clean transactions	If, in any given quarter, the number of clean ETC transactions exceeds 95% of the total transactions recorded at the toll plaza, the Bidder shall be entitled to an additional amount. This additional amount shall be calculated as 25% of the Fixed Per Transaction Cost, applicable only to the number of clean ETC transactions that exceed the 95% threshold and are successfully settled during that quarter	Need more clarity on incentives for higher clean transactions.		As per RFP.
157				Who will check and calculate the clean transaction percentage?		As per RFP.
158				Provide the settlement process for incentives.		As per RFP.
159						As per RFP.
160				Who will check and calculate the clean transaction percentage?		
161	146	1.4 Automatic Number Plate Recognition Systems	The Camera should have feature and functionalities to capture number plate and video	How many no of images should be maintain for each vehicle transaction?		As per RFP.
162						
163	169	2.9 MLFF Application Software	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).	1. Request you to provide the purpose of integrating MLFF with VAHAN of NIC.		As per RFP. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
164				2. Is Vahan system is the existing NETC Vahan system which is providing by NPCI OR it will be new.		
165				3. Does IHMCL provides access to Vahan System?		
166				4. Provide the specifications for VAHAN integration.		
167	172	2.10 Web-Portal:	1) Dashboard 2) E-Notice Module 3) Reports	Kindly provide the elements in the Dashboard, report formats and specifications, date and time-duration for the data population		As per RFP.
168						
169						
170	124	E-Notice	Tag Status having the exception code 08 (e-notice)	Do we raise the e-notices as well for the tags which are added to exception code 08 ?		E-Notices shall be issued as per RFP. Further, details shall be provided in Technical Specification Document to Successful bidder during implementation phase
171				How to get the revenue for the trips post tag added into exception code 08		
172	124	E-Notice	20 minutes SLA between Request Balance Check and Request Pay	For the tags which are in 01 or 03, Is 20 minutes SLA is applicable between RequestBalanceCheck and Request Pay ?		As per RFP & NETC Guidelines.
173	124	E-Notice	20 minutes (against the reader read tim) buffer duration of blacklist tag status (05,01,03) business rule	20 minutes (against the reader read tim) buffer duration of blacklist tag status (05,01,03) is applicable to process the transaction as normal transaction instead of 48 hours blance check mechanism in MLFF		As per RFP & NETC Guidelines.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
174	124	E-Notice	20 minutes SLA between Request Balance Check and Request Pay	For the tags which are in 01,03, Is 20 minutes SLA is applicable between RequestBalanceCheck and Request Pay ?		As per RFP & NETC Guidelines.
175	124	E-Notice	E- Notice Payment duration by the vehicle owner	Confirm the E-Notice payment duration SLA for e-notice generated vehicles.		As per RFP. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
176				Based on this SLA confirmation, acquirer will raise the exception code 08 addition through RequestMngException API to NPCI.		
177	124	E-Notice	Decline of e-notice by e-Notice System as Vehicle/Owner details are not present in Vahan	Provide the further process of transaction in case of e-notice request declined due to vehicle details are not present in Vahan.		As per RFP.
178	130	ICD2.6 - Request Balance Check API	ICD2.6 - Request Balance Check API	Suggesting to include vehicle number as well in the ICD2.6 Request Balance check API schema. So that balance check can be done for trasactions which are processed with vehicle number i.e., RFID failed and ALPR success cases		As per RFP.
179	159	1.14 Edege level switch	1) Minimum 24 port 1 Gbps PoE/PoE+ and 2 No's fiber Uplink ports of 10G	BOQ requests an 8 port switch, which is preferred?		As per RFP
180	76	A7	1 IR Illuminator per lane	BOQ requires two cameras per lane, but only one IR Illuminator, is this intentional?		Refer Corrigendum-6
181	72	A2	1 RFID Reader per lane	A single reader can control up to 4 lanes, must the requirement include an entire reader for every lane?		As per RFP.
182	68	A10	1 Layer 3 switch per direction.	The site description mentions 12 lanes and 4 redundant landes but does not mention the division of directions. 6 lanes in each direction plus 2 redundant in each direction?		As per RFP
183	120	Section 4	MLFF application at Gantry/lanes should be capable of distinguish between tollable and non-tollable vehicles (two-wheelers, 3-wheelers, etc.) without any human intervention. It should have the function to determine the direction of the vehicle travel (such as forward or reverse)	Please clarify. Will direction of travel change? How will this need to be reported?		As per RFP.
