

Replies to Queries towards the EOI for Selection of Agency for Supply, Installation and Maintenance of Digital Fare Meters with Printer, GPS Device and Panic Button Integrated with Over Head Display Board in Passenger TAXI for Directorate of Transport, Government of Goa.

SRN O	BIDDER	QUERY- NO	CLAUSE REFERENCE IN EOI	CLAUSE IN EOI	QUERY	REPLY
1	ROSMERTA AUTOTECH PVT LTD	1	EOI Page 14, Clause 24	DOT/GEL reserves the right to test the samples of "the device" submitted by the bidder as a POC and get it tested.	<p>a) Nowhere we are ensuring that the integrated device which will be fitted in Taxis will be AIS-140 compliant. It may be noted AIS-140 compliance is not at a component level but for a complete device including its tests for device enclosure and ruggedness and specific guideline for fitment of multiple emergency buttons. Merely using GPS components of a certified GPS device doesn't make the installation of this device AIS-140 compliant. In current EOI seeking AIS-140 certificate for device X and actual supply is being made for Device Y would face challenges and may end up loosing the objective of having single AIS-140 compliant devices</p> <p>b) Remarks Objective of GPS integrated fare meter is to have fare data charged by the meter is also available at the back end along with GPS data. Please include protocols like "Trip Start", "Trip End" and "OTA Fare upgradation", All GPS based fare meter has this function but this is completely missing in EOI & RFP. These needs to be defined in protocol section The selection of vendor must be post submission of AIS-140 certificate of the integrated device (excluding metering components) and sample for POC. The certificate must have AIS-140 certification for the same model & make.</p>	<p>a)Retained as Per EOI Remark : AIS-140 Pertains to GPS/GPRS device with Panic Button only and hence cannot be extended to the complete integrated Device requested in the RFP. In current EOI AIS-140 certificate is asked only for GPS/GPRS device and a statement of compliance is asked for the integrated Device</p> <p>b) is already a part of EOI stated as "Meter Start" "Meter Stop" and "Waiting" . For OTA Fare upgradation -Refer Corrigendum VI of EOI</p>

2	ROSMERTA AUTOTECH PVT LTD	2	EOI, Page 17, Clause 8.1.ii	The bidder (including consortium partner if any) should be a company registered in India under the Indian companies Act 1956 or a registered Partnership Firm or a Sole Proprietary firm.	The project is large in scale with minimum 5 years service support commitment and also having a huge social Liability towards public safety. We would strongly suggest to consider to avoid Proprietary firms and to allow only reputed Indian Manufacturers of “the device” which are registered under Indian Companies Act 1956.	Retained as per EOI
3	ROSMERTA AUTOTECH PVT LTD	3	EOI,Page 17-18, Clause 8.1.iii,&xiv	The bidder (including consortium partner if any) should be an original manufacturer or an Authorized Dealer of Established OEM of Digital Fare Meters.	Considering the need of the service commitment for 5 years, commitment from OEM is important and bid only directly by OEMs should be invited Further no experience of GPS integrated or even any experience in GPS is not asked for Remark : We strongly recommend that the involvement of dealer can be restricted only to providing the services during the 5 years and the bidder should be original equipment manufacturers only. Further being an equipment supply and warrantee service bid, why consortium is being allowed? What role consortium member will play? Further GPS integrated Fare Meter experience must be asked for	Retained as per EOI
4	ROSMERTA AUTOTECH PVT LTD	4	EOI, Page 18, Clause 8.1.v	The Bidder (or consortium Partner if any) should have sold at least 1,000 nos of Digital Fare Meters cumulatively within the last three financial years.	Considering the fact that the L-1 bidder need to supply about 10,000 devices within 6 months, at least they should have cumulative supply credentials of 10,000 devices. Remark : We strongly recommend that department should seek past experience of supply of minimum 10,000 quantity of “the GPS integrated Fare Meter device” CUMULATIVELY WITHIN THE LAST FIVE FINANCIAL YEARS.	Retained as per EOI

