



Response to Pre-bid Queries

For

RFP for Selection of Master System Integrator (MSI) for Implementation of Intelligent Integrated Traffic Management System (ITMS) for ISCDL, Indore (Re-tender)

Date: 7th August, 2019

Clarifications issued pursuant to Pre-bid Meetings held on 10th July 2019

RFP Reference No: 5/ISCDL/2019-20 dated 25-06-2019

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1.	Vol-1	TQ 1.1	Pg 33	<p>The Sole Bidder / Lead bidder and Consortium member should have cumulative minimum average annual Turnover of INR 60 Crore for the last 3 audited financial years (2015-16, 2016-17 and 2017-18) from the business area of ICT Infrastructure / IT System Integration Services.</p> <p>More than 180 Crore = 5 Marks >=120 to 180 Crore = 4 Marks >=60 to 120 Crore = 3 Marks</p>	<p>The Sole Bidder / Lead bidder and Consortium member should have cumulative minimum average annual Turnover of INR 60 Crore for the last 3 audited financial years (2015-16, 2016-17 and 2017-18) from the business area of ICT Infrastructure / IT System Integration Services.</p> <p>More than 200 Crore = 10 Marks >=120 to 180 Crore = 6 Marks >=60 to 120 Crore = 3 Marks</p>	Refer Corrigendum#4
2.	Vol-1	TQ1.2	Pg 33	<p>The Sole Bidder or any member of its consortium should have completed at least One Project (Completed Implementation as well as Maintenance OR Completed implementation i.e. Go-Live of all modules as per the Scope of work as a System Integrator of the project) of Adaptive Traffic Control System for any Central Government/ State Government/PSU/</p>	<p>The Sole Bidder or any member of its consortium should have completed at least One Project (Completed Implementation as well as Maintenance OR Completed implementation i.e. Go-Live of all modules as per the Scope of work as a System Integrator of the project) of Adaptive Traffic Control System for any Central</p>	Refer Corrigendum#4

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				<p>ULB/Govt. Boards/Defence in India / Global with each project cost not less than INR 10 Cr / at least 30 traffic junctions in the last 5 (Five) financial years (As on last date of bid submission). § More than 2 Projects= 15 Marks § 2 Projects = 12 Marks § 1 Project = 10 Marks</p>	<p>Government/ State Government/PSU/ ULB/Govt. Boards/Defence in India / Global with each project cost not less than INR 10 Cr / at least 30 traffic junctions in the last 5 (Five) financial years (As on last date of bid submission).</p> <p>§ 2 Projects or More = 15 Marks § 1 Project = 13 Marks</p>	
3.	Vol-1	TQ 1.3	Pg 33	<p>The Sole Bidder or any member of consortium or OEM should have experience of implementation of ANPR and RLVD System in a single project in India or Global with project cost not less than Rs.10 Cr.in the last 5 (Five) financial years (As on last date of bid submission). § More than 100 ANPR Cameras – 5 Marks § > 50 to 100 ANPR Cameras – 4 Marks § => 30 to 50 ANPR Cameras – 3 Marks</p>	<p>The Sole Bidder or any member of consortium or OEM should have experience of implementation of ANPR in a single project in India or Global with project cost not less than Rs.10 Cr.in the last 5 (Five) financial years (As on last date of bid submission). § More than 100 ANPR Cameras – 8 Marks § > 50 to 100 ANPR Cameras – 5 Marks § => 30 to 50 ANPR Cameras – 3 Marks</p>	Refer Corrigendum#4

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					§ => 10 to 20 ANPR Cameras - 2 Marks	
4.	Vol-1	TQ1.4	Pg 34	<p>The Sole Bidder or any member of its consortium should have demonstrable expertise and experience in implementation & maintenance of Intelligent Integrated Traffic / Transport Management System (ITMS) Project as a System Integrator for any Central Government/ State Government/PSU/ ULB/Govt. Boards/Defence in India / Global with each project cost not less than INR 15 Cr in the last 5 (Five) financial years (As on last date of bid submission).</p> <ul style="list-style-type: none"> • 2 or more Projects = 5 Marks • 1 Project = 3 Marks 	<p>The Sole Bidder or any member of its consortium or OEM should have demonstrable expertise and experience in implementation & maintenance of Intelligent Integrated Traffic / Transport Management System (ITMS) Project as a System Integrator for any Central Government/ State Government/PSU/ ULB/Govt. Boards/Defence in India / Global with each project cost not less than INR 10 Cr in the last 5 (Five) financial years (As on last date of bid submission).</p> <ul style="list-style-type: none"> • 2 or more Projects = 5 Marks • 1 Project = 3 Marks 	Refer Corrigendum#4
5.	Vol-1	TQ1.5	Pg 34	<p>The sole bidder or any member of consortium should have experience of implementation of centralized Integrated Traffic Management System with integration of below subsystem</p>	<p>The sole bidder or any member of consortium should have experience of implementation of centralized Integrated Traffic Management System with</p>	Refer Corrigendum#4

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				for any Central Government/ State Government/PSU/ ULB/Govt. Boards/Defence in India / Global in the last 5 (Five) financial years (As on last date of bid submission). <ul style="list-style-type: none"> • RLVD /Overview Camera – 1 Mark • ANPR Camera – 2 Marks • Adaptive Traffic Control System (ATCS) – 2 Marks • Variable Message Display System – 2 Marks • Emergency Call Box – 2 Marks • Public Address/Emergency Call Box System – 1 Mark 	integration of below subsystem for any Central Government/ State Government/PSU/ ULB/Govt. Boards/Defence in India / Global in the last 5 (Five) financial years (As on last date of bid submission). <ul style="list-style-type: none"> • RLVD /Overview Camera – 2 Mark • ANPR Camera – 2 Marks • Adaptive Traffic Control System (ATCS) – 1 Marks • Variable Message Display System – 1 Marks • Public Addressing /Emergency Call Box – 1 Marks 	
6.	Vol-1	TQ3.0	Pg 34	Demonstration and Proof of Concept (PoC) of Integrated Traffic Management System Live Demo of ATCS application with the following components: § RLVD ANPR Speed Violation Detection	Demonstration and Proof of Concept (PoC) of Integrated Traffic Management System Live Demo of ATCS application with the following components: § RLVD-5 Marks ANPR-5 Marks Speed Violation Detection-5 Marks	Refer Corrigendum#4

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7.	Vol-1	Clause 2.2.11.2 VOL I	Pg22	In terms of this RFP, a Bidder is required to submit EMD of Rs. 50 Lakhs (Rupees Fifty Lakhs Only) through the online system only on the e-tendering portal (www.mptenders.gov.in) against the said RFP.	As per CVC Guidelines we request you to kindly consider FDR/BG/DD for EMD & Tender Fee exemption for NSIC/MSME Organizations(As per Gazatte Notification on 26th March 2012) Note: Any member of Consortium NSIC/MSME should be acceptable	No Change
8.	Volume II -	7.1.2. Industrial grade Switch, Point Nos. 1	84	The Switch Should be Industrial grade in nature and should have eight 10/100/1000 Base-T PoE+ ports out of which three ports can support 60W HPoE	Industrial Ethernet Switches follows the PoE standard of IEEE 802.3af(15.4W)/at for PoE+(30W), Hence request to make it 30 Watt per Port or Two port for 60Watt. As ask 60W is non standard and OEM specific. Moreover the tender demands Switch should support maximum POE Budget of 200 watt which technically can be achieved only if 8 POE port are working with POE+ i.e 30W &	No Change

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					also Camera demanded in tender are POE type which is 15W	
9.	Volume II -	7.1.2. Industrial grade Switch, Point Nos. 4	84	Switch Should support 48K mac addresses and 4000 VLAN	For demanded configuration of switches have. 8K MAC address only.none of the OEM can provide the 48K MAC address for the 8Port PoE. Hence request to remove it and consider 8K mac address.	No Change
10.	Volume II -	7.1.2. Industrial grade Switch, Point Nos. 5	84	Switch should support auto fabric technology for ease of deployment	This function only can achieve through SDN (Software-defined networking) technology and its very new technology and comes up in datacenter (CISCO NEXUS SWITCHES) not in industrial switches hence request to remove it.	No Change
11.	Volume II -	7.1.2. Industrial grade Switch, Point Nos. 6	84	Switch should support MACSec and IEEE 1588v2 PTP	We reequest to consider the Mac security features based on IEC-62443 standard.	No Change

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12.	Volume II -	Specifications for Servers & Storage	83	Specs for Servers, Storage, Backup Software are missing while other specs are there it has been left on MSI to bring what quality they want to bring but some components of the specs are mentioned	Kindly create specs for Servers, Storage and Backup Software to have good product n support	No Change
13.	Vol 3	clause 9.2	11	Constitution of Consortium: MSI along with all consortium members shall be jointly and severally responsible for the project execution.	Requesting authority to revise both these clause such that members of consortium shall be liable and responsible for the scope of work undertaken by them as per the consortium agreement.	No Change
14.	Vol 1	clause 2.3.22.1	40	Award Criteria: a) The bid of the bidder who quoted the lowest will be treated as the L1 bid and the contract will be awarded to that Bidder.	Since smart city projects requires innovations, dynamism, solution development and integrations, the least cost method of selection adopted will restrain bidders from giving preference to quality. So considering the above fact, we recommend the authority to modify this as a QCBS bid in 70:30 weightage for	Refer Corrigendum#4

