

## Responses to Queries

### Pre Bid Meeting for GPS Devices - 29<sup>th</sup> September, 2009 at 4:30 PM

SI No	Bidders Query	Response
1.	We are willing to integrate any LED destination Board available with DTC and Other Services. However, We will need the LED Destination Board Protocol to be provided to our team, to enable us to do the necessary Integration. DIMTS has to facilitate the protocol availability and all necessary technical support from the Destination Board suppliers / Bus Manufacturers.	DIMTS will facilitate availability of required protocol and other technical support for the integration.
2.	We suggest that DIMTS should consider, even if one of the member of Consortium meets the Technical Criteria, in consortium agreement, instead of LEAD Member of the Consortium meeting all the criteria. This request is being made specifically, keeping in view the STAMP Paper, legal formalities involved in PoA of Overseas Bidder, etc. We suggest that Ideally, Indian Vendor should be signatory of the Document, for Legal Compliance.	No change in RFP terms
3.	Will DIMTS accept a Letter of Authorization from the Principal Company, to bid on their behalf, apart from a legally binding Consortium Agreement, so that an Indian Company can front end the Whole tender and bid on their name.	The Lead Member may authorize anyone, through a Power of Attorney, to sign and submit the bid on its behalf.
4.	Clarify, what equivalent certification is Acceptable to DIMTS. Will a quality Certification by Automotive Industry Action Group (AIAG) be considered equivalent.	The GPS device manufacturing facility shall have ISO 9001:2000 or ISO/TS 16949 or any other equivalent certifications.
5.	Capability to send Serving and Adjacent Cell ID as well as Network measurement report (NMR). - Please Elaborate.	The vendor shall have to send the communication network management report including the serving tower-ID, the adjacent towers-ID along with their respective signal strengths.
6.	Clarify, is it OK if we meet the Clause iv. For 3m CEP, irrespective of antenna power mentioned at Point ii.	No – all parameters to be met

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7.	Please clarify if the mentioned range is Operational or Storage Temperature. If it is operational Temperature, this is not practical since, any Standard Commercial Grade Product will be built with the normal operating Environment of -20 to +55 Degrees Celsius. Please consider revising this condition to -10 to +50 Degrees Celsius, under Operating conditions.	The operating temperature range would be -10 to 60 °C
8.	Please clarify, Will it be acceptable to DIMTS, if we can achieve the desired functionality of LED destination Board as well as integrating RFID/ETM, using One Serial Port.	No - the RFP requirements have to be complied with.
9.	What is the Expected Time frame for Completion of the Project? What delivery schedule is desirable to DIMTS	It is expected that the pilot in about 100 buses will be operational within one month of award of work. For roll-out, Bidders may assume that they would be required to manufacture, supply and install 5,000 GPS devices within 6 months from the date of award of the work.
10.	Please give the breakup of quantities for all 3 classes of GPS -	The break-up of quantities of the three types of GPS Devices is likely to be 80%, 10% and 10% for Type I, II and III respectively. However, actual quantities would be as per requirement.
11.	Please clarify, if DIMTS will consider EMD/ BG from Indian Consortium Partner	Yes, in a form acceptable to DIMTS
12.	<p># What is make and model of the Bus Controller?</p> <p># The manufacturer of bus console needs to provide necessary communication protocol, Communication port details, and active technical support during integration. DIMTS to ensure all the necessary support from his vendor.</p> <p># We suggest that DIMTS arranges a detailed technical meeting between the bus console manufacturer &amp; shortlisted bidders to ensure integration feasibility &amp; respective roles and responsibilities of each parties before price bid openings.</p>	DIMTS will facilitate availability of required protocol and other technical support for the integration.

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13.	Does our role limits to allowing the GPRS interface between data server and driver console through our device?	The scope shall be as defined in RFP.
14.	# How many depots? # How many buses per depot? # One central help desk facility is sufficient?	On an average, there are 100 buses per depot. Yes, there has to be one central help desk facility supported by adequate field staff.
15.	# All Technical Credentials are linked to the lead bidder. Whereas the contract involves not only the manufacturing & supply credential but also track record of timely project execution, system Integration, operation and maintenance for 10 years & Product lifecycle management. In such areas the other consortium members could also play a major role. So request you to amend this criterion to be fulfilled by lead member or all the consortium members.	No change in RFP terms
16.	# For average sales turnover for a consortium does this clause mean average turnover of Party1 + Average turnover of party 2 + average turnover of party 3 requires to be 15 Crores?	Yes
17.	RS232 for Ticket Validator / RfiD # Who would have interfacing responsibility # What is the make, model, Technical specs, and protocol	The make, model, etc. of the Ticket validators will be decided at a later stage. The interfacing responsibility shall be that of AFCS provider. However, the vendor shall have to extend all required technical support.
18.	The bidder also needs to submit as part of their technical bid: The communication protocols of the GPS devices for the purposes of configuration and integration with the application / communication server  # Do we need to share the protocol document along with bid or after awarding the contract. Considering the protocol document is confidential and proprietary in nature.	As per RFP.
19.	Alpha Numeric Keypad	Minimum 15 keys (10 keys for numeric/alpha input, 1 for return and 4 configurable function keys)

