



Ref. No. NCB-Works/PICIIP-04 (Lot-3)

Date: 14 December 2022

Subject: **Minutes of Pre-Bid Meeting held at PMU PICIIP Office on 28 November 2022**
NCB-WORKS/PICIIP-04: Road Up-gradation
“Lot-3: Improvement of Signals and Junctions Sialkot”

As per the Bidding Documents issued on 17 November 2022, the date of the pre-bid meeting was scheduled on 28 November 2022. The pre-bid meeting was convened and chaired by the Deputy Program Director (DPD), Program Management Unit (PMU), Punjab Intermediate Cities Improvement Investment Program (PICIIP), Local Government & Community Development Department, Punjab, Pakistan. Following officials from PMU and UMDS Consultant attended the meeting:

- i. Mr. Umar Tayyab (Deputy Program Director) PMU, PICIIP.
- ii. Mr. Salman Mirza (Director Admin & Finance) PMU, PICIIP.
- iii. Mr. Shuja Dar (Director Procurement & Contracts), PMU, PICIIP.
- iv. Mr. Haider (Deputy Director Infrastructure) PMU, PICIIP.
- v. Mr. Muhammad Ayyub (Design Engineer- UMDS Consultant)
- vi. Mr. Muhammad Talha (UMDS Consultant)

The meeting started with the recitation of Holy Quran. The chair welcomed the participants (list attached as **Annex-A**) and asked the Director Procurement & Contracts to start the meeting. The participants were briefed on the bidding documents, particularly the contents of Section 2 (Bid Data Sheet), Section 3 (Evaluation and Qualification Criteria), Section 4 (Bidding Forms), and Section 8 (Particular Conditions of the Contract). The meeting was held in two parts. During the first part, it was explained in detail by reading the important Instructions to Bidders clauses on the preparation of bids and application of evaluation criteria (financial and experience). It also stressed on the significance of responsive bid submission.

During the second part of the meeting, the participants were invited to raise queries. Director Procurement & Contracts advised them to submit their written queries to PMU for written replies/advice accordingly.

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The Bidders submitted their written queries from time to time by 14 December 2022 and the replies thereof, in writing, are attached as **Annex-B** and **Addendum No. 01** is also attached herewith.

The meeting was concluded with a vote of thanks to and from all the participants.

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PUNJAB INTERMEDIATE CITIES IMPROVEMENT INVESTMENT PROGRAM

Pre-Bid Meeting Of NCB-Works/PICIIP-04: Road Upgradation Under



Lot-3: Improvement of Signals and Junctions Sialkot

Project:	ADB Loan No. 3562-PAK: Punjab Intermediate Cities Improvement Investment Program (PICIIP)
Place:	Office of Program Director, Program Management Unit (PMU), Punjab Intermediate Cities Improvement Investment Program (PICIIP). Local Government & Community Development Department, Punjab, Pakistan. Street address: 40/ B-1, Gulberg III, Lahore, Pakistan.
Date:	28 November 2022
Bid Submission Time:	1100 hrs. (Local Time)

(ATTENDANCE SHEET)

S/No	Name / Designation	Firm / Company Name	Email Address/ Contact No.	Signature
1.				
2.	Muhammad Ayub / contract member project	UMDS Consultant	ayubnospak01@a yahoo.com	
3.	Faisal Khan CEO	Khan electric and civil company	0321-9456819 Khanone28@gmail.com	
4.	M. Imran Sharif	Alangit Canvas (Pvt) Ltd.	0300-400154 immisc@hotmail.com	
5.	M. Nasir	Nasir & Brothers JV TECHNO TIME CONSTRUCTION	0321-4769288 nasirbrothers786@gmail.com	
6.	Touqeer 36	Traffic Network mngt.		



PUNJAB INTERMEDIATE CITIES IMPROVEMENT INVESTMENT PROGRAM



Pre-Bid Meeting Of NCB-Works/PICIIP-04: Road Upgradation Under

Lot-3: Improvement of Signals and Junctions Sialkot

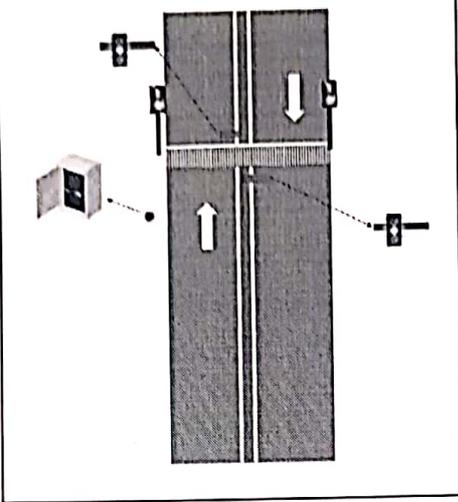
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S/No	Name / Designation	Firm / Company Name	Email Address/ Contact No.	Signature
7.	TALMA TARIQ/UMDS	UMDS Consultant	0311-6276668	
8.				
9.				
10.				



