CONSOLIDATED PRE BID MEETING QUERIES AND CLARIFICATIONS

SL	Clause No	Page No	Heading	Details of the Clause	Clarification sought BY the Firms	CLARIFICATION GIVEN BY APSRTC
1	4 (i) (a)	12	Overall Scope of VT & PIS	Supply, Installation, Testing and Commissioning of Vehicle Monitoring Units (VMUs) along with all fittings & fixtures in all the 12,216 buses indicated above and their maintenance for the entire contract period of 3 yea	"As per this clause the bidder has to provide the VMUs for each bus. However at other places it is mentioned that the existign devices have to be reused. Please clarify the exact position here so that the bidders can make appropriate estimates"	Existing devices should be used as long as they work. In case of any repairs,damages / lost , bidder has to procure the devices and maintain them through out the contract period. Currently we have 12,000 + in working state, But warranty period no longer exist.
2	4 (i) (k)	14	Overall Scope of VT & PIS	Providing the required communication subsystem including procurement & installation of SIM cards in Vehicle Monitoring Units and controllers for LED displays, payment of monthly charges for the required GPRS/GSM communication, for the entire contract period of three years.	If the existing devices are functioning properly, then they will have the SIMs already in place. We request APSRTC to share the SIM details so that the new bidder can reuse the SIMs. Otherwise it will be an wastage of effort to replace SIM in each bus.	AIRTEL SIMs are owned & maintained by the existing vendor. The same can be taken over by the successful vendor.
3	4 (xviii)	16	Overall Scope of VT & PIS	All the hardware, software, VMUs, along with all fittings & fixtures and all other equipment would be transferred to APSRTC at the end of the Project period of three years along with Source code, Application Software Developed/Used by the successful bidder under VT & PIS project for APSRTC and all project related Data such as input, output, masters etc. and source code created for APSRTC would be the property of APSRTC and transferable to APSRTC at the end of the Project period. The source code will be the intellectual property of APSRTC and successful vender should not use this source code elsewhere without the permission of APSRTC.	"The Service through this RFP is being provided by via a cloud hosting mechanism. After the completion of the contract, the software may be provided to APSRTC. The bidder can install the software at an yplace of APSRTC's choce. However, the source code transfer is not possible as it involves a firm's IP. Secondly, IP of the software cannot be transferred to APSRTC as the software is built to be used for similar clients elsewhere. Please consider. "	The successful vendor must transfer all the intellectual properties to APSRTC. In case, if there is any difficulties transfering, same production environment setup should be placed in APSRTC authorized environment at the end of the project period. And must shutdown the environment at vendor side.Source code must be hand over to APSRTC as it is developed at the cost of APSRTC and it is the property of APSRTC
4	4 (xxiii)	16	Overall Scope of VT & PIS	Successful bidder should provide the support in the maintenance of the KIOSKS regarding software and hardware	Please specify the support clearly for correct estimation.	At present corporation had 25 KIOSKS installed at different bus stations. The same should be maintained by the Succcesful Vendor throught the contract period. The specifications &Locations of the kiosks are given at ANNEXURE-6, which is placed in this document.
5	4(2.5)	18	Mobile App for Passengers	The Passenger should be able to see the live bus location on the Google Map and should be able to track the bus as it moves.	Is it necessary to use Google Maps for the Mobile Apps	Vendor may use any open source maps, which will give clean and clear user experience. And make sure that data is accurate as much as Google will provide.
6	4(6.1)	26	Web Portal – Live tracking - for Road Transportation Corporation Staff	The live tracking application should be displayed the assets on a licensed Google maps	As above, is it necessary to use Google Maps	Vendor may use any open source maps, which will give clean and clear user experience. And make sure that data is accurate as much as Google will provide.
7	5.b	35	TENDER CUM REVERSE AUCTION FOR IMPLEMENTATION OF VT & PIS PROJECT, AND MAINTENING THE SAME ON RATE PER BUS PER MONTH	Bidder will be paid the monthly amount as No. of buses * rate per bus per month + Applicable taxes from time to time.	Please advise if there will be a minimum number of buses for which payment will be guaranteed to cover incidents of strike etc.	APSRTC running 12,000+ buses and all the buses should be considered under this project. As long as vehicle is getting tracked smoothly, there wont be any penalities applicalbe. However APSRTC wouldn't provide any guarantee for minimum number of buses.However penalty will be imposed as per the Clauses applicable
8	6.j	36	ELIGIBILITY CRITERIA FOR BIDDERS	In case of a Consortium, the Prime Bidder shall give an undertaking for successful completion of the project. In case of any issues, Prime bidder shall be responsible for all the penalties/compensation. The agreement between the prime bidder and the consortium partner should be for the entire project/contract period and the same has to be submitted along with the Technical Bid.	We request for joint and severable liability. Please consider.	APSRTC wiil deal with prime bidder only