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					technical and commercial respectively.	
15.	Vol 1	clause 2.3.17, PQ 2	30	The Sole Bidder / Lead bidder and Consortium member should have cumulative minimum average annual Turnover of INR 60 Crore for the last 3 audited financial years (2015-16, 2016-17 and 2017- 18) from the business area of ICT Infrastructure / IT System Integration Services.	Requesting to allow bidder to use the financials of preceding last three years ie (2014-15, 2015-16 & 2016-17), if their current financial year (FY 2017-2018) auditing is under process and in that case to submit a declaration indicating the tentative date of availability of the audited financial statement.	Refer Corrigendum#4
16.	Vol 1	clause 2.3.17, PQ 3	30	The Prime Bidder or the Lead Member of consortium should have positive net worth as per the audited consolidated financial statements in each of the last 3 (Three) financial years 2015-16, 2016-17, 2017- 18		Refer Corrigendum#4
17.	Vol 1	clause 2.3.18	35	Note: <ul style="list-style-type: none"> • For projects where fee has been received in any currency other than Indian Rupees, than the foreign currency conversion rate available on Reserve Bank of 	Since the currency conversion rate on a future date is unpredictable, requesting to allow bidder to submit the project citations in the given format (Annexure 2.3) with	No Change

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				India's portal as on the date of technical bid opening shall be used for conversion of amount in foreign currency to Indian Rupees equivalent.	project cost in foreign currency converted to INR based on currency conversion rate of RBI as on the date of Work order release.	
18.	Vol 1	Clause No. a Notes	10	For global projects, original client certificate and other documents shall be duly verified and signed by Statutory Auditor. The same shall be submitted with the bid document.	As the client certificate holding customer signature itself is an authentic document, and reverifying the original client certificate /workorders of global projects by statutory auditor being a time consuming process, <u>we request the authority to remove the clause indicating the verification by statutory auditor.</u>	No Change
19.	Vol 1	Clause 2.3.18 Technical Evaluation Criteria	8	General clause	We request the authority to consider the bidder experience in implementing projects within a period of 7 years to showcase the operational experience of the bidder.	No Change
20.	Vol 1	Clause No 5.7 Average	5	Revised Clause : The OEM should have supplied certified Red speed	We request the authority to revise the clause as below :-	No Change

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		Speed Violation detection System (Point 6)		system in at least 3 projects across the globe and 1 project in India	The OEM should have supplied speed system in atleast 3 project across the globe	
21.	Vol 2	clause 5.7 Average Speed Violation Detection (SVD) System.	25	<p>To ensure the best performances, the system should be able to detect vehicles in violation not by executing ANPR processes in local control sections but executing vehicle coupling/plate matching with following method:</p> <ul style="list-style-type: none"> • Extracting alphanumeric characters from pictures taken by cameras located in at least two different points within a certain distance that shows transit vehicles • Cameras has to be synchronized, by an adequate synchronization means (i.e. GPS) and said pictures has to be taken only within a predetermined time interval; said predetermined time interval is lower than a predetermined threshold Time and higher than a predetermined 	ANPR is a key proof and detection element in determining average speed at two different points, but the RFP clause under section 5.7, page no 25, doesn't allow "ANPR based section speed". ANPR based section speed detection is proven technology and restricting the same doesn't seems to be constructive. Also RFP recommended "plate matching" Method is a patent method of one of the solution provider and mandating those as RFP requirement will make this as a monopoly of that solution provider. There are other effective methods to calculate the section speed and request the authority to remove the requirement of	No Change

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				<p>threshold Time, said threshold Time being the time needed for the moving object to cover said certain distance at a predefined speed limit and said threshold Time being the time needed for the moving object to cover said certain distance at a speed at least two times higher than said predefined speed limit.</p> <ul style="list-style-type: none"> • converting, by a computing algorithm in peripheral units, alphanumeric characters of plates into other new non-bijective characters of a second representation space; 	"platematching" and allow ANPR based section speed to calculate the average speed. So we request ISCDL to consider including the RFP requirement to accept world-wide proven technologies.	
22.	Vol 2	clause 5.10 Traffic Control, Information and Management System	27	The sensors should not be image dependent, should not require cleaning activities and should work with minimum bandwidths available.	As per RFP section 5.7, the average speed is measured using plate matching method and here travel time can also be assessed which will be image dependent methodology. But at the same time on section 5.10 , the RFP says that for optional travel time measurements, the sensors should not be image dependent. Then please	No Change

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					specify the method to determine the travel time here? Are there any accuracy requirements for the same?	
23.	Vol 2	clause 5.10 Traffic Control, Information and Management System	27	Optional (time to travel & other information's with possibility of integration with VMS).	We understand that the below listed clauses on the requirement for Enforcement certifications are available with very limited/ Single OEMs/Suppliers that is new to the Market. This create a technology monopoly that other bidders cannot comply, reduces competition for proven solutions, higher bid cost, and a technology locking for the ISCDL. Such an exclusive possession of the solution by a single OEM will reduce the possibility for ISCDL to upgrade system in future. For a bidder, if the OEM denies offering or shows delayed response, the bidder will not be able to participate. This particular certification is blocking bidder's from using	No Change
24.	Vol 2	clause 5.6 Red Light Violation Detection (RLVD) System with Option of Speed	24	The Systems should have proper certification for RED SPEED (overspeeding at red light). The OEM should have certification in his name and a test report as well as certificate/legal decree should be submitted. The test reports for the speed system should be in accordance to OIML R91 D11 welmec 7.2		No Change India is a signatory to OIML There are many companies which have either office in India or have sales partners in India and meets this ask of the RFP.

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					their own solutions and are forced to procure third party systems. So we request your kind consideration to remove/ amend the below listed clauses and accept the speed detection accuracy with speed test report from any Indian/ Internationally accredited laboratory.	
25.	Vol 2	clause 5.8 Speed Violation Detection (SVD) System.	26	The MSI shall design, supply, and install the speed violation detection system as defined in the RFPs, all wiring connections for the system shall be installed by the MSI. The MSI shall supply all of the necessary equipment for the camera and forward firing technologies that can track at least 62 objects with refresh time of better than 50 ms, including but not limited to: sensors, computers, ancillary camera equipment, camera housings, camera poles, warning signs and shall make the final connections to the camera.	Do we require to supply 3D UHD Radars for speed violation detection. We request the authority to clarify this as the RFP is silent about this. ?	No Change

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26.	Vol 2	clause 5.10 Traffic Control, Information and Management System	27	-Thirtieth rush hour	What is meant by the technical term " thirtieth rush hour". Kindly explain	It refer to sudden traffic.
27.	Vol 2	clause 5.10 Traffic Control, Information and Management System	30	System should provide vehicle count, class of vehicles (minimum 8 class when installed over the lane and 4 lasses when installed on the side for multilane. Sensor should able to distinguish between car, Bus truck, trailor auto etc) and other information to be used for ITMS viz. Transit id, direction, classification, counting, height, occupation time, headway time, average speed and Traffic status. OEM should be able to replace a class with new classification of vehicle. For example if client wants to add an auto rikshaw with a pre-existing vehicle.	We request the authority to clarify / explain in detail on the following 1. Replace a class with new classification of vehicle 2. Expected vehicle classes	No Change
28.	Vol 2	clause 5.13 Video Managemen	31	The Software shall be scalable, client server based, enterprise level capable to handle at least	How many camera license required for the Video Management System. As the	No Change

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		t System and VA		1000 camera in the same system by adding camera license and server. The VMS software should be third party ONVIF Profile S Conformant and independent of camera make and shall support at least 40 different makes of camera on Native Driver to showcase tight integration. (List of Supported Camera Make to be submitted)	video storage period is not mentioned in the RFP, we request the authority to clarify the same	
29.	Vol 2	clause 4.4 ATCS Application	18	The application shall have a Graphical User Interface (GUI) with an underlying GIS map that shall display the network and the traffic signals, traffic cameras/detectors, Variable Message Sign (VMS) boards and Public Address (PA) systems deployed. <ul style="list-style-type: none"> ● ATCS application should be capable of displaying live video from CCTV cameras that have been deployed for traffic surveillance. 	As the surveillance, vms and other system have separate dashboards for each application, is it possible for the bidder to show it separately ?	No Change
30.	Vol 1	Schedule A - Summary of	70	ATCS (Adaptive Traffic Control System) for 24 Junction	The total number of junctions indicated under BOQ and RFP	Refer Corrigendum#2

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		Commercial Bid (CAPEX)			Vol 1 seems to be different ie as per RFP price bid, the junction count is 50 and BOQ indicates a total of 55 junctions. Both seems to be contradictory to each other and requesting the authority to clarify the same.	
31.	BOQ	ITEM 1.01,1.02,1.03	1	ATCS (Adaptive Traffic Control System) for 24 Junction		Refer Corrigendum#2
32.	vol 1	Schedule A - Summary of Commercial Bid (CAPEX)	70	SVD: Speed Detection System for covering 2 lanes in one direction with complete subcomponents including ANPR camera, sensors, wide angle evidence camera, IR illuminator, non-intrusive speed. Sensor, with cabling & mounting etc. as required	Please clarify whether the lane count for speed detection is correctly mentioned. As per RFP vol2, the speed system is to be installed at 20 locations ie (20 svd systems). But as per Price bid under vol 1, the speed to be monitored for only 20 lanes covering 2 lanes in one direction. So ideally there will be 10 locations / 10 SVD system covering 20 lanes. So we request the authority to clarify the number of locations to be monitored for SVD.	Please refer revised BOQ and propose accordingly.
33.	vol 2	clause 5.8 Speed Violation Detection (SVD) System.	25	The MSI shall install the Speed Violation Detection Systems at 20 locations (the final no. might vary based on field survey by MSI) across the city.	Also we request the authority to provide with the location	Please refer revised BOQ and propose accordingly.