Annex-B

Sr#	Queries by Bidder	Reply by PMU/UMDS Consultant
1	NSI-1 – For mobile app, please clarify whether only monitoring is required or the controlling functionality is also required?	Mobile app is for onsite parameters settings in the traffic controller for field staff i.e. controlling functionality is also required at field/ site by mobile application.
2	NSI-2 to 6 – Required brands seem to have lower quality standards. Do we have to strictly follow the mentioned brands? or the requirement is to fulfil the specifications mention on page 137 to 140 (Annexure)	Quotations incorporated in the estimate are only for estimation purpose. Quality standards will be approved at the time of submittal. However, approved specifications in the estimate will prevail.
3	NSI-3 – It is recommended to replace the 200mm Traffic Light with 300mm Traffic Light, so that the outlook is uniform and confusion can be avoided.	Both sizes of Traffic Lights as per BOQ and general international practice are required w.r.t the road geometry and intersection layout.
4	NSI-4 – Please clarify if separate single module traffic lights have to be provided and installed or it shall be provided as single package of 3 aspect traffic lights (NSI-3)	It shall be provided as single package of 3 aspect traffic lights as per Specifications, 1 Aspect, single module Tri color Arrow is also required as separate BOQ Item as per approved specifications and submittal.
5	NSI-6 – It is not recommended to apply the push button to all intersections. It should only be applied to general road sections, such as a straight road. If the Pedestrian push button is used at the intersection, it will seriously reduce the efficiency of traffic vehicles. If the Pedestrian push button is still necessary, please choose an intersection with fewer pedestrians.	As per site requirement the push buttons will be used in selected locations and best possible time plans with efficient Pedestrian and Traffic flow need to be implemented by the contractor.

		
6	<p>NSI-7 – Traffic Signal Countdown Timers cannot work with VVDs as traffic signal timing keeps changing in each cycle as per flow requirements. So, either VVDs shall work or timers. Please clarify whether we have to provide / install both. If yes, then only one functionality can be fulfilled at one time.</p>	<p>Both items will be provided/ installed in case of cycle time variation due to VVD the CDT functionality will be suspended for such cycles and duration. The countdown timer should be truly adaptive w.r.t cycle time.</p>
7	<p>NSI-8 to 11 – If Galvanized pole is the requirement then paint is not required. It will add the cost as well as recurring cost in future too.</p>	<p>Item should comply BOQ specifications and approved submittals from the engineer.</p>
8	<p>NSI-8 to 13 – Required number of pole foundations do not match with number of required poles.</p>	<p>Any discrepancy in quantities will be adjusted as per Actual executed at site</p>
9	<p>NSI-14 – There are no OPs (Out-Pits) with each traffic pole. If these are not constructed, then it will be difficult to lay the cable as well as O&M will be difficult.</p>	<p>Out pits will be constructed as per approved drawings keeping in consideration of the space for construction and separate Out pit for each pole is not required/ compulsory.</p>



10	NSI-17 – Multicore cable is mentioned but it is not mentioned that either 2, 3, 4 or more Core cable is required.	The no. of cores will be as per site/ system requirement and to the satisfaction of engineers in charge.
11	NSI-19 – UPS backup time requirement is not mentioned. Further, it is not clear where the UPS system shall be placed as no cabinet requirement is mentioned in BOQ. The meaning of underground arrangement must be clarified. Moreover, please clarify whether alarms need to be monitored in Control Room as well? If yes, then in BOQ no platform is mentioned for this purpose.	BOQ item for UPS is inclusive of cabinet; the back up for UPS should be minimum 120 minutes of continuous operation; The underground arrangement is for batteries safety to avoid any theft issue; Only Onsite alarms are required for the system.
12	NSI-19 If the traffic lights in each direction need the Pure Sine Wave Power Inverter to control the traffic lights, when the Pure Sine Wave Power Inverter is damaged, the signal lights in this direction will also have problems, which will easily cause traffic chaos at the intersection. It is recommended to directly output 220v voltage from the signal machine to the signal lamp, which is more efficient and stable. The cables will be laid underground to reduce possible risks.	Only Single UPS for complete intersection equipment is required.
13	NSI-21 – The connection mechanism of 4G router with control room is unclear. what shall be the arrangements in control room for receiving of signals.? Network security is not assured in the current set up. Please clarify how it shall be achieved?	Control room will have internet connectivity and connectivity between signals and control room will be from secured server for plan update and system monitoring.
14	NSI-21 – Where shall the Video pusher/ Network video recorder be placed?	Inside/ Beside intersection controller cabinet as per the standard practice.