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9	11.2.i	41	General Terms	As per the Govt. letter No.ITC01-IT0INFR(SDC)/1/2019 - INFRA,dated 02.04.2019 given by the Principal Secretary to Govt., the State Data Center (SDC) is being established at Mangalagiri and the IT, E&C department will provides the entire infrastructure at free of cost for hosting applications to all the user departments with Tier-IV architecture, which is eligible to APSRTC also. Corporation is following up with Govt. of AP to get the total Hardware and hosting on free of cost	"Please advise the time frame in which the corporation will have clarity on this. If such clarity is received after award of contract and before atart of work then how will the corporation proceed. We suggest that bids be called only after clarity on this part. "	All firms have to bid for all the 4 options in price bidding invariably. If any firm/bidder fails to quote even one option among all the 4 options, the total price bid of the firm will be treated as invalid and the EMD amount of the firm will be forfeited. The firms which meet pre-qualification criteria will be selected for technical evaluation. The price bids of the firms which scored 70 marks out of 100 marks as per technical evaluation will be opened. The committee will decide the best option for the corporation based on the cost benefit analysis and the approval of the State Data Center by Govt. AP and reverse auction will be conducted for one or two options only. The decision of the committee on the option/options to be choosed is final and no representations will be entertained in this regard.
10	11.3.6	42	Key Dates and events	"Issue of clarifications to prospective bidders : 12-06-2019 End of Submission of e-Bids : 20-06-2019 16Hrs"	We request for a minimum period of 3 weeks between issue of clarifications and closing of bid submission to allow for appropriate sizing and estimation and to offer best bid to the customer.	Extended one week time period for the bid submission i.e instead of 19-06-2019 & 20-06-2019 to 26.06.2019 & 27.06.2019. Booklets with eligilbility creteria documents has to be handedover on or before 27-06-2019. The revised time lines for key events are given at Annexure 7 in this document
12	13.c	47	Payment Terms	The monthly charges will be paid against submission of invoice of the successful bidder every month, to ATM-2, RTC House along with production of certification from the Regional Managers regarding Satisfactory functioning of the GPS devices other components of the project	we have developed several such projects; functioning of the deivces and other components is available form the system itself and the process of reports from regional managers be done away with.	Submission of certificate from the Regional Manager for monthly charges is mandatory for efficient functioning of the project
13	14.1.25	71	GPS Specifications	GPS Specifications	The corporation would be aware of the AIS 140 mandate from the MoRTH. As per this mandate installing a device which is not compliant with AIS 140 standards may not be feasabel for the corporation. We suggest that the corporation modifies the RFP to seek AIS 140 devices wherever a new device is installed. Please consider.	Considering the cost involved, APSRTC has taken decision to use the existing devices. However there is no restriction from APSRTC on using AIS 140 going forward by the Vendor. Its succesful bidders choice. However the basic specificaiton mentioned in the tender document must be availble with the device.
14	15	77	Project Implementation Plan	The time line to complete the project for 12,216 buses is 14 weeks from the award and acceptance of the Tender.	As per our experience, covering 12000 odd buses in a period of 14 weeks will be challenging. We suggest that this time period be modified to 26 weeks.	Since Devices are already fitted in all buses , the time involved in logistics & fitment is avoided . However another 2 weeks time is allowed for project implementation in Live i.e. from T1 + 14 weeks to T1 + 16 weeks.
15	6.f		ELIGIBILITY CRITERIA FOR BIDDERS	f. The individual / firm / company should be in the business of IT enabled services and should have an average turnover of not less than Rs.2 Crores during the last three years, i.e., 2015-16, 2016-17 and 2017-18	We request you to kindly consider the annual turnover of FY 2018-19 also. We request you to kindly allow the use the financials of our group companies/parent company with common directors to fulfil the annual turnover of Rs 2 Crore in last 3 FY's.	The average turnover of any three consecutive years among 4 years from 2015-16, 2016-17, 2017-18 and 2018-19 will be considered. IT Returns, Audited P&L account and balance sheet may be submitted as proof for the turnover for 2015-16 to 2017-18.However it is agreed to consider either the audited or the charted accountant certified copies for the FY 2018-19
16	6.g		ELIGIBILITY CRITERIA FOR BIDDERS	g. In case of a consortium, the eligibility criteria pertaining to Net Worth and turnover shall have to be fulfilled by the Prime Bidder. The remaining eligibility criteria can be fulfilled by any of the consortium partners.Documentary proofs from Prime Bidder regarding having net worth of Rs. 2 crores as on 31-03-2018.	We request you to kindly consider the Net Worth & turnover of the consortium as a whole and not only the Prime Bidder.Kindly consider the net worth of the company till 31.03.2019.	Consortium networth as a whole will not be considered.Only prime bidder average turnover of last 3 consecutive years out of 4 years will be considered
18	4.9	25	SMS API Integra	1st Arrow Point: SMS Gateway should be integrated to send alerts to the ROAD TRANSPORTATION CORPORATION staff on various events like cancellation, unauthorized stops, route deviation etc.	SMS Gateway and required SMS plan is under whose scope. Whether APSRTC or the successful bidder?	SMS Gateway will be owned by APSRTC.However the successful vendor has to integrate the SMS gateway.