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					names for monitoring the speed violation detection	
34.	Vol 2	Clause 5.9 Traffic Violation Cameras	26	The MSI shall install additional fixed cameras with ANPR capability for detection of violations of wrong side vehicle movements at 28 locations (the final no. might vary based on field survey by MSI) across the city.	We request the authority to provide with the location details & the ANPR camera count for traffic violation detection systems. Also the traffic violation detection is silent in BOM/ Price bid of RFP. Please clarify	Refer Annexure A of Volume-II. More specific details will be shared with successful bidder.
35.	Vol 2	2 Project Overview and Components	10	General Clause - Sensors	As per the understanding, the 4D HD Radars will be used for vehicle detection under ATC and 3D UHD radars will be used for Spot speed, section speed and traffic management and Analysis. Please confirm.	Please refer RFP
36.	Vol 1	Schedule C – Unit Cost of Components for future reference	73	Schedule C – Unit Cost of Components for future reference	We request the authority to provide with the correct quantity of items to be supplied by the bidder under schedule C.	No Change
37.	Vol 2	Annexure A: Tentative List of	90	Annexure A: Tentative List of Traffic Junctions	Please mention the names of location that requires RLVD	Tentative list is given in Annexure-A of Vol-II. More details will be

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		Traffic Junctions			with speed option from the provided list of locations.	communicated to winning MSI.
38.	Vol 2	Annexure A: Tentative List of Traffic Junctions	90	Annexure A: Tentative List of Traffic Junctions	Please mention the names of location for spot speed and average speed detection from the tentative list provided as Annexure A. Also request the authority to mention the names of locations to be monitored with Traffic Violation detection systems.	Tentative list is given in Annexure-A of Vol-II. More details will be communicated to winning MSI.
39.	Vol 2	4.2 Traffic Detectors:	15	The OEM of the sensor should have atleast supplied 25000 traffic radars as on date	Hope that both the criteria are applicable to 4D HD Radar OEM's for qualification.	it is applicable for Radar only
40.	Vol 2	5.2 Traffic Sensor		Proposed radar should be manufactured by company who has experience of radar technology and should have manufactured more than 25000 Radars,should have service centre in India.		
41.	Vol 2	5.10 Traffic Control, Information and	28	Minimum Specifications- Traffic Sensors	Hope that the specification mentioned for traffic sensors at page 28 of RFP vol 2 is technical specification of 3D UHD radars used for detecting section speed, spot	As per RFP

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		Management System			speed and Traffic Control, Information and Management System. Please confirm	
42.	Volume II	5.5 Automatic Number Plate Recognition (ANPR) System	23	2. The MSI shall design, supply, and install the ANPR camera system as defined in the RFPs, all camera accessories such as IR Illuminators, camera housing and mounting shall be installed by the MSI. The MSI shall supply all of the necessary equipment for the camera and local processing system, including but not limited to: computers, local storage, and ancillary camera equipment, camera poles, warning signs and shall make the final connections to the camera. Complete camera unit have IP test report and CE certificate including IR	because the ANPR and the RLVD system is for the junction, so the supplement light will forward to vehicle back-end. In this condition, the white light should be allowed. For better ANPR performance and better violation video. Thus, requesting you to change the clause as below: The MSI shall design, supply, and install the ANPR camera system as defined in the RFPs, all camera accessories such as IR Illuminators, camera housing and mounting shall be installed by the MSI. The MSI shall supply all of the necessary equipment for the camera and local processing system, including but not limited to: computers, local storage, and ancillary camera	No Change

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					equipment, camera poles, warning signs and shall make the final connections to the camera. Complete camera unit have IP test report and CE certificate, Supplements with IR or White Strobe light	
43.	Volume II	5.6 Red Light Violation Detection (RLVD) System with Option of Speed	24	4. The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs.	In RLVD system, the vehicles car will speed down when vehicle close to the stop line. Therefore, the speed detection is not required. Thus requesting you to remove the clause , 4. The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate	No Change

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					<p>APIs. because the E-Challan is the application part, more violation types should be in the system. Thus requesting change the E-challan description as below. 4. The new RLVD and SVD system shoule have open protocol to integrate with the E-Challan system, such like Vaahan database and Sarathi database etc.</p>	
44.	Volume II	5.7 Average Speed Violation Detection (SVD) System.	25	1- Technology to be used is non-intrusive and should have proper test reports and Certificates.	<p>Every location has their own structure and solution suggestion will be according to the location structure, so accuracy report will be differ based on location structure and it wouldn't be standard, Thus requesting you to remove the below clause: 1- Technology to be used is non-intrusive and should have proper test reports and Certificates.</p>	No Change

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45.	Volume II	5.7 Average Speed Violation Detection (SVD) System.	25	5- The system should have proper certification and legal decree. Test reports of accuracy and decree should be submitted for the same.	Every location has their own structure and solution suggestion will be according to the location structure, so accuracy report will be differ based on location structure and it wouldn't be standard, Thus requesting you to remove the below clause: 5- The system should have proper certification and legal decree. Test reports of accuracy and decree should be submitted for the same.	No Change

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46.	Volume I – Instruction to Bidders	2.3.17 Pre-Qualification Criteria, Clause No. PQ4 Project Experience	31	The Sole Bidder or any member of its consortium should have completed at least One Project (Completed Implementation as well as Maintenance OR Completed implementation i.e. Go-Live of all modules as per the Scope of work as a System Integrator of the project) of Adaptive Traffic Control System (ATCS) for project cost not less than INR 10 Cr / at least 30 traffic junctions for any Central Government / State Government / PSU/ ULB/ Govt. Boards / Defence in India / Global in the last 5 (Five) financial years (As on last date of bid submission).	The Sole Bidder or lead bidder in case of consortium should have fully completed One Projects in e-governance (Statewide Implementation as well as Maintenance) OR (completed implementation i.e. Go-Live of all modules as per the Scope of Work as a System Integrator of the implementation maintenance of the Project) for any / State Government/PSU/ ULB/Govt. Boards with project cost not less than INR 70 Cr in the last 5 financial years(As on last date of submission).	Refer Corrigendum#4

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47.	Volume I – Instruction to Bidders	2.3.17 Pre-Qualification Criteria, Clause No. PQ6 Certifications	32	The Sole Bidder or any member of consortium should possess any three (3) of the following Certifications which are valid at the time of bid submission: <ul style="list-style-type: none"> • ISO 20000:2011 for IT Service Management • ISO/IEC 27001:2013 for Information Security Management System • ISO 9001 : 2015 for Quality Management Systems • CMMi level 3 and above 	The Sole Bidder or Lead bidder of consortium should possess any three (3) of the following Certifications which are valid at the time of bid submission: <ul style="list-style-type: none"> • ISO 20000:2011 for IT Service Management • ISO/IEC 27001:2013 for Information Security Management System • ISO 9001 : 2015 for Quality Management Systems • CMMi level 3 and above 	No Change
48.	Volume I – Instruction to Bidders	2.3.27 Performance Bank Guarantee Clause no. (a)	41	Within fifteen (15) working days from the date of issuance of LOA, the Successful Bidder shall at his own expense submit unconditional and irrevocable Performance Bank Guarantee (PBG) an amount equivalent to 10% of contract value to ISCDL.	Within fifteen (15) working days from the date of issuance of LOA, the Successful Bidder shall at his own expense submit unconditional and irrevocable Performance Bank Guarantee (PBG) an amount equivalent to 5% of contract value to ISCDL.	Refer Corrigendum#4
49.	Volume I – Instruction to Bidders	2.2.11.2 Earnest Money Deposit	22	In terms of this RFP, a Bidder is required to submit EMD of Rs. 50 Lakhs (Rupees Fifty Lakhs Only) through the online system only	Bidder is required to submit Rs. 30.0 Lakh (Rupees Fifty Lakh Only) in the form of DD/BG/Online.	No Change

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	n to Bidders	(EMD) Clause No. (1)		on the e-tendering portal (www.mptenders.gov.in) against the said RFP.	We request you to kindly consider FDR/BG/DD for EMD & EMD exemption for NSIC/MSME Organizations Note: Any member of Consortium NSIC/MSME should be acceptable.	
50.	Volume I – Instruction to Bidders	2.3.21 Eligible Goods and Services, and OEM Criteria , CCTV	39	NA	1. Top 10 IHS 2. Directly operating in India from past 10 years 3. Camera should be Ip66 complied . NOT IK10 4. Protocol supported DHCP, HTTP, HTTPS, NTP, RTP, RTSP, SSL/TLS, TCP/IP, Secure Real Time Transport Protocol (SRTP), Bonjour, SNMP, and Secure Shell (SSH). Differentiated service-code-point (DSCP) marking and class-of-service (CoS) marking 5. Camera should be CE certified only Proof of the same should be submitted along with the	No Change

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					Technical bid signed by the authorised signatory from OeM.	
51.	Volume I – Instruction to Bidders	Schedule A - Summary of Commercial Bid (CAPEX) Price Component for CAPEX A. ATCS (Adaptive Traffic Control System) Clause no. 1, 2 and 3	70	ATCS (Adaptive Traffic Control System) for a 3 arm, 4 arm and 5 arm Junction with complete hardware and software including 4D forwarding Radar with proper certification, traffic controller, Pedestrian Walk Man, Disabled Friendly Audio Tactile Device, Pedestrian Stop Man, Detector, Network Switch, mounting infrastructure, UPS, Outdoor Cabinet with suitable mounting, earthing, surge protection arrangement, accessories etc. as required.	Please clarify about quantity for 4D forwarding radar for each 3 arm , 4 arm and 5 arm junction. We understand this 4D forwarding Radar for for Traffic Detector whose specifications are mentioned in Vol II 4 Functional requirements of ATCS 4.2 Traffic Detectors. Kindly clarify.	Please go with minimum Quantity as per BOQ given in RFP
52.	Volume II: Scope of Work	4 Functional requirements of ATCS 4.1 General	15	·All signal controllers under Adaptive Traffic Control System shall be provided with inputs from non-intrusive 4D HD radar vehicle detection sensors for detecting demand and communications equipment to send the demand data and to receive instructions on the	Video based system is used and running successfully in India in many smart cities. In many tenders like Patna smart city, 4D radar was asked initially which was changed and Video based system was also allowed later on.	No Change

