

Replies to queries towards RFP For Supply, Installation and Maintenance of ATD (Automated Tracking Device) with an integrated emergency system and fare meter in Passenger TAXI for Directorate of Transport, Government of Goa

SR NO	BIDDER	QUERY- NO	CLAUSE REFERENCE IN RFP	CLAUSE IN RFP	QUERY	REPLY
1	iTriangle Infotech Pvt. Ltd.	1	7	In the following document, the term "The Device" means an ATD with an Integrated Emergency System and Fare Meter confirming to BIS Standards as per ANNEXURE "3".	Request to remove the BIS standards as major of the companies are not conforming to the BIS standards. By keeping this clause, only selected companies are allowed participate. Kindly allow AIS140 certified devices also.	Retained as per RFP
2		2	64	i) Since communication network technology is rapidly evolving/ changing and particularly since the 2G network in Goa is almost getting obsolete as such in the due course of empanelment tenure if the BIS standards amend the requirement to a higher Communication network (upto 4G) or the MSP phases out any of the lower communication Networks (i.e. 2G or 3G) then the vendor will have to ensure the device is capable of sending the data to the server using the amended/available communication network at no extra cost and if such change happens during the first year of installation the empanelled vendor will have to provide compatibility to the higher network upto 4G for all devices already supplied by him to various buyers at no extra cost.	There is no govt confirmation on shutting down the 2G network in Goa in next 5 year down the line. By keeping 4G again you are allowing only selected companies to participate. Please note that as per AIS140 2G is minimum. We request you to retain the 2G network clause. Moreover it is not possible to upgrade the 2G device to 4G as entire SIM module and board has to be replaced.	Refer Corrigendum I

3	Nippon Audiotronix Pvt. Ltd.	1	<p>Query 1 – Amendments related to BIS Standard -IS 16833:2018 yet to be published</p> <p>(a) 9th Committee meeting related to BIS standard IS 16833:2018 held on 8th October 2018 in which amendments were issued related to this standard which have not yet been published. Our query is if amendments are published related to change in this standard it will eventually affect the testing of this particular product by certified testing agencies. This is a time consuming activity, so it is not possible for any manufacturer to meet the timeline of 15th November 2018 as mentioned in the RFP.</p> <p>(b) IRNSS is expected to be mandatory from 1st April, 2019 as per draft amendment by BIS committee. In that case if IRNSS is mandatory how will the Directorate of Transport, Goa upgrade the existing/fitted devices to IRNSS compatibility. This is the most important/contradictory point that needs to be considered.</p>	<p>Our suggestion is Fare meter should be standalone unit and can be integrated with ATD device (already approved as per AIS 140 standard) with available RS232 port instead of one combined unit.</p>	<p>Retained as per RFP</p>
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4		2		<p>Query 2- Point no.(e) Page No. 12 of RFP – Financial Bid Evaluation “On opening of the financial bid, the L1 bidder will be identified who offers the least cost (i.e. Total Amount mentioned in “Annexure 5”) and will be given exclusive supply rights for initial 6 months from the date of empanelment or at least 50% of the order placed whichever is earlier. Subsequently, all bidders qualifying through the RFP and agreeing to match the L1 rates will be empaneled with the DOT for supply of the device.”</p>	<p>Sir/ Ma’am, we feel that giving exclusivity to the L1 bidder may also compromise the quality of the devices, as the execution of the project will be governed by L1 rate not by the quality of device or technical capability of the vendor. The main concern related to this clause which we want to bring into notice of your good offices is that there is a possibility that the vehicle OEMs may not find the device of L1 bidder up to their set quality standards to be fitted into their new vehicles. There would always be a risk of new Vehicle losing its warranty if any original fitting or wiring of new Vehicle is damaged if the devices are not meeting the pre-defined/ pre-set quality standards. Moreover, this device directly relates to the safety of passengers. When there is a possibility that other bidders also agree to the L1 rate, then giving exclusive rights to one bidder just because it is the original L1 rate bidder, shall not be a fair justice towards other bidders. Every vendor, in any business opportunity, should be given an equal chance to compete. Considering the above points, we request you to kindly delete the above highlighted text from clause 8 point no. (e) on page 12 of the RFP document and ensure an equal opportunity environment for every vendor.</p>	Refer Corrigendum I
5	National Meters Pvt. Ltd.	1	B-2.1.1	<p>The system should support any operational GNSS system (Location, speed, heading, timestamp) data polling and capable of sending this data at a frequency that shall be 5s during vehicle operation and not less than 10 min. The devices installed on or after 1 september 2017 should also support Indian Regional Navigation Satellite System (IRNSS).</p>	<p>IRNSS still not live for tracking. Is this function required or you are going to amend this requirement.</p>	<p>This requirement is as per BIS Standards which mandates the device to have capability to support IRNSS also which will be implemented once it is live</p>

6		2	B-2.1.5	The system's GNSS module shall have an acquisition sensitivity equal to or better than (-) 148 dBm.	In AIS-140, these requirements amended to "Device shall have an acquisition sensitivity of minimum (-) 145 dBm with GNSS/ (-) 140 dBm with IRNSS (NAVIC as applicable)." " Without this amendment, devices shall not pass the required criteria.	Retained as per RFP
7		3	B-2.1.6	The system's GNSS module shall have an tracking sensitivity equal to or better than (-) 165 dBm.	In AIS-140, these requirements amended to "Device shall have a tracking sensitivity of minimum (-) 160 dBm with GNSS / (-) 153 dBm with IRNSS (NAVIC as applicable)." Kindly confirm the required sensitivity.	Retained as per RFP
8		4	B-2.1.13	System shall have automotive grade components and manufacturing process used shall be in line with quality management standard for automotive industries as ISO/TS 16949 or equivalent BIS prevalent.	In Page number 62, Point 10, it is mentioned as "Bidder should have valid ISO 9001:2015 certification." Since taximeter is a after market automotive products is TS 16949 required?	The point is as per the specification document mentioned at ANNEXURE "3"
9		5	Annexure-1.i.g	The device should be embedded with GPS Tracker to track and determine the precise location and the movement of the vehicle. Receipt printer will print the passenger vehicle fare based on distance calculated by GPS Tracker and Panic Button to alert in case of emergency.	Distance calculation shall be done by VSS pulse from the Vehicle as per Legal metrology.	Refer Corrigendum I
10		6	Annexure 4, Point 6	The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017- 18).	Kindly change it to Rs. 10 Crores cumulative in last 3 years.	Retained as per RFP
11		7	Annexure 4, Point 9	Test Report as per IS 16833 : 2018	With new amendments expected in IS 16833:2018, providing Test report with in the month of November is a impossible task. Kindly amend this to "Test report shall be submitted before 3 months of IS 16833 new amendment release.	Refer Corrigendum I

12		8	Annexure 5,i	Since communication network technology is rapidly evolving/ changing and particularly since the 2G network in Goa is almost getting obsolete as such in the due course of empanelment tenure if the BIS standards amend the requirement to a higher Communication network (upto 4G) or the MSP phases out any of the lower communication networks (i.e. 2G or 3G) then the vendor will have to ensure the device is capable of sending the data to the server using the amended/available communication network at no extra cost and if such change happens during the first year of installation the empanelled vendor will have to provide compatibility to the higher network upto 4G for all devices already supplied by him to various buyers at no extra cost.	Cost difference between 4G modems and 2G modems is huge. If we consider 2G to 4G modification cost in advance, it will be a huge cost to the Vehicle owner. Kindly amend that Device should be capable of working on 2G modems now. It should be modified to work with 4G networks as and when required. The charges for modifications to be authorised by GEL.	Refer Corrigendum I
13		9		Over Head Display Board Missing	Rooflight is not at all mentioned In the new requirement . Is it being completely abolished ? Or is there any possibility of it later integrating with the device. Kindly elaborate.	It is been completely removed from the RFP
14		10		EMD Rs 30 lacs	Are Companies registered under NSIC exempted from EMD.? Kindly clarify.	Yes. Exemption will be considered only on submission of NSIC certificate
15		11		The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three. The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017-18).	Taximeter manufacturers are usually MSME's with less turnover. This condition should be relaxed to 10 Crore for 3 years as per last tender.	Retained as per RFP
16	M/S Aditi Tracking Support Pvt. Ltd.	1	Sr. No.3	The Bidder should be an Original Equipment Manufacturer of Integrated Digital Fare Meters with GPS/ GPRS and Printer.	We request you to consider the System Integrator to participate in it, We shall provide Manufacturer Authorization Letter	Retained as per RFP
17		2	Sr. No.4	The Bidder should have minimum of 3 years of existence in the manufacture and sale of the Digital Fare Meters as on 31.03.2018	Request you to kindly amend the clause as: Having Experience in the business of Supply, Installation, Monitoring & Maintenance of GPS Vehicle tracking system with 3-5 years experience or 3-5 years of existence.	Retained as per RFP