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19	12.3.d	37	Commercial (Financial) Bid Opening	d. The bidder has to quote rate per bus per month for the four options given below. committee will decide the option after opening of commercial bids. For Option – 1 : Rate per bus per month, in case VMU and SIMS maintenance by the Bidder, utilizing the Govt. State Data Center Tire-IV infra structure at free of cost. For Option – 2 : Rate per bus per month, in case VMU and SIMS maintenance by the Bidder, with hardware and hosting by the firm at any TIER 3 and above Data center OR equivalent Cloud platform. For Option – 3 : Rate per bus per month, in case VMU and SIMS maintenance by the APSRTC, utilizing the Govt. State Data Center Tire-IV infra structure at free of cost. For Option – 4 : Rate per bus per month, in case VMU and SIMS maintenance by the APSRTC, with hardware and hosting by the firm at any TIER 3 and above Data center OR equivalent Cloud platform	Is all the four option is available during the Reverse Auction?	please refer to the clarifcation given at serial number 9
20	14.1.19.i	57	Connectivity to various locations physical connectivity across components:	i. Voice communication between vehicle and control room /specified numbers.Control Center and Help Desk Support	Is central Number and its call charges is managed by APSRTC or the successful bidder? Please give clarification on the following concerned points: 1. Is APSRTC will provide its own Control center under this project to the successful bidder? 2. Is the successful bidder scope is limited to connectivity between the Central Data Center/Cloud and the APSRTC Control Center? 3. Is the successful bidder required to provide the manpower in the APSRTC Control Center or the successful bidder can utilise the existing Manpower? 4. Is other infrastructure like video wall, Work station, power connection, etc will be provided by the APSRTC in control Center? 5. Is Help Desk support is operated from the APSRTC Control Center? 6. Please specify the Help Desk Support Shift Time and working day.	No seperate command center is required. However the successful bidder must provide the 24 / 7 support for addressing the issues & other daily activities in shifts. The succesful bidder should maintain the Cell/Land numbers to support. Should support 24 x7 Whatsapp groups to answer queries from different regions
21	4.i.a	4	Overall Scope of VT & PIS	a. Supply, Installation, Testing and Commissioning of Vehicle Monitoring Units (VMUs) along with all fittings & fixtures in all the 12,216 buses indicated above and their maintenance for the entire contract period of 3 years. The buses figure is only indicative, it may be reduced or increased based on the operations.	Do the bidder need to give VT & PIS services for existing 12,216 buses only or additional buses too? If yes, then what would be estimated no. of additional buses ? These nos. are needed for server sizing as well as pricing.	The number may increase or decrease based on operations. In case of additional buses, the successful vendor should support for additional buses too. It is clearly mentioned that Hardware sizing should support upto 15000 buses
22	4.i.b	4	Overall Scope of	b. At present all City buses (around 1269) were fitted with M/s TCS VMUs. Specifications of City buses VMUs are given at Annexure -1. Similarly, all Mofussil and long distance buses (around 10,947) were fitted with M/s Dreamstep VMUs. Specifications of all Mofussil and long distance buses VMUs are given at Annexure -2. All these VMUs are in working condition. Successful Vendor may use all these VMUs in the project as they are the property of APSRTC. However, it is the responsibility of the Vendor for the replacement of any VMU as per the need and requirement during the entire Project period. Corporation will not give any CAPEX for VMUs except the quoted rate per bus per month.	Will authority provide API/SDK support from existing VMU's/PIS OEM ?	APSRTC will provide the existing source code to the successful vendor . However Succesful vendor should provide complete solution as per own choice. APSRTC will provide a demo of existing software components, if required.

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23	4.i d	5	Overall Scope of	d. Supply, Installation, testing and commissioning of Automatic audio announcement of bus stops in all City buses (along with all fittings & fixtures and required connectivity to the VMU) and their maintenance for the entire contract period of 3 years.	"Que 1: As per our understanding this functionality is required for 1269 city buses only. Kindly confirm. Que 2: The given GPS technical specification can not cover this function, additional components need to be added to fulfil this requirement. Kindly revise the scope. "	As the existing systems are working in the specified model, there is no recommendations from APSRTC to addons. However if the succesful bidder is ready to use updated versions to optimize the solution, they can go ahead.
24	4.i.e	5	Overall Scope of	e. Supply, Installation, testing and commissioning of LED display boards for display of Passenger Information, in identified Bus Shelters along with all fittings, fixtures and required PIS controllers and their maintenance during the entire contract period. The successful bidder has to obtain the required power connections at their cost for these displays and bear the power charges for the entire contract period.	Will authority provide required documents for power connections ?	Yes
25	4.i.g	5	Overall Scope of	g. Supply, installation, testing and commissioning of all the required Server Hardware, Firewalls, Software (operating system software, GIS software, RDBMS, Application server software, application software, Digital maps/Google map licenses etc.), Database, Data Storage, all required Connectivity, Networking Equipment's, etc., required for Data Center and hosting the same in a Data Center and paying hosting charges. Maintenance of the same for the entire contract period shall be borne by the successful bidder.	Who will be deciding the location for DC-DR ?	Successful bidder with the approval of APSRTC may decide the location
26	4.29	9	Overall Scope of	Successful bidder should provide data analytics duly integrating the CIS project and show the key parameters like Earnings, KMs, EPK, OR, AVU, KMPL, P&L, Inventory etc. in charts and pictures formats at micro level of each trip.	What is the meaning of "CIS project" here, please elaborate.	Should integrate with Centralised Integrated Solution (CIS) Project ,which is a ORACLE EBS ERP and provide the required data analytics in VT&PIS platform
27	4.30	9	Overall Scope of	xxx. Tenders are being invited separately for procuring Electronic Ticket Issuing Machines (ETIMs) with GPRS & RFID facility for all the buses covered under this project. Data pertaining to all the tickets issued (ticket No., ETIM No., No. of passengers, fare, amount collected, from stage, to stage, concessions availed if any, etc.) and other transaction data will be transmitted from the ETIMs, to the VMU through RS232/USB interface, and from the VMU to the designated Central Servers through GPRS Network. The application software, database structures etc., required for collecting the said data and performing analysis of the data, generation of required reports etc., will be provided by the ETIM vendor.	"As ETIM is a separate hardware and it has its own application, will be provided by the ETIM vendor. To transmit ETIM's data through VMU is not possible, its not a reliable solution. Although ETIMs has capability to transmit data through GPRS itself. So request you to kindly remove this clause- other transaction data will be transmitted from the ETIMs, to the VMU through RS232/USB interface, and from the VMU to the designated Central Servers through GPRS Network. "	ETIMS data will be provided through APIs to process futher for data analytics in VT & PIS system
28	4.31	9	Overall Scope of	xxxi. The ETIM application along with Data received from the ETIM will be hosted on the servers of OPRS (Online Passenger Reservation System). The OPRS System will calculate the seat availability based on the data of OPRS and the data received from the ETIM and send the same to the VT&PIS application which in turn has to display the same on the LCD/LED Displays, Internet and SMS. The required interfaces in the form of XML/Web services shall be provided by the OPRS application provider as per the format specified by the VT&PIS vendor.	As per our understanding seat availability data will be processed and provided by ETIMs or OPRS vendor, VT&PIS vendor has to integrate data through API and display the same. Are we correct ?	YES

