

Selection of Consultant for Preparation of Techno-Economic Feasibility Study, Design, and Bid Process Management for an Automated/Personal Rapid Transit System on DBFOT basis in PPP mode in the Surrounding Areas of the State Secretariat, Knowledge City, Raidurg & Hitec City Metro Stations, Financial District, and the Raidurg–Kukatpally Stretch in Hyderabad

Reply to Pre-Bid Queries

S. No	Clause / Reference	Clause as per RFP	Query	HMRL's Remarks
1	General / Data Availability	As per RFP provisions regarding surveys and data collection	We request the Authority to kindly confirm whether earlier available project-related data (including traffic data, drawings, reports, survey data, utility information, and any other relevant studies) will be provided to the Consultant after award of the contract. Kindly Confirm.	Please refer to RfP document
2	1.8 Schedule of Selection Process Page No. 8 of 105	Proposal Due Date (PDD) 25.03.2026 @ 15:00 hrs at Metro Rail Bhavan, Begumpet, Hyderabad	We respectfully request an extension of 10 days for the Proposal Due Date. This additional time will enable us to finalize the required documentation, incorporate all relevant technical and financial details, and submit a comprehensive and fully compliant proposal in line with HMRL's expectations.	Please refer Addendum No.1
3	1.8 , Sl. No. 4. Page no. 8	Proposal Due Date (PDD)- 25.03.2026 @ 15:00 hrs. at Metro Rail Bhavan, Begumpet, Hyderabad	Considering the unique nature of the requirements and the time required to prepare a fully compliant and competitive proposal , we hereby request the Authority to grant at least Two (2) weeks extension on the current Proposal Due Date (PDD), i.e. 25.03.2026 -Kindly consider	Please refer Addendum No.1
4	Page 10; 2.1. Scope of Proposal	Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP. The companies interested in participating in the Selection Process under this RFP (the "Applicant") should submit their proposals individually only and proposal submission by consortium or joint ventures are not allowed. The manner in which the Proposal is required to be submitted, evaluated and accepted is explained in this RFP	We request Authority to kindly allow JV/Consortium as the scope of work for preparing the Techno-Economic Feasibility Study, Design, and Bid Process Management for the Automated/Personal Rapid Transit System requires a wide range of specialized expertise across transport planning, financial modelling, system design, engineering, and PPP advisory. Allowing a JV structure will enable us to bring together the strongest domain experts to ensure comprehensive, high-quality delivery aligned with the project's technical and strategic requirements.	Please refer Addendum No.1

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5	Section 2: Instruction to Applicants; Clause 2.1 Scope of Proposal; Sub-Clause 2.1.1 Page No: 10	Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP. The companies interested in participating in the Selection Process under this RFP (the "Applicant") should submit their proposals individually only and proposal submission by consortium or joint ventures are not allowed. The manner in which the Proposal is required to be submitted, evaluated and accepted is explained in this RFP.	The Referred clause permits proposal submission by Individual firms only. Since the project is multi- disciplinary in nature and its technology being latest and unique. We request you to permit submission of proposals by JV/Consortium. Kindly consider.	Please refer Addendum No.1
6	2. INSTRUCTIONS TO APPLICANTS, A. General, 2.1. Scope of Proposal, 2.1.1 Page 10 of 105	Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP. The companies interested in participating in the Selection Process under this RFP (the "Applicant") should submit their proposals individually only and proposal submission by consortium or joint ventures are not allowed. The manner in which the Proposal is required to be submitted, evaluated and accepted is explained in this RFP.	We reuest the client to kindly Consider the multidisciplinary scope involving techno-economic analysis, system design, financial structuring and bid process management, allowing JV/Consortium participation would enable pooling of complementary expertise and strengthen implementation capacity. Kindly Consider.	Please refer Addendum No.1
7	Clause 2.1.1 & Clause 2.14.7	The RFP restricts consortium/JV participation. However, Clause 2.14.7 permits engagement of Sub-Consultants. Given the multidisciplinary and emerging nature of PRTS systems, specialized expertise may be required.	Kindly confirm that specialist sub-consultants (including international technology experts) are permitted and that their relevant experience may be considered during technical evaluation wherever applicable.	No change is contemplated
8	Section 2 Instructions to Applicants Clause 2.1.4	Financial expert, MBA (Finance) / Chartered Accountant / Chartered Financial Analyst (CFA) / ICWAI	Consultants are of opinion that, experts with Doctorate in Transport Finance with Masters in Transportation planning can meet the desired qualification. Request to consider the same.	No change is contemplated
9	Clause 2.1.4 KEY PERSONNEL REQUIREMENTS Pages 10-11	Key Personnel specified: Traffic & Transportation Expert (Team Leader), Financial Expert, Transportation Planner/Modeller, and Architect.	Given the technical complexity of an automated transit system, we request to consider adding 'Systems and Safety Expert' as Key Personnel, with appropriate qualification requirements. This expertise is essential for RAMS analysis, control systems design, and safety case development. -Kindly consider	No change is contemplated