184	119	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.		As per RFP.
185	141	Specification of all MLFF Sub System	2) Gain 10 dBi ± 1 dB	Will 10dBi gain not be very low power equipment ?	10dBi gain might limit coverage range and read reliability in environments requiring high-performance or long-range . Higher-gain antennas (e.g., 12-14 dBi) might be more appropriate for multi-lane scenarios where tags are at varying distances	As per RFP
186		1.2 RFID Antenna:		What is the requirement of beamwidth ?	Beamwidth: Narrower horizontal beamwidth for precise lane targeting - a 3dB beamwidth of <30Degrees	As per RFP
187						Wider vertical beamwidth for accomodating varied vehicle heights.
188	150	1.6 Detector-Lidar	1.6 Detector-Lidar	Specification does no specify technology with in Lidar e.g. 2D or 3D Lidar is preferred ?	3D Preferred for Vehicle classification	As per RFP.
189	116	Schedule - B , c) ii. Construction of MLFF tolling gantry after crossing the fee plaza	The Bidder/Bank shall also design, supply, install, test, and commission MLFFbased tolling infrastructure by providing one (1) gantry on the main carriageway, including paved shoulders, in each direction (LHS and RHS) after crossing the toll plaza. The gantry for each direction shall be installed at a location within approximately 350 meters downstream of the respective Fee Plaza, in the direction of traffic movement	Can bidder install gantry before or After toll plaza at suitable one location ?		As per RFP.
190	116	Schedule - B , c)i. At Existing Fee Plaza Infrastructure:	The Bidder/Bank shall implement the Multi-Lane Free Flow (MLFF) tolling systemat the existing Fee Plaza location, enabling an ANPR-RFID based barrier-less tolling system in the lanes as per Table give below. Upon successful commissioning of the MLFF system, the remaining lanes (if any) not designated for tolling operations shall be closed by NHAI. The Bidder/Bank shall ensure that such nondesignated lanes remain closed, physically secured, and are not used for any tolling or traffic operations during the Contract Period, unless expressly authorized in writing by the Authority.	Can bidder use existing infrasturctue in the lanes?		As per RFP.
191	32	6.5. PERFORMANCE SECURITY	a) The Successful bidder shall furnish a Performance Security cumulative total of Rs 28,30,00,000/- (Rs Twenty-Eight Crore Thirty Lakh only) for all tendered fee plazas for a period of 6 years from the Date of LOA within 15 days of issuance of LOA in following instruments.	High PBG is unviable, since cash collection is not done by Bank. Request for token PBG of 1cr.		Refer Corrigendum-6
192	179, 153	2.11 Indicative Minimum Bill of Quantity (BOQ) 1.6 Detector-Lidar	2.11 Indicative Minimum Bill of Quantity (BOQ): > 2. Equipment at Fee Plaza Existing Lanes 1.6 Detector-Lidar : Note: Lidar shall be installed at the Gantry Infrastructure only. Lidar shall not be installed at the Fee Plaza lanes.	There is no requirement for "Detector - LIDAR". Is that Intentional or unintentional. Do we need to put a LIDAR on existing plaza or not?		As per RFP.
193	154	1.7 Detector-Radar	Detector-Radar	Is there a need of RADAR on existing fee plaza? Considering that, we will not put LIDAR, we can avoid keeping the RADAR and, instead, the RADAR can be put at new MLFF Gantrv		Refer Corrigendum-6

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
194	117	Construction of MLFF tolling gantry after crossing the fee plaza :	The gantry for each direction shall be installed at a location within approximately 350 meters downstream of the respective Fee Plaza, in the direction of traffic movement	In some of the Plazas, at 350 meters from existign plaza, the width of the road is up to 5 Lanes. Please see the image on the right. As that is more than the lanes of the road, can we setup the MLFF plaza further down the road where the number of lanes is reflective of the Lanes for the road?		As per RFP.