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29	14.17	40,5	Scope and Proje	"(Page no. 40) The electricity bills for all the LED displays should be borne by APSRTC. However, providing the required connectivity to the displays in APSRTC bus stations will be the responsibility of the successful bidder. Future increase in electricity tariff should be absorbed by the firm. (Page no. 5)e. Supply, Installation, testing and commissioning of LED display boards for display of Passenger Information, in identified Bus Shelters along with all fittings, fixtures and required PIS controllers and their maintenance during the entire contract period. The successful bidder has to obtain the required power connections at their cost for these displays and bear the power charges for the entire contract period."	These points are contradicting each other, kindly clarify which one to consider ?	The electricity bills for all the LED displays in bus stations should be borne by APSRTC. The electricity bills for all the LED displays other than in bus stations should be borne by the Vendor only. However, providing the required connectivity to the displays in all places will be the responsibility of the successful bidder.APSRTC will assist the vendor to get connections. Future increase in electricity tariff should be absorbed by the firm.
30	14.1.15.a	54	Display System	"a) Display systems needs to support digital display of text, images and video on LED displays, both in English and Telugu. b) Displayed messages must be readable in high bright, day light. c) Display system in addition to the display of information from VT& PIS shall be capable of displaying advertisements and multimedia content at the bus stops and may need to alternate between passenger information and advertisements."	All these functionality can be fulfilled by TV PIS only. The specifications given in RFP are for LED dot matrix display. Request you kindly revise specifications as per TV PIS.	APSRTC using both TV and LED Display in different use cases. Succesful bidder should support both.
31	14.1.16	55	SMS Manageme	General Query	How many approx SMS would be generated per day ?	approx. 6000+ per day
32	14.13	40		Providing SMS based information to the customers 24x7x365 about real time location of bus, ETA / ETD, seat availability.	Providing the updates over the SMS is an old practise and the same has been replaced by the Mobile application only.	SMS is must for featured phones as most of the bus passengers use them
33	14.1.7.g	48		Route, Geo-fence and MIS g. VT shall have capability to store 3 months data online and 5 year on archive media.	Here the data is asked for 5 years on archive media but the duration of the contract is 3 years only as per the tender document. So request you to amend the clause as below: VT shall have capability to store 3 months data online and 3 year on archive media	Number of years for data storage may be treated as 3 years as suggested. However atleast one year data will be availble online and rest of the archival data will be stored such a way that processing the archival data will be quick and fast.
34	14.1.14.66	53		VMU shall consist of a GPS receiver with GPS Antenna, GSM/GPRS receiver, to enable services such as vehicle tracking, communication and control in connection with a backend control centre system. The antenna shall be suitably located so as to provide reliable coverage.	The VMU does not consist of an external GPS antenna. The VMU is having and an inbuilt GPS/GPRS antenna which provide seamless communication.	Agreed
35	13.b	39		b. Payment will be worked out on the basis of "Rate Per Bus per month (exclusive of Service Tax)", considered for the payment and also Service Tax applicable from time to time.	"We request you to amend the clause as below : b. Payment will be worked out on the basis of "Rate Per Bus per month (exclusive of GST)", considered for the payment and also GST applicable from time to time."	YES, Service tax means GST itself
36	4.18	16		xviii. All the hardware, software, VMUs, along with all fittings & fixtures and all other equipment would be transferred to APSRTC at the end of the Project period of three years along with Source code, Application Software Developed/Used by the successful bidder under VT & PIS project for APSRTC and all project related Data such as input, output, masters etc. and source code created for APSRTC would be the property of APSRTC and transferable to APSRTC at the end of the Project period. The source code will be the intellectual property of APSRTC and successful vender should not use this source code elsewhere without the permission of APSRTC	The software asked is already available with us, as COTS product and we own the 100% IPR of the solution and legally it can't be transferred to APRSTC and in this case we are selling / renting you a licence of this solution. So the bidder will not be able to share the source code and neither transfer the IPR rights to APSRTC request you to delete this clause.	Successful bidder must implement the solution and infrastructure such a way that tranfer will happen smoothly at the end of the contract tenure.Source code must be handed over to APSRTC and required technical training on maintaining the project must be given to identified APSRTC personnel within 1 year after the project commencement

