

THE PUNJAB MASSTRANSIT AUTHORITY (PMA)

RECORD OF MEETING

Agenda	Tender for Provision of Services with 100 Fully Electric Buses on A Service-Based Model in Multan		
Date:	26 th March, 2026		
Venue	Committee Room, Punjab Masstransit Authority (PMA)	Chair:	Mr. Muhammad Oziar shah, Executive Director-I (Operations)/ Chairperson Tender Evaluation Committee (TEC)

LIST OF PARTICIPANTS

Tender Evaluation Committee (TEC):

1. Mr. Muhammad Yasin, Director Operations (Technical), MMBS
2. Mr. Abdul Manan, Instructor (Auto and diesel), Representative of Auto and Diesel Department, GCT Railway Road Lahore, TEVTA

Firm's representatives participated in person:

1. Mr. Zafar Ahmed, Capital Smart Motors (Pvt) Ltd.
2. Richard Fan, Higer Bus Company Limited,
3. Mr. Hassaan Bin Ahmad, Higer Bus Company
4. Mr. Abdur Rehman, Trackitive Solutions (Pvt) Ltd.
5. Mr. Badav Khan, JW Group Foton Buses
6. Mr. Asad Farooq, VPL Limited
7. Mr. Sohail Iqbal, Faisal Movers
8. Mr. Fazal Ur Rehman, Faisal Movers
9. Mr. M. Aqib, VPL LTD
10. Mr. Adnan Qayyum, Yutong Bus Co. Ltd
11. Mr. Shahbaz Ali, Veda Transit Solutions
12. Mr. Major Javed Iqbal, Veda Transit Solutions
13. Mr. Wen Qian, Yutong Bus Co. Ltd
14. Mr. Khurram Mirza, Daewoo Pakistan
15. Mr. Waleed Ahmed, Daewoo Pakistan
16. Mr. Hafiz Usman Farooq, Daewoo Pakistan
17. Dyfan Wang, Yutong Bus Co. Ltd

Firm's representatives participated online through video link

1. Representative from CHTC
2. Representative from HIMC
3. Representative from Kazakstan House

DISCUSSIONS

The meeting started at 1400 hours. Mr. Muhammad Ozair Shah, Chairperson TEC formally welcomed the participants. The attendance record is attached at **Annex-A**

2. The chair introduced the project as under:

- i. **The Punjab Masstransit Authority (PMA)** also referred to as **Procuring Agency** in the **Request for Proposal Document (RFP)** is a statutory body established by Government of the Punjab with the purpose of planning, construction, operation and maintenance of mass transit systems in the major cities of the province of Punjab
- ii. Under the Chief Minister's T-30 Vision, PMA is actively engaged in implementing the vision of the Chief Minister through the provision of modern, sustainable, and environment-friendly transport facilities across Punjab.
- iii. Pursuant to the above, PMA intends for the Provision of Services with 100 Fully Electric Buses on a Service-Based Model in Multan for providing a safe, efficient, comfortable, and modern transportation system in Multan.
- iv. It is envisioned that currently, 19 urban and suburban routes are in operation. These routes may be expanded, modified or altered, and new routes may be added in the future.

3. Afterwards, Mr. Muhammad Yasin presented the salient features of the procurement as under:

- i. Punjab Procurement Regulatory Authority (**PPRA**) **Rules** shall be followed for the entire procurement process.
- ii. As mandated by PPRA, **single stage two envelope procedure** is adopted for for the subject tender.
- iii. The advertisements have been published in local press as *on 13th March, 2026*
- iv. The RFP has been **uploaded and made available** on the websites including www.pma.punjab.gov.pk, www.ppra.punjab.gov.pk, www.punjab.eprocure.gov.pk effective **from 15th March, 2026**.
- v. The procurement process shall be carried out through **E-Pak Acquisition and Disposal System (EPADS)** only as approved by the PPRA.
- vi. The bids submitted in person or in hard copy format **will not be accepted**. However, the bidder is required to submit the original Bid Security Instrument, Undertakings, and Affidavits in a sealed envelope to the PMA office by the submission timeline.
- vii. For successful submission of e-bids, firms are required to **familiarize** and register themselves with EPADS which will be the **only portal** for submission. **Late e-submission** due to any technical glitches in EPADS or any reason whatsoever shall be **declared late and rejected**.
- viii. Bid Security will be of **PKR 5 million** in form of CDR, Demand Draft / Pay Order/ Tender Security
- ix. Eligible bidders with a **score of 70 or more** in the Technical Evaluation Criteria shall be

considered technically qualified. The Financial bids of only technically qualified bidders shall be opened. The financial bid of the lowest evaluated offer shall be considered successful.


- x. Joint Venture (JV) up to **4 members** can participate. Locally registered company to be the lead partner of the JV. All members to be jointly and severally liable. JVs shall be considered as single entity and shall be evaluated jointly unless mentioned otherwise.
 - xi. Tender Validity is **180 days** from the submission date.
 - xii. The **redressal of grievances** (if any) lodged by the bidder(s) shall be dealt as per provisions under **Punjab Procurement Rule 67**.
 - xiii. The prospective bidders may submit their queries in writing on EPADS or via official e-mail by **27th March, 2026**. All queries received in writing will be answered and shall be made part of the minutes of Clarification Meeting.
4. Thereafter, Chair presented the salient features of the contract as under:
- xiv. The business model shall be **Service-Based**, whereby the Operator will be responsible for all investments and execution of scope required to deliver the specified services. All payment shall be made against plied kilometers unless specified otherwise in the RFP.
 - xv. Procurement, operation and maintenance of 100 Fully Electric Buses as per specifications approved by the PMA.
 - xvi. Bus Depot along with dedicated MEPCO electric connection to the meter point will be provided by PMA. Further, backup diesel generators for bus charging operations in case of outage of MEPCO electricity shall also be provisioned by PMA in the Depot.
 - xvii. The successful bidder shall be responsible for the provision, installation, and commissioning, operations and maintenance of bus charging systems along with all associated infrastructure, including their complete integration with the designated power supply points, i.e. the MEPCO meter connection and backup diesel generator.
 - xviii. Guaranteed **60,000 km** per bus per year.
 - xix. The Contract duration will be for **12 years** extendable upon mutual consent.
 - xx. Original Equipment Manufacturer (OEM) to supervise maintenance of buses and training of Operator's staff for the first 2 years.
 - xxi. Entire system including buses, chargers and all associated equipment and personnel to be ready for operations to provide services within **180 days** from the signing date of the Contract.
 - xxii. Performance Guarantee = **10% of Annual Contract Value** to be renewed annually.
 - xxiii. Well-defined Key Performance Indicators (KPIs) and Service Level Agreement (SLA) for performance evaluation
 - xxiv. Monthly penalty amount will be capped at **10 % of monthly service charges**.
 - xxv. Adjustments in the O&M rate based on price escalations.
 - xxvi. The cost of electrical utility bills and the actual cost of diesel consumed in the backup

diesel generator for charging operations (in the event of MEPCO power outage) shall be reimbursed along with monthly invoices.

xxvii. Ownership of buses and chargers shall remain with the Operator at all times.