18		3	Sr. No.5	The Bidder should have sold atleast 5,000 nos. of Digital Fare Meters cumulatively within the last three financial years out of which atleast 500 devices should be Integrated Digital Fare Meters with GPS/ GPRS and Printer.	Kindly amend the clause as "Experience of GPS based vehicle tracking project", We are in to Bussiness of GPS Device. As we are the System Integrator, We can quote for Digital Fare Meter. Request you to amend the clause to provide orders for supplied GPS.	Retained as per RFP
19		4	Sr.No.6	The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017-18).	Request you to kindly amend this clause and accept an average turnover of 8-9 crores cumulatively for the last 3 years.	Retained as per RFP
20		5	Sr. No.8	Model approval certificate	Annexure 3 describes the GR issued as per Indian Standards for Automotive Tracking Devices and Integrated systems with BIS with IS16833 , wherein the As per Public Notification issued by "The Gazette of India" dated 24 July 2018,IS 16833 : 2018 Automotive Tracking Device (ATD) and Integrated Systems clause is not Applicable. However we will ensure that as per the norms we will provide the model approved certificate by the Ministry of Affairs once we receive the Letter of Acceptance (LOA). Request you to kindly elaborate on the norms for a better understanding.	Question not clear. Retained as per RFP
21		6	Sr. No.9	Test Report as per IS 16833 : 2018	As per Public Notification issued by "The Gazette of India" dated 24 July 2018,IS 16833 : 2018 Automotive Tracking Device (ATD) and Intgrated Systems clause is not Applicable. We are an ISO Certified Company with Certifications i.e : ISO 9001: 2015 & ISO 27001:2013 with ARAI certified devices. Request you to remove the clause. Enclosed Notification Copy.	Retained as per RFP
22		7	Specifications	BIS- Annexure	Please elaborate on the same	Query not clear

23		8		Annexure 3	If Annexure 3 then AIS 140 Vehicle tracking device will be suitable or not and which are the delta tests that needs to be carried out.	Vehicle Tracking device should be totally in compliance with BIS standards as specified in the tender document. All tests needed are mentioned in the RFP at ANNEXURE "3" under the clause B-6 and B-7
24		9		Tracking +Fare meter	Can we use AIS 140 certified Vehical Tracking device and connect with Faremeter serially to make complete system. Any specific enclosure design required	Vehicle Tracking device should be totally in compliance with BIS standards as specified in the tender document and design should confirm to the specifications mentioned at ANNEXURE "3"
25		10		Optional /Add on for ATD	Display panel and Biometric driver identification needs to be integrated or not	As per the Specification Document at ANNEXURE "3", both are mentioned under Optional /Add on for ATD.
26		11		Camera	Camera needs to be integrated or not	The device has provision of I/O ports which may be further used to integrate with a Camera. Currently device has to only strictly meet BIS standards
27		12		Data message Protocol	AIS 140 + Faremeter parameter in one data packet or separate required	Device should be totally in compliance with BIS standards. Specified in Table 7 of the Tender document
28		13		Table 9 Sample Wise Testing	If vehicle tracking device already done with mention tests, then again complete system need to go again for same testing or not	The integrated device being proposed should have the required test reports mentioned in Annexure "3" of RFP
29		14		Faremeter Certification and testing	faremeter can be tested separately if vehicle tracking device is passed relevant test.	No. Should be strictly tested as per the specifications in Annenure "3" of RFP
30		15	SOWOB	Setup an office in Goa (In case the bidder does not have an office in Goa)	Please define the roles and Responsibilities of the Staff	Will be communicated once empanelled

31		16		"The Device" supplied shall come under free warranty for a period of 1 year. Thereafter it is mandatory for the vendor to get into an AMC with the vehicle owner directly for the complete AMC Period which is from Year 2 to the complete lifetime of "The Device".	The ownership of all AMC after 1 year should be under GEL department as it will be difficult to contact each vehicle owner for AMC. Hence request GEL to make requisite arrangements to contact the vehicle owners for AMC/Payment to ease the process.	GEL will definitely assist in coordination between the customer and vendor however responsibility of getting into and maintaining an AMC with the customer will be the responsibility of the vendor
32	Atlanta Systems Pvt. Ltd.	1	3. Tender Document Page No.-6	Earnest Money 30, 00,000/- e-payment mode	Bank Guarantee should also be allowed as the amount is huge. You may kindly consider to reduce the EMD and also exemption from EMD for MSME bidder	Refer Corrigendum I. Exemption of EMD in case of MSME bidders will be considered only on submission of NSIC certificate
33		2	Tender Document Page No.14	Clause -Process of selection of agency	For the benefit of competition, we propose that instead of single person enjoying the monopoly and providing all the services by himself, let there be at least one more vendors who match the price and terms and conditions of L1. This would provide enough competition and ensure time based, quality services	Refer Corrigendum I
34		3	Supply Schedule Page No.-10	Scheule Date of Delivery of Device	Supply Schedule should be allowed more time to a minimum of 60 days time. D+ 60 days	Refer Corrigendum I
35		4	Scope of work of Bidder, Page No. -30	iv. Install Embedded SIM with 1 year data service. The successful vendor should have a tie up with reputed mobile service providers (registered with TRAI) to procure and supply the GPS/GPRS SIM with one year data service. At the end of one year, GOG/GEL reserves the right to call for an RFP from the MSP's to identify the best rates for the data services in the market prevailing at that time and have a good network coverage within the state of Goa so that the data sent by all "The Device" is received and recorded in the CTRS.	As the SIM is embedded, change of SIM is not possible.	As per the Specification Document at ANNEXURE "3", SIM should support switching of Multiple Network OTA. Therefore, changing of SIM is not possible but Network Provider has to change and the vendor should provide atleast 2 network services.

36		5 ii. Supply, Installation and Commissioning of "The Device" Page No.- 29	b) The Successful bidder at his own cost will identify the space and get approval from DOT for the "Installation and Service Center" of "The Device" in 4 areas (namely, 2 in North Goa and 2 in South Goa) in the state of Goa. The bidder will establish the office and the Passenger TAXI's registered in the respective RTO's, will be instructed to bring in the vehicles on a daily basis and after verification by the officials of State Legal Metrology Dept, Goa and inspection by Transport department, "The Device" will be fitted in the vehicles and then integration with the CTRS will be carried out.	Please clarify whether the space to setup " Service Center" and " one office in Goa " will be provided by GEL or RTO.	No. Vendor has to arrange
37		6 Scope of work of Bidder, Page No. -31	v. Warranty and Maintenance of "The Device" (AMC) a) "The Device" supplied shall come under free warranty for a period of 1 year. Thereafter it is mandatory for the vendor to get into an AMC with the vehicle owner directly for the complete AMC Period which is from Year 2 to the complete lifetime of "The Device". However.....(min. 5 years).	Vendors responsibility should be limited to device till the AMC period.	Refer Corrigendum I
38		7 Scope of work of Bidder, Page No. -32	vi) Transfer Data to CTRS web application The bidder shall ensure that the GPRS/SIM in "The Device" should work only with the "The Device" and transfer the data only to the server configured for this purpose. Bidder is strictly instructed not to share the data with any third party without approval from GOG. A NDA (Non Disclosure Agreement) will be signed in this regard on empanelment.	Data may be required by Taxi owners for management and security of their vehicle. Please reconsider this clause.	Retained as per RFP. If any of the stakeholders need any data access the same may be considered after due approval from DOT/GEL, and if approved will be shared by GEL.
39		8 Scope of work of Bidder, Page No. -33	vii. Setting up and operate the "Installation and Service centers" e) Service centre should function on all days towards the installation and service of "The Device" to extend service support.	It is very difficult to open service centers on all 365 days. Government holidays and sundays may be excluded.	Refer Corrigendum I

