

The Punjab Masstransit Authority

Record of Meeting

Agenda	Procurement, Operation And Maintenance Of Feeder Buses For Integrated Bus Operations In Multan		
Date:	02-06-2016		
Venue	Committee Room, Punjab Masstransit Authority	Chair:	Mr. Ozair Shah, General Manager (Operations), PMA

List of Participants:

1. Mr. Muhammad Ozair Shah, General Manager (Operations), PMA
2. Mr. Rizwan Aziz, Manager Operations (Technical), PMA
3. Mr. M.Adil Mumtaz, Assistant Manager (Operations), PMA
4. Mr. Faisal Malik, Transit Associates, M/s Raaziq JV
5. Mr. Major Javed, Shakir Corporate
6. Mr. Uzair Shahid, M/s VPL Limited
7. Mr. Khurram Mirza, Daewoo Express
8. Mr. Nadeem Mirza, Master Motors
9. Mr. Tanveer.A.Sadique, Platform

DECISIONS / DISCUSSIONS

The meeting started at 1030 hours. The General Manager (Operations), PMA formally welcomed the participants and started the meeting. He gave a brief presentation on the salient features of the project. Question and Answer session was conducted afterwards. Detailed Minutes of Meeting are attached as **Annex A**. The list of participants is attached as **Annex B**. The meeting ended at 1300 Hours with a note of "Thanks"

ANNEX- A

Sr. No	QUERIES / COMMENTS	PMA'S RESPONSE
M/s Al Razziq		
1.	What facilities shall be provided in the Depot	Facilities in depot include boundary walls, flooring and work shop shed for maintenance of buses.
2.	Can Mobile phone services use as an alternative of VHF/UHF?	No. VHF/UHF facility is required as mentioned in scope of service in tender documents.
3.	The payments in case of JV should be clarified in clause 15 of Draft Contract. The payment should be given to lead partner of any other JV partner.	Following amendment is done to Payment Clause No 15 of Draft Contract <i>“In case of JV, the payments, upon invoicing, shall be made to the lead partner or to any one of the JV partners nominated by the lead partner in writing”</i> The changes shall be reflected in Addendum
4.	Supply time line of buses should be increased from 120 days to 135 days	There will be no change in supply time line.
5.	Can we provide performance security in form of insurance bond etc?	No
6.	It is not possible to hire graduate driver. Remove word “must” from Clause 10.2.33.	Agreed. Clause amended as under: <i>10.2.33 Ensure that driver must possess preferably graduate degree and shall be tested and declared capable of reading English instruction/tabs. The drivers hired before start of operation will be given training once for the use of the Driver Console by the Client through AFC-BSS service provider; however, the qualification of driver’s is mandatory for understanding the system parameter and discipline of the</i>

		<i>system.</i>
7.	Will there be any facility for the staff deployed at terminal ends	No, The Service Provider has to make his own arrangements
8.	What shall be the Driver's role in controlling fare evasion?	Driver will hear a beep whenever a passenger enters the bus and taps the fare media on fare validators. Driver will inform Control Center if he observes passenger entering without valid fare media
M/s Master Motors		
1.	The variation in length of bus in Bus Specification no 2.1 B should be changed from 5% to 7%	No, disagreed
2.	Please Clarify the tyre requirements in Bus Specification 2.2 K	Following change is made to the clause Steel Radial, 46R Tubeless The changes shall be reflected in the addendum
3.	The rear screen thickness in Bus Specification No 2.5 C should be changed from 8mm to 5mm. According to International Practice, rear screen is of 5mm width which makes it easier to break during emergency conditions.	Agreed, The changes shall be reflected in the addendum
4.	Some tolerance should be provided in door width of 1.2m in Bus Specification no 3.1(b)	Agreed. A tolerance of 2% is acceptable. The changes shall be reflected in the addendum
5.	What would be luminosity of glass?	Glasses shall be 30% tinted

ATTENDANCE SHEET

PROCUREMENT, OPERATION AND MAINTENANCE OF FEEDER BUSES FOR INTEGRATED BUS OPERATIONS IN MULTAN

ATTENDANCE SHEET

Place: Committee Room, PMA Office, 5th floor,
Arfa Software Technology Park, Lhr

Date: 02/06/2016

Time

10:30 AM

Sr. No.	Name of Organization	Name of JV Partner (If any)	Representative's Name & Designation	Contact No.	Email Address	Signature
1	Ruqjik J.V	Transit Associates	Fuaid. M. M. He	0375 449408	Fuaid. M. M. He @ hudaibgtaqy.com	
2	Shakir Corporation	Majid Javed				
3	Shakir Corporation	Atia star	Majid Javed	0332-4517844	Javed Shakir	
4	VPL Limited		Uzair Shadi	03008440288	Uzair. Shadi@pakistanvpl.com	
5	DAEWOO EXPRESS	KHURRUM NURZA	SHADI	0334-423467	Khurram. M. He @ dcnwv.com.pk	
6	MASTER MOVIES		NADEEM AIRZA	0300-6157606	NADEEM AIRZA@pmc.com.pk	
7	PLATFORM TURIZM	TANWEEZ A. SIDDIQI	Tanweer DMD	0324-3707046	Tanweer.ahmed@platformturizm.com	
8						
9						
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Addendum No1 to Tender Document