5. The questions raised by the participant firms and their juxtaposed responses from PMA are provided at **Annex-B**.

6. These minutes of Clarification Meeting and Revised RFP (Version 1) issued through Addendum No. 1 shall be considered as part of this RFP.



TENDER FOR PROVISION OF SERVICES WITH 100 FULLY ELECTRIC BUSES ON A SERVICE-BASED MODEL IN MULTAN

BIDDER'S ATTENDANCE (CLARIFICATION MEETING)

Place: Committee Room, PMA Office, 5th Floor,
Arfa Software Technology Park, Lahore

Date & Time: 26/03/2026

2:00 PM

Sr. No.	Name of Organization	Representative's Name & Designation	Contact No.	Signature
1	Capital Smart Movers (Pvt) Ltd.	Zafar Ahmed : GM Sales - Comm. vehicle & Infrastructure	0300-4163708	
2	Richard Tan Mr. Jony	Higer Bus Company Limited	+8613771956321	
3	HASSAM BIN AHMAD	HIGER BUS COMPANY	0301-8465483	
4	Trackitive Solutions (Pvt) Ltd.	Abdur Rehman CEO	0321-4777199	
5	JW Group - Foton Buses	Badar Khan Country Manager Buses	0323-4499501	
6	Raja Asad Farooq VPL Limited	VPL Limited Raja Asad Farooq	0300- 82 8521176	
7	Faisal Movers	Sohail (opn). Manager operations	0370-0032561	
8	Faisal Movers	Razalwar Rehman Sr. Mgr. - Ops.	0312-6900555	

TENDER FOR PROVISION OF SERVICES WITH 100 FULLY ELECTRIC BUSES ON A SERVICE-BASED MODEL IN MULTAN

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Place: Committee Room, PMA Office, 5th Floor,
Arfa Software Technology Park, Lahore

Date & Time: 26/03/2026

2:00 PM

Sr. No.	Name of Organization	Representative's Name & Designation	Contact No.	Signature
9	M. AOVIB	VPL- LTD	0336-8449996	
10	Adnan Qayyum	Company Manager - Tutong	0300 8499006	
11	Veda Transit Solutions	Shahbaz Ali GM OPRS	0335-2445577	S. Ali
12	Veda Transit Solutions	Majid Iqbal Syed GM Fleet Mgmt.	0317 8884733	
13	Dylan Wang.	Yueong Bus Co., Ltd.	0313 8888717	王东
14	Wen Qian	Yueong Bus Co. Ltd	8615239176750	温谦
15	DAEWOO PAKISTAN EXPRESS SERVICE	Khanzaman Mirza VICE President	0334-4234670	
16	Daewoo Pakistan Express Bus Service Limited	Waleed Ahmed Financial Analyst	0300-4712225	

17


Daewoo Pakistan Express Bus Service

Hafiz Usman Farooq
DGM - Urban Transport

0314-4288997

ANNEX-B



Sr. No.	RFP CLAUSE	BIDDERS QUESTIONS	PMA COMMENTS
1	<p>3.8 (ix) Excess Kilometres means Kilometres plied in a day exceeding the Non-Excess Kilometers to be paid at Excess Kilometre Rate.</p>	<p>Calculation of Guarantee or Excess Kilometres should be plied on a monthly basis rather than on daily basis. Please amend the clause and any related clause(s).</p>	<p>After due consideration, the request is regretted.</p>
2	<p>11. The Operators Obligations: 11.1 Provide 100 Brand New, Air Conditioned (AC), fully electric, nine (09) meter buses to be delivered to Depot in Multan. 11.3 Ensure that the entire system including Buses, Bus Chargers and all associated equipment and personnel, is fully operational and ready to provide services within one hundred and Eighty (180) calendar days from the effective date of the Contract ("Deadline").</p>	<p>Keeping in view of the current economic situation in Pakistan and the restrictions on import items, State Bank of Pakistan may not grant permission for import of buses. Keeping in view the above scenario, please specify the facilitation which PMA will provide to operator while meeting 180 calendar days deadline from signing of contract for the import of buses and chargers.</p>	<p>It is clarified that exception may be considered by the Client on case-by-case basis as per terms and conditions of the contract. Attention is drawn to Clause 18 titled "Extensions in time for performance of obligations under the contract"</p>

3	<p>11. The Operators Obligations: 11.17 Prior to procuring, the Operator shall submit detailed specifications, documentation, and manuals of related buses being procured for operation and maintenance.</p>	<p>Can the successful bidder change the brand of buses after the bid submission, even if the new brand complies with all technical specifications of the bus provided by PMA in this RFP.</p>	<p>No. The brand of Buses quoted in the bid after the bid submission time cannot be changed.</p>
4	<p>11. The Operators Obligations: 11.26 It is expected that driver must possess preferably graduate degree and shall be tested and declared capable of reading English instruction/tabs. The 5drivers hired before start of operations will be trained once for the use of the Driver Console by the Client through AFCBSS; however, the qualification of driver's is mandatory for understanding the system parameter and discipline of the system.</p>	<p>This clause should be removed.</p>	<p>It is clarified that graduate degree for a driver is a stated preference and not a mandatory requirement.</p>
5	<p>11. The Operators Obligations: 11.36 Be responsible for any kind of damage to the Government's property due to negligence on Operator's side. The operator shall be responsible to arrange repair of the damages as per original specs to the satisfaction of the Client. Failure to do so within the prescribed time shall lead to</p>	<p>Please amend the clause as: Be responsible for any kind of damage to the Government's property due to negligence on Operators side. The operator shall be responsible to arrange repair of the damages as per the received condition before commencement of operations and approved by Authority as per original specs to the satisfaction of the Client.</p>	<p>After due consideration, the request is regretted.</p> 


	penalties or deduction from the Certificate of Payment (COP).	Failure to do so within the prescribed time shall lead to penalties or deduction from the certificate of Payment (COP).	
6	<p>11. The Operators Obligation:</p> <p>11.39 Provide and install up to Twenty Five (25) stickers per Bus as per instructions/format provided by the Client. The Operator shall also be responsible for their periodic maintenance</p>	Please provide details of the stickers, design and sizing.	<p>The specifications for the stickers will be provided to the successful bidder upon contract execution.</p> <p>To familiarize prospective bidders with the design and layout requirements, it is suggested that they inspect the existing buses operated by PMA Systems, which will serve as a reference point.</p> <p>The successful bidder will collaborate with the client in designing the stickers, ensuring alignment with the client's branding and visual identity.</p>
7	<p>30. Performance Security:</p> <p>30.1.1 within ten (15) working days of the receipt of the Acceptance Letter from the Client;</p>	The allotted time to furnish the performance security should be increased to a standard time required to perform all necessary procedures i.e. 30 working days.	<p>After due consideration taking into account established practices in PMA systems, the request is regretted.</p> <p>It is clarified that the correct number is fifteen (15) working days. The correction has been reflected in Revised RFP (Version 1) issued vide Addendum No.1</p>
8	12. Insurance	Please elaborate/explain the conditions about the insurance related to infrastructure.	<p>Clause 12 explicitly stipulates that the Operator is required to insure the buses and</p>