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37	Gen	-		Financial Bid format	We request you to provide a Financial Bid format along with different options, in which you are expecting the quote from the bidder. This will enable all to bidders to have uniform quote and will also help APSRTC to get the best quote from bidders.	Based on the option quote should be Rupees Per bus per month
38	6.f	28	ELIGIBILITY CRITERIA FOR BIDDERS	The individual / firm / company should be in the business of IT enabled services and should have an average turnover of not less than Rs.2 Crores during the last three years, i.e., 2015-16, 2016-17 and 201718.	Request you to kindly increase average turnover of not less than Rs.50 Crores for last three years and should have an average turnover of not less than Rs.50 Crores during the last three years, i.e., 2015-16, 2016-17 and 201718.	Not permitted / feasible
39	6.H	28	ELIGIBILITY CRITERIA FOR BIDDERS	The lead member/Prime Bidder or the member of the Consortium should have experience of execution of Information Technology projects in related areas. The Bidder/Prime Bidder or the member of the Consortium should have experience in developing & implementing Vehicle Tracking projects in Transport industry (either Government or private sector) for at least 1000 vehicles (buses or trucks etc.) for one year in the last three years and should give a demo of the prototype of the solution proposed to be offered on the prescribed date, after opening of the technical bids.	Request you to consider & include experience under Public Service Vehicles instead of (buses or trucks etc.)	Not permitted / feasible
40	6.H	28	ELIGIBILITY CRITERIA FOR BIDDERS	Request you to consider & include experience under Public Service Vehicles instead of (buses or trucks etc.) least 1000 vehicles (buses or trucks etc.) for one year in the last three years and should give a demo of the prototype of the solution proposed to be offered on the prescribed date, after opening of the technical bids.	Request you to kindly consider project experience of GPS based vehicle tracking for at least 5 (five) years as on date of submission of the bid Please modify the clause as : The lead member/Prime Bidder or the member of the Consortium should have experience of execution of Information Technology/ GPS based Tracking projects. The Bidder/Prime Bidder or the member of the Consortium should have experience in developing & implementing Vehicle Tracking projects in Transport industry (either Government or private sector) for at least 1000 vehicles in total (buses or trucks etc. or public vehicles) in the last five years and should give a demo of the prototype of the solution proposed to be offered on the prescribed date, after opening of the technical bids.	Not permitted / feasible
41	12.2.2	35	TECHNICAL EVAL	Experience in "Web-based IT Application Development, Implementation and Maintenance Projects" as IT/Software Company in Government / Private Sector, (each project not less than worth INR 2.0 Crores) in India or abroad in last 5 years	And please modify the clause to encourage more participation as: **Option 1** Experience in "Web-based IT Application Development/ GPS tracking, Implementation and Maintenance Projects" as IT/Software/ GPS Tracking Solutions Company in Government / Private Sector, (each project not less than worth INR 1.0 Crores) in India in last 5 years **Option 2** Experience in at least four projects not less than worth INR 25 Lacs for "Web-based IT Application Development/ GPS tracking solution, Implementation and Maintenance Projects" in India in last 5 years	Not permitted / feasible