40		9	Scope of work of Bidder, Page No. -34	x. Submit solution architecture and complete technical details in format suggested by GEL.	Documents related to operations can be shared. Design, layout and Architecture cannot be shared being business property. This clause may please be amended suitably.	Refer Corrigendum I
41		10	FINANCIAL BID FORMAT, PAGE NO.-64	i. Since communication network technology is rapidly evolving/ changing and particularly since the 2G network in Goa is almost getting obsolete as such in the due course of empanelment tenure if the BIS standards amend the requirement to a higher Communication network (upto 4G) or the MSP phases out any of the lower communication Networks (i.e. 2G or 3G) then the vendor will have to ensure the device is capable of sending the data to the server using the amended/available communication network at no extra cost and if such change happens during the first year of installation the empanelled vendor will have to provide compatibility to the higher network upto 4G for all devices already supplied by him to various buyers at no extra cost.	This clause may be deleted as 4G is not being used in current GPS meters. Up gradation to 4G at later stage will have financial implication.	Refer Corrigendum I
42		11	TECHNICAL BID FORMAT, Annexure-4 , Point -4 PAGE NO.-60	4. The Bidder should have minimum of 3 years of existence in the manufacture and sale of the Digital Fare Meters as on 31.03.2018.	In most cases manufacturers do not participate in the tender directly and such bidding in the tender is done through closely held company/firm. Therefore this clause may kindly be amended as: "The bidders should have minimum 3 years of existence in the manufacturing or sales of integrated digital fare meter with GPS and printer as on 31st March, 2018 provided manufacturer and seller are closely held company/firm having common partner/director."	Refer Corrigendum I
43		12	TECHNICAL BID FORMAT, Annexure-4 , Point -4 PAGE NO.-60	Copy of Purchase / Work Orders received on or after 31.03.2015 and completion certificate received from the customers.	Integrated digital fare meter with GPS & Printer are sold to the individual customer. They can't provide the Purchase Order /Work Completion Certificate, so kindly consider acceptance of the copy of invoices.	Refer Corrigendum I

44		13	TECHNICAL BID FORMAT,PAGE NO.-60 &61	5. The Bidder should have sold atleast 5,000 nos. of Digital Fare Meters cumulatively within the last three financial years out of which atleast 500 devices should be Integrated Digital Fare Meters with GPS/ GPRS and Printer.	To have experienced participants, vendors having supplied atleast 8000 integrated digital fare meter with GPS and printer which is half of the quantity required in tender should be eligible.	Retained as per RFP
45		14	COMPLETE TENDER DOCUMENT	Payment Term	Payment terms are not specified. Who will be the paying authority in this tender. There must be some timeline specified for releasing payment after the installation.	Vehicle owner will pay the device vendor
46	Power Electronics	1	ANNEXURE 4 Aualification criteria, 3.	The Bidder should be an Original Equipment Manufacturer of Integrated Digital Fare Meters with GPS/ GPRS and Printer	The Bidder (or consortium partner if any) should be an Original Equipment Manufacturer of Integrated Digital Fare Meters with GPS/ GPRS and Printer	Retained as per RFP
47		2	ANNEXURE 4 Aualification criteria, 4.	The Bidder should have minimum of 3 years of existence in the manufacture and sale of the Digital Fare Meters as on 31.03.2018	The Bidder (or consortium partner if any) should have minimum of 3 years of existence in the manufacture and sale of the Digital Fare Meters as on 31.03.2018	Retained as per RFP
48		3	ANNEXURE 4 Aualification criteria, 5.	The Bidder should have sold atleast 5,000 nos. of Digital Fare Meters cumulatively within the last three financial years out of which atleast 500 devices should be Integrated Digital Fare Meters with GPS/GPRS and Printer.	The Bidder (or consortium partner if any) should have sold atleast 5,000 nos. of Digital Fare Meters cumulatively within the last three financial years out of which atleast 500 devices should be Integrated Digital Fare Meters with GPS/GPRS and Printer.	Retained as per RFP
49		4	ANNEXURE 4 Aualification criteria, 6.	The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017-18).	The Bidder (or consortium partner if any) should have an average turnover of Minj Rs. 30 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017-18).	Retained as per RFP
50		5	ANNEXURE 4 Aualification criteria, 8.	Model approval certificate	Request you to please consider One consortium partner will be allowed along with the prime bidder	Retained as per RFP
51		6	B 2.1 point 5	5. The system's GNSS module shall have an acquisition equal to or better than (-) 148 dBm	As per IS16388 Amendment 5. The system's GNSS module shall have an acquisition equal to or better than (-) 145 dBm with GNSS/ 140 dBm with IRNSS (NAVIC as applicable.).	The specifications are retained as per BIS document ANNEXURE "3"

52		7	B 2.1 point 6	6. The system's GNSS module shall have an tracking sensitivity equal to or better than (-) 165 dBm	As per IS16388 Amendment 6. The system's GNSS module shall have an tracking sensitivity equal to or better than (-) 160 dBm with GNSS / 153 dBm with IRNSS (NAVIC as applicable).	The specifications are retained as per BIS document ANNEXURE "3"
53		8	B 2.1 point 8	8. The system's GNSS module should have: a) The capability of Hot start <5s b) The capability of Warm start : <30s c) The capability of Cold start <40s	As per IS16388 Amendment 8. The system's GNSS module should have: a) The capability of Hot start <10s b) The capability of Warm start : <60s c) The capability of Cold start <120s	The specifications are retained as per BIS document ANNEXURE "3"
54		9	B-4.1 Table 7	Data Message Format	As per IS16388 Amendment xl) Trip Duration Duration of Trip in format as HHMMSS xli) Waiting time Duration of Idle time format as HHMMSS	The specifications are retained as per BIS document ANNEXURE "3"
55		10	B-4.2 Table 8	Message and Alert Supported	As per IS16388 Amendment Inserted the following alerts 16 Harsh Braking Alert indicating for harsh braking. 17 Harsh Acceleration Alert indicating for harsh acceleration. 18 Rash Turning Alert indicating for Rash turning. 19 Device Tempered Alert Indicating Emergency button wire disconnect/ wire cut etc.	The specifications are retained as per BIS document ANNEXURE "3"
56	Securinex Inc.	1	Clause 3., Page 6, TENDER DOCUMENT EMD	The EMD amount is too high and should be reduced for more participation	PLEASE AMEND IT TO Rs 15,00,000 MAXIMUM.	Retained as per RFP
57		2	Clause 3, Page 6, TENDER DOCUMENT	Last date of online Submission of completed bid document	Considering the time required for getting a new model approval along with the Test Report as per IS 16833:2018 requires time, so we request you to postpone the submission date till 15th of December 2018.	Retained as per RFP

58		3	Tender submission, opening and Evaluation: Financial Bid Evaluation (i) to (v): Process of Selection of Agency 1 & 2 Page 12 to 14	There should be option for buyers to choose among atleast two options for taxi meters from day one therefore this clause may kindly be amended to empanel L-2 vendor subject to his agreeing to offer same price as offered by L-1. With this change the cap of 50% may also be removed..	Having an option of choice will create healthy competition in vendors resulting in assurance of quality, service and timely deployment of devices.	Refer Corrigendum I
59		4	Annexure 1 (v)(a) Warrantee and Maintenance.		The vendor cannot ensure the continuous data feed from the device to the CTRS as once integrated with the CTRS the vendor has no access to the data. He can only ensure that the device is maintained and proper services are delivered in case any complaint is registered for any problem related to data feed to the CTRS application. Also the Taxi owner should be held responsible for the timely renewals and maintenance of the device. Please amend it to include the responsibility of Taxi Owner for ensuring the timely renewals and proper maintenance of the Device during warrantee or AMC.	Refer Corrigendum I
60		5	Annexure 1 (vi)	Transfer Data to CTRS web application	With many aggregator companies working to give solutions for better business opportunities with their mobile solutions, data is requested by the Taxi owners. We request that the vendors be allowed to share the data for such requirements on request of the Taxi owners.	Retained as per RFP. If any of the stakeholders need any data access the same may be considered after due approval from DoT/GEL, and if approved will be shared by GEL.
61		6	Annexure 1 (vii) e)	Setting up and operate the installation and service centre :	Please amend it for functioning of the service centers only on the working days, except Sundays and holidays and in the official working hours only.	Refer Corrigendum I
62		7	Annexure 1 (x).	Submit solution architecture and complete technical details in format suggested by GEL.	How can an OEM share its design for a single tender? Please delete the clause asking for solution architecture and the layout with design.	Refer Corrigendum I