			allied equipment, and provide compensation to passengers in the event of death or injury. Insurance coverage for other items, including infrastructure, is at the Operator's discretion.
9	14. Payment	The Operator shall have the right to stop operations if two payments in any calendar year are not made as per payment schedule. On delayed payments, PMA shall pay the operator profit at the rate of 3 Months KIBOR+2%.	After due consideration taking into account established practices in PMA systems, the request is regretted.
10	19. Liquidated Damages a) Delay in readiness to commence operations LD per day (PKR) = (Factor F x 164.38 x Number of buses not in state of readiness x Non-Excess Kilometer Rate) For 0 – 10 days Factor F = 0.25 For 11– 20 days Factor F = 0.50 For 21 – 30 days Factor F = 0.75 For 31 days and above, Factor F =1.00	Keeping in view the current geo-political and economic conditions in the region, PMA is requested to amend the LD as: For 0 - 30 days Factor F = 0.00 For 31 – 60 days Factor F = 0.25 For 61 – 90 days Factor F = 0.50 For 91 days and above, Factor F = 1.00 Start from 0-210 days	After due consideration, the request is regretted. It is clarified that exception may be considered by the Client on case-by-case basis as per terms and conditions of the contract. Attention is drawn to Clause 18 titled "Extensions in time for performance of obligations under the contract"
11	20. Forfeiture Of Performance Security the Client may, without prejudice to any other right or action/remedy it may have, forfeit the performance security of the Operator after	Performance Security should not be forfeited if operator stops operations due to non- payment by PMA (Please refer to commend comment 10)	It is clarified that the Client reserves the right to forfeit the performance guarantee in the event of operational shutdown by the Operator, though this action is not

	<p>serving him with a seven working days notice, in anyone or all of the following events:</p> <p>1. Complete shutdown of service by the Operator for any-reason whatsoever except those covered under force-majeure.</p>		<p>mandatory. Exceptions may be considered by the Client on a case-by case basis.</p>
12	<p>20. Forfeiture of Performance Security If the penalties exceed 10 % of the monthly payments for 03 months in a year.</p>	<p>This clause should be removed.</p>	<p>After due consideration, the request is regretted.</p>
13	<p>Annexure E- Performance Security Format And whereas it has been stipulated in the Tender Document that the successful Operator shall furnish PerformanceSecurity, within fifteen (15) working days of the receipt of the Acceptance Letter from the Client</p>	<p>Please refer to comment 7 and update accordingly.</p>	<p>After due consideration taking into account established practices in PMA systems, the request is regretted.</p>
14	<p>Form Tech-5 Power of Attorney We [name of the company and address of the registered office] do hereby appoint and authorize Mr. / Ms. (full name and residential address) bearing National Identity Card (CNIC) of PAKISTAN OR equivalent as in Bidder's country of origin. (Ref No_____,copy enclosed) who is presently engaged with us and holding the position of_____, as our attorney. We hereby agree to ratify all acts, deeds and</p>	<p>Please specify what information is required to add as "Ref No____, copy enclosed" in this clause. Also please specify the value of stamp paper required for this form e.g., 1200, 500, 200 or 100. Also, who shall sign the power of attorney?</p>	<p>The Ref No is of National Identity Card (CNIC) of Pakistan or equivalent as in Bidder's country of origin, clearly indicated in the form. Prospective bidders are requested to read the Form and instructions given therein carefully. Bidders shall ensure that all instruments, including but not limited to powers of attorney, affidavits, and agreements, are executed on appropriate stamp paper in accordance with the</p>

	<p>things lawfully done by our said attorney pursuant to this Power of Attorney and that all acts, deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us. Dated this _____ day of ____ 20 For _____ (Signature) (Name, Designation and Address)</p>		<p>applicable provisions of the Stamp Act, 1899, and the relevant provincial rules. For determination of the applicable stamp duty, bidders are advised to consult the competent authority, including the Punjab Land Records Authority (PLRA), the e-Stamping System operated through the Bank of Punjab, or the office of the concerned District Registrar/Sub Registrar.</p>
15	<p>10. Clients Obligations 10.4 Establish an Operation Control Center for operation of the system. The Control Centre may at its discretion change or cancel the assigned operation/schedule/trip (s).</p>	<p>Schedule or trip cancellation by the Client should not reduce payable kilometres or lead to penalties for the Operator.</p>	<p>Agreed.</p>
16	<p>11. The Operators Obligations 11.4 The operator may be directed within first year after commencement of operations to add up to 25 additional units as per requirement of the client/passenger demand. Beyond one year, such addition will be on mutual consent.</p>	<p>Keeping in view the current geo-political and economic conditions in the region, addition of vehicles in the first year should also be subject to mutual agreement between Operator and Client along with renegotiation of rates, if needed.</p>	<p>The referenced Clause is deleted. The changes have been reflected in Revised RFP (Version 1) issued vide Addendum No. 1.</p>
17	<p>11. The Operators Obligations 11.25 Ensure that air-conditioning facility continues uninterrupted during operation in case of a mechanical break-down of the Bus.</p>	<p>This requirement is impractical during mechanical or electrical breakdowns and should be revised.</p>	<p>Exceptions may be considered by the Client on a case-by-case basis.</p> <p style="text-align: right;"> </p>

18	Change In Law	Considering that the Commencement Date is expected to be 1 year after the contract signing date, any change in applicable taxes, duties and foreign exchange rates that affect the cost of the project between the Bid Submission Date and Commencement Date shall be treated as a Change in Law. Any such increase or decrease should be passed through in the Contract Price.	Please refer to Clause 15 of the Draft Contract. The relevant portion is reiterated as under: <i>" Furthermore, in future, if the total incidence of taxes imposed on the Contractor increases 10% above the rate that prevailed at the time of the signing of contract, the Operator and the Client shall settle the issue through mutual consultations/agreement. Same dispensation will apply if the incidence of tax reduces over the contract period."</i>
19	Audited Financial Statements 2025	For companies having a financial year ending on 31st December, the audited financial statements of FY2025 will not be available at the time of bid submission. Therefore, the audited financial statements of 2024 should be considered.	Agreed.
20	11. The Operators Obligations 11.7 Be responsible for planning, scheduling, and managing charging operations to meet daily operational requirements. The Bus	The Operator bears the risk related to charging operations including power availability and system performance, without explicit relief for external factors such as grid outages.	In the event of grid outages, the Operator shall utilize the gensets provided by the Client and handed over to the Operator as part of the Depot. If, during the grid outage,

	Operator shall bear all risks associated with charging management, including power quality issues, charging losses, and damage arising from improper charging practices. Coordination with the Client and the concerned power distribution company for load planning, outages, and power availability shall be the responsibility of the bus operator.		fully functional gensets are insufficient to charge all buses, the Client shall consider performance relaxation. The Operator shall also coordinate with the relevant power distribution company to resolve the grid outage issue. Attention is drawn to Clause 10.5, 11.6, 11.50, 11.54 and 11.55
21	24. Force Majeure	Force Majeure provisions do not fully cover events such as prolonged power outages or regulatory changes impacting EV operations.	Please refer to response at Sr. No 20 regarding the prolonged outages. Please also refer to response at Sr. No 18 regarding change in taxes. The Client may consider any other regulatory change on case-by-case basis.
22	Indexation – FOREX	The current indexation mechanism does not adequately account for foreign exchange rate volatility, particularly during the period between bid submission and the retirement of the Letter of Credit (LC). Given the significant exposure to imported components and payments in foreign currency, it is recommended that forex variation during this interim period be incorporated into the rate adjustment mechanism to protect the Operator from adverse currency movements.	After due consideration, the request is regretted. The risk of foreign exchange shall remain on part of the Operator. 