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				control strategy in near real-time. ·The system shall use 4D HD radars to get accurate count, classification, vehicle presence at stop lines, average speeds, etc. in all weather conditions.	Hence,requesting you to allow Video Based vehicle detector along with 4D HD radar and should be change as " 4D Radar/Video Based vehicle detector" and also amend the clause in the RFP wherever required.	
53.	Volume II: Scope of Work	4 Functional requirements of ATCS 4.2 Traffic Detectors	15	The detection system must be non-intrusive (i.e. above ground) and shall consist of: -> 4D HD radar forward firing radar	Only one foreign vendor provide this product in India. As per Ministry of Commerce and Industry circular no. D.O. No. P-45021/12/2017-Public Procurement (BE-II) dated December 18, 2017, no specifications should be mentioned which is barring Indian OEM to participate. Reference document for GOI guidelines are attached for your reference.	No Change
54.	Volume II: Scope of Work	4.2 Traffic Detectors:	15	The OEM of the sensor should have atleast supplied 25000 traffic radars as on date	The asked OEM criteria is very specific and pertaining to limited OEMs only. Kindly remove the clause. Only one foreign vendor qualifies mentioned criteria.	No Change

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					As per Ministry of Commerce and Industry circular no. D.O. No. P-45021/12/2017-Public Procurement (BE-II) dated December 18, 2017, no specifications should be mentioned which is barring Indian OEM to participate. Reference document for GOI guidelines are attached for your reference.	
55.	Volume II: Scope of Work	5.6 Red Light Violation Detection (RLVD) System with Option of Speed , Clause no. 4	24	The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs.	<p>We request you to keep the technology open to 3D Radar/Video based because of the following reasons:</p> <p>-Video based technology is working in India successfully from last 2 years which can work work in non-lane based traffic (India road traffic scenario) efficiently.</p> <p>-Vehant is an Indian OEM. As per the MoUD guidelines (document attached) there should NOT be any clause in tender that restricts Indian</p>	No Change

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					<p>OEM from participating in the tender.</p> <p>- As per Ministry of Commerce and Industry circular no. D.O. No. P-45021/12/2017-Public Procurement (BE-II) dated December 18, 2017, no specifications should be mentioned which is barring Indian OEM to participate. Reference document for GOI guidelines are attached for your reference.</p> <p>Hence, request you to amend the clause accordingly.</p>	
56.	Volume II: Scope of Work	5.7 Average Speed Violation Detection (SVD) System. Clause no. 2	25	<p>To ensure the best performances, the system should be able to detect vehicles in violation not by executing ANPR processes in local control sections but executing plate matching with following method: Extracting alphanumeric characters from pictures taken by cameras located in....</p>	<p>ANPR (license plate number) data is required for prosecuting the offended vehicle, without ANPR data challaning cannot be done. Hence kindly change this clause accordingly.</p>	No Change

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57.	Volume II: Scope of Work	5.7 Average Speed Violation Detection (SVD) System., Clause no. 6	25	The OEM should have supplied certified Red speed system in at least 3 projects across the globe and 1 project in India.	<p>In Smart cities, generally instant speed detection is asked and very often average speed is asked. Average speed detection is hardly implemented in any smart cities, we request you to kindly relax this OEM Criteria.</p> <p>Also , as per Ministry of Commerce and Industry circular no. D.O. No. P-45021/12/2017-Public Procurement (BE-II) dated December 18, 2017, no specifications should be mentioned which is barring Indian OEM to participate. Reference document for GOI guidelines are attached for your reference.</p>	No Change
58.	Volume II: Scope of Work	5.9 Traffic Violation Cameras, Clause no. 1	26	The MSI shall install additional fixed cameras with ANPR capability for detection of violations of wrong side vehicle movements at 28 locations (the final no. might vary based on f	Traffic Violation Cameras quantity is not given in Vol I Schedule A - Summary of Commercial Bid (CAPEX) Price Component for CAPEX. Kindly include the same in the Commercial bid.	Please refer RFP

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				ield survey by MSI) across the city.		
59.	Volume II: Scope of Work	7.1.2. Industrial grade Switch, clause no. 2	84	Switch Should have additional four 100/1000 Base-X SFP ports and to be supplied with one number of 1000Base-LX industrial Gigabit Ethernet optical transceiver.	Switch Should have additional four 1000/10G SFP ports and to be supplied with one number of 1000Base-LX industrial Gigabit Ethernet optical transceiver.	No Change
60.	Volume II: Scope of Work	7.1.2. Industrial grade Switch, clause no. 3	84	The switch should have maximum switching capacity of 24Gbps.	The switch should have maximum switching capacity of 240Gps	No Change
61.	Volume II: Scope of Work	7.1.2. Industrial grade Switch, clause no. 4	84	Switch Should support 48K mac addresses and 4000 VLAN	Switch Should support 16K mac addresses and 4000 VLAN	No Change
62.	Volume II: Scope of Work	7.1.2. Industrial grade Switch, clause no.14	84	Switch should support IGMP v1/v2/v3 snooping , MLD v1/v2 and should have should have Digital Diagnostic monitoring	Switch should support IGMP v1/v2/v3 snooping , MLD v1/v2 and should have Diagnostic log	No Change

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63.	Corrigendum - 03rd July	Sl. No. 3	1	Last date of Online Submission of Bids - 24/07/2019	Request you to provide at least 2 weeks time for bid submission after release of reply to Pre-bid Queries.	Refer Corrigendum#2
64.	Volume-1: Instruction to Bidders	Notice Inviting Tender	2	Earnest Money Deposit (EMD) Rs. 50.0 Lakh (Rupees Fifty Lakh Only) through Online e-Tendering Payment Gateway only	Request you to accept Bank Guarantee for EMD.	No Change
65.	Volume-1: Instruction to Bidders	2.3.22.1 Award Criteria	40	a) The bid of the bidder who quoted the lowest will be treated as the L1 bid and the contract will be awarded to that Bidder. The Successful Bidder shall be notified on its selection in writing or by fax or email. The Successful Bidder shall also be issued Letter of Acceptance confirming its selection.	The MSI tender is a huge capex intensive project which would involve high level of technical expertise and therefore should be given weightage in award of contract. Also the POC of the solution comes under technical evaluation and should also be a major factor in the acceptance of solution. Request you to award the contract on QCBS (70:30) basis instead of least cost for better evaluation.	Refer Corrigendum#4
66.	Volume-1: Instruction	Annexure 2.6 – Format for	60	4. Intelligent Traffic Management Expert a) Educational Qualification: BE /	The Education Qualification and Work Experience required in the clause is	4. Intelligent Traffic Management Expert a) Educational

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	n to Bidders	Proposed Project Team		B. Tech / MCA or equivalent b) Certification: Any in System Administration c) Work experience in the capacity of System Administrator: 5 years and above	different to the qualification asked on Volume I, Page No. 36 of ITMS Expert. Kindly clarify the same.	Qualification: Graduation / Post-Graduation in Transportation or equivalent or equivalent b) Work experience in the capacity of ITMS Expert: 5 years and above
67.	Volume-1: Instruction to Bidders	Schedule A - Summary of Commercial Bid (CAPEX)	72	Smart traffic sensor for traffic management and Analysis Number 20	Kindly specify the requirement of this line item as you have already asked for 4D Radar detector for traffic sensing. Also if it is a different solution, kindly provide functional specification and technical specification in Volume II	Plases go with minimum Quantity as per BOQ given in RFP
68.	Volume-1: Instruction to Bidders	Schedule C – Unit Cost of Components for future reference	73	7 Cantilever Poles along with foundation Set 1 8 Straight Pole along with foundation Set 1	Kindly clarify whether you are considering set as 1 Junction or just 1 Pole with Foundation.	1 Pole with foundation
69.	Volume II –Scope of Work	2.3.1 Functional Requiremen	12	The ITMS shall have the capability to seamlessly integrate with social media platforms such	As per our understanding, this is required for RLVD and ANPR Solution (Traffic	Yes

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		t for ITMS Platform		as Facebook & Twitter to post pre-generated automatic response plans directly from the ITMS Application.	Enforcement) and not for ATCS. Kindly clarify.	
70.	Volume II –Scope of Work	2.4 Adaptive Traffic Control System (ATCS)	13	Adaptive system – The system shall change traffic signal timings based on inputs from non-intrusive 4D HD radar based vehicle detectors deployed at each approach of each junction.	The specifications given pertains to a single OEM . There are multiple solutions in the market like thermal detector with same functionality of counting and classification. Kindly modify the clause as below: "Adaptive system – The system shall change traffic signal timings based on inputs from non-intrusive 4D HD radar/thermal based vehicle detectors deployed at each approach of each junction."	No Change
71.	Volume II –Scope of Work	2.4 Adaptive Traffic Control System (ATCS)	13	Strategic traffic management – The system shall use data fusion models to understand the current state of the network, employ short term online prediction models and then use simulation models to strategically manage	1. As per RFP, the proposed system shall support CoSiCoSt (Composite Signal Control Strategy) technology and shall integrate with existing BRTS Solution, which is based on CoSiCoSt technology.	No Change

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				traffic across the network, before things get worse.	<p>2. The CoSiCoSt technology uses real time data for ATCS Solution with reactive modelling.</p> <p>3. They (CDAC) also have off-simulators for fine tuning the models for traffic coordination and synchronisation.</p> <p>Therefore, kindly change the clause to use offline prediction and simulation model with real time data for ATCS Solution</p>	
72.	Volume II -Scope of Work	4.2 Traffic Detectors	15	<ul style="list-style-type: none"> ● The detection system must be non-intrusive (i.e. above ground) and shall consist of: <ul style="list-style-type: none"> o 4D HD radar forward firing radar ● The single sensor should be able to cover at least 4 lanes and 175 meters ● The detector should not require cleaning and should perform in bad weather like fog, rain and dust ● The sensor should be able to 	<p>The specifications given pertains to a single OEM (supplied 25000 Traffic radars). There are multiple solutions in the market like thermal detector with same functionality of counting and classification.</p> <p>Kindly accept Radar/Thermal based detector.</p>	No Change