63		8	Annexure 2 (iii) b) setting up of call centre	The devices can be repaired instead of compulsorily being replaced during the maintenance.	So please amend the clause accordingly to allow for REPAIR of the devices as well.	Refer Corrigendum I
64		9	Annexure 2 (vi)	Identifying Data Operators for the AMC Period	For being answerable for the performance of device we recommend the department to leave the responsibility of SIM with the device vendor only otherwise it will be difficult for the device vendor to manage and identify whether the problem is with the device or the SIM.	Retained as per RFP
65		10	Annexure 4, Point 4 TECHNICAL BID FORMAT page 60		In many cases the manufacturer may be marketing and selling through associated/allied company therefore the condition may kindly be amended to enable the bidding by that associate/allied company. Subject to some parameter to prove their alliance.	Retained as per RFP
66		11	Annexure 4, Point 5 TECHNICAL BID FORMAT Page 60-61		As the tender is for the GPS based fare meter kindly consider the experience of Integrated digital taxi/auto fare meter with GPS & printer of minimum 5,000 nos of devices.	Retained as per RFP
67		12	Annexure 4, Point 6 TECHNICAL BID FORMAT	Average turnover of 15 crores has been kept at a very high level for a new born industry of GPS Taxi meters in India as there was hardly any GPS Taxi Meters 2 years back.	This criteria should be made realistic to average turnover of Rs. 7 Corers cumulatively in last 3 years. This would create more competition and GEL will have more options.	Retained as per RFP
68		13	Annexure- 5, Finanacial Bid Format	Financial Terms and Conditions	As a prospective bidder we are in dilemma whether to quote for a 2G/3G/4G device. As BIS 16833 has not put any restrictions for modules presently and also the 2G networks are still working in GOA, the OEMs be allowed to bid for 2G devices without any future binding liabilities.	Refer Corrigendum I
69		14	Annexure 1(iv)	Embedded SIM with 1 year data service. & Annexure 5 , Financial Bid Format 2.Cost of one year data service (Year 1)	The BIS 16833:2018 asks for the multiple network SIMs , while the price bid asking the rates does not clarify whether the price has to be quoted for the single network or multiple network SIMS with 1 year of data charges. Kindly clarify.	Refer Corrigendum I

70	M/s Promark Technologies Pvt. Ltd.	1	Page 22 f. Release of SD	<p>The Security Deposit will be refunded to the successful bidder on completion of entire supply subject to satisfaction of GEL/DOT after getting the completion certificate from the concerned agencies. Such completion would be arrived at when the entire quantity is supplied by the Successful Bidder(s) as per the Contract Agreement and as per Work Order(s) issued by GEL/DOT from time to time and completion of the maintenance and warranty period.</p>	<p>The agency issuing the completion certificate is not clearly specified. From our experience we know such non-clarity creates unnecessary delay in refund of deposit. The release of Security Deposit will be delayed/withheld in absence of clarity. As the GEL is having all the relevant information on the project, the completion certificate should be issued by GEL. Further as every year new vehicle will be added, there will be no end date of completion of installation or Warranty or maintenance period. Hence a dead line is required to be defined.</p> <p>This may be amended as</p> <p>f. Release of SD The Security Deposit will be refunded to the successful bidder on completion of entire supply subject to satisfaction of GEL/DOT after getting the completion certificate from GOA ELECTRONICS LIMITED. Such completion would be arrived at when the entire quantity of the first Work Order / agreement is supplied by the Successful Bidder(s) as per the Contract Agreement and completion of the warranty period of that first lot. After that the security deposit will be reduced to 1% of the value of the current quantity till completion of the 5 year contract from the date of first work order.</p>	Refer Corrigendum I
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71		2 Page 28- Scope of work of Bidder	d) Pre dispatch Acceptance 100% Physical Verification will be done by the Department of Legal Metrology of "The Device" by the concerned manufacturing states / the state of Goa. 100% Compliance on the entire integrated "The Device" fitted in passenger TAXI has to be done.	<p>The pre-dispatch testing and inspection can't be done by the certifying agency. It will be done at bidders factory for each devices and internal pre-dispatch report are to be kept inside each device packaging. The Legal Metrology does the stamping & Verification with sealing of "The Devices" and depending on their practices (which varies from state to state) they issue individual stamping report or bulk stamping report to the supplier. After the dispatches reach the service centers at GOA and before installation, so the requirement of joint signatures is practically not possible and should be deleted.</p> <p>Please amend the clause as d) Pre dispatch Acceptance 100% Physical Verification will be done by the Department of Legal Metrology of "The Device" by the concerned manufacturing states / the state of Goa. 100% Compliance on the entire integrated "The Device" fitted in passenger TAXI has to be done. The device should give the same performance results as given during the compliance evaluation test conducted earlier by a certified agency. The vendor should submit the Pre-Dispatch inspection report and Legal metrology stamping report to GEL for GEL to verify and populate such certified device list in the application portal. Vendor can only access these devices for installation entry and print of installation report from GEL portal. On each successful installation receipt generation a SMS will go to the authorized owner's mobile from the portal and the vehicle owner will be given</p>	Refer Corrigendum I
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72		3 Page 29-Supply, Installation and Commissioning of "The Device"	b) The Successful bidder at his own cost will identify the space and get approval from DOT for the "Installation and Service Center" of "The Device" in 4 areas (namely, 2 in North Goa and 2 in South Goa) in the state of Goa. The bidder will establish the office and the Passenger TAXI's registered in the respective RTO's, will be instructed to bring in the vehicles on a daily basis and after verification by the officials of State Legal Metrology Dept., Goa and inspection by Transport department, "The Device" will be fitted in the vehicles and then integration with the CTRS will be carried out. An acknowledgement receipt using GPRS/ GPS will be generated by the CTRS application as a token of successful integration of "The Device" fitted inside a passenger vehicle. After signing by the officials of the State Legal Metrology Department, the receipt will be handed over to vehicle owners for record purposes.	<p>The state legal metrology officials issue the stamping and verification certificates which are acceptable as relevant documents for the purpose. From our experience, we can surely confirm that State Legal Metrology department will not have bandwidth (nor they do anywhere) to inspect each and every installation as the additional process needs an additional manpower from the Legal Metrology department (which needs consent from the concerned department) and is an additional burden on the vendor for doing pre-existing process twice which may lead to hurdle in project execution, so it should be deleted for smooth process of implementation.</p> <p>This may be amended as b) The Successful bidder at his own cost will identify the space and get approval from DOT for the "Installation and Service Center" of "The Device" in 4 areas (namely, 2 in North Goa and 2 in South Goa) in the state of Goa. The bidder will establish the office and the Passenger TAXI's registered in the respective RTO's, will be instructed to bring in the vehicles on a daily basis. "The Device" will be fitted in the vehicles which are already populated in GEL portal after due verification of Pre-dispatch inspection report and legal metrology stamping certificate and then integration with the CTRS will be carried out. An acknowledgement receipt using GPRS/ GPS will be generated by the CTRS application as a token of successful integration of "The Device" fitted</p>	Refer Corrigendum I
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73		4 Page 29-Supply, Installation and Commissioning of "The Device"	d) After successful Installation, commissioning and handing over the device to owner of the passenger taxi, the Successful Bidder must obtain signed installation certificate in the specified format along with the test results on the installed items, from the officials of State Legal Metrological Department and also signed installation certificate from the owner of the vehicle.	<p>The state legal metrology officials issue the stamping and verification certificates which are acceptable as relevant documents for the purpose. As the additional process needs an additional manpower from the Legal Metrology department (which needs consent from the concerned department) and is an additional burden on the vendor for doing pre-existing process twice which may lead to hurdle in project execution, so it should be deleted for smooth process of implementation.</p> <p>This may be amended as d) After successful installation, commissioning and handing over the device to owner / driver of the passenger taxi, the Successful Bidder must issue the printed copy of installation report as generated by the GEL portal and get it jointly signed by the officials of the vendor and the Owner / Driver of the vehicle. Such certificate will be issued in minimum 3 copies for record of (1) Vehicle owner (2) The Device service center book copy (3) GEL central record & optionally for (4) Device vendor central record.</p>	Refer Corrigendum I
74		5 Clause 3., Page 6, TENDER DOCUMENT EMD	The EMD amount should be reduced for ensuring more active participation for getting a better pricing in the interest of project.	PLEASE AMEND IT TO Rs 12,50,000 MAXIMUM.	Retained as per RFP
75		6 Clause 3, Page 6, TENDER DOCUMENT	Last date of online Submission of completed bid document	<p>As an altogether new product is required and a new model approval alongwith the Test Report as per IS 16833:2018 has to be obtained , the timeline extension will help more interested bidders to submit the bid.</p> <p>PLEASE AMEND TO POSPONE THE SUBMISSION DATE TO DECEMBER 2018.</p>	Retained as per RFP