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10	2.1.4, Page No. 11	<p>Financial Expert:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Shall have overall professional experience of minimum 15 years in planning, budgeting, manage accounting & financing, project structuring & financing in transport/urban infrastructure sector projects. <input type="checkbox"/> Shall have functioned as financial expert in at least 3 MRTS projects in urban areas. 	<ul style="list-style-type: none"> <input type="checkbox"/> Shall have overall professional experience of minimum 10 years in planning, budgeting, manage accounting & financing, project structuring & financing in transport/urban infrastructure sector projects. <input type="checkbox"/> Shall have functioned as financial expert in at least 2 MRTS projects in urban areas to be considered for full marks. <p>-Kindly consider</p>	No change is contemplated
11	Section 2: Instruction to Applicants; Clause 2.1 Scope of Proposal; Sub-Clause 2.1.4; Key Personnel Page No: 11	<p>2. Financial Expert</p> <ul style="list-style-type: none"> (i) Shall have overall professional experience of minimum 15 years in planning, budgeting, manage accounting & financing, project structuring & financing in transport/urban infrastructure sector projects. (ii) Shall have a minimum 10 years of relevant experience in planning, budgeting, manage accounting & financing, project structuring & financing in metro rail systems/ railways. 	<p>The RFP specifies that the Financial Expert shall have a minimum of 15 years' overall professional experience and 10 years' relevant experience in metro rail/railway projects. Considering the availability of qualified professionals in the market and to encourage wider participation, we request the Employer to kindly revise the eligibility criteria to 10 years overall experience and 8 years relevant experience.</p> <p>Kindly confirm if the experience requirements can be reduced accordingly.</p>	No change is contemplated
12	Section 2: Instruction to Applicants; Clause 2.1 Scope of Proposal; Sub-Clause 2.1.4; Key Personnel Page No: 11	<p>3. Transportation Planner/ Modeller</p> <ul style="list-style-type: none"> (i) Shall have overall professional experience of minimum 15 years in Traffic & Transportation consultancy field. (ii) Shall have a minimum 10 years of relevant experience in planning and carrying out traffic studies. Shall have experience in analysis and interpretation of traffic data and development of Travel Demand Models 	<p>The RFP specifies that the Transportation Planner/ Modeller shall have a minimum of 15 years' overall professional experience in traffic and transportation consultancy, and at least 10 years' relevant experience in planning and carrying out traffic studies, including analysis, interpretation of traffic data, and development of travel demand models.</p> <p>In order to broaden participation and ensure availability of suitably qualified professionals, we request the Employer to kindly revise the eligibility criteria to 10 years overall professional experience and 8 years relevant experience.</p> <p>Kindly confirm if the experience requirements can be reduced accordingly.</p>	No change is contemplated