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	# How many keys are expected? # What all data should it Capture / Generate?	Any alpha-numeric data as per requirement.
20.	Uptime Calculation # Please add exclusion of downtime due to any failure in communication server.	Any failure in communication server shall not be treated as downtime on the part of the Vendor.
21.	# Please define scope of Insurance	The vendor shall, at the minimum, be required to get the insurance for the GPS devices, spares and other infrastructure set-up by the vendor for this project.
22.	DIMTS Support # Please includes coordination and ensuring support from other vendors for integration.	DIMTS shall provide coordination support for integration with other vendors.
23.	# Temperature range the life of battery would go down substantially at 85 Degree Celsius hence units with built in battery with desired shelf life should be operated at maximum 60 Degree Celsius	The operating temperature range for battery would be -10 to 60 °C
24.	Delivery/ Installation timelines What are the expectations of DIMTS?	As clarified above.
25.	The scope describes On board equipment supply, maintenance. Does this include scope of Central site Application software for AVTS application, Fleet Management, Logic for triggering display and announcement in the on board system  If yes, then the details of specification for this server infrastructure to be provided	The back-end system is not included in the scope.
26.	The qualification criteria" the bidder or lead member Shall be in the business of designing & manufacturing GPS devices.. As this is service model, the condition of lead member to qualify on his own shall be re-considered. The same may be considered for " The bidder shall be either manufacturer or authorized by	No change

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	Original Equipment Manufacturer	
27.	1500 GPS devices per month, 5000 GPS devices etc. Shall be considered for relaxation as this may not be possible to prove unless a certification of production of more than 1500 devices. Point no. ( c ) and ( d ) may be considered for removal as they are too stringent	No change
28.	IP 65 compliance: IP 54 is sufficient for cabin mounted devices. Hardly any failures observed with respect to IP54 with our devices.	No change
29.	Annexure A: GPS devices, General features(1): What are the parameters/details required in network measurement report? Can this report feature in the backend?	As clarified above.
30.	Annexure A: GPS devices, Antenna(7): When our internal antennae have good reception, what is the need for connecting external antenna?	Device should have an internal antenna and be capable of supporting external antenna, if so required.
31.	RS232 ports (We can support multiple applications through RS232 through COMM port splitter)	No change
32.	Annexure A: GPS devices, Geofencing (10): Configuring 150 Routes in OBU will load the OBU. Hence the geofence routes need to be configured in the backend.	No change
33.	<b>Standards of performance (Annexure E)</b> Uptime calculation is the overall uptime of all the OBUs. Monitoring individual OBU uptime would be difficult. Needs clarification...	No change
34.	<b>Section 6.2 Evaluation of technical Bid</b> Alpha Numeric Key Pad for driver –PI provides detailed functional specification.	As clarified above.

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35.	SIM Cards will be supplied by DIMTS – this should be included in the scope of the GPS service provider.	Cost of SIM card and communication will be provided by DIMTS. Vendors may quote the prices for the SIM and communication charges separately.
36.	Develop an interface with driver console (Already existing in bus) – In item no. 1, we are proposing the stand alone alpha numeric key pad by which “route no.” will be sent to GPS device for which there will be a communication protocol will be developed and if we are going to use the existing driver console for sending the same input to GPS device from the existing controller then in that case protocol may not be same. Please clarify.	Route ID will be keyed in using the keypad mentioned. In case the route ID is coming from driver console the protocol for the same will be provided by DIMTS.
37.	Update the database related to routes such as sound files.... – Please clarify - geo coding, sound recording and indexing of routes will be in whose scope? As a GPS vendor, are we responsible only for uploading this data on the console? Who will validate this data post uploading and who will provide training for the same assuming that GPS vendor responsibility is limited to uploading this in console.	DIMTS will provide the sound files, software tools, training for uploading, indexing the sound files.
38.	Provide helpdesk and on ground support – How many depots will be covered? Do we need to keep person in each depot? This will have a direct cost implication. Need clarification. Also need clarity on the roll of the support person to estimate correct profile and cost.	Help desk and adequate field staff is required to maintain the required service levels.
39.	<p><b><u>Minimum Technical Specifications</u></b></p> <p>a.) Memory to store 15000 positional log - 3600 location records will be sufficient, which can take care of around 10 hours of non coverage.</p> <p>b.) Communication – Please include CDMA also as an option for communication along with GPRS.</p>	<p>No change</p> <p>No change</p>
40.	<p>Ports –</p> <p>a.) 8 digital inputs are too high number and increase the cost, hence we</p>	No change