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				<p>simultaneously track at least 125 objects and should not have any dependencies on temperature or image</p> <ul style="list-style-type: none"> • The sensor performance should not vary with temperature variation of road and other climatic conditions • The traffic sensor shall be able to detect the presence of vehicles near stop-line and do advance detection for vehicles to check ETA, Traffic volume, count, classification and average speed • The detector shall have at least 175m of working range • The detector shall work in all weather conditions including rain, fog and any other weather conditions relevant to Indore city without any drop in accuracy levels • The detector shall be able to cover up to 4 lanes. • The detector should be IP 67 and should be able to work upto 80 degrees • The detector should have flexibility of installation on the 		

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				roadside, at the corner of an intersection, at the median of a highway or on a gantry, with best results, not like side-firing technology, needing set-back from the road and having high occlusion risk • The refresh time should be better than 70ms • The OEM of the sensor should have atleast supplied 25000 traffic radars as on date		
73.	Volume II –Scope of Work	4.3 Traffic Signal Controller	16	The controller shall be able to take queue inputs from the 4D Radar and optimize the signal timing on the basis of queue lengths.	As the detection asked is near stop-line as per Clause 4.2 Traffic Detectors, there is no requirement to detect basis queue length as it contradicts the Traffic Detector Clause. Kindly delete this clause.	No Change
74.	Volume II –Scope of Work	4.5 Selective Vehicle Priority & Compensation Module	20	An additional mobile application (Android and iOS platform) shall be provided for emergency/VIP vehicles without GPS devices with following features: ○ Role-based selective user login ○ Emergency mode on/off ○ Auto timeout feature of the	1. Providing a mobile application with access to traffic flow movement is highly risky as multiple users will have access at a particular time/junction and therefore, has security risks. 2. Emergency / VIP Vehicles	No Change

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				<p>emergency mode</p> <ul style="list-style-type: none"> ○ GPS based location information to the ATCS system 	<p>without GPS, ATCS application has its own GUI and map where priority can be given through command and control centre.</p> <p>Request you to kindly delete the clause for mobile application.</p>	
75.	II	4.1	15	<p>ATCS shall use standard communication protocols UG405 or NTCIP. It should also provide the functionality of integration with on-ground hardware of any third-party traffic controller that is UTMC/UG405/NTCIP / OCIT 2/Relevant Indian protocol compliant</p>	<p>As mentioned in the RFP, "Relevant Indian protocol compliant" has been asked. But there are no protocols that are introduced in India as of now. This term is technically incorrect as there aren't any existing protocols which are introduced by Indian Government.</p> <p>Request you to kindly modify the clause to "ATCS shall use standard communication protocols UG405 or NTCIP. It should also provide the functionality of integration with on-ground hardware of any third-party traffic</p>	Refer Corrigendum#4

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					controller that is UTMC/UG405/NTCIP / OCIT 2"	
76.	Vol II			ECB-Emergency Call Box and PAS-Public Address System. No Technical Specifications provided in the RFP.	Please provide the technical specifications to freeze the solutions. As they are important part of the solution.	Refer Corrigendum#4
77.	2	7.1.3. Field UPS	85	7.1.3. Field UPS (technical specification)	In the UPS specification Li-ion battery is suggested, As of now Li-ion battery is not manufactured in India and has to be imported which leads to cost escalation, also CANBUS communication is used for different application we request you to remove this , also the temprature range which is given for UPS is very high 0 to 65 C. We request you to modify the UPS specification.	Refer Corrigendum#4
78.	2	5.16 Public Address System Technical Specification	48	Sound Output: Minimum 1000 Decibel	1000 Decibel is not practical and not permitted as per Law for a Public Address system on the street. 100-130db is permissible and is an effective	Refer Corrigendum#4

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					sound level for PA system, request to kindly modify accordingly	
79.	2	2.3.1 Functional Requirement for ITMS Platform	12	The proposed system shall support CoSiCoSt (Composite Signal Control Strategy) technology and shall integrate with existing BRTS solution, which is based on CoSiCoSt technology.	CoSiCost is a technology developed by CDAC for Govt of India and the technology is transferred to few industry player via technology transfer process. Hence, if this clause remains in the RFP, then only the player who have this empanelment with CDAC can only participate. CoSiCoSt technology or similar algorithm should be allowed for integration with existing BRTS Solution. What is the integration scope of work with existing BRT solution. Please elaborate.	Bidder are free to propose any suitable technology which shall be capable to integrate with the existing CoSiCoSt based Controllers.
80.	2	4 Functional requirements of ATCS	15	4D HD radars to get accurate count, classification, vehicle presence at stop lines, average speeds, etc. in all weather conditions.	Instead of 4D Radar we can use camera based solution to achieve same functionality available in Radar. Kindly do	No Change

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					not restrict to radar based solution.	
81.	2	5.1 Traffic Signal Controller	21	18. Timing Resolution: Minimum 100 m.sec. (input resolution to 2ms)	which resolution timings required. Please clarify that	No Change
82.	2	2.3.1 Functional Requirement for ITMS Platform	12	The System shall have the capability to add certain vehicles as hot-list vehicles and the ITMS Central application shall be able to trace the path taken by these hot-listed vehicles	Source for tracking any vehicle is the data received from some sensors such as GPS devices or mobile apps etc.. Can you please describe what would be the data source and who would integrate it?	The path of the Hot Listed Vehicle shall be decided using ANPR data
83.	2	2.3.1 Functional Requirement for ITMS Platform	12	The ITMS shall have the capability to seamlessly integrate with social media platforms such as Facebook & Twitter to post pre-generated automatic response plans directly from the ITMS Application.	ATCS Adaptive Traffic Control Solution) is related to junction and signal timings and ATCS does not have any social media platform integrations, Functionalities of ITMS and ATCS shall be made non overlapping and integrations shall be clearly defined. So kindly clarify this clause.	No Change
84.	2	2.4 Adaptive Traffic Control	13	As part of the Smart City mission, the city of Indore also wants MSI to supply, install, commission and	BoQ excel and RFP quantities does not match and How many quantity you will	No Change

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		System (ATCS)		maintain an Adaptive Traffic Control System (ATCS) at 50 junctions for 5 (five) years. The key features of the system being:	required for traffic signal aspect and Countdown Timer per junction. Please clarify	
85.	2	4.4 ATCS Application	17	The application should allow creation of green corridors to ensure priority movement of Emergency Response vehicles, such as ambulances, fire engines and police vehicles.	For this integration needs to be done with the emergency response vehicle's GPS devices. Integration will provide ATCS system with the current route of the vehicle and based on the real time location of the vehicle's position ATCS system can make the junction along the route as green. Kindly confirm if this workflow is the expectation of the client and our understanding is correct. Integration API's to be provided by the GPS based service provider for all type of emergency response vehicle to be covered under this feature. Please Confirm	The Bidder is supposed to provide the Mobile Application for emergency and priority vehicles, the solution should also be able to Integrate with GPS devise of the vehicle if it is available of added to the vehicle in future.
86.	2	4.4 ATCS Application	17	The application shall interface with a popular microscopic traffic flow simulation software for pre and post implementation analysis	Our ATCS system can provide the required data to the simulation software via API or export to CSV format.	The Simulation solution should be part of ATCS solution offering, both should

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				and an online simulation for study of the proposed ATCS control strategy at various times of the day. The simulation shall be capable of identifying the impact of any anomaly in the system along with the strategy chosen. The simulation model shall assist the traffic engineers/police to identify the best possible strategy in any unusual/unprecedented event.	Simulation software can consume this API or extracted data to to simulate the required conditions. Please confirm if the understanding is correct. Also please name the simulation tools to be considered.	work in conjunction with each other to provide the optimal solution.
87.	2	4.4 ATCS Application	17	The application shall be estimate a comprehensive network state using data from ANPR, GPS or any other such data collected from other third party sensors/detectors/cameras.	Can you please elaborate on the expectation from the required feature? What is to be done under this point?	The bidder is supposed to use this data and deploy data fusion methodology to map detailed traffic condition within the city. This data will be fed to the machine learning based prediction system to identify the near future strategy.
88.	2	4.5 Selective Vehicle Priority &	19	It shall also be possible to integrate the RFID reader in the ATCS system for identifying the buses & other vehicles of	For this integration needs to be done with the emergency response vehicle's RFID devices. Integration will	Yes the understanding is correct, the system also should have

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		Compensati on Module		significance near the junction to providing priorities.	provide ATCS system with the current route of the vehicle and based on the real time location of the vehicle's position ATCS system can make the junction along the route as green. Kindly confirm if this workflow is the expectation of the client and our understanding is correct. Integration API's to be provided by Authority for all type of emergency response vehicles & RFID devices to be covered under this feature.	different priority for different for different vehicles.
89.	2	4.5 Selective Vehicle Priority & Compensati on Module	20	GPS based location information to the ATCS system	For this integration needs to be done with the emergency response vehicle's GPS devices. Integration will provide ATCS system with the current route of the vehicle and based on the real time location of the vehicle's position ATCS system can make the junction along the route as green. Kindly confirm if this workflow is the	Yes the understanding is correct, the system also should have different priority for different for different vehicles. Authority will provide necessary support to get required APIs form 3rd party

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					<p>expectation of the client and our understanding is correct.</p> <p>Integration API's to be provided by Authority for all type of emergency response vehicle to be covered under this feature.</p>	systems which are not part of this project.
90.	2			ANPR, RLVD, Speed Violation	Kindly provide camera specification for ANPR, RLVD, Speed Violation Systems.	No Change
91.	2	5.6 Red Light Violation Detection (RLVD) System with Option of Speed		<p>The Systems should have proper certification for RED SPEED (over speeding at Red light). The OEM should have certification in his name and a test report as well as certificate/legal decree should be submitted. The test reports for the speed system should be in accordance to OIML R91 D11 welmec 7.2</p>	<p>The tender provides Test report for speed violation with OIML R 91, OIML D11 welmec 7.2 standards which are International Standards. We request you to kindly provide for equivalent certifications as per Indian standards where testing is done in Indian environmental/driving road conditions from reputed internally accepted testing agencies like Automotive Research Association of India(ARAI) etc. This will</p>	No Change