76		7	Page 28- Scope of work of Bidder d) Pre dispatch Acceptance	The testing agency will not test the complete lot of “the device” for pre dispatch Acceptance. The pre-dispatch inspection report from the manufacturing company may be accepted for Pre-Dispatch Acceptance. The Legal Metrology does the stamping & Verification with sealing of “The Devices” after the dispatches reach the service centers at GOA and before installation, so the requirement of joint signatures is practically not possible and should be deleted.	PLEASE AMEND TO INCLUDE THE PRE DISPATCH INSPECTION REPORT FROM MANUFACTURING FIRM FOR THE PRE DISPATCH ACCEPTANCE	Refer Corrigendum I
77		8	Page 29-Supply, Installation and Commissioning of “The Device”	b) An acknowledgement receipt using GPRS/ GPS will be generated by the CTRS application as a token of successful integration of “The Device” fitted inside a passenger vehicle. After signing by the officials of the State Legal Metrology Department, the receipt will be handed over to vehicle owners for record purposes.	The state legal metrology department issues STAMPING AND VERIFICATION CERTIFICATES which can be utilized by the vehicle owners. PLEASE AMEND TO DELETE THE ADDITIONAL REQUIREMENT OF SIGNING CTRS RECEIPT BY LEGAL METROLOGY OFFICIALS.	Refer Corrigendum I
79		10	Page 30-Supply, Installation and Commissioning of “The Device”	h) In case the vehicle is in panic mode, the system shall have a provision to send the alert message to the control centre at the same time the alarm siren should be such that it should attract the attention from local crowd, security, police oremergency services so that the passenger is provided with the safety services on the spot / in emergency situation.	The “ alarm siren” is not mentioned in the specification. PLEASE AMEND TO DELETE THE “ALARM SIREN”	Refer Corrigendum I
80		11	Annexure 1 (v)(a) Warrantte and Maintenance.	The vendor responsibly should be limited to service, renewals and maintenance of the Device.	PLEASE AMEND TO INCLUDE THE RESPONSIBILITY OF TAXI OWNERS FOR TIMELY RENEWALS AND PROPER MAINTENANCE OF THE DEVICE DURING THE PROJECT	Refer Corrigendum I
81		12	Annexure 1 (vi) Transfer Data to CTRS web application		PLEASE AMEND TO ALLOW THE VENDORS TO SHARE DATA FOR ANY FUTURE REQUIREMENTS ON REQUEST OF THE TAXI OWNERS.	Retained as per RFP. If any of the stakeholders need any data access the same may be considered after due approval from DoT/GEL, and if approved will be shared by GEL.

82		13	Annexure 1 (vii) e) Setting up and operate the installation and service centre :		PLEASE AMEND IT FOR FUNCTIONING OF SERVICE CENTERS IN NORMAL WORKING HOURS/ DAYS.	Refer Corrigendum I
83		14	Annexure 2 (iii) b) setting up of call centre	The devices can be repaired instead of compulsorily being replaced during the maintenance.	So please amend the clause accordingly to allow for REPAIR of the devices as well.	Refer Corrigendum I
84		15	Annexure 2 (vi) Identifying Data Operators for the AMC Period		For being answerable for the performance of device we recommend the department to leave the responsibility of SIM with the device vendor only otherwise it will be difficult for the device vendor to manage and identify whether the problem is with the device or the SIM.	Retained as per RFP
85		16	Annexure 4, Point 6 TECHNICAL BID FORMAT	The word cumulatively seems to been improperly used thereby making the turnover criteria confusing.	PLEASE AMEND TO DELETE THE WORD "CUMULATIVELY".	Refer Corrigendum I
86		17	Annexure-5, Financial Bid format Financial Terms and Conditions	Please make the evaluation calculation more clearer with the line items weightage defind.	PLEASE AMEND TO MAKE THE EVALUATION BASED ON PERIOD.	Retained as per RFP
87		18	Annexure- 5, Finanacial Bid Format	Financial Terms and Conditions	AS BIS 16833 has not put any restrictions for modules and the 2G networks are still working in GOA, the OEMs be allowed to bid for 2G devices without any future binding liabilities.	Refer Corrigendum I
88		19	Annexure 1(iv)	Embedded SIM with 1 year data service. & Annexure 5 , Financial Bid Format 2.Cost of one year data service (Year 1)	Relevant BIS 16833:2018 seeks the multiple network SIMS , however the price bid is vague on the price to be quoted for the single network/ multiple network. PLEASE AMEND TO INCLUDE THE MULTIPLE NETWORK PRICING IN THE BID.	Refer Corrigendum I