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	<p>recommend you to alter 4 digital inputs only.</p> <p>b.) Instead of 2, there will 3 nos. RS232 input/output will be required ( 1 for Driver Consol, 1 for output to On Board PIS and 1 for Ticket validator)</p> <p>c.) Also need more clarification on the TICKET VALIDATOR scope; what validation will be done by the GPS device, Please clarify? Are we working for transferring the data from ticket to server?</p>	<p>No change</p> <p>Validation will be done by ticket validator. GPS device will need to provide feed for the same.</p>
41.	<p>CAN Bus -</p> <p>a.) What will be the data acquisition frequency for CAN and where and at what frequency it is to be sent? Do we need to send it using communication system of GPS Device?</p> <p>b.) Please confirm that OEM vendor will provide all protocol details for the same</p>	<p>CAN bus data will be sent to server using the GPRS module of the device. The error code will be sent in real-time and other operation parameters as decided and protocol provided by vehicle manufacturer.</p> <p>yes</p>
42.	<p><b><u>Financial Bid</u></b></p> <p>Can we bid for any one option only (Upfront payment option or monthly charges option)?</p> <p>We would like to bid along with the SIM cards, Please confirm.</p>	<p>No, both the options need to be quoted for.</p> <p>As clarified above.</p>
43.	<p><b><u>Standard of Performance</u></b></p> <p>Uptime to exclude the down time of devices due to switching off the device from battery power by driver or any operational staff.</p>	<p>Yes.</p>
44.	<p>Alpha Numeric Key Pad for driver – This device technical specification needs a more detail and functional specification.</p>	<p>As clarified above.</p>

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45.	Can any member of the consortium be the leader or is it only the manufacturer who can be the lead.	Only manufacturer can be the lead.
46.	Cables and Connectors for the device to interface with Driver console.	All cables power, Rs232 and connectors for Driver console, keypad etc will be in vendor scope.
47.	We are supposed to interface with the Existing driver console for route update – what is the interface provision available on the same? Is it RS 232 / USB / RS 485?	The interface is RS 232
48.	Is 'keypad and Display' requirement as mentioned in RFP, separate from above driver console?	Yes.
49.	How many numbers we may treat for Keypad and display console? Will it go for every bus?	Likely to be required for all buses.
50.	What shall remain our role in integrating with ticketing / RFID device? Will we be responsible to transmit the data to the control room over GPRS when those devices are connected with our unit? What may be the data size for each such transaction?	The GPS device would have to provide location data to ticketing device. The GPS device may also be required to transmit ticketing data to the server. The protocol, transaction size, etc. will be decided later.
51.	Who will provide Route entry, bus stop entry, route assignment v/s bus related application	The voice file/route data updation on buses will be in the scope of the GPS Vendor.
52.	In which format the voice file will get uploaded	Not applicable
53.	Who will bear the SIM card charges?	DIMTS shall bear the SIM card charges. However, if the GPS Vendor desires, he can quote for GPRS communication charges separately.
54.	If DIMTS is providing the SIM cards, can we keep some limit for DIMTS to change the service provider during the entire contract period – (Because in case, DIMTS changes SIM cards service provider during the contract period, we need to do physical activities of replacing SIMS).	There won't be any limit on change of service provider.

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55.	What exactly DIMTS expects us to quote under the Service Charges - is it on site AMC and device servicing/ manning charges.	All activities related to scope mentioned in RFP.
56.	Are we supposed to provide any dedicated manning for your control Room?	No, but helpdesk and field support staff will have to be provided, as per requirement.
57.	Regarding Financial Bid Evaluation– Weighted Monthly Service Charge, a.) Does this indicate the prices for ‘display & keypad for driver’ will not be considered for financial evaluation? b.) In case bidder quotes for upfront payment option only, then how the financial bid will be evaluated? c.) If both options are quoted by the bidder, then which option will be selected for financial evaluation? d.) As per technical specs Type I, II & II of GPS devices are to be complied & quoted. However, it is not clear whether DIMTS will procure all types of GPS devices & in which proportion. It is mandatory to quote for all types or only TYPE I is sufficient?	Yes  Bidder has to quote for both the options.  Option 1  It is mandatory to quote for all three types of GPS devices.
58.	Regarding standard of performance evaluation, who will decide inputs for the default charges calculation. (In case control room applications are from third party & the control room applications are down due to some reason, whom will the default attributed to etc)	The default charges shall be computed on the bases of uptime for GPS Devices, computed from the data received at server. Any downtime of server application will not be attributed to the default of GPS Vendor.
59.	Submission Date	The submission date is extended till October 14, 2009 till 5;00 PM.  Technical presentation will be scheduled on 20/21 <sup>st</sup> October 2009, for qualified bidders.