195	110	Schedule - A	In "SCHEDULE A : Site of the Project", we have the below values under the column "Highway Lane Configuration (2LPS/4L/6L/8L)"	4L/6L - Does this mean, the lane currently is 4 lane and will be made 6 Lanes in the future? 2LPS / 4L - We understand, 2 LPS means 2 Lanes plus shoulder? What does / 4L mean, does this mean, the lane currently is 4 lane and will be made 6 Lanes in the future?		4/6 means project comprises of section of 4 lane and 6 lane. 2LPS/4 L means project comprise of section of road having 2 LPS and 4 Lane.
196	NA	NA	In all the three RFP's, there is a discrepancy on the below: 1. Number of Lanes on Existing Plazas - Number of Listed lanes in RFP are more than what we actually have at the plaza. 2. Number of Lanes on the toll Road - Number of listed lanes in RFP are more than what we actually have on the highway.	Has the data been validated or we should go by what is in RFP?		As per RFP.
197	117	Schedule B 1.a	Given that : "SCHEDULE B 1. A) The MLFF system will consist of field equipment and sensors mounted on gantries, which will capture the necessary information from passing vehicles. This data will be transmitted to the NETC payment ecosystem for the deduction of the user fee." Coverage Requirement: The equipment must be installed to ensure "that the entire traffic flow on the main carriageway is effectively captured under the MLFF tolling system". Paragraph p116 of Delhi-01 Bid (but similar in other RFPs) "i. At Existing Fee Plaza Infrastructure: In the event that any ancillary structure is required for installation of MLFF equipment at the Fee Plaza lanes, such structure shall be structurally stable, secured with sufficient ground clearance and duly certified by a	Given these points on the left and the fact that : 1/ there are currently no Gantries at the existing toll-plazas 2/ there is no clear requirement for building gantries at the Existing plazas level : Can we assume that, as long as the coverage requirement is "exhaustively" performed at the level of the new MLFF steel Gantries (ie covering all the traffic), the equipment and BOQ at the existing toll plaza is purely "indicative" and not mandatory ?		As per RFP.
198	116	Schedule B	Page 116 > Schedule - B > ci > At Existing Fee Plaza Infrastructure	As per the RFP, it is indicated to use the existing plaza as a redundant or primary gantry in the overall MLFF Solution. After reviewing and doing a site visit of some of the fee plazas, they are not consistent nor following any standard and each one is following its own design making it very difficult to implement at scale and consistency. And also, keeping in mind the structural integrity of the existing fee plazas. Considering that, can we design and install our own gantry for the full length of the road on both sides of existing toll fee plaza? So, the gantry we build will cover both primary and secondary without using the existing fee plaza.		As per RFP.
199	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	For the vehicles which are having temporary reg number (newly purchased vehicles), will not able to fetch the VRN or Chasis number from NPCI. As per the flow provided, it has to be fetched from VAHAN with Chasis number. In this scenario, it is not possible to fetch details from VAHAN as chasis number is not available with transaction.		As per prevailing regulations, all newly purchased vehicles under 'M' and 'N' categories are mandated to be fitted with a FASTag at the time of sale. Accordingly, tag can be read and processed through NETC. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase
200	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	As there is possibility that Tag/VRN can be removed from blacklist status (05) by banks. According to this, vehicle user shall be provided a window of 24 hrs post crossing the MLFF fee plaza and then raise the e-Notice E-notice to NPCI within next 48 hrs. Please check and confirm.		As per RFP.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
201	72	Form-T:13 - Manufacturer's Authorization Form (MAF)	<p>The Bidder is required to submit the MAF for at least the following components:</p> <ul style="list-style-type: none"> i. RFID Reader & Antenna ii. ANPR Cameras iii. Audit Surveillance Camera iv. Detector-Lidar v. Detector-Radar 	<p>As per clause "(c) The type of equipment mentioned in the RFP are bare minimum. In case the solution designed by Bidder requires additional equipment (eg thermal camera etc) to meet the scope of work and SLA, the same should be provided in the solution without any additional financial implication to IHMCL." We understand that the MAF is also applicable for any additional equipment or solutions proposed by the bidder to meet the scope of work and SLA requirements.</p> <p>Hence, we request you to amend the clause as suggested below to broaden the scope for bidder participation, enabling them to meet the functional requirements and SLA obligations outlined in the RFP.</p> <p>The Bidder is required to submit the MAF for at least the following components:</p> <ul style="list-style-type: none"> i. RFID Reader & Antenna ii. ANPR Cameras iii. Audit Surveillance Camera iv. Detector-Lidar v. Detector-Radar vi. Therma/optical Camera 		As per RFP