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13	Section 2: Instruction to Applicants; Clause 2.1 Scope of Proposal; Sub-Clause 2.1.4; Key Personnel Page No: 12	4. Architect (i) Shall have overall professional experience of minimum 15 years in Architectural consultancy field. (iii) Shall have functioned as Architect in at least 3 Detailed Design projects / General Consultancy Project Reports for MRTS/PRTS projects in urban areas.	(i) The RFP specifies that the Architect shall have a minimum of 15 years' overall professional experience in the architectural consultancy field. To encourage wider participation and ensure availability of qualified professionals, we request the Employer to kindly revise this requirement to 10 years overall professional experience. Kindly confirm if the experience requirement can be reduced accordingly. (ii) The RFP specifies that the Architect must have functioned in at least 3 Detailed Design projects/ General Consultancy Project Reports for MRTS/ PRTS projects in urban areas. This is a techno economic feasibility report preparation, request you to kindly consider FSR/DPR projects for MRTS projects.	No change is contemplated
14	2.1.4 Key Personnel Page 11-12 of 105	Transportation Planner/Modeller: (iii) Shall have functioned as Transport Modeller in at least 3 projects to prepare Feasibility Study Report/Detailed Project Reports for MRTS/PRTS projects in urban areas.	We understand that the Transport Modeller/Planner should have functioned in at least three projects involving the preparation of Feasibility Study Reports/Detailed Project Reports for MRTS/PRTS projects in urban areas. Kindly confirm if our understanding is correct. Kindly Confirm.	Please refer the RfP document carefully
15	2.1.4 Key Personnel, Note Page 12 of 105	*Note: Long association of Key Personnel with the Applicant is preferred.	Long association of Key Personnel with the Applicant is stated as preferred; however, we understand that it is not a mandatory requirement. Kindly confirm whether our understanding is correct. We would like to propose that the Applicant may be permitted to engage a mix of in-house Key Personnel and external experts (including freelancers/independent consultants), subject to meeting the eligibility criteria and submission of the required undertakings regarding availability. Kindly Consider.	Please refer the RfP document carefully

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16	Clause 2.2 Page no 12:	Conditions of Eligibility	The Project requires comprehensive studies encompassing technical, economic, financial, and procurement aspects within a single RFP. The Scope requires collaboration among various specialised agencies in diverse domains to come up with best possible solutions. Hence, we would request the Authority to allow Consortiums/ JVs to bid for this Project RFP.	Please refer Addendum No.1
17	Section 2: Instruction to Applicants; Clause 2.2 Conditions of Eligibility of Applicants; Sub-Clause 2.2.2 (B); Technical Capacity Page No: 13	The Applicant shall have successfully completed at least 1 (one) project of Consultancy Services for preparation of FSR/ DPR for the last/ first mile connectivity/ PRTS for any government agency during last 10 years in India/ Global. (Project completion certificate from the client is mandatory).	As per the referred clause FSR/DPR of last mile connectivity/PRT projects are eligible projects to fulfill the eligibility of applicants. As PRT technology is very new and first of its kind in the country, we request you to consider experience in the preparation of PFSR/FSR/DPR projects of Metro/Ropeway also. As you would agree PRT is also a mode of public transportation like Metro rail system though it varies in capacity. Kindly consider our request favourably. Further we request you to consider the experience in the preparation of FSR/DPR of PRT projects which are substantially completed where in 80% of the consultancy fee received towards submission of Draft FSR/DPR reports.	No change is contemplated
18	2.2. Conditions of Eligibility of Applicants, 2.2.2 Page 13 of 105	(B) Technical Capacity: The successful completion of a project shall be evidenced through client's completion certificate/certificate from client/company's Auditor/Company Secretary/Chief Financial officer or from a Chartered Accountant, clearly indicating the date of commencement and the successful completion of projects, the fee received in respect thereof and that all the deliverables of the eligible projects have been submitted to the client.	We understand that in case a valid Client Completion Certificate clearly indicating project commencement, successful completion, and submission of deliverables is available, separate certification from a Chartered Accountant/Auditor/Company Secretary/CFO may not be required. Kindly confirm whether Client Completion Certificate alone will be considered sufficient evidence of successful completion. Kindly Confirm.	Please refer the RfP document carefully