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					provide a fillip/recognition to India based testing agencies.	
92.	2			The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project	Kindly modify the clause as The solution should be based on RADAR/Video/LASER systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project for fair and Healthy competition.	No Change
93.	2	5.7 Average Speed Violation Detection (SVD) System	25	The OEM should have supplied certified Red speed system in at least 3 projects across the globe and 1 project in India.	OEM eligibility criteria is favouring Global OEMs and not encouraging Indian OEMs. Our Honourable Prime minister is espousing the cause of make in India and this criteria is in variance with the PM's National perspective and vision. We therefore request you to kindly modify this clause as" OEM Should provide proof of concept for testing the performance of the system.	No Change
94.	2			The OEM should have supplied the system in at least 3 cities	OEM eligibility criteria is favouring Global OEMs and	No Change

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					not encouraging Indian OEMs. Our Honourable Prime minister is espousing the cause of make in India and this criteria is in variance with the PM's National perspective and vision. We therefore request you to kindly modify this clause as" OEM should have supplied the system in at least 1 cities.	
95.	2	5.15.1 Bullet Camera	43	Image Sensor:1/1.8" CMOS or better	We request you to kindly modify this specification as per industry standards to 1/2.8" progressive scan CMOS , to accommodate more OEMs and increase competition	No Change
96.	2			Frame Rate and Resolution:5M (2592 x 1944) @25 fps, 3M (2048 X 1536) @25/30 fps, 2 MP (1920 X 1080) @ 50/60 FPS	In 5MP camera, 50/60 FPS is not required in 2 MP (1920 X 1080) resolution. It will be consuming more storage and bandwidth with higher server size and no visually added advantage in the image quality. Bullet camera with 30 fps are	No Change
97.	2	5.7 Average Speed Violation Detection	44	Iris: P-iris		No Change

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		(SVD) System.			sufficient for the required application.	
98.	2	5.15.2 Technical Specifications of Point Tilt Zoom (PTZ)	45	Image sensor: 1/1.7" CMOS	As per real situation, auto iris required for lens, which include P-iris and DC-Iris , Thus, requesting you to change the clause as P-Iris/DC-Iris We request you to kindly modify this specification as per industry standards to 1/2.8" progressive scan CMOS , to accommodate more OEMs and increase competition	No Change
99.	2		46	Multiple Stream:Quad Stream	Triple streaming is a industry standard for HD Cameras. Kindly change this clause to Video Stream - "Minimum 3 Stream in H.264, 5MP, 25 fps."(H.265 may also be included in order to provide for optimum disk space utilization resulting in increase in storage days).	No Change
100	2				Iris: P-iris	As per real situation, auto iris required for lens, which include P-iris and DC-Iris ,

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					Thus, requesting you to change the clause as P-Iris/DC-Iris	
101	2		47	PAN:pre-set speed 9° ~ 350°/s Tilt:Pre-set speed 7° ~ 300°/s	Pan Speed 240°/s and Tilt speed 200°/s is the OEMs standard Specification for PTZ Camera. 300°/s which specify a specific OEM. Kindly modify the clause for Fair and healthy competition.	No Change
102	2			Alarm: Input 8 / Output 2	2 Alarm Input & 1 Alarm Output is the standard Alarm I/O as per industrial standard for PTZ camera. Please change this to 2 Input & 1 Output	No Change
103	2			ANPR, RLVD, Speed Violation	Kindly provide camera specification for ANPR, RLVD, Speed Violation Systems and also Software Specification.	No Change
104	Volume II	5.5 Automatic Number Plate Recognition	23	2. The MSI shall design, supply, and install the ANPR camera system as defined in the RFPs, all camera accessories such as IR Illuminators, camera housing and mounting shall be installed by the MSI. The MSI shall supply all of	because the ANPR and the RLVD system is for the junction, so the supplement light will forward to vehicle back-end. In this condition, the white light should be allowed. For better ANPR	No Change

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		(ANPR) System		the necessary equipment for the camera and local processing system, including but not limited to: computers, local storage, and ancillary camera equipment, camera poles, warning signs and shall make the final connections to the camera. Complete camera unit have IP test report and CE certificate including IR	performance and better violation video. Thus, requesting you to change the clause as below: The MSI shall design, supply, and install the ANPR camera system as defined in the RFPs, all camera accessories such as IR Illuminators, camera housing and mounting shall be installed by the MSI. The MSI shall supply all of the necessary equipment for the camera and local processing system, including but not limited to: computers, local storage, and ancillary camera equipment, camera poles, warning signs and shall make the final connections to the camera. Complete camera unit have IP test report and CE certificate, Supplements with IR or White Strobe light	
105	Volume II	5.6 Red Light Violation	24	4. The solution should be based on 3D UHD radars and video systems proposed by the MSI	In RLVD system, the vehicles car will speed down when vehicle close to the stop line.	No Change

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		Detection (RLVD) System with Option of Speed		shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs.	<p>Therefore, the speed detection is not required. Thus requesting you to remove the clause , 4. The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs.</p> <p>because the E-Challan is the application part, more violation types should be in the system. Thus requesting change the E-challan description as below.</p> <p>4. The new RLVD and SVD system shoule have open protocol to integrate with the E-Challan system, such</p>	

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					like Vaahan database and Sarathi database etc.	
106	Volume II	5.7 Average Speed Violation Detection (SVD) System.	25	1- Technology to be used is non-intrusive and should have proper test reports and Certificates.	Every location has their own structure and solution suggestion will be according to the location structure, so accuracy report will be differ based on location structure and it wouldn't be standard, Thus requesting you to remove the below clause: 1- Technology to be used is non-intrusive and should have proper test reports and Certificates.	No Change
107	Volume II	5.7 Average Speed Violation Detection (SVD) System.	25	5- The system should have proper certification and legal decree. Test reports of accuracy and decree should be submitted for the same.	Every location has their own structure and solution suggestion will be according to the location structure, so accuracy report will be differ based on location structure and it wouldn't be standard, Thus requesting you to remove the below clause: 5- The system should have proper certification and legal decree. Test reports of	No Change

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					accuracy and decree should be submitted for the same.	
108	Volume II - Terms of Reference (ToR)	2.4 Adaptive Traffic Control System (ATCS)	13	Adaptive system – The system shall change traffic signal timings based on inputs from non-intrusive 4D HD radar based vehicle detectors deployed at each approach of each junction.	4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	No Change
109	Volume II - Terms of Reference (ToR)	3.3 Installation and commissioning:	14	3.3 Installation and commissioning:	4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	No Change
110	Volume II - Terms of Reference (ToR)	4 Functional requirements of ATCS 4.1 General:	15	• All signal controllers under Adaptive Traffic Control System shall be provided with inputs from non-intrusive 4D HD radar vehicle detection sensors for	4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit.	No Change

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				<p>detecting demand and communications equipment to send the demand data and to receive instructions on the control strategy in near real-time.</p> <ul style="list-style-type: none"> • The system shall use 4D HD radars to get accurate count, classification, vehicle presence at stop lines, average speeds, etc. in all weather conditions. 	Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	
111	Volume II - Terms of Reference (ToR)	4.2 Traffic Detectors:	15	4.2 Traffic Detectors:	Use of such an expensive technology is an overkill for indian traffic conditions. There is no location in Indian cities where more than 4 lanes are needs to be monitored and an area of 175 mtrs is available for monitoring. This is an absolute over design for Indian traffic conditions. 4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for	No Change

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					this project to allow the most economical solution allowing a fair chance to all OEMS.	
112	Volume II - Terms of Reference (ToR)	4.2 Traffic Detectors:	15	<ul style="list-style-type: none"> The OEM of the sensor should have atleast supplied 25000 traffic radars as on date 	This clause is favoring single OEM. Please allow Video based detectors to allow other OEMS a fair chance to participate in this bid.	No Change
113	Volume II - Terms of Reference (ToR)	4.3 Traffic Signal Controller	16	4.3 Traffic Signal Controller	4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	No Change
114	Volume II - Terms of Reference (ToR)	4.5 Selective Vehicle Priority & Compensation Module	19	<ul style="list-style-type: none"> The ATCS system shall interface with the GPS device in the bus/ambulances and provide them the priority in crossing the junction. It shall also be possible to integrate the RFID reader in the ATCS system for identifying the buses & other vehicles of 	RFID based technology for TACS is totally different than Video based or other detectors. Please confirm if RFID based detectors are also envisaged in this project for ATCS.	No Change

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				significance near the junction to providing priorities.		
115	Volume II - Terms of Reference (ToR)	5.2 Traffic Sensor	21	5.2 Traffic Sensor	Use of such an expensive technology is an overkill for indian traffic conditions. There is no location in Indian cities where more than 4 lanes are needs to be monitored and an area of 180 mtrs is avaiable for monitoring. This is an absolute over design for Indian traffic conditions. 4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	No Change
116	Volume II - Terms of Reference (ToR)	5.6 Red Light Violation Detection (RLVD)	24	4. The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed	Authority is requested to allow Video based technology for supporting Indian OEMS. This will provide a fair chance	No Change

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		System with Option of Speed		under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs.	to all Indian OEMS for participation.	
117	Volume II - Terms of Reference (ToR)	5.8 Speed Violation Detection (SVD) System.	25	2. The MSI shall design, supply, and install the speed violation detection system as defined in the RFPs, all wiring connections for the system shall be installed by the MSI. The MSI shall supply all of the necessary equipment for the camera and forward firing technologies that can track at least 60 objects with refresh time of better than 50 ms, including but not limited to: sensors, computers, ancillary camera equipment, camera housings, camera poles, warning signs and shall make the final connections to the camera.	4D HD Radar is monopoly of a single brand and restricts open competition. Such solution is very expensive without any technical benefit. Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS.	No Change
118	Volume II - Terms of Reference (ToR)	5.10 Traffic Control, Information and	27	The sensors should not be image dependent, should not require cleaning activities and should	Authority is requested to allow video based system for this project to allow the most economical solution allowing	No Change