5	ROSMERTA AUTOTECH PVT LTD	5	EOI Page 18, Clause 8.1.vi	The bidder(or consortium partner if any) should have an average turnover of Rs 5 crores in last three financial years	The turnover criteria is very low considering the estimated contract value of approximately 50 crores. Remark : We strongly recommend that following the CVC guidelines the turnover criteria be amended to a minimum turnover of Rs 25 crores or otherwise QCBS marking system be introduced in the RFP during the technical evaluation process	Retained as per EOI
6	ROSMERTA AUTOTECH PVT LTD	6	EOI Page 19, Clause 8.1.vii	B) Technical compliance certificate	The acceptance of compliance from ANY NABL ACCREDITED LAB will lead to inclusion of substandard product. Also the CMVR 126 recommends the specified labs only for testing of compliance. Remark : We strongly recommend that Compliance certificates from any one of the agencies namely ARAI/ICAT/IIP/CIRT only to be accepted. As keeping the testing acceptable from “any NABL accredited” lab will lead to participation of substandard product.	Refer Corrigendum VI of EOI

7	ROSMERTA AUTOTECH PVT LTD	7	EOI,Page: 34, Clause 3.1.1.22	Device shall be dust, temperature, vibration, water splash resistant, IP 65/IP 54 rated or better, tamper proof as per Section 6.	<p>For accommodating fare meter components like printer/display some of the specification of AIS-140 needs to be diluted (example AIS-140 is IP-65 and here you are allowing IP54 as per metering industry standard)</p> <p>Similarly the testing guidelines like Salt Spray test (refer EOI page no 61, point 6), Vibration test (Page 56), Damp Heat test (Page-60), which is as per AIS-140 also may need to be diluted for “the device ” with LCD display and thermal printer</p> <p>DOT/GEL need to evaluate whether and how such dilution will be certified as AIS-140 compliant by the test agencies</p> <p>Remark The device is a single unit as defined in the EOI/RFP and these tests can’t be conducted on component levels. While the GPS device alone can qualify these tests but the integrated unit will have the LCD display terminal and Thermal Printer which will make these tests a hindrance in getting an AIS-140 approval for “THE INTEGRATED DEVICE”.</p> <p>Considering the above and considering the fact that a separate RFP has been issued by GEL for AIS-140 compliant GPS device with Panic button, for this integrated fare meter-GPS unit RFP, AIS-140 compliance is not required.</p> <p>Moreover, the AIS 140 specifications applies only to the VTS/GPS devices with emergency Button.and will not apply to the GPS integerated Fare Meter</p>	Refer Corrigendum VI of EOI
8	ROSMERTA AUTOTECH PVT LTD	8	EOI Page,21, Clause xiv	A) One consortium partner will be allowed alongwith the prime bidder.	The RFP/EOI being an equipment supply and warrantee service bid, why consortium is being allowed? What role consortium member will play?	Retained as per EOI
9	ROSMERTA AUTOTECH PVT LTD	9	EOI Page 38, Clause 4.0	Communication Protocol	<p>The DATA FRAME FORMAT does not include the fare parameters FARE XXXX.XX in Rs and Ps, WAITING CHARGES XX.XX In HH.MM, and WAITING CHARGES XXXX.XX in RS and Ps.</p> <p>Remark Considering the metering applications the protocol needs to be modified to accommodate the me9tering parameters; FARE , WAITING TIME and WAITING Charges.</p>	Retained as per EOI Remark: Already a part of EOI

10	ROSMERTA AUTOTECH PVT LTD	10	EOI Page 33, Clause 3.1.1.21	Cellular module and embedded SIM/UICC shall support SMS, Data and multiple network OTA switching (on demand/automatic capabilities (*In case, the approval for multiple network OTA switching is not given by DOT until the RFP submission stage then DOT/GEL reserves the right for compliance)	We recommend that this be amended as- Cellular module and embedded SIM/UICC shall support SMS, Data and support multiple network OTA switching (The Compliance of AIS-140 shall be mandatory. In case the department of Telecommunications releases a policy on M2M and Embedded SIM before the RFP submission stage, the provisions of the DoT Policy and ASI-140 shall both be applicable).	Refer Corrigendum VI of EOI
11	ROSMERTA AUTOTECH PVT LTD	11	Clause 8.1.VI	The Bidder (or consortium partner if any) should have an average turnover of Rs. 5 crores cumulatively in last three financial years (2014-15, 2015-16, and 2016-17).	Clause 8.1.VI, has been changed effectively to allow all the participants with an AVERAGE TURNOVER OF RS 5 CRORES CUMULATIVELY IN LAST THREE FINANCIAL YEARS, which reduces the average turnover very low TO 1.67 CRORES only. This is a very low qualifying criterion considering the project size and social impact involved. So we request you to review it in favor of the project.	Retained as per Corrigendum V
12	ROSMERTA AUTOTECH PVT LTD	12	ANNEXURE B, 3.1.1.3	Device shall be capable of transmitting data to Backend Control Server (Government Authorized Server) *using 2G,3G,4G network via Wide Area (Mobile) Communications network (Cellular) as per Communication Protocol in Section 4.	The note has given AN OPTION OF USING 2G/3G/4G network , which was as per the AIS-140 standards. However, now the said note has been changed to COMPULSORILY USING 2G,3G,4G network. THIS IS A VERY SERIOUS DESIGN CHANGE.	Refer Corrigendum VI of EOI
13	Arya Omnitalk Wireless Solutions Pvt. Ltd	1	EOI: Eligibility Criteria	b) Technical compliance certificate Note: An undertaking submitted that if qualified in the EOI the bidder would submit the above certifications during the RFP submission stage, failing which the EMD submitted by the bidder will be forfeited.	This part of clause to be need to be deleted OR extended for submission of certificates up to 17th to 20th April 2018	Retained as per EOI