PROCUREMENT, OPERATION AND MAINTENANCE OF FEEDER BUSES FOR INTEGRATED BUS OPERATIONS IN MULTAN



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Addendum No.1 to the Tender Document

Due to some clarifications required in the RFP document, the following addendum is hereby issued; which shall form a part and parcel of the original document titled

"PROCUREMENT, OPERATION AND MAINTENANCE OF FEEDER BUSES FOR INTEGRATED BUS OPERATIONS IN MULTAN"

, issued and uploaded on May 27, 2016. The contents of this addendum shall supersede/replace pages 17, 37, 77, 78 and 82 of the original RFP document, and shall be read as part of the RFP document uploaded on the following websites:

www.pma.punjab.gov.pk

www.ppra.punjab.gov.pk

service provider shall develop code of conduct for driver regarding operation and dealing with passengers.

- 10.2.23 Ensure that all hired drivers have valid PSV licenses. For this purpose the Operator shall ensure at its own costs the validity of licenses before hiring any driver.
- 10.2.24 Driver shall facilitate Wheel Chair of specially challenged passengers in embarking/boarding the Bus.
- 10.2.25 Guarantee smooth operations and functioning of all buses during the entire contract period
- 10.2.26 Provide maintenance plan of buses in consultation with the Client, and implement it. The plan must cover procedures and parameters for preventive and break-down maintenance, as well as maintenance review procedures.
- 10.2.27 Implement the maintenance plan of buses
- 10.2.28 Allow authorized PMA staff (and other authorized Government personnel) for inspection of buses at depot and during operation
- 10.2.29 Take prompt and reasonable action for resolution of each complaint – including complaints received from the Client related to the operation of buses.
- 10.2.30 Bear the cost of license/Route permit and that for the registration of the buses.
- 10.2.31 Comply with the provisions of the applicable Motor Vehicles Ordinance / Act, the regulations and rules framed in the standards and all other applicable local, provincial, and federal laws. The Inability of the bus Investor(s) / Operator(s) to comply with rules, regulations and procedures will be penalized as per penalty mechanism.
- 10.2.32 Comply, complete, and follow all reasonable commands, directions, and requirements of the Client in respect of the operation, including directions and requirements that ensure public safety and security. The Inability of the Operator to comply will be penalized as per penalty mechanism.
- 10.2.33 **Ensure that driver must possess preferably** graduate degree and shall be tested and declared capable of reading English instruction/tabs. The drivers hired before start of operation will be given training once for the use of the Driver Console by the Client through AFC-BSS service provider; however, the qualification of driver's is mandatory for understanding the system parameter and discipline of the system.

the event of any accident resulting in death or injury to the passenger, the operator shall pay compensation to legal representatives or to the passengers, as the case may be, under sections 50 and 67 of the Provincial Motor Vehicle Ordinance 1965.

14. EXECUTION SCHEDULE

The Operator shall submit an Execution Schedule, giving details of services to be rendered, as required under the Contract, to the Client, within ten (10) days of the signing of the Contract.

15. PAYMENT

15.1. The procedure for payments to operator shall be as under:

The Operator shall submit monthly Application for Payment (Invoice) to the Client; within first five (05) working days of the following month, in the prescribed form and on the quoted rates in the bid after making Price adjustments if applicable (Annex.P). The Application for Payment shall be accompanied by such invoices, receipts or other documentary evidence (if any) and as the Client may require; state the amount claimed; and set forth in detail, in the order of the Price Schedule, particulars of the Services provided, up to the date of the Application for Payment and subsequent to the period covered by the last preceding Certificate of Payment, if any.

The Client shall issue a Certificate of Payment, in the prescribed form, with a copy to the Operator, verifying the amount due, within seven (07) working days of receipt of an Application for Payment. The Client may withhold a Certificate of Payment on account of defects/shortcomings in the services provided. The Client may make any correction or modification in a Certificate of Payment that properly be made in respect of any previous certificate; after giving an opportunity of clarification to the Operator

The Client shall pay the amount verified in the Certificate of Payment within twenty one (21) days inclusive of seven days of issuance of Certificate of Payment. Payment shall not be made in advance. The Client shall make payment for the Services provided, to the Operator, as per Terms of the Contract, in Pak Rupees, through crossed cheque.

In case of JV, the payments, upon invoicing, shall be made to the lead partner or to any one of the JV partners nominated by the lead partner in writing

Annexure-Q: Bus Specifications for 8m Buses

Operator has to conform to the following specifications for Brand New AC Diesel buses for 100 of 8- m long buses.