89	M/s Rosmerta Autotech private Limited	1	Page 12 & Page 15	<p>e. Financial Bid Evaluation i. On opening of the financial bid, the L1 bidder will be identified who offers the least cost (i.e. Total Amount mentioned in “Annexure 5”) and will be given exclusive supply rights for initial 6 months from the date of empanelment or at least 50% of the order placed whichever is earlier & viii. If the delivery performance of the L1 bidder is not as per the schedule in the first 6 months or supply of 50% of estimated units whichever is earlier, GEL reserves the right to open up the supply rights to other qualified bidders who are empanelled.</p>	<p>To have better incentive and to get better pricing, the L1 bidder must be given a chance to at least capitalize on 75% of the opportunity available. This will give an additional volume for bidding better cost effective rock bottom pricing. As the initial implementation may face resistance from Taxi owners and other teething issues, keeping 6 months criteria (as whichever is earlier) makes no assurance of volume. Request to remove the 6 months’ time limit. Further to keep the supply risk at minimum in parallel to L-1, L-2 or L-3 may be allowed (who agrees to match the price of L-1) to sale in parallel for balance 25% of the volume. The control on sales volume can be controlled by the application software. The clause in Page 15 in any case protects the department in case of any delay from L-1 or L-2 bidder’s part.</p> <p>May be amended as</p> <p>e. Financial Bid Evaluation</p> <p>i. On opening of the financial bid, the L1 bidder will be identified who offers the least cost (i.e. Total Amount mentioned in “Annexure 5”) and will be given supply rights of assured at least 75% of the total volume. Department will also call L-2 to match the L-1 price and take the balance quantity of 25% if they agree to match L-1 price. If they don’t agree, department will call L-3 and so on to allot the balance 25%. Each allowed bidder will be allowed to submit list of their duly Legal metrology</p>	Refer Corrigendum I
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91		2	Page 30-	<p>Supply, Installation and Commissioning of “The Device”</p> <p>h) In case the vehicle is in panic mode, the system shall have a provision to send the alert message to the control centre at the same time the alarm siren should be such that it should attract the attention from local crowd, security, police or emergency services so that the passenger is provided with the safety services on the spot / in emergency situation.</p>	<p>The BIS specification does not have the “ alarm siren” in the specification. Please clarify whether it is an extra provision to be given for alarm siren as an additional attachment.</p> <p>In case it is required then please define the requirement in details for an apple to apple comparison without leaving it to the bidders perception.</p> <p>Minimum definition should cover –</p> <ol style="list-style-type: none"> 1) Siren is inside or outside vehicle cabin 2) In case it is outside cabin, where to install and it’s IP rating 3) Minimum decibel required <p>Also include it in price bid description as “The device with external siren attachment” to avoid any confusion.</p> <p>May be amended as</p> <p>Please remove this requirement or Please issue detail of siren (technical and fitment)</p> <p>Also add this in the price bid description as “The device with the ALARM SIREN attachment”.</p>	Refer Corrigendum I
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92			Page 31-	<p>Warrantee and Maintenance. v. Warranty and Maintenance of "The Device" (AMC) a) "The Device" supplied shall come under free warranty for a period of 1 year. Thereafter it is mandatory for the vendor to get into an AMC with the vehicle owner directly for the complete AMC Period which is from Year 2 to the complete lifetime of "The Device" . However, it is the responsibility of the vendor to ensure continuous data feed as required by the CTRS as mentioned in the document and amended by the GOG / GEL from time to time is sent from the device to the CTRS application for the complete lifetime of "The Device"(min. 5 years).</p>	<p>The Ownership of up-keeping of device, timely renewal of data and AMC services and in case of any problem sending the cab for device rectification is the sole responsibility of the Taxi Owner. This needs to be communicated to the taxi owners very clearly and they need to be made liable for a non-working device. GPS vendor's liability should be restricted to the SLA terms of repair/ rectification/ replacement only once the devices are brought to service centre. We can't ensure AMC will be paid by taxi operators or not, we can't ensure continuous data feed as required by the CTRS if devices are intentionally tampered or require servicing at times until device / vehicle is brought to service centres</p> <p>It may be amended as – a) The Device supplied shall come under free warranty for a period of 1 year. Thereafter the taxi owner would get into an AMC with the vendor directly. It would be the responsibility of the vendor to service the device during warranty or AMC period as per SLA during the complete term of contract for continuous data feed as required by the CTRS.</p>	Refer Corrigendum I
93			Page 32	<p>Transfer Data to CTRS web application The bidder shall ensure that the GPRS/SIM in "TheDevice" should work only with the "The Device" andtransfer the data only to the server configured for thispurpose. Bidder is strictly instructed not to share thedata with any third party without approval from GOG.A NDA (Non Disclosure Agreement) will be signed inthis regard on empanelment.</p>	<p>In our experience, there may be cases where the data may be requested by the customer (vehicle owner) due to various reasons such as – - integrating the devices to cab aggregators like OLA/Uber- Usage by themselves for fleet management with added features etc. May be amended as</p> <p>The bidder shall ensure that the GPRS/SIM in"The Device" should work only with the "TheDevice" and transfer the data only to the serverconfigured for this purpose. However,Bidder will be allowed to share thedata with third party on request of the vehicle owner (customer).</p>	Retained as per RFP. If any of the stakeholders need any data access the same may be considered after due approval from DoT/GEL, and if approved will be shared by GEL.

94		3 Page 33	<p>Setting up and operate the installation and service centre : e) Service centre should function on all days towards the installation and service of "The Device" to extend service support.</p>	<p>As per automobile industry normal practises, Service centres operate on 6 days a week basis from 10am -6pm and not in all days. May be amended as e) Service centre should function on minimum 6 days a week barring national holidays.</p>	Refer Corrigendum I
95		4 Page 34	<p>x. Submit solution architecture and complete technical details in format suggested by GEL. e) Layout and design of the complete "The Device" system. The Bidder should give their complete solution architecture which mentions the following: a) Detail of "The Device" to be Installed and maintained in passenger taxis across the state of Goa. b) Positioning of "The Device". c) Complete solution architecture and features. d) Activities which will be monitored by the integrated GPS (Global Positioning System). f) Any other technical document as requested by DOT/GEL.</p>	<p>The positioning of the device can be understood from the installation manual of the device. Further, the design related documents are the proprietary of a company and can't be shared. Further department must ask for protocol document and necessary technical support for integration with CTRS. May be amended as x. Submit complete technical details in format suggested by GEL. The Bidder should give the following technical details: a) Detail of "The Device" to be Installed and maintained in passenger taxis across the state of Goa. b) Installation Manual of "The Device". c) List of Features of the Device with the communication protocol for the device integration. d) Activities which will be monitored by the integrated GPS (Global Positioning System). e) Any other technical document as requested by DOT/GEL.</p>	Refer Corrigendum I

96		5	Page 34	Scope of work of GEL	Kindly confirm if the permit holders details and vehicle details will be uploaded by the department in the application and would be available to GPS-meter vendors for doing installation entry. Vendor would need a log-in for the following activity – - To view and use the device IDs (for installation) already populated in the application by GEL post verification of Pre-dispatch inspection report and Legal Metrology stamping. - Installation entry (mapping of Device-SIM-Vehicle number). - Screen for monitoring health of device along with list of vehicles not reporting for 1 day/7 days/30 days. - Entering device replacement (remapping of vehicle with another device)	All the required details will be shared by GEL after due approval from DoT with the vendors. After the empanelment of the vendors, all API's/Webservice's integrations will be taken up jointly by the Vendor and GEL technical team.
97		6	Page 37	setting up of call center b) Any nonfunctioning of the equipment reported by the vehicle owner. In case of failure of the equipment, GEL will ensure that proper SLA's are put in place with the equipment manufacturer and is replaced as per the SLA.	The devices may be repaired or replaced as per the SLA. May be amended as b) Any non-functioning of the equipment reported by the vvehicle owner. In case of failure of the equipment, GEL will ensure that proper SLA's are put in place with the equipment mmanufacturer and isrepaired/replaced as per the SLA.	Refer Corrigendum I
98		7	Page 60 Point 2	The Bidder should be a Company registered in India under the Indian Companies Act 1956 or a Registered Partnership Firm or a Sole Proprietary Firm.	For such a large volume project allowing Sole proprietorship firms may result in service continuity / commitment issues for 5 years. Kindly remove "Sole proprietary". May be amended as: The Bidder should be a Company registered in India under the Indian Companies Act 1956 or a Registered Partnership Firm.	Retained as per RFP

99		8	Page 60 Point 2	The Bidder should be a Company registered in India under the Indian Companies Act 1956 or a Registered Partnership Firm or a Sole Proprietary Firm.	For many companies like us, the manufacturing unit is a 100% subsidiary company of ours. While most of the customer business is done by the parent company. As per normal tendering practice, please confirm that the bidder can use it's parent company financial and work experience criteria if it is 100% subsidiary May be amended as Kindly allow – The bidder can use the financial and work experience credentials of it's 100% parent or 100% subsidiary company. Proof of being 100% Subsidiary or parent company for using their financial or work experience criteria	Retained as per RFP
100		9	Page 60 Point 4	The Bidder should have minimum of 3 years of existence in the manufacture and sale of the Digital Fare Meters as on 31.03.2018.	For having better experienced bidders, kindly ask for 5 years of existence in business instead of 3 years. Further kindly allow experience in manufacturing or sale instead of both as the bidding company may be not be engaged in both for last 5 years. May be amended as – The Bidder should have minimum of 5 years of existence in the manufacture or sale of the Digital Fare Meters as on 31.03.2018.	Refer Corrigendum I
101		10	Page 60 Point 4	Supporting documents – Copy of Purchase / Work Orders received on or after 31.03.2015 and completion certificate received from the customers.	In product supply, no customer gives completion certificate. Also as the sale is to the individual permit holders, hardly anyone gives purchase order. As allowed in other clauses please accept invoice copy against this clause May kindly be amended as – Copy of Purchase / Work Orders received or copy of invoices raised on or after 31.03.2015	Refer Corrigendum I