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		Management System		work with minimum bandwidths available.	a fair chance to all OEMS. Please delete this clause.	
119	Volume II - Terms of Reference (ToR)	5.10 Traffic Control, Information and Management System	28	Minimum Specifications- Traffic Sensors	Authority is requested to allow video based system for this project to allow the most economical solution allowing a fair chance to all OEMS. Please replace specification with more economical and advanced video based solutions.	No Change
120	Volume II - Terms of Reference (ToR)	5.14 Video Management System and Video Analytics Software 5.14.1 Video Management System Specifications	34	The VMS software should be open platform/Microsoft for the seamless integration and ease of operation. OEM should be Microsoft/Linux Gold/Silver/Platform certified partner.	This clause is favoring Single OEM. There is no technical advantage if a VMS OEM is Microsoft/Linux Gold/Silver/Platform certified partner. Hence authority is requested to remove this clause for allowing open and fair chance for participation to all OEMS.	No Change
121	Volume II - Terms of Reference (ToR)	6.10.2 Helpdesk and Facilities	75		Please confirm if bidder needs to provide a fully integrated Enterprise Management and Facility Management System. Please	Requirement to be shared by successful bidder, necessary support will be

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		Management Services			provide technical details, if Yes.	provided by ICCG project team.
122	Volume II - Terms of Reference (ToR)	7.1.3. Field UPS	85		Given Specifications are of an Inverter. Authority is requested to provide Specifications of Field UPS.	Refer Corrigendum#4
123	Volume-1: Instruction to Bidders	2.2.12. Key Requirements of the Bid	22	2.2.11.2 Earnest Money Deposit (EMD) 1 In terms of this RFP, a Bidder is required to submit EMD of Rs. 50 Lakhs (Rupees Fifty Lakhs Only) through the online system only on the e-tendering portal (www.mptenders.gov.in) against the said RFP.	Considering the EMD value of Rs. 50 Lakhs. We request ISCDL to kindly accept the EMD in the form of bank Guarantee.	No Change
124	Volume-1: Instruction to Bidders	2.3.18 Technical Evaluation Criteria	33	Clarification to Project Experience required in clause TQ 1.2 to TQ 1.5	As per our understanding Projects executed by Bidder with end customer as any Central Government/ State Government/PSU/ ULB/Govt. Boards/Defence will be considered for Technical Evaluation. Request ISCDL to kindly confirm whether our understanding is correct.	Requirement well explained in the RFP

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125	Volume-1: Instruction to Bidders	2.3.18 Technical Evaluation Criteria	33	Modificaiton to no. of years of Project Experience required in clause TQ 1.2 to TQ 1.5	We request ISCDL to consider Bidders Project experience of Ten Years, instead of Five years and modify the TQ clauses TQ 1.2 to TQ 1.5 accordingly.	No Change
126	Volume-1: Instruction to Bidders	2.3.18 Technical Evaluation Criteria	35	Notes: For a bidder, who is having more than 90% shareholding (stake) of foreign parent company, the turnover, net-worth and project experience (IN THE SAME DOMAIN) of parent company shall also be considered for tender evaluation purposes. For this, support letter(s) from parent company on their letterhead (Notarised copy) to be provided about their undertaking and their financial and technical support. If any false information is submitted, the bidder shall subjected to disqualification and subsequent debarring for participation in the department.	A standard clause that allows bidders to use Parent / Subsidiary / Sister Concern in all major Smart City RFP's is missing this this RFP. We request ISCDL to include the following clause that allows bidders to use Parent / Subsidiary / Sister Concern experience. Notes: For the purpose of evaluations, bidders are allowed to submit financial Credentails and experience in terms of technical qualification of their holding (parent) company or subsidiary company or Sister Concern only. a. a 'holding company', in	No Change

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					<p>relation to one or more other companies, means a company of which such companies are subsidiary companies; and</p> <p>b. a 'subsidiary company' in relation to any other company (that is to say the holding company), means a company in which the holding company— (a) controls the composition of the Board of Directors; or (b) exercises or controls more than one-half of the total share capital at its own</p> <p>c. a 'sister concern' in relation to Bidder Company, means a company whose holding company is same as bidder's holding company and holding company (a) controls the composition of the Board of Directors; or (b) exercises or controls more than one-half of the total share capital at its</p>	

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					<p>own</p> <p>In case the experience shown is that of the bidder's parent / subsidiary /sister concern company, then the following additional documents are required:</p> <ul style="list-style-type: none"> • Certificate signed by the Company Secretary/statutory Auditor/2 Board of Directors of the bidder certifying that the entity whose experience is shown is parent / subsidiary / sister concern Company. 	
127	Vol 2	5.10 Traffic Control, Information and Management System	28	System should provide vehicle count, class of vehicles (minimum 8 class when installed over the lane and 4 lasses when installed on the side for multilane. Sensor should able to distinguish between car, Bus truck, trailor auto etc) and other information to be used for ITMS viz. Transit id, direction, classification, counting, height, occupation time, headway	System should provide vehicle count, class of vehicles (minimum 5 class when installed over the lane and 4 lasses when installed on the side for multilane. Also "class" word should be replaced by classification of vehicles and please specify the vehicles.	No Change

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				time, average speed and Traffic status. OEM should be able to replace a class with new classification of vehicle. For example if client wants to add an auto rikshaw with a pre-existing vehicle.		
128	Vol 1	2.2.1	16	Number of members in a consortium shall not exceed 3 (Three) including the Lead Member	We request you to allow 4 consortium members	No Change
129	Vol 2	2.3.1 Functional Requirement for ITMS Platform, 2.4 Adaptive Traffic Control System (ATCS)	13	Adaptive system – The system shall change traffic signal timings based on inputs from non-intrusive 4D HD radar based vehicle detectors deployed at each approach of each junction	We request you to change with Virtual camera based vehicle detection as it has been implemented in many cities successfully and is Proven technology and can be easily integrated with all type of Adaptive controllers .	No Change
130	Vol 2	5 Technical Specifications of ATCS Components , 5.1 Traffic Signal	21	Number of signal plans: 32	We request you to change 24 instead of 32 as CDAC (Indian standard Technology) have only 24 Signal Plans - which are anyways more then sufficoent for any typical	No Change

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		Controller, Point No. 5			Signalised Intersection and also Signals will be working in actuated adaptive mode .	
131	Vol 2	5 Technical Specifications of ATCS Components , 5.3 Traffic Signal Aspect	23	Aspect Specification	Please Clarify the Aspect Vehicular and pedestrian required are from Hi Brite Discrete Led or Hi Flux single source Led . If any animation required in pedestrian aspect -it is possible with 5 mm discrete Hi Brite Led based Lights and not in Hi Flux . Kindly clarify	No Change
132	Vol 2	5 Technical Specifications of ATCS Components , 5.4 Countdown Timer, Point No. f	23	EN 12966: Compliant	EN12966 European Standard is for Variable Message Signs only and not for Count Down Timer. Kindly Note for Count down timer there is no European or any International Standard as this product is customised Please Give confirmation and clarifications .	EN 12966 is not applicable for '5.4 Countdown Timer' specification. Bidder(s) to ignore this.
133	Vol 2	5 Technical Specifications of ATCS Components	23	For pedestrian, integrated unit with alternate timer and stopman/walkman in dual color	As the system is ATCS control system i.e. timing of each approach will vary as per the real time traffic coming from	No Change

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		, 5.4 Countdown Timer, Point No. h			that approach -hence CDT can not predict or prestore the Green/Red timings . Kindly give ammement CDT will display the count when the Controller is running fixed time mode and in ATCS or Full VA mode can display ATC or VA prefix as desired .	
134	Vol 2	5.6 RLVD	24	The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project. ISCDL shall facilitate to get access to the Vaahan and Sarathi database. MSI shall be required to access the same through use of appropriate APIs	Red light violation should not use radar as radar fail to detect when objects are in a cluster. So if too many bikes are at the stopline, system cannot detect it properly	No Change
135	Vol 2	5.6 RLVD	24		Radar cannot detect if vehicle move slowly. If vehicle stops at stopline and move slowly and cross over the stopline and zebra crossing, it cannot detect violation	No Change

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136	Vol 2	5.6 RLVD	24		Camera based detection is better as it sees whats happening.	No Change
137	Vol 2	5.6 RLVD	24		No camera specification mentioned. Camera spec provided in the sheet shared earlier. Sharing the same again	No Change
138	Vol 2	5.6 RLVD	24		ANPR accuracy to be more than 90%	No Change
139	Vol 2	5.6 RLVD	24		Legal Decree certificate - Cannot provide any certificate.	No Change
140	Vol 2	5.6 RLVD	24		Should have experience doing similar job and project running more than 5 years	No Change
141	Vol 2	5.7 Average Speed Enforcement	25		ANPR is the basic principle behind Avg Speed, and no mention of accuracy	Functional requirements provided in Vol-2 and SLA given in Vol-3 of the RFP
142	Vol 2	5.7 Average Speed Enforcement	25		ANPR accuracy should be more than 90% day n night for all class of vehicle including 2 wheeler(two	No Change

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					wheeler is associated with most of crime)	
143	Vol 2	5.7 Average Speed Enforcement	25		Experience - 3 Project Globally and one project in India - Only One project in India. Global project of ANPR should not be compared as global system will not work in India and also is against Indian companies to participate. Field evaluation to be performed for ANPR accuracy.	No Change
144	Vol.1	2.3.17	30	The Sole Bidder / Lead bidder and Consortium member should have cumulative minimum average annual Turnover of INR 60 Crore for the last 3 audited financial years (2015-16, 2016-17 and 2017-18) from the business area of ICT Infrastructure / IT System Integration Services.	Since the last mile connectivity from ICCC to Junctions shall be done through Optical Fibre Cable due to which Telecom Services will contribute to significant portion of the project so we request you to include turnover from Telecom in this eligibility criteria and accordingly the clause may please be amended as: "The Sole Bidder / Lead bidder and Consortium	OFC is the part of ICT infrastructure