23	Indexation - KIBOR	<p>The indexation mechanism linked to KIBOR does not clearly define the frequency, trigger, and methodology for adjustments. Given the volatility in interest rates and its direct impact on financing costs, it is recommended that a transparent and periodic KIBOR-based adjustment mechanism be incorporated to ensure that fluctuations in borrowing costs are adequately reflected in the Operator's payable rates.</p>	<p>After due consideration, the request is regretted. The risk of KIBOR shall remain on part of the Operator.</p>
24	Z Formula / Reserve Price	<p>The current structure appears to result in double counting of the reserve price residual value, as it is being adjusted to the monthly invoice while simultaneously being deducted within the investment rate calculation (Z formula). This may lead to an inequitable financial outcome for the Operator. It is recommended that the residual value be accounted for only once while calculating the Z. Furthermore, the residual value component within the Z formula should be fixed, to ensure financial balance and avoid excessive deductions. The residual value component should be removed as it complicates the price bid unnecessarily. In case it is absolutely essential to be kept, then it is suggested that Residual Value should be separated from the calculation of Z, and a separate mechanism be defined in the RFP.</p>	<p>Disagreed It is clarified that the concern of double counting raised in the query is incorrect. The Residual Value is deducted from the life cycle cost to calculate the actual cost of investment incurred by the Operator and arrive at Z value. The same Residual Value will be then adjusted from the monthly invoices to ensure that amount paid does not exceed the actual cost of investment. Furthermore, the understanding of the bidder to ensure financial balance and excessive deductions by fixing the Residual Value is also incorrect. It is clarified that the quoted Residual Value shall represent the estimated fair market value of the assets upon completion of the Contract Period, which the Client may consider for</p>

procurement thereafter. Predetermining or fixing this value may limit bidders' ability to quote a higher Residual Value based on the technology adopted.

25 **Table: Key Performance Indicators Reliability of Trams/ No. of Breakdowns**

Maximum 2	3-5 6-8 Above 8	300 x Number of Breakdowns 350 x Number of Breakdowns 700 x Number of Breakdowns
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It should be amended as

Maximum 2 per route	3-5 6-8 Above 8	100 x Number of Breakdowns 150 x Number of Breakdowns 300 x Number of Breakdowns
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The request is regretted.

26 **Table: Key Performance Indicators**


5	Safety of Operation/ Rate of Accidents	Nil	1-5 6-10 Above 10	250 x Number of Accidents 300 x Number of Accidents
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This should be amended, as this TBT did not operate under a dedicated corridor, and due to mixed traffic conditions, it has been observed operating unsafely.


5	Safety of Operation / Rate of Accidents	Min 2	3-5 6-10 Above 10	100 x Number of Accidents 150 x Number of
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It is clarified that content of the query in connection with TBT and dedicated corridor is incorrect in the context of this tender



It is clarified that there will not no change in the KPI highlighted in the query. Furthermore, keeping in view bidder's concerns of accidents due to mixed traffic conditions, it is clarified that in principle, penalties shall not be imposed to the extent

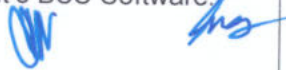
	<table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td>600 x Number of Accident</td> </tr> </table>					600 x Number of Accident	<table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td>Accidents 300 x Number of Accident</td> </tr> </table>					Accidents 300 x Number of Accident	that negligence is found not to be attributable to the Operator
				600 x Number of Accident									
				Accidents 300 x Number of Accident									
27	Operation Route Alignment	Please provide the operational route alignment with stops coordinates	Currently, 19 urban and suburban routes are in operation. These routes may be expanded, modified or altered, and new routes may be added in the future. Detailed route alignment shall be finalized and shared with the successful bidder before the commencement of the operation. It is clarified that the Contract is principally based on service delivery in terms kilometres planned and operated and is not fixed on routes.										
28	11.5. Be solely responsible for the design, supply, installation, commissioning, operation, and maintenance of all electric vehicle charging infrastructure (slow and fast chargers) as per prescribed specifications. This shall include, but not be limited to, chargers, charging stations, electrical panels, cabling, protection systems, energy management systems, and all allied equipment. The Bus Operator shall also	Please provide complete specification for chargers, charging stations, electrical panels, cabling, protection systems, energy management systems, and all allied equipment.	It is clarified that the bidder has to meet or exceed the minimum specifications mentioned in Annex-D of the Revised RFP (Version 1) issued vide Addendum No 1. 										


	develop, operate, and maintain charging station facilities including civil works, safety systems, fire protection arrangements, and access control. All charging infrastructure and internal electrical distribution beyond the electricity connection point shall remain the Bus Operator's responsibility.		
29	11.11. Hand over, remove, or decommission the assets in accordance with the terms of the Contract and restore the sites to their original or agreed condition upon conclusion of the Contract, ensuring compliance with safety and environmental requirements.	The clause should be amended. How can the assets remain and/ or be restored to their original condition upon conclusion of the contract. And the word "Agreed" is very vague as it requires further explanation.	It is clarified that the sites to be handed over to the Operator will be the Depot and parking places (if any). The term "Agreed" can be interpreted in accordance with Clause 11.51 of the revised RFP as meaning in good and usable condition, subject to reasonable wear and tear, and free from any encumbrances, equipment, or materials belonging to the Bus Operator.

30	Annexure-A: Technical Evaluation Criteria <table border="1" data-bbox="248 284 797 815"> <tr> <td data-bbox="248 284 315 815">3</td> <td data-bbox="315 284 483 815">At least one year operational Experience of Urban Transport in Multan</td> <td data-bbox="483 284 551 815">5</td> <td data-bbox="551 284 640 815">Yes = 5 No = 0</td> <td data-bbox="640 284 797 815">Copy of Route Permits OR Contract Document OR Letter of Award OR Any other valid document for evidence</td> </tr> </table>	3	At least one year operational Experience of Urban Transport in Multan	5	Yes = 5 No = 0	Copy of Route Permits OR Contract Document OR Letter of Award OR Any other valid document for evidence	ANNEXURE-A: Technical Evaluation Criteria Operational Experience of Urban Transport in Multan should be minimum 3 years instead of one year.	After due consideration, the request is regretted.
3	At least one year operational Experience of Urban Transport in Multan	5	Yes = 5 No = 0	Copy of Route Permits OR Contract Document OR Letter of Award OR Any other valid document for evidence				
31	Bid Submission Date RFP Reference: Clause 2.5 (Submission Deadline: 6 April 2026, 1500 Hours PST)	We request an extension of the bid submission deadline by a minimum of two (2) weeks, moving the deadline to 20 April 2026 or later	Bid submission date has been revised to 1500 Hours (PST) on 23 rd April, 2026. The revised date has been reflected in the Revised RFP (Version 1) issued vide Addendum No 1.					
32	Bus Delivery and Commissioning Timeline RFP Reference: Clause 11.3 (180 calendar days from effective date of Contract)	We request an extension of the delivery deadline by a minimum of 60 calendar days, from 180 to 240 calendar days from the effective date of the Contract.	After due consideration, the request is regretted. 					