102		11	Page 60 Point 5	The Bidder should have sold atleast 5,000 nos. of Digital Fare Meters cumulatively within the last three financial years out of which atleast 500 devices should be Integrated Digital Fare Meters with GPS/GPRS and Printer.	For a requirement of 32,000 GPS integrated fare meters where L-1 bidder will have to supply a major qty in 6 months, asking for experience of only 500 such devices could lead to selection of vendor literarily having nil expertise in such product. Only Digital meter manufacturing experience has no relevance. It could be a big risk for the project. Request kindly amended as – The Bidder should have sold at least 5,000 nos. of Integrated Digital Fare Meters with GPS/GPRS and Printer.	Retained as per RFP
103		12	Page 61: Point 6	6.The Bidder should have an average turnover of Rs. 15 crores cumulatively in last three financial years (2015-16, 2016-17, and 2017-18).	The word Cumulative and average are contradictory. We understand it as – “the bidder should have an average turnover of Rs. 15 crores in last three financial years (2015-16,2016-17, and 2017-18) . Further considering the large scale of project, the turnover criteria may be increased to at least 30 Crores in average May be amended as Kindly confirm our understanding of 15 Crs average and 45 Crs cumulative in 3 years is correct. Further the clause may be amended as – The Bidder should have an average turnover of Rs. 30 crores in last three financial years (2015-16, 2016-17, and 2017-18).	Refer Corrigendum I
104		13	Page 61: Point 10	Bidder should have valid ISO 9001:2015 certification	ISO 9001 certification is very common and doesn't relate to specifically automotive manufacturing quality. The relevant certification i.e. TS or IATF 16949 certification for the manufacturing unit May be amended as – Bidder should have valid ISO 9001:2015. And TS or IATF 16949 certification	Refer Corrigendum I

105		14	Page 63annexure-4, Financial Bid format		<p>The financial bid format have items which are mix of one time charges as well as recurring charges, calculation of total cost by adding them and using the total for evaluation will not be right. The total for evaluation should be arrived bycalculating the yearly cost of ownership of the Device for arriving at the L-1 bidder pricing. Also please mention in RFP who will pay for the device and year on year SIM charges</p> <p>May be amended as: Evaluation methodology may be defined as: The evaluation will be done based on yearly cost of ownership basis by using the following formula to decide L-1 bidder pricing Yearly cost of ownership price for item 1 divided by five, plus price for item 2, plus price for item 3</p>	Retained as per RFP. Vehicle owner will pay for the device cost as well as for network charges every year
106		15	Page 64,	<p>Financial Terms and Conditions</p> <p>i. Since communication network technology is rapidly evolving/ changing and particularly since the 2G network in Goa is almost getting obsolete as such in the due course of empanelment tenure if the BIS standards amend the requirement to a higher Communication network (upto 4G) or the MSP phases out any of the lower communication Networks (i.e. 2G or 3G) then the vendor will have to ensure the device is capable of sending the data to the server using the amended/available communication network at no extra cost and if such change happens during the first year of installation the empanelled vendor will have to provide compatibility to the higher network upto 4G for all devices already supplied by him to various buyers at no extra cost.</p>	<p>Clause (i) is technically not feasible as no 2G or 3G device can be auto upgradable until a 4G device is supplied in the first place. BIS Annexure –B, nowhere mandates 4G Supplying 4G module would make this project unnecessary costly for the permit holders not only for device but for running cost as well. Further difference between warranty or post warranty period is also not clear. As suggested against section “Scope of work” point no (iv) Page 30, the bidder can quote any type of device for which they are providing the 5 years continuity certificate from Service provider. This clause may be deleted and replaced with clause, May be amended as (i) The Bidder need to ensure that the device and network (2G or 3G or 4G) they are proposing will not be phased out in Goa in next 5 years. A suitable confirmation from the service provider may be attached.</p>	Refer Corrigendum I

107	Sansui Electronics Pune.	1	BIS Standards : Page No 7	Definition of "The Device" In the following document, the term "The Device" means an ATD with an Integrated Emergency System and Fare Meter confirming to BIS Standards as per ANNEXURE "3".	The RFP Shows that the system confirming to BIS Standards. Our System is made with the guide lines of BIS standard. Is there is any certification is mandatory from BIS. Please clarify.	BIS Certification from one of the listed agencies for the Device is mandatory								
108		2	Embedded SIM : Page No 9		Our Meters are capable to function with embedded Sim Cards, on availability of the same we will supply the same. However we wish to mention that the Embedded sims are widely available with Indian telecom operators.	Query not clear								
109		3	Supply Schedule of The Device	<table border="1"> <thead> <tr> <th>Activity</th> <th>Scheduled Date of Delivery of Device</th> </tr> </thead> <tbody> <tr> <td>For Date "D"on which First Order for a device is placed by the vehicle owner with the empanelled Vendor</td> <td>D + 45 days</td> </tr> <tr> <td>For All Orders Placed by the vehicle owners in the period D+30 Days</td> <td>D + 45 days</td> </tr> <tr> <td>For All Orders Placed by the vehicle owners in the period "After D+30 Days"</td> <td>Within 15 days of placement of Order</td> </tr> </tbody> </table>	Activity	Scheduled Date of Delivery of Device	For Date "D"on which First Order for a device is placed by the vehicle owner with the empanelled Vendor	D + 45 days	For All Orders Placed by the vehicle owners in the period D+30 Days	D + 45 days	For All Orders Placed by the vehicle owners in the period "After D+30 Days"	Within 15 days of placement of Order	Require to be increased to D + 60 Days. Because all the meters needs to be submitted for Legal Metrology stamping at the receiving end.	Refer Corrigendum I
Activity	Scheduled Date of Delivery of Device													
For Date "D"on which First Order for a device is placed by the vehicle owner with the empanelled Vendor	D + 45 days													
For All Orders Placed by the vehicle owners in the period D+30 Days	D + 45 days													
For All Orders Placed by the vehicle owners in the period "After D+30 Days"	Within 15 days of placement of Order													
110		4	DOIT Approvals	Roles and Responsibilities of DOT a. Take necessary approvals from DOIT in order to host CTRS web application on the SDC server	Please specify about the DOIT approval.	All approvals required by DOIT for hosting the CTRS application on SDC will be taken by DoT								
111		5	Amendments to the Tender	Before closing of the Tender, clarifications and amendments, if any, will be notified in the websites mentioned earlier. The Bidders should periodically check for the amendments or corrigendum or information in the websites till the closing date of this Tender. GEL/DOT will not make any individual communication and will in no way be responsible for any ignorance pleaded by the Bidders.	Required notifications in the Registered Email ID.	Retained as per RFP								

112		6	6. a. Payment of Security Deposit (SD)	The Successful Bidders will be required to remit the Security Deposit (SD) equivalent to 5% of the estimated project value which will be worked out along with the contract executed with the empanelled agency, inclusive of EMD by way of e_Payment. The SD shall be paid within 7 days from the date of issue of Letter of Acceptance (LOA) by GEL/DOT. The Security Deposit will be refunded to the Successful Bidder only after the satisfactory completion of the contract period or extension of the period, if any. The Security Deposit held by GEL/DOT till it is refunded to the Successful Bidder will not earn any interest thereof.	SD is Equal to total Contract Value or Equal to The Order . Is Bank Guarantee is acceptable for SD.	Refer Corrigendum I
113		7	Penalty Clause	Penalty due to Non Performance of the "The Device" During the warranty period, "The Device" has to be Repaired / Replaced within 24 hours and the complaints received from the customers should be attended to within 24 hours from the time of producing the Passenger Taxi for repair at the service centre. If the complaints are not rectified within 24 Hours, the penalty is applicable as follows:	The Penalty clause needs to be reduced. In case of connectivity issues the manufacturer will not have control on the process.	Retained as per RFP
114		8	Scope of Work Of Bidder (Annexure "1")	The device should be embedded with GPS Tracker to track and determine the precise location and the movement of the vehicle. Receipt printer will print the passenger vehicle fare based on distance calculated by GPS Tracker and Panic Button to alert in case of emergency	As per legal metrology the sensing must be through the Sensors fitted in the engine out put or the suitable way which gives the kilometre factor based on the vehicle movement.	Refer Corrigendum I
115		9	Embedded SIM – Page 30	Install Embedded SIM with 1 year data service The successful vendor should have a tie up with reputed mobile service providers (registered with TRAI) to procure and supply the GPS/GPRS SIM with one year data service.	Our machines are capable to function with Embedded SIM Cards. Butcurrently the said product is not widely available with service providers. Please advise.	Refer Corrigendum I