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42	12.2.3	35	TECHNICAL EVAL	Experience in implementing /operating /maintenance of projects of similar nature, essentially consisting of Vehicle Tracking Systems, in India or abroad in last 3 years i) In any STU/RTC or other private buses. ii) In any other outside trucks, Water tanks, Dumpers, Municipal vehicles etc	Request you to kindly modify the clause as: Experience in implementing /operating /maintenance of projects of similar nature, essentially consisting of Vehicle Tracking Systems, in India in last 3 years i) In any STU/RTC or other private buses, trucks, commercial vehicles or Passenger Vehicles or ii) In any other outside trucks, Public Service Vehicles, goods transportation vehicles, Water tanks, Dumpers, Municipal vehicles, etc.	Not permitted / feasible
43	14.1.3	43			Please let us know what would be acceptable Lag Time to get the Live GPS points and Display them on the Map?	4-6 Sec
44	14.1.4	44			Do you want a self-hosted or SAAS Platform or Hybrid model ?	Its successful bidder's choice. however at the end of the contract period the same model should be handed over to APSRTC.
45	14.1.4	45			As per the solution would you require emergency services also?	SOS is not required
46	14.1.4	46			How would you like to calculate Density of Passengers. Is it through Mobile Devices ?	This parameter is not under the scope of the peoject. Passenger density will be measured in another way
47	14.1.4	47			Unscheduled route from backend should show up on user interface or it's only for internal purposes	Should show to user
48	14.1.21	20			Please explain in detail integration points	Please refer tender document. Technical support will provide to the succeful bidder
49	14.1.15.39	62			Would you like to import your historical data as well into the GIS App?	YES
50	Gen				What would be the number of user base for this solution?	30 Lakhs +
51	8.2	Page no 3, Sr.No 8, EMD		EMD of Rs.25,00,000/- (Rupees Twenty-five Lakhs). Bidders shall pay the same into the current account Number of FA&CAO of APSRTC	Amount is on a very higher side as per eligibility criteria based on company turnover. Request you to kindly revise the kindly revise EMD amount or Turnover Criteria mentioned in RFP under page no 28 , Clause no 6F Eligibility Criteria of Bidder	Not feasible
52	10	Page no 3, Sr.No 9, S.D		The successful Tenderer should pay Rs.50 lakhs towards security deposit. EMD of Rs.25 lakhs paid by the successful bidder will be converted into SD.	If company turnover is Rs.2 Cr, then it is impossible for them to provide such amount. Amount is on a very higher side as per eligibility criteria based on company turnover. Request you to kindly revise the kindly revise EMD amount or Turnover Criteria mentioned in RFP under page no 28, Clause no 6F Eligibility Criteria of Bidder	Not feasible
53	6.f	Page no: 28, 6. A. ELIGIBILITY CRITERIA FOR BIDDERS		The individual / firm / company should be in the business of IT enabled services and should have an average turnover of not less than Rs.2 Crores during the last three years, i.e., 2015-16, 2016-17 and 201718.	Request you to kindly increase average turnover of not less than Rs.50 Crores for last three years and should have an average turnover of not less than Rs.50 Crores during the last three years, i.e., 2015-16, 2016-17 and 2017-18.	Not feasible
54	Gen	Pg 9, xxx.		The application software, database structures etc., required for collecting the said data and performing analysis of the data, generation of required reports etc., will be provided by the ETIM vendor.	We understand that this integration will be done at later point of time, post finalization of vendor for ETIM. Department will support in getting necessary APIs from vendor for the purpose of data integration. Please confirm	YES, APSRTC will support for getting APIs from the respective integrated systems.

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55	Gen				Also, please detail department's expectation from analytics	Analytics for different use cases should be required. These requests will come from APSRTC from any point of time in the contract tenure.All the Data analytics reports as per APSRTC requirement has to be done throught the agreement period without any extra cost.
56	4.36	Pg 10, xxxvi.		Vendor shall provide details of the required licensed software like Operating System, Database, Web application, Network software and management, Antivirus and any other required software, along with cost. The software requirements should be given in such a way that the system should be scalable both in terms of hardware and application software. However Cloud Services may be utilized to reduce the cost of Operations.	We understand this is not applicable in case of application being hosted at vendor's secure cloud server	Successful vendor should provide that details to have the business continuity plan of the project for APSRTC
57	Gen	Pg 10, 2		The Passenger should be able to see the live bus location on the Google Map and should be able to track the bus as it moves and GIS Software and Components.Google Maps/customized digital map or a Local Map Server such as Map Xtreme	We request department to amend this & similar statements which state the use of only google map. We request department to modify this statement as google maps/MapmyIndia maps/Bings maps/ and give fair chance & opportunity to all map providers and encourage India Map Providers rather than restricting to a particular.	Vendor may use any open source maps, which will give clean and clear user experience and make sure that data is accurate as much as Google will provide.
58	4.5	Pg 16, 5.		The admin staff should be able to activate or deactivate a service at anytime.	As per RFP this feature should be available on both web & mobile which will enable multi & concurrent use. We understand that the action will not be dependent on user or medium but basis latest time.	User action involved
59	4.5	Pg 16, 5.		ü Data analytics of the key parameters like Earnings, KMs, EPK, OR, AVU, KMPL, P&L, Inventory etc. required by APSRTC in charts and pictures formats should be shown at micro level of each trip.	Please detail the expectation from data analytics and picture formats. We understand that it is limited to generating graphical charts & reports basis data inputs. Please confirm	Yes. However data prediction and forecasting is also in the scope for different APIs
60	4.5.3	Pg 17, III.		The dashboards need to be with depot level filters to display the summary of the entire fleet	We understand that necessary data hierarchy will be provided by department	Yes
61	4.13	Pg 26, 13		Integration with Parcel Management system	Please provide details of department's Parcel Management System	Parcel management system is maintained by the Corporation to book the parcels and couriers. Succesful vendor has to integrate with this system through API for the parcel booked bus number & other details
62	4.13			ü Required to provide APIs in requested format for master data and the services live locations for the Parcel management system.		Integration involves through APIs (data exchange between the servers)
63	5	Pg 27, 5		E-bids are invited from bidders for implementation of Vehicle tracking & passenger Information System (VT&PIS) Project in APSRTC and maintaining the same on rate per bus per month for a period of three years.	We understand that bidders is to include all hardware, software, manpower deployment & services cost, including the cost of maintaining old vendor devices	YES
64	11.1	Pg 31, a		a) The period of contract is for a period of Three years from completion of Pilot implementation with 100 buses and observation for a period of one month. The contract period and payment commences after the completion of the observation period of one month, decision of CE(IT) is final in this regard.	What is the time duration of pilot,What is the time duration for application development before project Go-Live,When the operation 3 years commence?	Refere Tender Document
66	Gen	Pg 40		ü Maintenance of existing LED Displays, along with all required fittings & fixtures, in Bus Stations/Bus Shelters and other identified locations for providing advance information to passengers about the arrival timings of buses (ETA / ETD), Seat availability, etc.	Please provide an estimate of assumed no. of devices susceptible to replacement and total number & type of hardware,Please provide the vintage of these hardware,Are these devices still under maintenance phase of previous vendor,Please clarify, who will be responsible for repair of these devices AND Will department provide protocols/ APIs of these hardwares for integration in new system (platform).	At present all devices are in working condition. It is the resposibility of the previous vendor to hand over all the devices in working condition.The details of the AMC firms for all devices will be provided. Required support will be provided.