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					<i>member should have cumulative minimum average annual Turnover of INR 60 Crore for the last 3 audited financial years (2015-16, 2016-17 and 2017-18) from the business area of ICT Infrastructure / IT System Integration Services/Telecom."</i>	
145	General	-	-	RoW Permission & RoW Charges	Connectivity between ICCC to junction will require RoW permissions from the local authorities such as MP PWD. This will also attract the RoW charges. We feel that the RoW permissions shall be arranged by Indore Smart City Development Limited. It is therefore requested that a clause may please be introduced in the RFP clearly specifying the scope of the tendering authority for RoW permissions and payment of RoW charges.	Refer Corrigendum#4
146	Volume II	5.5 Automatic	23	The MSI shall design, supply, and install the ANPR camera system	Requesting you to change	No Change

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		Number Plate Recognition (ANPR) System Para 2		as defined in the RFPs, all camera accessories such as IR Illuminators, camera housing and mounting shall be installed by the MSI.	the clause as below, remove the IR and change as below: The MSI shall design, supply, and install the ANPR camera system as defined in the RFPs, all camera accessories such as IR Illuminators / White light LED , camera housing and mounting shall be installed by the MSI.	
147	Volume II	5.6 Red Light Violation Detection (RLVD) System with Option of Speed Para 4	24	The solution should be based on 3D UHD radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system .	Pl consider other radar technologies for better competition Thus requesting you to change the clause as below : The solution should be based on UHD / microwave radars and video systems proposed by the MSI shall seamlessly integrate with the E-Challan system proposed under the scope of this project.	No Change
148	Volume II	5.5 Automatic Number Plate Recognition	23	Additional clause	We request you to consider adding the new clause for the ANPR camera specification ANPR camera sensor	No Change

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		(ANPR) System			should have 1 inch GMOS sensor or better .	
149	Vol-II	2.4 Adaptive Traffic Control System (ATCS)	17	<ul style="list-style-type: none"> The application should allow creation of green corridors to ensure priority movement of Emergency Response vehicles, such as ambulances, fire engines and police vehicles. 	<p>we request you amend the clause as follows</p> <p>" The application should allow creation of green corridors to ensure priority movement of Emergency Response vehicles, such as ambulances, fire engines and police vehicles. API's of Vehicles to be be provided by the depratment "</p>	Authority will provide necessary support to get required APIs form 3rd party systems which are not part of this project.
150	Vol-II	2.4 Adaptive Traffic Control System (ATCS)	17	<ul style="list-style-type: none"> The application shall be estimate a comprehensive network state using data from ANPR, GPS or any other such data collected from other third party sensors/detectors/cameras. 	<p>we request you amend the clause as follows</p> <p>"The application shall estimate a comprehensive network state using data from ANPR, GPS or any other such data collected from other third party sensors/detectors/cameras .The departrment will provide API's for the equipment</p>	Authority will provide necessary support to get required APIs form 3rd party systems which are not part of this project.

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					which is not part of the scope of this tender"	
151	Vol-II	2.4 Adaptive Traffic Control System (ATCS)	18	<ul style="list-style-type: none"> Live video feed – The operators shall be able to see the live video feed from CCTV cameras that have been deployed for traffic surveillance. 	We request you to remove this clause	No Change
152	Vol-II	2.4 Adaptive Traffic Control System (ATCS)	19	<ul style="list-style-type: none"> The ATCS system shall interface with the GPS device in the bus/ambulances and provide them the priority in crossing the junction. 	<p>we request you amend the clause as follows</p> <p>"The ATCS system shall interface with the GPS device in the bus/ambulances and provide them the priority in crossing the junction.The department will provide API's of GPS system deployed on Bus /Ambulance "</p>	Authority will provide necessary support to get required APIs form 3rd party systems which are not part of this project.
153	Vol-II	2.4 Adaptive Traffic Control System (ATCS)	20	<ul style="list-style-type: none"> The system shall be able to determine the priority order of each vehicle when there are multiple priority vehicles simultaneously present at a given junction, and accordingly determine which get the priority first. 	<p>we request you amend the clause as follows</p> <p>The system shall be able to determine the priority order of each vehicle when there are multiple priority vehicles simultaneously present at a given junction, and</p>	Authority will provide necessary support to get required APIs form 3rd party systems which are not part of this project.

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					accordingly determine which get the priority first.The department will provide API's of the vehicle priority system "	
154	Vol-I	25 2.3.18.1 Team Evaluation Matrix	25		<p>As per corrigendum, CV marks has been decreases from 35 to 25 but still the marks for this criteria is too high , as we have gone through multiple RFP (name mentioned in TQ 1.2 queries) and founded hardly this criteria is for maximum 10 marks.</p> <p>Requesting you revisit this criteria and reduce marks from 25 to 10.</p> <p>As far as the CV criteria's is concern, enrollment of these kind of manpower is not required all the time in projects as in implementation phase only manpower having field knowledge performs the scope of work more promptly, therefore we are requesting</p>	No Change

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					you to please remove this certification parts of manpower and generalize as per basic requirement on field.	
155	Vol I		54	We confirm that our financial proposal has adhered to the mandatory ceiling for CAPEX bid price i.e. 65% of total bid price to be offered for this tender.	As per this clause of RFP, Department is asking for CAPEX & OPEX ratio in 65 to 35 ratio, but as per the scope of work the ratio must be in 80 to 20 ratio. Therefore we are requesting you to kindly revise this clause as	Refer Corrigendum#4
156	Vol I		68	CAPEX bid price proposed by the bidder shall not exceed 65% of total Bid price under any circumstances.	" We confirm that our financial proposal has adhered to the mandatory ceiling for CAPEX bid price i.e. 80% of total bid price to be offered for this tender". And "CAPEX bid price proposed by the bidder shall not exceed 80% of total Bid price under any circumstances".	Refer Corrigendum#4

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157	Vol-III		37-43	38.4 Post-Implementation SLA (a-J)	Given Entire SLA criteria seems design keeping in mind as per indoor environment deployment , for project like ITMS which maximum portion deployed at Outdoor uncontrolled Enviroiment these SLA is not at all achievable and straight way increase your cost	No Change
158	Vol-III		37	38.4 Post-Implementation SLA Non Standard Number Plate: Rs. 500/- per wrongly identified regd. Number plate below the prescribed limit of SLA	Please remove this clause because it is very open and lead to disputes or define definition for Non Standard no's pate definition .	No Change
159	Vol-II		55	5.19.2 Payment Schedule	As per the payment terms against delivery of material will really affect the price bid, as in absence of bid will be escalated heavily , requesting you to please modify payment terms Currently payment terms avilable in RFP 5 % of Capex value- Inception Report 10 % of Capex value-	No Change

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					<p>Requirement study 15 % of Capex value- Hardware Delivery & successful commissioning of ITMS for 1 Corridor 35% of Capex value- Hardware Delivery & successful commissioning of ITMS for all Corridors as per Authority's directives. 35 % of Capex value-Go Live (On successful commissioning of 100 % of System and Operational Acceptance of the System.) Project Operations & Maintenance phase for a period of 60 months from the date of Go Live- OPEX will be paid in twenty (20) equal quarterly instalments spread across 5 (five) years Post Go- Live</p> <p>Requested Revised payment terms as below excuding GST: 5 % :Inception Report 10% : Requirement study</p>	

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					50% : Hardware Delivery 25% : Junction Completion on Prorata basis 5% : Complete GO Live OPEX : Payment on Monthly basis for 60 months	
160	Vol-I		72	Schedule A - Summary of Commercial Bid (CAPEX) Point no-8 RLVD (including Speed, No Helmet, Triple Ridding etc.) Application Software at ICCC ety 1License	In financial bid you have asked for No helmet detection system software and Tripple ridding software. As they come on per lane basis and its also having the cost impact, so please clarify for how many lanes, you are looking for the software.	Part of the required solution
161	Vol-I		72	Schedule A - Summary of Commercial Bid (CAPEX) D - ICCC AND ITMS Control Centre Integration with existing ITMS control room and ICCC	As per this clause Please clarify Integration Scope - AS we have implemented ITMS phase 1 and 2 and as per our knowldge Indore is a place where there is no hardware and resources available to handle project outcome. And also currently this part is running and maintained by Indore police and this point also includes connectivity	Operation of existing application (like e-Chalan), which are not part of this Project deliverables will be responsibility of existing application owner.

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					<p>upto the control room, For doing all these things it required things like: Connectivity Router L3 Switches Workstation with screen Hardware for integration Resources for E challan validation, challan preperation and dispatch SMS pack etc.</p> <p>All the components involves huge cost , so kindly clarify who will bear this cost.</p>	
162	Vol-I		72		<p>As per the scope of work, SI need to creates E challan against the violations and to genertae challan , stop lines and zebra crossings must be clearly visible but in indore at so many junctions zebra and stop lines are not visible . So we are requating you to please clarify that who will maintain stop line and zebra</p>	<p>Authority will maintain stop line and zebra at respective junctions.</p>

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					at respective junctions for next five years.	
163	Vol-III		27	26.2. Exit Management plan at the minimum adhere to the following: Complete handover of the Planning documents, bill of materials, functional requirements specification, technical specifications of all equipment's, change requests if any, sources codes, wherever applicable, reports, documents and other relevant items to the Replacement Service Provider/ ISCDL	Please remove Source code from the list .	Refer the complete clause 25.1 of Vol-III
164	Vol-I		68	Annexure 3.2 - Financial Proposal Format & Instructions Point no-11 All items provided should be under Insurance. The Insurance should be for entire duration of the Project for 5 (five) Years post Go-Live and comprehensive covering damages for Theft, Fire, Natural Calamities, Riots and Terrorists activities etc.	Please add in Boq Items as involve huge cost , All risk can be cover as pr insurance policy rules and regulation as it is not under SI Control	No Change

END OF THE DOCUMENT