14	Arya Omnitalk Wireless Solutions Pvt. Ltd	2	EOI Page 18, clause i.v	Qualification Criteria : The Bidder (or consortium partner if any) should have minimum of 2 years of existence in the manufacture or sale of the Digital Fare Meters as on 31.03.2017. Supporting Documents : Copy of Purchase / Work Orders received on or after 31.03.2015 and completion certificate received from the customers Official documentation including Tax returns establishing Digital Fare Meters manufacturing business from Tax Authorities/ Statutory Authorities shall be submitted.	These two clauses are contradicting each other. Requested Change: Copy of Purchase / Work Orders received on or Before 31.03.2015 and completion certificate received from the customers Official documentation including Tax returns establishing Digital Fare Meters manufacturing business from Tax Authorities/ Statutory Authorities shall be submitted.	Retained as per EOI
15	Arya Omnitalk Wireless Solutions Pvt. Ltd	3	EOI NOTICE & EOI Document	on or before 22nd March 2018 upto 3.30 PM Last date and time for online submission of the completed EOI documents : 22th March 2018 (upto 3.30 p.m.)	we request you to extend date of EOI submission to 30th March 2018 instead of 22nd March	Refer Corrigendum VI of EOI
16	R.C. Edwards & Co. Pvt. Ltd	1	EOI NOTICE & EOI Document	The EOI document complete in all respect should be uploaded on www.etender.goa.gov.in on or before 22nd March 2018 upto 3.30 PM which will be opened on the same day	Please clarify date of opening which is mentioned both as 23rd March, 2018 upto 4pm also 22nd March, 2018 up to 3.30pm which will be opened on the same day.	Refer Corrigendum VI of EOI
17	R.C. Edwards & Co. Pvt. Ltd	2			Scope of work in EOI mention 20000 vehicles and RFP mention 25000 vehicles. Please clarify the position.	Refer Corrigendum II of RFP

18	Yash Arora : ypatech@gmail.com	1	Technical Bid Format : Point 6	The Bidder (or consortium partner if any) should have an average turnover of Rs. 5 crores in last three financial years (2014-15, 2015-16, and 2016-17)	We need to bring to your notice that fare meter manufacturers are very few in India and this is not a very industry in India, having 5 crore turnover in the last 3 financial years was a big task and in the pre bid meeting we noticed that none of the manufacturer was comfortable for these pre bid financial clauses	Retained as per EOI
19	National Meter Mfg. CO.	1	Annexure B : Technical Specifications :3.1.1.1	d. Device shall have an acquisition sensitivity of minimum (-) 148 dBm/with GNSS (-) 140 dBm with IRNSS (NAVIC as applicable).	d. Device shall have an acquisition sensitivity of minimum (-) 145 dBm with GNSS/ (-) 140 dBm with IRNSS (NAVIC as applicable). Reference :AIS 140_Amd1.pdf	Retained as per EOI Remark : EOI has specifications as per ammendment AIS_140
20	National Meter Mfg. CO.	2	Annexure B : Technical Specifications :3.1.1.1	e. Device shall have a tracking sensitivity of minimum (-) 165 dBm with GNSS/(-) 153 dBm with IRNSS (NAVIC as applicable).	e. Device shall have a tracking sensitivity of minimum (-) 160 dBm with GNSS/(-) 153 dBm with IRNSS (NAVIC as applicable).	Retained as per EOI Remark : EOI has specifications as per ammendment AIS_140
21	National Meter Mfg. CO.	3	Annexure B : Technical Specifications :3.1.1.2	Device shall support standard minimum I/Os as mentioned: 4 Digital, 2 Analog and 1 Serial Communication (e.g. RS232) for interfacing external systems (E.g. Digital input for Emergency request button interfacing).	In the Taxi Meter, we have 4 Digital inputs (1- Pulse input for distance measurement, 2- Panic Input , 3- Ignition Input, 4- Panic Input Wire cut detect). 2 Analog Inputs used internally to measure different volatges (1- Vehicle Battery Voltage, 2- Internal Battery Voltage). 4 Digital Outputs (1- For-Hire indication of Over head display, 2- Hired Indication of Overhead display, 3- Off Duty indication on Overhead display, 4- Panic Indication on Emergency Buttons). 1 RS-232 channel for external interface. Does it fulfills the requirement?	The Device will fullfill the requirement only if it complices with All the specification as mentioned in the EOI
22	National Meter Mfg. CO.	4	Annexure B : Technical Specifications :3.1.1.5	Device shall be capable of transmitting data to minimum 2 different IP addresses (1 IP address for regulatory purpose (PVT data) and 1 IP address for Emergency response system other than the IP's required for Operational purpose.	Do you require permanent TCP/IP connection with IP for Emergency response system or it should be connected as and when required ?	for Emergency response system permanent TCP/IP connection with IP will be needed