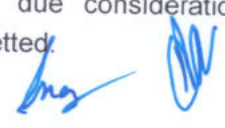
33	<p>Rate Adjustment Mechanism RFP Reference: Annexure-C (Rate Adjustment Mechanism); Form FIN-3 (Investment Rate)</p>	<p>We request that PMA incorporate a foreign exchange adjustment mechanism for the Investment Rate component, triggered when the PKR/USD exchange rate exceeds a 5% variation from the base rate prevailing at the date of bid submission. The adjustment should be proportional, applying only to the portion of variation exceeding the 5% threshold.</p>	<p>After due consideration, the request is regretted.</p>
34	<p>Residual Value (RV) Mechanism and Competitive Distortion RFP Reference: Form FIN-3 ($Z = T - RV$); Clause 11.53; Form FIN-2</p>	<p>(a) Option A (Recommended): Remove RV from the Z formula entirely. The winning bid should be determined solely by T (total 12-year service cost). The Client's right to purchase assets at contract end should be preserved, with the purchase price determined through independent valuation based on the Asset Health Reports already required under Clause 11.54. This ensures competition is based purely on service delivery efficiency.</p> <p>(b) Option B (Alternative): PMA prescribes a standardized RV percentage (e.g., 10% of total asset cost based on standard commercial vehicle depreciation rates under Income Tax rules) applicable equally to all bidders. This removes RV as a competitive variable while preserving the concept.</p>	<p>After due consideration, the request is regretted.</p> 

		<p>(c) Option C (Minimum acceptable): Cap RV at a maximum of 10% of total quoted asset cost, with actual purchase price at contract end determined by independent valuation based on the Asset Health Report framework under Clause 11.54.</p>	
35	<p>Monthly RV Deduction (RV/244)</p> <p>RFP Reference: Form FIN-3, Note (Monthly Adjustments of RV = RV/244)</p>	<p>(a) The RFP stipulates that the Residual Value shall be adjusted from each monthly invoice using the formula: Monthly Adjustment of RV = RV/244. However, the contract period is 12 years, which equals 144 monthly invoices (12 × 12). The use of 244 as the divisor has no apparent basis or justification within the contract framework. If the intent is to spread the RV deduction over the contract period, the divisor should logically be 144 (months in 12 years).</p> <p>(b) Eliminate this clause totally and make the bid price free of any such ambiguity.</p> <p>(c) Declare an RV to fixed at reasonable value in order to exercise any right or buying back at the end of term of contract.</p> <p>(d) No deduction of any sort be made from monthly payments at all as it is not relevant.</p> <p>(e) Clarify the basis for the 244 divisor and, if it lacks specific justification, to either align it with the actual contract duration (144 months) or</p>	<p>(a) Agreed. The divisor has been revised from 244 to 144 (RV = RV/144). Further, typo error in the Heading of last column of Form FIN-3 has been rectified as under: Annual Price (D) = C x 100 x 60,000) PKR Above rectification has been reflected in the Revised RFP (Version 1) issued vide Addendum No 1.</p> <p>Against queries at (b), (c), (d), after due consideration, the request is regretted.</p>  

		provide a clear explanation of the intended treatment. If Section 4 above is accepted and RV is removed from the Z formula, this point becomes moot.	
36	ITS and AFC Design Requirements for Bus Configuration	<p>Clause 11.12 requires the Bus Operator to ensure compatibility of buses with the Automated Fare Collection (AFC) and Bus Scheduling System (BSS) infrastructure. The bus design must incorporate all necessary wiring and power connectivity requirements to support AFC-BSS equipment. However, the RFP does not provide the specific technical requirements for this integration, including:</p> <ul style="list-style-type: none"> (a) Wiring specifications, cable routing diagrams, and power requirements for AFC-BSS equipment (b) Physical mounting locations and space requirements for Driver's Console, Fare Validators, and On-Board Units (c) CAN module communication protocol specifications (J1939, CANopen, or proprietary) – as highlighted, without this information, integration risk is very high (d) Data interface requirements between CAN module and the Client's ITS system 	<p>The Client has already entered into a Contract with M/s BOP JV for provision on Board Bus Units and one Fare Validator in each bus. Accordingly, the scope of bidder is limited to provision of cable ready (for both data and power) network support ready to accept i.e. plug and play the OBU and Validators. Details of the OBU and Validators along with cable specification etc. will be issued too successful bidder. However, the Bidder shall provision, install, operate and maintain a reliable Vehicle Location and Tracking System (VLS) on all buses to enable real-time tracking. To this end, the scope of Bidders shall include full coordination with PITB to ensure integration of this VLS with Client's BSS Software.</p> <p style="text-align: right;"></p>


		(e) Power supply specifications for on-board ITS equipment (voltage, amperage, isolation requirements)	
37	<p>Maximum Passenger Load, Battery Performance, and Thermal Conditions</p> <p>RFP Reference: Annexure-D Sections 2.1, 2.3, 6.2, 10.1</p>	<p>We request PMA to provide the following clarifications:</p> <p>(a) What testing protocol and ambient conditions will be used to verify the 225 km range? If range was tested by OEMs at 25°C ambient, actual range in Multan summer could be 30–40% lower.</p> <p>(b) Will a graduated range threshold be acceptable? For example, 225 km for Years 1–6 and a reduced threshold (e.g., 180 km) for Years 7–12, reflecting normal battery degradation, OR provision for mid-life battery augmentation.</p> <p>(c) What is the maximum passenger load assumption for the 225 km range test – is it at 100% design capacity (50 passengers) or 120% (60 passengers)?</p> <p>(d) Is the 255 kWh battery capacity a BOL (Beginning of Life) requirement or a through-life</p>	<p>(a) The 225 km range is a performance requirement. As per Clause 11.8, PMA may verify through field trials, OEM certification, or third-party validation. Testing will not be restricted to ideal conditions (25°C) and may reflect realistic operating conditions including AC usage and urban cycles.</p> <p>(b) Under Clauses 11.5 & 11.26, the Operator must ensure performance throughout the 12-year period, including managing degradation via replacement / augmentation at its own cost. The 225 km range is a continuous requirement.</p> <p>(c) 120% (60 passengers).</p> 