116		10	10. Warranty and Maintenance of "The Device" (AMC) – Page 31		Annexure "1" – Sub Title V – b. The Device replacement option is very difficult to manage. Because all the instruments are verified by legal metrology department. The replacement of internal part will ensure 100 percent rectification but not the entire meter	Query not clear
117		11	Battery Replacement. – Annexure – 1 , (V) – F.	F. The warranty for the internal battery covers for a year after which it has to be replaced when it becomes defective at vehicle owner's cost, in the concerned service centre, at the rate finalized through a tender as and when required.	The Battery needs to be considered as Consumable.	Retained as per RFP
118		12	Integration – Annexure 2. VII – Page 38	Integration of the Data on eTrans and eVahan GEL has to ensure that Data captured through CTRS is integrated with Vahan & Sarathi & eTrans.	Please Clarify the role of Meter Supplier.	This comes under the scope of work of GEL, Vendor has to ensure continuous data feed to CTRS
119	Sensorise Digital Services Pvt. Ltd.	1	Page 30 Embedded SIM with 1 year data service.	As per BIS specification & Testing guideline and considering requirement of high level of service availability (particularly during emergency), devices need to have multiple network subscription (minimum 2). It may please be noted that mobile service providers are registered with the Department of Telecommunication as per TRAI regulations.	May be amended as - iv) Install Multi-network capable embedded SIM with one year of Data subscription from minimum 2 networks to ensure high quality of service/availability in compliance to BIS 16833. The successful vendor should have the capability to supply embedded SIM along with multiple network subscriptions through its tie ups with registered mobile service providers.	Refer Corrigendum I

120		2	Page 32	<p>Transfer Data to CTRS web application . The bidder shall ensure that the GPRS/SIM in “The Device” should work only with the “The Device” and transfer the data only to the server configured for this purpose. Bidder is strictly instructed not to share the data with any third party without approval from GOG. A NDA (Non Disclosure Agreement) will be signed in this regard on empanelment.</p>	<p>It is a frequent and everyday requirement that devices or SIM cards may be required to be repaired or swapped. In addition, the M2M SIM is required to only permit incoming and outgoing messages from any one predefined number, which number may be changed during the life cycle of card/device. The bidder shall ensure that the GPRS/SIM in “The Device” should work only with the “The Device” and transfer the data only to the server configured for this purpose. It shall be possible to remotely lock and unlock the SIM and device paring from servers that are in control of GEL. The bidder shall ensure that subscription is locked to send and receive messages only from one specified number. The bidder shall provide the capability for GEL to change the restricted mobile number for messaging over the air. We shall be happy to share the way it can be achieved.</p>	Retained as per RFP
121		3	Page 64, Financial Terms and Conditions	<p>i. Since communication network technology is rapidly evolving/ changing and particularly since the 2G network in Goa is almost getting obsolete as such in the due course of empanelment tenure if the BIS standards amend the requirement to a higher Communication network (upto 4G) or the MSP phases out any of the lower communication Networks (i.e. 2G or 3G) then the vendor will have to ensure the device is capable of sending the data to the server using the amended/available communication network at no extra cost and if such change happens during the first year of installation the empanelled vendor will have to provide compatibility to the higher network upto 4G for all devices already supplied by him to various buyers at no extra cost.</p>	<p>Based on our exposure with the GPS Industry eco-system, readiness of the industry with 4G device is practically nil. This issue surely needs to be handled and may need a detailed discussion. We shall be more than willing to come and meet you in person and based on your concerns, can deliberate and find a practical solution to this concern</p>	Refer Corrigendum I

122	Nippon Audiotronix Pvt. Ltd.	3	General Query	In case of L1 vendor chosen for implementation of GPS integrated Fare meter , there could be instances of warranty lapse (for the new vehicles to be registered and the vehicles registered but still under OEM warranty) as the vehicle OEM may not endorse the vendor as a technically qualified supplier due to their inability to meet the OEM norms and testing standards.	Our suggestion to address this issue is to integrate the OEM approved device with CTRS (Central Tracking Response System) application developed by GEL irrespective of the outcome of the tender.	Noted
123		4	General Query	As per IS 16833 the vendors with devices built from Automotive Grade components only should be allowed to get empaneled.	Request your good offices to kindly look into this matter/check the certificates issued by testing agencies submitted by the manufacturers as this is related to public safety, for your reference extract of the same is pasted below from Annexure B of IS 16833. (Refer Page no. 18 of the document Annex. B of BIS)	Noted
124	Vodafone Idea Limited	1	5 - Vehicle Owner	The vehicle owner have to take the total ownership of the device installed in the vehicle including up keeping of device, timely renewal of AMC and data service	<p>1) Who will be responsible incase of any damage of devices</p> <p>2) Who will be single point of contact to renew data service.</p> <p>3) Who will pay for AMC and data renewal</p>	<p>1) As per the RFP, the empanelled vendor will sell the device to the vehicle owner. After the device is sold to the vehicle owner, it is the responsibility of the vendor to get into an AMC with the vehicle owner. It is the joint responsibility of the both to ensure that the device is functioning properly so that continuous data feed from the same is received into the CTRS application</p> <p>2) GEL</p> <p>3) Vehicle Owner</p>
125		2	6. Scope of Work	Supply, Installation and commissioning of the "The Device" in approx. 32,000 Passenger Taxis across the state of Goa and maintenance of the installed device to run smoothly for a period of 1 year warranty which is mandatory.	The total contract is for 5 years and asking for 1 year warranty. Need clarification on this statement.	Once the device is sold to the vehicle owner, vendor will ensure the maintenance of the device for one year after which from year 2 , he need to get into an AMC with the vehicle owner until 5 years

126		3	6. Scope of Work	The device supplied should be able to transfer the vehicle movement data on a periodical basis to the CTRS (Central Tracking Response System) application developed by GEL, installed at SDC (State Data Centre), through GPRS and GPS devices. This data will be accessed through web based application namely CTRS from the nominated control rooms i.e. the nearest police station, the police control room, the MHA control room and DOT.	1) Please confirm if CTRS service is exposed to Internet of MPLS backhaul 2) As per our understanding the data should be transmitted to only CTRS server. This is GEL's scope to provide access of data to different stakeholders like police station, Control room, DOT etc. Please clarify	It will be an internet application. Once it is hosted as an internet application, all the nominated control rooms will be provided with the Login Access.
127		4	6. Scope of Work	application developed by GEL	Can you allow complete manageability to OEM including development of applications, provide complete hardware, provide IOT SIM cards and manage complete setup.	No. Retained as per RFP
128		5	Scope of Work of Selected Bidder's - IV	Install Embedded SIM with 1 year data service	Who will pay for data services after 1 year	After one year GEL will float in an RFP and empanel the data service providers with the lowest rate. After which the data service rate will be as per this empanelled rate and will be paid by the vehicle owner.
129		6	iv.- Monitoring of SLA's	Monitoring of the SLA stringently will be the job of GEL. GEL will monitor all the SLA's as per the agreement which will be signed and ensure that compliance is done by each and every bidder empanelled.	SLA is for overall uptime or for any specific parameter. Need detailed specification	Details will be provided to Empanelled Agencies
130		7	7. BIS Certification marking - 7.1	The use of the standard mark is governed by the provisions of bureau of Indian standard Act 2016 and the rules and regulations made thereunder, The details of conditions under which the license for the use of standard mark may be granted to manufacturers or producers may be obtained from the Bureau of Indian Standard	Can we consider BIS & ARAI approved devices only to participate quality manufacturers.	We need only BIS Certified devices
131		8	B4.2 - Messages and alters from devices	the alter message should be sent to dual ip addresses	How many messages shall require per SIM card per month	To be evaluated by the Bidder

132		9	B7.1 Functional testing / Point 2 / ii	Support multiple network OTA switching capabilities (on demand as well as automatic switching on real time basis)	Can we exclude this clause. Vodafone shall configure profile for another/additional network in air in next 5-6 months	This is as per the BIS Specification document at ANNEXURE "3". Not a single clause can be excluded from the same
133			General Query 1		How much data will require per SIM per month	To be evaluated by the Bidder