23	National Meter Mfg. CO.	5	Annexure B : Technical Specifications :3.1.1.26	Device shall have 3 axis accelerometer and 3 axis gyroscope for getting the alerts on harsh breaking harsh acceleration, and rash turning.	Is there any specific threshold values for Harsh breaking, Harsh acceleration and rash turning events?	Please Refer Annexure B for all reference Values if required to be met by the device
24	National Meter Mfg. CO.	6	Annexure B : Technical Specifications :3.1.4	Analog I/o status : Analog input status	For digital inputs, you have mentioned in the example (Table 4A) that status of 4 digital inputs as 0001 which means digital input 4 is ON. How can we represent Analog Input status? Shall we publish Voltage measured by Analog inputs in with any specific seperater like ":" (Example 12.5:3.8) or please specify.	Yes ":" is ok
25	National Meter Mfg. CO.	7	Annexure B : Technical Specifications :3.1.4	End Character	No date time and checksum has been added in the packet format. Is it OK?	Retained as per EOI
26	National Meter Mfg. CO.	8	Annexure B : Technical Specifications :3.1.5	In case of emergency state, (i.e. on pressing of Alert button), the device will shift to the SMS mode in case Cellular connectivity is not available. In such case, the device will send the Alert message and tracking data through SMS mode. Since SMS has the limitation of sending only 160 characters, so the tracking data to be sent in one SMS will have fields - IMEI, Latitude, Direction, Longitude, Direction, location fix, speed, Cell ID, LAC (Location Area Code), Date and Time as per emergency alert . The detail is provided in Sub-section 4.2.2.	Can you clearly specify the latency to try connecting with server before switching to SMS fallback feature?	zero latency expected, in case of emergency the device has to shift instantly if the cellular conectivity is not available

27	National Meter Mfg. CO.	9	Annexure B : Technical Specifications :4.1	Login Message will carry following information: \$Device Name –Vehicle number on which the device is installed. \$IMEI –15 Digit IMEI number. \$Firmware – Version of the firmware used in the hardware. \$Protocol -Version of the frame format protocol. \$LastValidLocation – Last location info saved at the device.	Do we need to add current date time, Vendor ID and checksum in the Login message? Or can you provide sample format like Table 4A for location message.	Currently only the parameters mentioned in the Specs may be passed.
28	National Meter Mfg. CO.	10	Annexure B : Technical Specifications :4.1	Vendor ID :Vendor identification header	Who will provide Vendor ID and the what is the maximum length of Vendor ID string?	GEL will provide vendor ID . Length will be max 8 characters
29	National Meter Mfg. CO.	11	Annexure B : Table 6D		In Table: 6D, HB = Harsh Braking, HA = Harsh Acceleration, RT = Rash Turning has been added. Please confirm wheter you require these events in the location message / packet.	Yes
30	National Meter Mfg. CO.	12	Annexure B : Table 4A	Checksum : Insures No error in transmission (optimal) : 16	Checksum is of 8 chartacter (32 bit CRC). Here it is mentioned as 16 bytes. Kindly confirm	Confirmed 16 bit
31	National Meter Mfg. CO.	13	Annexure B : Table 4A	End Character : Indicated End of the frame : *	Do we need to publish Alert ID also in the message as per Table: 6D?. If yes, please update this table.	Data coming to the central server should be in accordance with the protocol requirement mentioned in Table 6D and basic format as per Table 4A. Both tables are to be read in conjunction and all fields mentioned in both tables will be required to be sent to the central server.
32	National Meter Mfg. CO.	14	Annexure B : Table 4B	Table below (Table 4B) contains the listing of alerts that need to come from the tracking devices. These alerts are applicable for both live packets as well as the history packets.	If an Alert message to be published during the events, kindly provide sample format similar to Table 4A and 4C. Do we need to publish Alert message during Meter Start, Meter stop and Receipt print events ?	Furnish all the alerts as prescribed in the Annexure -B