Section 1: General		
1.1	Introduction	
	End user requirements and oriented specifications for fully built, diesel fueled, air conditioned buses for Feeder Bus System are brought here. The bidder must meet or exceed the mentioned specifications. The complete bus will be rattle free. All safety aspects should be considered while designing and fabricating the bus. Client wants to ensure that buses in urban service are seen to be of a modern design incorporating the latest technologies so that they give a very good quality of ride and comfort.	
Section 2: Design & Performance		
2.1	Capacity /Dimension	
A	Capacity	Minimum 40 Passengers (Seating + Standing)
B	Overall Length	8.0 m (Variations up to 5% is acceptable)
C	Overall Width	2.5 m exclusive of side mirror (Variations upto 5% is acceptable)
E	Turning Radius	Not Exceeding 1.2 times length of the bus
G	Gross Vehicle Mass	8000 Kg to 12000 Kg (approx.)
H	Overall Height	Max 3500 mm
I	Gradeability (Fully Laden)	Min 20 %
J	Angle of Approach (Unladen)	7 to 9 degree
K	Angle of Departure (Unladen)	7 to 9 degree
2.2	Performance Features:	
a	Acceleration (Fully Laden with A/C On)	0-20 km/h in less than 6 secs 0-50 km/h in less than 25 secs
b	Braking distance at 30 Km /h (Fully Laden)	Max 10 m
c	Range without re-fuel	Min 300 km of daily bus running
d	Emission	Min Pak II /Euro II
e	External Noise	Max 85 dBA
f	Internal Noise	Max 80 dBA
g	Transmission	Manual (5+1) / Automatic
h	Clutch	Hydraulic with pressure assisted
i	Break System	Pressure Break
j	Suspension	Heavy duty leaf spring / Air Suspension
k	Tyres	Steel Radial 46R-Tubeless
2.3	Chassis and Body Structure	
	The Chassis and associated components will be of a design and use protective material or	

techniques such that a bus can be expected to give 08 years reliable life under normal high-intensity urban operational conditions of services, with routine maintenance. Truck chassis are not acceptable.	
Body Structure	Monocoque / ladder frame
Rust Proofing	The Body and frame should remain rust free for the entire life span of the bus.
Insulation	The body should be fitted with heat and noise insulation (Non Flammable) so that interior noise shall not exceed 80 dBA during any part of the cycle.
Steering Position	Steering on the Right Side (Power Steering hydraulic assisted)
Windscreen and Wipers	
Front Windscreen	Laminated safety toughened glass min 8 mm thick, plain, flat with curved corners and crack proof
Wiper and Washer	Electrically operated 02 wipers at front windshield with washers
Rear Windscreen	Tempered /toughened glass min 8 5 mm thick and crack proof
Section:3 Accessibility	
Doors	
Doors Quantity & Direction	1 wide door on Left side (Opposite to Driver's Side) aligned in the middle of the bus
Door size & type	<u>Door width= 1.2 m with variation up to 2%</u> <u>Type will be inward sliding/double swing.</u> Door Width is defined as clear space excluding any grab handles on the door. Door should not extend below the internal floor level of the bus. Access door would be provided with heavy-duty sealing to avoid ingress of dust into the passenger compartment.. Glazing material & glass in doors would be the same as in the side windows.
Door Opening and Closing requirements	Electro-Pneumatically operated.
Safety Provisions	A pilot lamp on the driver's dash board would be provided to warn that the door is Open or not fully closed. Electronic sensors would be installed to retract the door automatically if any obstruction to door occurs during door closing. The obstruction includes but not limited to passenger's fingers, wrist, forearm, and ankle. It must be effective until door is fully closed. A red "Door Opening / Closing" sign would be installed above access doors. The sign will blink with an alarm when

6.16	Materials	Materials used in construction of buses shall be as per society of Automotive Engineers (SAE)/specifications and/ or other internal specifications meeting/surpassing the performance & other requirement as given in the international Bus Code. Wherever Pakistani Standards are not available, international acceptable standards may be referred.
6.17	Front, Rear and Side Windows Glass	<u>Tinted windows shall be used in place of curtains to reduce glare and increase comfort. The allowable percentage of light transmitted through Tinted Glass shall be 70% i.e. the tint shall be 30%</u>
Section 7: Engine (Diesel)		
7.1	Engine shall have adequate horse power to obtain desired performance in respect of its adequacy of power, acceleration levels, emission norms, specific fuel consumption etc. Engine designed would be such that it would not get over heated in prescribed ambient conditions in section 7.2 with fully laden bus	
	As the bus is required for operation in urban services, engines of adequate horse power at lower RPM levels with a high torque over a large RPM range be considered for use.	
7.2	Ambient Conditions:	
a	Temperature	-5 to 55 degree centigrade
b	Humidity Level	5% to 100%
c	Dust Level	Dust stirred up from paved and unpaved roads, windblown dust, dust from construction activity near corridor.
d	Altitude Level	Over 700 m
7.3	Insulation of Engine Compartment	The engine compartment shall be insulated to avoid transmission of heat and noise to saloon area. The passengers and engine compartment shall be separated by a bulkhead(s).
7.4	Protection against Fire	For sound- proofing & for protection against fire risk in engine compartment, non flammable material or material liable to soak fuel, lubricant or any combustible material would be used in the engine compartment unless the material is clad by an impermeable fire proof sheet .A partition of heat-resistant material would be fitted between the engine compartment & any other source of heat
7.5	Air Intake	The vehicles would have air intake design/location in a manner as to provide