202	73	Form -T:14 - Checklist to be submitted by the bidder	<p>10. Form T-11 Undertaking for Compliance In case proposed OEM is different from Preferred OEMs, supporting documents to be provided confirming the product has been deployed in a Multilane Free Flow Tolling (MLFF) System, either in India or internationally, and has been operational for a minimum of one (1) year as of the bid submission date.</p>	<p>Clarity required:</p> <p>As per clause "In case proposed OEM is different from Preferred OEMs, supporting documents to be provided confirming the product has been deployed in a Multilane Free Flow Tolling (MLFF) System, either in India or internationally, and has been operational for a minimum of one (1) year as of the bid submission date.)",</p> <p>We kindly request confirmation that ANPR cameras, radar, and other components installed on highways in accordance with ATMS 2021 and 2023 guidelines in india, and operational for a minimum period of one (1) year as of the bid submission date, will be considered eligible.</p>		As per RFP
203	154	1.7 Detector-Radar	<p>10. Refresh time : 24 MS</p>	<p>Even at vehicle speeds of 150 km/h or higher, a radar refresh time of 50-75 ms provides sufficient position updates for accurate vehicle detection, tracking, and speed measurement. Therefore, restricting the specification to 24 ms may unnecessarily limit available radar technologies.</p> <ul style="list-style-type: none"> - Vehicle at 150 km/h takes about 2.8 seconds to pass 120 m. - With 75 ms refresh, radar updates about 37 times during this time. - With 50 ms refresh, radar updates about 56 times during this time. - With 24 ms refresh, radar updates about 117 times during this time. <p>Therefore, we request that the clause be amended to allow a refresh time of 24 ms / 50 ms / 75 ms, or better, based on the proposed solution's architecture.</p> <p>We request an amendment as per below</p> <p>"1.7 Detector-Radar 10. Refresh time : 24 MS/50 MS/75 MS"</p>		As per RFP
204	168	2.3 ANPR and Application	<p>2.3 ANPR and Application</p> <ul style="list-style-type: none"> i. 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 	<p>Achieving ANPR reading accuracy of up to 99.5% for standard number plates using embedded ANPR cameras in heterogeneous traffic conditions in India has not been previously performed or delivered by any CCTV OEM in India.</p> <p>Considering the accuracy requirement of up to 99.5% for MLFF as well as vehicle monitoring, we request an amendment to this clause. This will allow bidders to choose from all available technology options that can meet the required accuracy criteria.</p> <p>we request an amendment as per below</p> <p>"i. Integration: ANPR technology should be embedded within security cameras or application offered to ensure accurate readings regardless</p>		As per RFP

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
205	171	1 . Standards and Specification of all MLFF Sub System	2.6 Detector- LIDAR & RADAR a) The bidder shall propose appropriate technical solution/ product to check speed, count the number of vehicles and classification of the passing vehicle at each lane. The output of the detectors should be to indicate the presence/ passage of vehicles and shall be used to trigger the MLFF system to generate counts, vehicle classification, and speed at each lane.	As per clause “ The bidder shall propose appropriate technical solution/ product to check speed, count the number of vehicles and classification of the passing vehicle at each lane. The output of the detectors should be to indicate the presence/ passage of vehicles and shall be used to trigger the MLFF system to generate counts, vehicle classification, and speed at each lane.” We understand that the bidder may propose LiDAR, optical camera, or a combination of both to detect the presence/passage of vehicles and to trigger the MLFF system for generating vehicle counts, classification, and speed for each lane. Camera based classification will improve overall accuracy and provide visual evidence. The combined output will enable dual verification along with the LiDAR sensor.		As per RFP
206	179	2.11 Indicative Minimum Bill of Quantity (BOQ): 1. Equipments at Gantry for each fee plaza:	3. Detector -Radar : Per lane	As per the specification under Clause 1.7 (Detector - Radar), Point 2: “Lane coverage: Up to 4 lanes with a single sensor” (Page 154), we understand that the bidder is free to deploy either one radar per lane (as mentioned in the BOQ) or a single radar covering four lanes. Please confirm.		Refer Corrigendum-6
207	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	For the vehicles which are having temporary reg number (newly purchased vehicles), will not able to fetch the VRN or Chasis number from NPCI. As per the flow provided, it has to be fetched from VAHAN with Chasis number. In this scenario, it is not possible to fetch details from VAHAN as chasis number is not available with transaction.		As per RFP. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
208	124	7. E-Notice Module	2. Tag transaction flow by MLFF entity / Acquirer Bank	As there is possibility that Tag/VRN can be removed from blacklist status (05) by banks. According to this, vehicle user shall be provided a window of 24 hrs post crossing the MLFF fee plaza and then raise the e-Notice E-notice to NPCI within next 48 hrs. Please checka and confirm.		As per RFP. Detailed Technical Specification Document for barrier-less tolling shall be provided to Successful bidder during implementation phase.