		<p>minimum? Battery degradation of 20–30% over 12 years is normal, which would reduce a 255 kWh battery to 178–204 kWh by Year 12.</p>	<p>(d) The 255 kWh is a minimum at Beginning of Life (BOL). However, under Clauses 11.6 & 11.27, the Operator must ensure performance throughout the 12-year period, including managing degradation via replacement / augmentation at its own cost. The 225 km range is a continuous requirement. No provision exists for a reduced or graduated threshold.</p> <p>It may be clarified that Operator may opt for battery capacity exceeding the requirement of 255 kWh to meet the mileage requirement of 225 kilometres</p>
38	<p>CCTV Data Retention Period RFP Clause 11.47</p>	<p>RFP Clause 11.47 requires storage of audio and video data for a period of no less than 15 days, while Annexure-D Section 11.5 specifies 7 days. The storage sizing and cost implications differ significantly between 7 and 15 days for 5 cameras across 100 buses. We request clarification on which standard applies.</p>	<p>Agreed. The correction has been made from 7 to 15 days in Annexure-D Section 11.5. Please refer to the Revised RFP (Version 1) through Addendum No 1.</p>
39	<p>Power Supply at Depot</p>	<p>The RFP requires the Operator to install and commission 21 slow chargers (160 kW each = 3,360 kW) and 2 fast chargers (320 kW each = 640</p>	<p>It is clarified that a dedicated electricity connection along with transformers up to electricity meter and diesel generators shall</p>

		<p>kW), totalling approximately 4 MW of connected load. We request clarification on whether PMA/the Client will provide a dedicated electricity connection and transformer at the Depot and any backup therewith. This significantly impacts both cost and timeline.</p>	<p>be provisioned by the Client at the Depot. However, it is further clarified that as per RFP clause 11.4, the Operator shall be responsible for all charging infrastructure and internal electrical distribution beyond the electricity connection point i.e. electric meter & generators. The Client shall also provide gensets as power supply backup with fuel consumed in charging the buses to be reimbursed by the Client</p> <p>The relevant Clauses have been updated. The changes have been reflected in Revised RFP (Version 1) issued vide Addendum No. 1.</p>
40	<p>OEM Maintenance Scope (Years 1–2) Clause 11.14</p>	<p>Clause 11.14 requires OEM to assume “full responsibility” for maintenance during the first 2 years. We request clarification on whether this includes consumables (tyres, body repairs, cleaning materials), or is limited to drivetrain and EV-specific components. The scope definition has significant cost implications for both the OEM and the Operator</p>	<p>The referenced Clause has been revised according to which the role of OEM shall be limited to supervision. The changes have been reflected in Revised RFP (Version 1) issued vide Addendum No. 1.</p>
41	<p>Performance Security Performance Security (Clause 30.1.5)</p>	<p>The 10% annual contract value as Performance Security (Clause 30.1.5), renewed annually for 12 years, represents a significant dead cost. We request consideration of a reducing BG structure</p>	<p>After due consideration, the request is regretted.</p> 

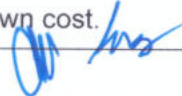
		(e.g., 10% for Years 1–3, 7% for Years 4–8, 5% for Years 9–12) as the Operator establishes a track record. This is aligned with international PPP practice and would improve the project's bankability.	
42	Penalty Multiplier at 200% and CAP of 10% The SLA (Annexure-B) applies a 200%	We request clarification on whether the 10% cap takes precedence over the 200% multiplier, and we recommend removal of the 200% multiplier or its reduction to 100%.	After due consideration, the request is regretted. However, it clarified that under the prevailing PMA mechanism, the total penalty amount shall not exceed 10% of the monthly payable amount.
43	Late Payment Interest Clause 14.2	Clause 14.2 provides for payment within 21 days of invoice receipt, and Clause 14.5 provides for 80% provisional payment in case of delay. However, there is no provision for late payment interest or penalty on the Client. We request inclusion of a standard late payment interest clause (e.g., KIBOR + 2%) to ensure timely payments and protect the Operator's cash flow.	After due consideration, the request is regretted.
44	Key Performance Indicator No.6 Break-Down Tolerance	We request that maximum allowable break-down should be changed to 2 for each route	After due consideration, the request is regretted. Route-wise exceptions may be granted if road conditions are delapidated or bus passengers' capacity is exceeded on case-by-case basis.

45	Interest Rate (KIBOR) Risk RFP Reference: Annexure-C (Rate Adjustment Mechanism); Form FIN-3 (Investment Rate – Fixed); Form FIN-4 (O&M Rate Breakup)	We request that PMA incorporate an interest rate (KIBOR) indexation mechanism for the financing portion of the Investment Rate, with adjustments applied at the same frequency as KIBOR announcements (i.e., as and when the SBP revises the policy rate, or at a minimum on a semi-annual basis aligned with the 6-month KIBOR tenor).	After due consideration, the request is regretted.
46	Depot Infrastructure & Civil Works Clause 3.29	(a) Provide exact location, layout drawings, land area, and electrical capacity. (b) Confirm timeline for completion of depot construction and readiness	(a) Depot has been planned at New Multan Railway Station near Vehari Chowk. The required electricity connection, in accordance with the operational needs of the buses, shall be provisioned by the Client. (b) Timeline for completion of depot construction and readiness shall be shared with the successful bidder.
47	Electricity & Charging Infrastructure Clause 10.5	(a) Clarify whether Client or Operator will provide connection (b) Confirm whether electricity reimbursement includes charging + depot facilities (c) Confirm provision of backup power (generator/storage) (d) Confirm policy regarding ToU peak tariffs.	(a) Please refer to response at Sr. No 39. (b) Yes. (c) Please refer to response at Sr. No 39. (d) Please refer to (a) and (b) above. Further, the Operator shall be responsible for planning charging



		<p>(e) Confirm flexibility for future upgrades.</p> <p>(f) If the Operator remains unable to charge the buses due to any reason which is beyond the control of the Operator, including but not limited to load-shedding of electricity or unavailability of backup generators, such event should be treated as an event of force majeure.</p>	<p>schedules to ensure efficient operations.</p> <p>(e) The Operator shall be responsible to ensure operations as per the scope defined in the RFP throughout the Contract period.</p> <p>(f) Please refer to response at Sr. No 20.</p>
48	Electricity Billing & Reimbursement Clause 10.5	<p>(a) Provide submission, verification, and approval procedure</p> <p>(b) Confirm maximum reimbursement timeline</p>	<p>Please refer to Clause 14 of the Draft Contract for the procedure and timeline. It is further clarified that all invoices shall be submitted after the commencement of operations or, in the event of a delay by the Client in confirming the Operator's readiness and notifying the commencement date, beyond 30 days.</p>
49	Fleet Operations & SLA Clause 11 KPIs Table Sr. # 5	<p>(a) Define minimum availability % and standby fleet.</p> <p>(b) The current provision of two (02) breakdowns per month for the entire fleet is considered impractical. It is proposed to</p>	<p>(a) There is no explicit standby fleet prescribed; the Operator is required to maintain service availability as per schedule and KPIs.</p> 