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67	Gen	Pg 41		ü The electricity bills for all the LED displays should be borne by APSRTC. However, providing the required connectivity to the displays in APSRTC bus stations will be the responsibility of the successful bidder. **Future increase in electricity tariff should be absorbed by the firm.**	Request to delete this clause stating "Future increase in electricity tariff should be absorbed by the firm" as it is impossible to absorb, limit or estimate this cost.	Not feasible
68	14.1.4.24	Pg 45		Feature-24. The Depot Level software required for feeding the route, service, stops, stop GPS co-ordinates, etc., required for the VTS and PIS is also to be provided.	We understand that this will be module in master web module & requires no additional & separate software/ application. Please confirm	YES
69	14.1.8	Pg 48		All APSRTC specific routes should be either available with road and all en-route village points, bus stop points or needs to be mapped by route survey physically by the bidder at their own cost. The minimum requirement of layers of Map data	We understand that available route information will be shared by department	YES
70	13.D	13 (d)		d)A Penalty of Rs. 5,000/- per week of delay shall be imposed on the System Integrator for any delay in completing the VTPIS Project within the total time period prescribed.	Penalties from Sub points "d" to" g" to g is on higher side and to be rewieved	Not agreed
71	4.i.e	14		Scope and Project Tasks (Technical & Functional) -The electricity bills for all the LED displays should be borne by APSRTC. However, providing the required connectivity to the displays in APSRTC bus stations will be the responsibility of the successful bidder. Future increase in electricity tariff should be absorbed by the firm.	Vendor can be responsible for the installation of LED's provided with connectivity facilities by the APSRTC.	All LEDs are already installed. If required the sucessful bidder has to re-install the LEDs at required pleaces.
73	14.1.31 (5)			Sub Point 5) It will be the responsibility of the vendor to get insurance of all the equipments mounted in the Buses/Bus Stations/Depots/H.O. etc., for security purpose. APSRTC will not take any responsibility in this regard.	Vendor can take the insurance till the metrial delivered ad installed at the site. Once the installation done it will be the responsibility of APSRTC to take care of the insurance.	APSRTC will not take any responsibility in this regard
74	6.h			The Bidder/Prime Bidder or the member of the Consortium should have experience in developing & implementing Vehicle Tracking projects in Transport industry (either Government or private sector) for at least 1000 vehicles (buses or trucks etc.) for one year in the last three years and should give a demo of the prototype of the solution proposed to be offered on the prescribed date, after opening of the technical bids.	Kindly reduce the number of vehicles to 500 from 1000	Not agreed,.since the size of the project is very huge, vendors who implemented VT & PIS projects with minimum 1000 buses /Trucks is required.
75	4.i.f			At present around 90 LED display boards are in use as shown at Annexure-3. Specifications of LED Boards are given at Annexure - 4. All these LEDs are in working condition. Successful Vendor may use all these LEDs in the project as they are the property of APSRTC. However, it is the responsibility of the Vendor for the replacement of any LED as per the need and requirement by APSRTC during the entire Project period	Will APSRTC / existing vendor provide spares for the existing LED displays for 3 years?	The manufacturer details will be shared by APSRTC. Successful bidder has to co-ordinate and get spares from OEM manufacturer.
76	4.22	8		Successful bidder will be bound to display PIS along with all advertisements/information/matter as desired by APSRTC without any additional cost	(1) We assume that all procedures and approvals to display the Ad is not in the bidders scope (2) we assume that the bidder is not expected to give any MIS on Ads displayed (3) We assume that design of Ads that will be displayed is also not in scope of the bidder. Pls clarify on al the 3.	Yes
78	4.i.xxix	9		Successful bidder should provide data analytics duly integrating the CIS project and show the key parameters like Earnings, KMs, EPK, OR, AVU, KMPL, P&L, Inventory etc. in charts and pictures formats at micro level of each trip	(1) does APSRTC alreaady have a BI tool ? (2) is the licence of the BI tool to be provided by the Bidder? (3) Is there any specs for the BI software?	APSRTC has no BI tool. No specs for BI tool. Any open tool is also allowed. However, the reports should be developed as per APSRTC choice.