209	Pg 21 of 186	Eligibility of Sub- Contractor (SI)	The bidder shall get the MLFF system work done through a reputed Sub-Contractor (hereinafter also referred to as System Integrator, or SI)	Kindly specify how the experience for MLFF to be submitted for Tender, as there is no form for it attached.		As per RFP.
210	Pg 21 of 186	Eligibility of Sub- Contractor (SI)	The Bidder shall ensure that the Sub-Contractor/SI engaged by them is under an exclusive MOU with the acquirer bank and is not associated as Sub Contractor/SI with any other Bidder participating in the same tender. For avoidance of doubt, if two or more bids is received having same Sub-Contractor/SI, all such bids shall be treated as nonresponsive.	Request to amend the clause that the subcontractor can participate in the tender with different bidders as well.		As per RFP.
211	Pg 33 of 186	PERFORMANCE SECURITY	The Successful bidder shall furnish a Performance Security totalling Rs. 28,30,00,000/- (Rupees Twenty Crore Only) for a period of 6 years from the Date of LOA in following instruments: (i) a crossed account payee demand draft/pay order amounting to Rs. 14,15,00,000/- (Rupees Ten Crore Only) (an amount equal to 50% of the total PBG value) and (ii) a bank guarantee amounting to Rs. 14,15,00,000/- (Rupees Ten Crore Only) (an amount equal to 50% of the total PBG value) as per the format prescribed by IHMCL	Kindly clarify the time schedule for submission of Performance Bank Guarantee.		Refer Corrigendum-6
212	Pg 88 of 186	Time Schedule	Submission of Project Implementation plan with detailed resource based work break down schedule for monitoring by IHMCL	Kindly provide at least 30 days for submission of project implementation plan		As per RFP
213	Pg 149 of 186	SR.No.(2)2 Automatic Number Plate Recognition (ANPR) Camera	SR.No. (a)Sensor Type-Progressive scan (CMOS) Day / Night Camera, Global shutter	Request you to consider Sensor type -Progressive Scan CMOS ,Day night or better . This change will fulfill the functional and technical requirements of the projects.		Refer Corrigendum-6
214	Pg 149 of 186	SR.No.(2)2 Automatic Number Plate Recognition (ANPR) Camera	SR.No.(b)Resolution-3 Megapixels or better	Request you to consider to amend this clause “ Resolution -8 Megapixels of better. The 8MP Camera will be better in such highway application where we required high-detail footage and better performance in various lighting conditions, Also informing that due to STQC camera trading is not ban till 200 days from date of notification of STQC. How this project is going to implement . In First phase normal cameras are going to be approved , global shutter or rolling shutter will take approx. 1 year of time for trading in asked brands.		Refer Corrigendum-6
215		Genral		As the bundled project have multiple plazas at multiple locations, the timelines given still remains as you have been giving for single plaza. The project time line should be increased to 10 months	Time Line : 05 Months	Refer Corrigendum-6
216		Genral		As the Radar demanded is 3D which technically can cover multiple lanes (between 3-5), we suggest to change the qty as 1per Lane or as per the technical design by SI.	Radar Qty: 1 Per Lane	Refer Corrigendum-6

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
217		Genral		In case there is a delay beyond the control of contractor for any 1or2 plazas however rest plazas are completed on time. Considering the huge investment done by the contractor, the authority should allow the plazas where the SAT has been completed to Go Live and for rest plazas wherein the delay is due to customer / beyond the control of contractor, can go live after the completion. Giving Only EoT till these 1 or 2 plazas get completed will block huge amount of money of the contractor	sat	As per RFP.
