



# **GUJARAT MINERAL DEVELOPMENT CORPORATION (GMDC)**

***Request For Proposal (RFP) Procurement, Operation and Maintenance of Staff and School Buses for Shyamji Krishna Verma Township, Kutch, Gujarat serving GMDC Lignite mines at 1) Mata No Madh 2) Panandhro and 3) Umarsar***

**Tender No. GMDC/HR/09/2023-24**

***Response to Pre-bid Queries***

**Issuing Authority: Gujarat Mineral Development Corporation (GMDC)**

This document is the response to queries received for the captioned RFP which was issued by Gujarat Mineral Development Corporation (GMDC) in September 2023. This response to pre-bid queries shall constitute an integral part of the above RFP document. GMDC has endeavoured to respond to all queries it had received during pre-bid. For any unanswered queries, the provisions of the RFP remain unchanged.

Sr. No	Queries/Clarification/suggestions submitted by the prospective bidder	Response
1.	Kindly allow bodybuilding of buses with the authorised body builder of the manufacturer. It will provide customised products with same quality. The manufacturer will provide a single invoice to us and carry complete responsibility of the quality of the product.	Agreed. Authorised Body Builder of the Manufacturer is permitted, provided it meets the requirements through evidence documents as specified in <b>Point no 11</b> of Corrigendum 1. The Bidder must submit the name, address, and contact details of such Authorised Body Builder.
2.	As your operations will stay active for round the year and one of the bus is going to travel for almost 16500 Kms per month, this is going to be a rigorous operation and the breakdown will be evident, so we are in need to lodge a standby/ Backup bus, will you bear the cost of that standby/ Backup bus? Or kindly allow us to interchange the bus with buses of same specification, running on other routes in Kutch with the above route. It will balance out the operation load among two buses.	Interchange of buses of same capacity is permitted. Kindly refer to <b>point no 14</b> of Corrigendum 1 to the RFP.
3.	In the Tender notice you have mentioned that the contract may extend beyond the standard time limit i.e. Three years to another two years on the basis of performance. On what terms can a performance will be evaluated?	Please refer to Clause 29 – Vol 2 of the RFP
4.	In the tender notice you have mentioned that the school buses are going to run according to its allotted routes, What If there is any vacation that falls in between? Will you deduct and pay or pay in complete?	Please refer to <b>point no. 17</b> of Corrigendum 1 to the RFP for the calculation of the actual running km for school buses and provision for Standing Charges.

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5.	Who will have to bear the cost of branding on the bus, The Company or the service provider?	Kindly refer to <b>point no. 21</b> of Corrigendum 1 to the RFP.  However according to clause 22 of Vol 2 of the RFP the Operator is not permitted to display any advertisement or content or unnecessary/religious content inside or outside the Bus.
6.	Can you please inform us the running Kilometres of the bus in its lifespan?	Clause 23.5 (d) – Vol 2 of the RFP provides assured monthly km for each contracted bus. The bidder can calculate the total assured km for each bus by multiplying the number of months in the Agreement Period.
7.	Vol. 1, ITB Clause 6.2 (b) Technical Capability Criteria to be elaborated.	This means that the Bidder must possess ownership AND/OR experience of operation of at least 4 buses (staff/school) in last three years.  Such operation must be only for central or State Government Department/ Agencies/ Public sector undertaking. Buses operated under private sector contract are not included in the criteria.
8.	The requirement of 12 meter long Buses. It is our suggestion that 12 Meter Buses are to be meant for Good Road Conditions however in our case the buses are to be deployed in the Rural areas and mostly roads are not suitable for long buses. So it is our suggestion that regular length buses currently deployed under the similar contract will be better option.	The RFP provision remains unchanged.

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9.	As the Technical Specification requirement of Buses described under the tender are too complex, so if GMDC shall select and prefix the model of OEM Buses satisfying the specification requirement of GMDC from each and all major bus manufacturers or its associate Body Builders such as Ashok Leyland / Eicher / Tata / Bharat Benz / Swaraj Mazda etc. then it will be better for both GMDC and Bidder to offer required specification buses.	Authority has provided general specifications which are standard. The Operator is free to bring any bus model meeting these specifications.  The RFP provision remains unchanged.
10.	Documents required from Bus Manufacturer or it's Associate Bodybuilder in Annexure-XI are required to be submitted along with bid or upon award of contract. Our suggestion is that GMDC by itself shall confirm the eligibility of the Major Bus Manufacturers in India and shall select and prefix the models to be deployed under said contract, Because it is difficult to collect all the required documents of Manufacturer or its associate from the dealer	Only the following documents may be provided as part of the bid. Rest may be provided upon award of contract.  <ul style="list-style-type: none"> <li>• Bus Specifications/ Manufacturer/model</li> <li>• Bus type approval from ARAI</li> <li>• ISO certification Bus Manufacturer</li> </ul>
11.	Nowhere in the tender mentioned about the Maintenance days during every month. We request you to provide at least two (2) Maintenance days off during every month for regular maintenance and provision of carry forward maintenance days up to six months shall be there for any major maintenance should be included in the condition.	A period of 36 days pa per bus is already provided for maintenance of the bus during which alternative bus needs to be provided by the Operator at its own cost. Kindly refer to RFP Vol.2 Bus Operator Agreement – Clause 4.2 (h) for the full provision.
12.	Deployment Period mentioned in the tender is 15/30 days which is not possible and hence it should be minimum 120 days from date of award of contract.	Delivery Period is revised. Kindly refer to <b>point no.13</b> of the Corrigendum 1.
13.	There is a requirement of Fixed Glass in the AC Bus. If sometimes the working of AC is troubled during the transportation of Employees, then it will be not easy task to get it repaired immediately because No Service Station is available in the Project Area, hence in AC Buses also 2 pieces sliding glass shall be the option in order to transport the employees safely.	The RFP provision remains unchanged.

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14.	Running Average of the Buses are not mentioned in the tender for calculation of Diesel Escalation / De-escalation Fuel Charges.	<p>Monthly Assured kilometers are mentioned in the RFP Vol. 2. Bus Operators Agreement, 23.5 (d).</p> <p>The rate revision formula considering fuel price, WPI and minimum wages is provided in the RFP Vol.2, 23.5 (f) – (c).</p>
15.	Toll Tax, if applicable are reimbursable	Yes. Toll tax if applicable will be reimbursed by GMDC.
16.	Payment for Escalation / Changes in Minimum Wages, RTO Taxes shall be applicable or not.	<p>The rate revision formula considering fuel price, WPI and minimum wages is provided in the RFP Vol.2, 23.5 (f) – (c)</p> <p>Any increase in RTO tax shall be re-imbursed by GMDC at actuals. Please refer to <b>point no. 19</b> of Corrigendum 1 to the RFP.</p>
17.	During the Vacation Period, there must be a quote for standing charges in the price bid for the School Buses.	Kindly refer to <b>point no 17</b> of Corrigendum 1 to the RFP.