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79	4.i.xxx	9		Tenders are being invited separately for procuring Electronic Ticket Issuing Machines (ETIMs) with GPRS & RFID facility for all the buses covered under this project. Data pertaining to all the tickets issued (ticket No., ETIM No., No. of passengers, fare, amount collected, from stage, to stage, concessions availed if any, etc.) and other transaction data will be transmitted from the ETIMs, to the VMU through RS232/USB interface, and from the VMU to the designated Central Servers through GPRS Network. The application software, database structures etc., required for collecting the said data and performing analysis of the data, generation of required reports etc., will be provided by the ETIM vendor. xxxi	(1) We recommend that the VMU is not used to send the ETIM data as the ETIM will be expected to validate Open and Closed Loop Smart cards. (2) As there is a lot of ticketing data that needs to be sent regularly, the accuracy of ETA will be impacted if ETIM data is also to be sent by the VMU	The scope is limited to only vacant seat data display on LCDs/LEDs at bus stations/stops
80	4.i.xxxvii			The successful vendor should submit documentation of every output (report) along with algorithm and regarding the logic used to develop that report. The modification build given should be approved by APSRTC along with detailed release note in the chronological order. All the release notes in the chronological order should be made available on the web site for the admin users in the opted and date wise modifications with details	Algorithms have IP and Copyrights associated with them. Pls exlude these from being disclosed to APSRTC	Not agreed
81	14.1.5.39	feature 39		Facility to generate information such as travel time estimation, average time at bus stop, density of passenger traffic at different bus stops en-route, passenger traffic at different locations, alerts on exceptions and logging of the journey details of the bus for each trip.	Passenger traffic is to be provided by the ETIM and AFC provider	Yes
82	14.1.14.69	feature 69		The accuracy of the prediction time (expected time of arrival ETA) and ETD (expected time of departure) should not vary more than +/- 5 minutes in case of long distance services and +/- 1 minutes in the case of city services	As Google Maps is specified ETA will depend on the data provided by it. Getting 1 minute accuracy in all conditions for city services is not practical. Pls make ETA accuracy 1-3 minutes in city limits	1 - 3 minutes in city limits is allowed
83	14.1.14.70	feature 70		The accuracy of the prediction of vehicle location should not vary more than +/- 3 meters.	Pls conform if existing VMU installed meet these requirements	Yes
84	4.i.i	4.1.i		Use of State Data Centre	If the government's data centre is taken, then is the server downtime SLA applicable to the vendor ? If yes, pls clarify	Server down time attributed to SDC will not be counted for SLA
85	4.2	4.2		Mobile APP GUI	Should this be as per the GUI in the tender?	GUI given in tender is the existing one. However, successful vendor along with APSRTC approval can improve the GUI further.
86	14.2			Supply & installation of voice announcement system inside the city buses	How many speaker are required per bus	For the current and next stop announcements in all the city buses, 2 audio speakers along with the required connections (one front and one in rear) are to be provided by the successful bidder within the scope of this tender.

LOCATIONS OF THE KIOSKS

Sl.No.	Place of Kiosk	Bus station	Region Concerned
1	Arrival Block	PNBS	Vijayawada
2	Control point Left	PNBS	Vijayawada
3	Control point Right	PNBS	Vijayawada
4	Departure block HYD.point	PNBS	Vijayawada
5	Visakhapatnam	Near Enquiry point	Visakhapatnam
6	Visakhapatnam	Near OPRS Counter	Visakhapatnam
7	NEC(Srikakulam)	Near Enquiry point	Srikakulam
8	NEC (VZM)	Near Enquiry point	Vizianagaram
9	E.G. (Kakinada)	Near Enquiry point	Kakinada
10	E.G. (Rjy)	Near Enquiry point	Rajahmundry
11	Guntur	Near OPRS counter	Guntur
12	Guntur	Near Enquiry point	Guntur
13	Tirupathi	CBS Bus Enquiry point	Tirupati
14	Tirupati	HYD point	Tirupati
15	Ongole	Near Enquiry point	Ongole
16	Ongole	Beside police out post	Ongole
17	Kurnool	Near OPRS counter	Kurnool
18	Kurnool	Near Hyd point	Kurnool
19	Eluru	Near Enquiry point	Eluru
20	Nellore	Near Enquiry point	Nellore
21	Chittoor	Near Enquiry point	Chittoor
22	Kadapa	Near Enquiry point	Kadapa
23	Ananthapur	Near Enquiry point	Anathapur
24	Machilipatnam	Near Enquiry point	Machilipatnam
25	Spare	TCS Control Room	Vijayawada

SPECIFICATIONS OF THE KIOSKS

Processor Brand	Intel
Processor Type	Core i3
Processor Speed	3.60 GHz
RAM Size	4 GB
Computer Memory Type	GDDR4
Hard Drive Size	250 GB or Above
Hard Drive Interface	Serial ATA
Wireless Type	802.11b, 802.11g
Number of USB 2.0 Ports	4
Wattage	200 Watts
Hardware Platform	PC
Operating System	Windows 8 or above
Monitor	21" Touch screen

REVISED KEY EVENTS

S.NO	Event	EXISTING Date	PROPOSED DATE	DAY
1	Start of Submission of e-Bids	19-06-2019 11Hrs	26-06-2019 11Hrs	WED
2	End of Submission of e-Bids	20-06-2019 16Hrs	27-06-2019 16Hrs	THU
3	Opening of technical-Bids	21-06-2019 10:00	28-06-2019 10:00	FRI
4	Techno-commercial evaluation	Since the tender is techno-commercial bid, the dates for the events at 8 to 11 will be intimated to the successful vendors in the technical bid.		
5	Opening of Price e bids			
6	Start of reverse Bidding			
7	Close of Reverse Bidding			
8	Submission of manual booklet with supporting documents along with index	On or before 27-06-2019 at 13.00 Hrs.		