218		Genral		As there is a huge investment, we request to allow JV at the subcontractor level	Subcontractor Clause	Refer Corrigendum-6
219		Genral		We would request the authority to negotiate with all Telco Companies so that we get proper service however the payment will be done directly by the contractors only. The Telco companies should be held liable incase their service is not up to the mark	1+1 Gbps MPLS network	As per RFP
220		Genral		We would like to understand from IHMCL the below:- Will the SAT be separate for Gantry and Plaza or you will consolidate both together to check the result The above question asked is very important for the solution due to the following:- Incuse IHMCL decides that it will be a consolidated SAT wherein data will not be checked separately but in totality, In this case people might go with a very cheap solution at plaza and good solution at gantry. This will definitely reduce the cost but with the compromise of technology This also means that the level of solution deployed at plaza and gantry are not similar We suggest the following:- GO for separate SAT for Plaza and Gantry individually This way bidders can't quote cheap solution at plaza and this will help the entire MLFF to be more robust This will be a true redundancy	SAT for Plaza and MLFF Gantry	Refer Corrigendum-6
221		Genral		As per the NHAI Toll Operations, in case there is a reduction of 10% of traffic, the Force Majeure is applied however in this case IHMCL has defined when the amount will go down to 50% or below. We suggest to relook on the clause and do a justification as per the operation projects Further, the clause says that incase this Force Majeure comes in the first year, it will not be considered Take a Case of Boriach Plaza: When the project was uploaded on tender, the total transactions were near to 45K per day however at the time of execution (now), the transactions have come down to 23/24K per day. Which is almost 50% reduction This is a huge setback to any company who has bided the project as these are Opex project based on per transaction The traffic has gone down due to parallel road which will come in all projects.	Force Majeure Event: The Force Majeure Period shall commence when the Total Transactions "N" as defined under Clause 1.2.19.1 falls below 50% of the Total Transactions "N" as defined under Clause 1.2.19.1 of the corresponding day in the previous year, escalated by 5%. If the Force Majeure period occurs within 365 days (1 year) of Go-Live, there shall be no extension of the Contract Period.	As per RFP
222				Whether the successful bidder may be permitted to furnish the entire 100% Performance Security through DD / Pay Order, instead of the prescribed split between DD and Bank Guarantee, i.e. 50-50. Whether, under the bank-led bidder structure, a Payment Aggregator may participate indirectly by tying up with an eligible bank, with the bank acting as the bidder and the Payment Aggregator providing support through the permitted sub-contractor / execution arrangement. Kindly clarify the above.		Refer Corrigendum-6
223	33	6.5	PERFORMANCE SECURITY : a) The Successful bidder shall furnish a Performance Security cumulative total of Rs 277,32,00,000/- (Rs Thirty-One Crore Twenty-Four Lakh only) for all tendered fee plazas for a period of 6 years from the Date of LOA within 15 days of issuance of LOA in following instruments: (i) a crossed account payee demand draft/pay order amounting to Rs. 138,66,00,000/- (Rupees Fifteen Crore Sixty-Two Lakh Only) (an amount equal to 50% of the total PBG value) and (ii) a bank guarantee amounting to Rs. 138,66,00,000/- (Rupees Fifteen Crore Sixty-Two Lakh Only) (an amount equal to 50% of the total PBG value) as per the format prescribed by IHMCL for a period of 6 years from the Date	We proposed submission of Surety Bond/ Insurance Bond as BG.		As per RFP. Refer Corrigendum-6.

S.No.	Page No. (Footer)	Clause	RFP Statement	Query	Remarks	Response IHMCL
224	179	Schedule - B, 1.C.i	At Existing Fee Plaza Infrastructure	Total Number of Lanes to be Provisioned for MLFF Tolling at the Existing Fee Plaza (Including Two (2) Standby Lanes). S. I. be allowed to propose as per system design & traffic flow.		As per RFP.
225	116	Schedule - B, 1.a.iii	Development of the MLFF based tolling facility.	System Integrator allowed to deploy multilane Cameras.		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
226	116	Schedule - B, 1.a.iii	Development of the MLFF based tolling facility	System Integrator allowed to deploy multilane Lidars.		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.
227	116	Schedule - B, 1.a.iii	Development of the MLFF based tolling facility	User be allowed to provide speed output through ANPR		The specifications provided in the RFP are minimum requirements. Bidders may propose better specifications as part of their proposed solution design.