		<p>revise the allowance of Breakdowns limit per month</p> <p>(c) Define maximum allowable downtime per bus before penalties apply</p> <p>(d) Specify minimum prior notice period for operational schedules.</p> <p>(e) Confirm whether penalties will be waived for insufficient notice.</p>	<p>(b) After due consideration, the request is regretted.</p> <p>(c) Penalties shall be invoked as per Annexure-B (SLA).</p> <p>(d) The Client shall issue operational schedules and any subsequent revisions, allowing a reasonable timeframe for their implementation,</p> <p>(e) Please refer to (c) and (d) above.</p>
50	Battery, Charging Strategy & Operational Feasibility	<p>(a) Confirm 255 kWh suitability for full-day operations</p> <p>(b) Mid-day Charging Clarify whether such movements will be counted as operational KM or exempted</p> <p>(c) Confirm availability of charging facilities at terminals/routes</p> <p>(d) Clarify penalty treatment in case of service disruption due to battery depletion.</p>	<p>a) Please refer of Annexure -D of the RFP. It is further clarified that the 255 kWh is a minimum technical, functional, and performance requirement which may be exceeded. The Operator shall be responsible for proposing a technically adequate solution to meet the minimum 225 km range under operational conditions.</p> <p>b) Refer Section 3.8 (iv) (c) & (d) of the RFP.</p> <p>c) Charging is primarily depot-based and no charging facilities will be available at terminals/routes.</p> <p>d) Any service disruption, including due to battery depletion, shall be treated as</p>

		<p>(e) Confirm routes will ensure safe SOC and return-to-depot feasibility.</p> <p>(f) Define minimum acceptable SOH and related penalties.</p>	<p>Operator's performance failure, and penalties shall apply as per RFP Annex-B Service Level Agreement. However, battery depletion due to any untoward situation such as excessive overloading, prolonged grid electricity outage with incapacity of gensets to charge all buses etc. shall be considered on case-by-case basis before fixing the responsibility of Operator and accordingly implementation of SLA.</p> <p>e) The schedules will be based on the mileage requirements specified in the RFP which is 225 km on a single charge between 100% to 20% (SOC) battery consumption</p> <p>f) The Operator must maintain battery health sufficient to meet contractual obligations. Under Clauses 11.5 & 11.26, of the Revised RFP (Version 1) issued vide Addendum No. 1. The Operator must ensure performance throughout the 12-year period, including managing degradation via replacement / augmentation at its own cost.</p>
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51	Fare Collection & AFC System Clause 3.20	Confirm whether cash ticketing will be allowed as backup.	The text of referenced Clause is revised. The changes have been reflected in Revised RFP (Version 1) issued vide Addendum No. 1. It's not in the scope of the bus operator.
52	ITS Systems & Data Management	<ul style="list-style-type: none"> (a) Define responsibility for software issues and hardware maintenance. (b) Clarify ownership of operational data and access level for Operator 	<ul style="list-style-type: none"> (a) For software issues, the responsibility will be fixed between the AFC-BSS Service Provider and the Operator on case-by-case basis. The maintenance of hardware shall be the responsibility of Operator. (b) All operational, fare, and system-generated data shall remain the property of the Client. The Operator shall be given read-only rights to the relevant operational data
53	Commercial & Financial Matters Form FIN-3 Clause 11.53 Clause 11.52	<ul style="list-style-type: none"> (a) Confirm statutory wage changes will be treated as financial variation or just salaries factor will be the final as given in the financial model. (b) Confirm inclusion insurance of premium escalation and define coverage limits. (c) Need kind clarification regarding the linkage of residual asset value with bid pricing, which highlights potential distortions in 	<ul style="list-style-type: none"> (a) The adjustment will be made in accordance with the framework given in Annexure-C of the RFP only. (b) The Operator shall arrange and maintain comprehensive insurance coverage as per Clause 11.9 of the Revised RFP (Version 1) issued vide Addendum No. 1. (c) Please refer to response at Sr. No. 24 & 34.

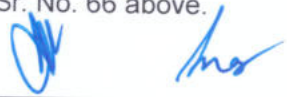
		<p>financial competitiveness. It is proposed to either fix the residual value at a standard percentage (e.g., 10%) or treat it as a separate financial component. Furthermore, how PMA would adjust RV from monthly invoices of the operator. In case PMA keeps on deducting certain amount as RV adjustment and opts not to purchase the buses from the operator at the end of the project, what remedy would the operator have against these deductions.</p> <p>(d) Asset disposal not addressed. Clarify support if purchase option is not exercised.</p> <p>(e) Early termination compensation unclear. Define CAPEX recovery mechanism.</p> <p>(f) Late payment compensation not defined. Confirm applicability of KIBOR-based or other surcharge.</p> <p>(g) Currency fluctuation risk unclear. Confirm exchange rate adjustment mechanism. If currency rates fluctuate abruptly.</p>	<p>(d) The Clause 11.52 of the Revised RFP (Version 1) issued vide Addendum No. 1 is self-explanatory.</p> <p>(e) Refer to Clause 21 & 23 of the draft Contract.</p> <p>(f) After due consideration, the request is regretted.</p> <p>(g) After due consideration, the request is regretted.</p>
54	<p>Advertisement scope and operator role Clause 10.13</p>	<p>Clarify scope, rights, and rationale for operator involvement in non-fare revenue.</p>	<p>The Clause 10.14 of the Revised RFP (Version 1) issued vide Addendum No. 1 is self-explanatory.  </p>

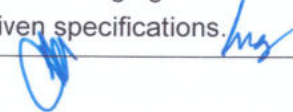
			Further to this, it is clarified that in the event that the Operator exercises its right of first refusal, it shall provide non-fare revenue to the Client that matches or exceeds the highest bid submitted by a third-party bidder. Any revenue generated by the Operator beyond the agreed-upon amount shall be considered the Operator's earnings and its internal business matter. The Operator shall not be required to disclose such earnings.
55	Bus color scheme Section-9	Provide approved interior and exterior color scheme.	The approved interior and exterior color scheme shall be provided by the Client to the successful bidder.
56	Washing plant & workshop specs Clause 11.42 Clause 11.13	Washing plant & workshop specs not provided Share technical specifications and requirements.	Refer Clauses 11.12 & 11.41 of the Revised RFP (Version 1) issued vide Addendum No. 1. It is further clarified that the Operator shall be responsible for establishing washing plant and workshop facilities at the Depot as per industry standards and OEM requirements.
57	Transport engineer requirement Clause 11.21	Consider increasing requirement to two Transport Engineers.	Refer to Clause 11.20 of the Revised RFP (Version 1) issued vide Addendum No. 1. It is clarified that one transport engineer is a minimum requirement. The Operator may

			increase the number at his own discretion and cost.
58	Installation of Cameras Clause 11.47	Clause does not clearly state whether cameras are to be installed by operator only in the buses or also on depots. Please clarify.	Refer to Clause 11.26 of the Revised RFP (Version 1) issued vide Addendum No. 1 which refers to installation of cameras in buses. Regarding the Depot, the installation of cameras will be at discretion of the Operator to fulfil the requirement of its security.
59	Clause 4 of Agreement Annexes to the Agreement	PMA has not made the clarifications part of the contract however the bidders will be making the proposal on the basis of information made available in the RFP and the responses of PMA to bidders' queries therefore, it is requested that clarifications may kindly be made part of the Contract.	Please refer to Clause 2.8, which states that the minutes of the Clarification Meeting shall be considered part of the RFP. This RFP including the said minutes will subsequently become an annexure to the Contract. It is hereby clarified that the responses to the queries form part of the said minutes.
60	Carbon Credits	RFP is completely silent with respect to ownership of carbon credits. As the investment is entirely made by the Operator and the operator shall own the buses therefore, it is proposed that it should be clearly mentioned in the contract that the carbon credits shall belong to the operator.	It is clarified that all carbon credits etc. arising from the operation of the electric buses under this contract shall vest solely with the Client. It is further clarified that Operator will provision mechanism/equipment to gauge the carbon credits. For this purpose, the driver panel shall include one display meter of carbon