33	National Meter Mfg. CO.	15	Annexure B : 4.2.2		Format for STOP_MSG and STOP_ACK events has not been provided. Kindly provide the example data. Does the control center send STOP_MSG through SMS if data connectivity between device and server is not established. Do we need to send the same message to backend server after the device re-connects with backend server.	Alert - Emergency Stop Acknowledged : To acknowledge receipt of Emergency Alert Stop Message from Server. Remaining formats are given in the Table 4B Yes Central server will send SMS if data connectivity is not established. Yes: Send message after device reconnects
34	National Meter Mfg. CO.	16	Annexure B : Table 4C	Distance : Distance calculated from previous GPS data :Float, 6 bytes	Is the distance to be calculated is cumulative distance since the meter is installed? If yes, why this field is not present in Table 4A.	table 4A gives the general message format and Table 4C is specific to Emergency response. Distance calculated is cumulative since start of meter.
35	National Meter Mfg. CO.	17	Annexure B : Table 4C	Check sum : Ensure no error in Transmission : 8 bytes	Checksum was before End character in Table 4A. Here it is mentioned after End Character. Please confirm.	Checksum should come before the END character
36	National Meter Mfg. CO.	18	ANNEXURE-E 3)	Size of letters/signs: Height of letters displayed on taxi 10cm and thickness of the letters should not be less than 1.0cm.	Not possible to keep the height of 10CM and 1CM thick. Most of these specifications you have considered from Maharashtra RTO specifications. In that they have mentioned 5 CM and 0.5cm thick characters. Kindly consider that only. Kindly find attached specifications published by Maharashtra RTO.	Refer Corrigendum VI of EOI
37	National Meter Mfg. CO.	19	ANNEXURE-E 3)	• The letters "HIRED" shall be exhibited in blue color (When there are passengers in the Taxi and Meter is started);	It is not possible to detect Passenger presence without seat occupancy sensors. Kindly keep only one color for "HIRED" display.	Refer Corrigendum VI of EOI

38	National Meter Mfg. CO.	20	ANNEXURE-E 3)	Fitment of roof light on vehicle: The roof-light shall ordinarily be fitted on the front centre of the top of the vehicle. It shall be ensured that this switch will enable to illuminate only one of the three modes of the roof-light as explained above at any point of time. Another main switch shall also be provided under the bonnet of the vehicle which could be used for switching off/on the roof light system on completion of operation of the for the day, or duty.	As the indications must be interfaced with the taxi meters, there is no need of adding additional switches. The roof light should work only when Ignition is ON to avoid battery drain.	Retained as per EOI
39	KPIT	1	ANNEXURE B, 3.1.1.3	Device shall be capable of transmitting data to Backend Control Server (Government Authorized Server) *using 2G,3G,4G network via Wide Area (Mobile) Communications network (Cellular) as per Communication Protocol in Section 4.	As per the AIS 140 specification released by ARAI, it is clearly mentioned that "Device shall be capable of transmitting data to Backend Control Server (Government Authorized Server) *using 2G/3G/4G network via Wide Area (Mobile) Communications network (Cellular) as per Communication Protocol in Section 4." We request you to kindly keep the said specification as per the AIS 140 specification released by the ARAI.	Refer Corrigendum VI of EOI
40	KPIT	2	EOI NOTICE & EOI Document	on or before 22nd March 2018 upto 3.30 PM Last date and time for online submission of the completed EOI documents : 22th March 2018 (upto 3.30 p.m.)	Also we requested you to kindly extend the date of submission to 2 weeks.	Refer Corrigendum VI of EOI