15	<p>NSI-21 Signals and cameras at all intersections need to be connected to the central platform. We recommend using a 4G router for transmission. The command center platform needs to be set up with a static IP address to receive data. The signals controller and cameras at each junction road need to be combined into a local area network at the intersection, so that even if the front-end and center networks are disconnected, the front-end can still be guaranteed to run adaptive control.</p>	<p>Desired system does not require network connectivity for its operations, system can work independently without control room communication. Control room connectivity is for remote monitoring, alarms and time plan updates only.</p>
16	<p>NSI-27 – Whether single platform has to be provided or separate platforms as it is mentioned in the BOQ that cost shall be provided separately for each intersection.</p>	<p>The control room software should be single platform with provision to add sufficient intersections as per client or project requirement. Separate items in the BOQ is for intersection license cost only.</p>
17	<p>NSI-27 Central Control Room Server Software for system surveillance needs to consider the number of VVDs, and its cost should consider the license authorization fee for each channel. Because all data is transmitted through 4G, considering the real-time data communication of the signal machine, we do not recommend using 4G to transmit the real-time images of the camera, which will cause network delay. We recommend using additional 4G to transmit the video footage alone.</p>	<p>Videos/ images transmission to control room in not required; But hardware support for future client requirement should be available.</p>
18	<p>NSI-64 – For control room it is mentioned that furniture has to be provided but no drawing, specification or quantity is provided.</p>	<p>NSI-64 Item will be provisional sum, and addendum no. 1(attached as Annexure-C) will be issued accordingly.</p>



19	NSI-67 – "Switch / Hub to connect all the cables and networking of complete toll plaza and for connectivity with central control centre" is required. What is meant by Toll Plaza in this requirement.?	Correction: Means intersection equipment
20	NSI-68 – Which system installation & Commissioning is under consideration?	Complete control room systems like networking, video walls and other allied equipment.
21	NSI-75 – Is this O&M only for control room or field sites as well?	Both control room and Field Site included.
22	Contractor only has to provide / install / commission the equipment or has to provide the training as well? If Yes, then training components should also be mentioned separately in BOQ.	Contractor will be responsible for the operation and maintenance of system till the completion of the contract period.
23	What shall be the status of Licenses? Licenses for equipments, cameras & platform shall be of certain timeframe or perpetual? If licenses have to be provided, then it has to be mentioned separately in BOQ.	Licenses should be perpetual and item prices should be inclusive of all such or any other additional costs.



Annexure-C

Loan No. and Title:	3562-PAK: Punjab Intermediate Cities Improvement Investment Program (PICIIIP)
Contract No. and Title:	NCB-Works/PICIIIP-04: Road Upgradation (Lot-3: Improvement of Signals & Junctions)

Date: 14 December 2022

ADDENDUM No. 1

Subject: **Amendment of Bid Document for NCB-Works/PICIIIP-04: Road Upgradation (Lot-3) in accordance with ITB 8.2 Section 1 of Bidding Document**

With reference to IFB Notice dated **17 November 2022**, the following amendments have been made in the respective sections of the Bidding Documents under this Addendum in accordance with ITB 8.2 in Section 4; Bidding Forms (Bill of Quantities). The addendum shall be read and construed as an integral part of the Bidding Documents and shall take precedence in case of any conflict/ambiguities in the Bidding Documents and other provisions within. The changes mentioned herein below are applicable for Contract No: NCB-Works/PICIIIP-04, unless indicated otherwise.

1. Section 4 – Bill of Quantities

Sr#	Type	Description	Unit	Lump-sum Amount (PKR)
1	NSI-64	Control room furniture complete in all respect as per the international standards and as directed by the Engineer incharge.	Provisional Sum (P.S)	500,000.00

This Addendum shall now serve as a mandatory part of the bidding document for the relevant sections and shall be referred to while preparing the bid.

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