			<p>footprint/emissions savings compared to a diesel bus, based on battery KWh dispensed. The readings on the meter shall display instant values, daily values and values since commencement of commercial operations of the bus. The monitoring system must comply with an open interface standard for information exchange typically used for Fleet and transmission to backend BSS System of Client developed by PITB.</p>
61	<p>The Operator's Obligations RFP Clause 11.14</p>	<p>1. Please clearly define the detailed scope of 2-year OEM exclusive maintenance in writing, and list the included spare parts (including consumables) and battery maintenance items.</p> <p>2. Please clarify the cost bearing subject and payment method of maintenance activities to avoid economic disputes between OEM and Operator.</p>	<p>(1) It is clarified that the OEM shall have supervisory role in day-to-day maintenance of bus and allied equipment. The referenced Clause has been revised accordingly. Please refer to Revised RFP (Version 1) issued through Addendum No. 1.</p> <p>The matter may be dealt by the Operator in light of (1)</p>
62	<p>The Operator's Obligations RFP Clause 11.14-11.5</p>	<p>1. Please Set clear OEM emergency response time standards for different types of bus failures (e.g., minor failure, major failure) in Multan.</p> <p>2. Please clarify the responsibility of the Operator to provide maintenance venues and tools, and</p>	<p>Refer to response at Sr. No. 61 (1) above. It is further clarified that in order to fulfil the obligations under the RFP, the Operator and the OEM shall establish and implement their own mechanism for efficient service delivery and smooth bus operations.</p>

		formulate a bus backup plan to reduce the impact of repair on normal operations.	
63	12 (Commencement of Operations)	<ol style="list-style-type: none"> 1. Formulate a phased bus acceptance manual, clearly defining the acceptance process, indicators and responsibility division of all parties. 2. Set a clear rectification time limit and re-acceptance mechanism for unqualified bus products to avoid project progress delay. 	Refer response at Sr. No. 62 above.
64	Annexure-D RFP Clause 11.1	<ol style="list-style-type: none"> 1. Provide a complete set of technical interface documents and protocol standards of the third-party systems (AFC-BSS/ITS) for OEM technical design and adaptation. 2. Formulate a unified system docking test plan and acceptance criteria, and clarify the test participants and responsibility division. 	Refer response at Sr. No. 36 above.
65	Annexure-D RFP Clause 11.6	<ol style="list-style-type: none"> 1. Provide the data transmission specification document of the ITS system, clearly defining the frequency, format and encryption standard of the uploaded data. 2. Organize a special data joint commissioning test before the bus is put into operation, and issue a test pass certificate as a prerequisite for operational acceptance. 	<ol style="list-style-type: none"> 1. Refer response at Sr. No. 36 above. 2. The Client may consider the suggestion at the time of integration. 

66	Overall width Annexure D 2.1 C	Please adjust this width from 2.4 --2.5 meters.	Bidders are required to meet the specifications mentioned in RFP.
67	Gradeability (Fully Laden) Annexure D 2.1 E	Please change to 14% to 16%. For 9 meters bus, the grade ability is min 14%.	Refer response at Sr. No. 66 above.
68	Angle of Approach (Unladen) Annexure D 2.1 F	Minimum 7 degrees (Fully Laden)	Refer response at Sr. No. 66 above.
69	Angle of Departure (Unladen) Annexure D 2.1 G	Minimum 7 degrees (Fully Laden)	Refer response at Sr. No. 66 above.
70	Ground Clearance (minimum) Annexure D 2.1 I	Please adjust the ground clearance minimum 230 mm. (From the ground to the lower edge of entrance floor)	Refer response at Sr. No. 66 above.
71	Turning Radius, Outer Wheel Track (Maximum) Annexure D 2.1 K	It is recommended to 9 meters.	Refer response at Sr. No. 66 above.
72	Acceleration (Fully Laden with A/C On) Annexure D 2.2 A	0-20 km/h: ~6-8s; 0-50 km/h:~15-20s	Refer response at Sr. No. 66 above.
73	Braking distance at 30 Km /h (Fully Laden) Annexure D 2.2 B	it is recommended to adjust to Max ~15-20m	Refer response at Sr. No. 66 above.
74	External Noise Annexure D 2.2 D	Maximum 65dB	Refer response at Sr. No. 66 above. 

75	Internal Noise Annexure D 2.2 E	Maximum 60dB	Refer response at Sr. No. 66 above.
76	Battery Pack Safety Annexure D 2.3 B	Please also add the battery Compartment Protection "The battery compartment adopts anti-collision protection structure, which meets the requirements of a 2.7t truck impacting the battery side compartment at 50km/h, and a 49t truck rear-ending a new energy bus at 30km/h. Certificates are required for above feature when submitting the tender documents."	It is clarified that the Operator should meet or exceed the mentioned specifications. Specifications if exceeded shall be deemed acceptable.
77	Bus Mileage Annexure D 2.3 D	Please adjust to "Not less than 225 km on single charge (SOC100% to 12% battery consumption) fully loaded with AC working. Not less than 125 km (throughout 12 Years of operations from the start of O&M date) on single charge (SOC100% to SOC12%, after the battery capacity decreases by 30%) fully loaded with AC working.	After due consideration, the request is regretted.
78	Motor Type Annexure D 2.4 C	Please also add the protection item: " With Protection structure Anti-mud and anti-condensation protection design, relevant materials should be submitted when submitting the tender documents. "	It is clarified that the Operator should meet or exceed the mentioned specifications. Specifications if exceeded shall be deemed acceptable.
79	Door size & type Annexure D 3.1 B	It is recommended that the middle door be double-leaf inward swinging door.	Double leaf inward swinging door is acceptable in the given specifications. 

80	Interior Free-Standing Height (Front) Annexure D 3.2 a	It is suggested that the interior Free-Standing Height (Front) minimum 2.1m, and in the rear area it is minimum 1.8m to 2m.	Refer response at Sr. No. 66 above.
81	ITS Part	It is recommended that the configuration of the ITS section be consistent with the requirements of the provincial demonstration project (PTC 27 EV bus), so as to better integrate the existing developed software and make the ticketing and monitoring scheduling system more compatible.	It is clarified that ITS section is already consistent with the requirements of EV Bus Project of 380 buses executed by PMA. 