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19	2.2.2 (B) Technical Capacity: Page no. 13	<input type="checkbox"/> The Applicant shall have successfully completed at least 1 (one) project of Consultancy Services for preparation of FSR / DPR for the last/first mile connectivity/PRTS for any government agency during last 10 years in India/Global. (Project completion certificate from the client is mandatory).	Considering the scope of work of this project and the uniqueness of the eligibility criteria where PRTS is included which are typically executed by Private bodies , we request the Authority to amend the said clause as per following- <input type="checkbox"/> The Applicant Should have successfully completed 1 (One) Consultancy service for last/first mile connectivity/PRTS project for any agency during last 10 years in India/Globally . -Kindly consider and amend	No change is contemplated
20	2.2.2 (B) Technical Capacity: Page no. 13	-do-	Generally, the last/first mile connectivity is treated as <i>one of the components of the scope of work under any FSR / DPR/ TEFr /Technical Assistance/ similar studies for any MRT system</i> , we understand that such projects would be considered for matching the eligibility criteria and for further evaluation. -Kindly confirm	Please refer the RfP document carefully
21	2.2.2 (B) Technical Capacity: Page no. 13	The successful completion of a project shall be evidenced through client's completion certificate/certificate from client/company's Auditor/Company Secretary/Chief Financial officer or from a Chartered Accountant, clearly indicating the date of commencement and the successful completion of projects, the fee received in respect thereof and that all the deliverables of the eligible projects have been submitted to the client.	We understand that for projects where the last/first mile connectivity is <i>one of the components of the scope of work</i> Contract documents can be used to substantiate consultants claims and the same will be considered for evaluation. -Kindly confirm	Please refer the RfP document carefully
22	Clause 3.1.3 & Clause 2.2.2 (B)	Eligibility criteria allow PRTS/last mile connectivity experience in India/Global, whereas technical evaluation scoring under Clause 3.1.3 appears to consider projects in urban areas of India only.	Kindly clarify whether global PRTS/last mile connectivity project experience will be considered for technical evaluation scoring, in alignment with the eligibility criteria under Clause 2.2.2 (B).	Please refer Addendum No.1
23	2.14. Technical Proposal Page No. 18 of 105	2.14.2 While submitting the Technical Proposal, the Applicant shall, in particular, ensure that: (j) Copy of educational certificates of personnel, supporting the eligibility criteria is provided;	We understand that copies of educational certificates are only required the proposed Key Personnel. Kindly Confirm.	Please refer the RfP document carefully

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24	Section 2: Instruction to Applicants; Clause 2.16 Submission of Proposal; Sub-Clause 2.16.3 Page No: 20	The Envelope C marked "Financial Proposal" shall contain the financial proposal in the prescribed format (Forms 1, 2 & 3 of Appendix-II).	The RFP states that the Financial Proposal shall be submitted in the prescribed format (Forms 1, 2 & 3 of Appendix II). However, we note that Appendix II on Page 104 contains only Forms 1 and 2 , and Form 3 is not included.	Please refer Addendum No.1
25	Schedule-2, Clause 2.24.1 DEFINITION Page no. 24	Negotiations may be conducted if 'Proposal price is substantially front loaded in the opinion of HMRL' - no definition of 'front loaded' provided.	Please define what constitutes 'substantially front loaded' pricing (e.g., more than X% of price allocated to initial stages) to provide clarity on when price negotiations may be initiated. -Kindly consider	Please refer the RfP document carefully
26	Section 3: Criteria for Evaluation; Clause 3.1 Evaluation of Technical Proposals; Sub-Clause 3.1.3; Firm's Credentials Page No: 27	Should have successfully completed 1 (One) Consultancy services for last/ first mile connectivity/ PRTS project in Urban areas of India. 1) 1 project- (1 mark) 2) 2 or more projects - (2 marks)	The RFP mentions two different requirements regarding experience in last/ first mile connectivity/ PRTS projects: Clause 2.2.2 (B) specifies successful completion of at least one consultancy project for preparation of FSR/ DPR for last/ first mile connectivity/ PRTS for any government agency in India/ Global . Whereas, clause 3.1.3 specifies successful completion of consultancy services for last/ first mile connectivity/PRTS projects in urban areas of India only (with marking criteria). We request the Employer to kindly clarify whether projects completed outside (Global) will also be considered for the marking criteria, in line with the earlier clause.	Please refer Addendum No.1
27	Terms of Reference; Clause 3.1 Page No: 37	3.1 Broad Scope of Work Phase 1: Techno-Economic Feasibility ix. Detailed Drawings for preferred options	The RFP specifies preparation of "Detailed Drawings for preferred options". We request to kindly clarify whether these drawings are expected to cover the entire alignment or are limited to station layouts and associated facilities.	Please refer the RfP document carefully
28	Clause 4.14	"Assess the financial viability and provide valuation of revenues according to the different options and based on various assumptions used in the forecasts including those of demand and cost should be stated clearly"	We request the Authority to Clarify " valuation of revenues" does this refer to mean validation of revenues or is there a valuation exercise involved in the entire project	Please refer the RfP document carefully

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29	Schedule-1, Section 4.15;	Consultants shall study Environmental, social impact assessment.	Key professional list does not include Environmental and social expert. Request for consideration of the same.	No change is contemplated
30	Schedule-1, Section 4.2;	Study existing legal provisions	To have better understanding on legal aspects of ARTS legal and regulatory requirement, clearances approvals required, consultants suggest for inclusion of legal expert under key personnel team or support professionals team. Pls consider the same.	No change is contemplated
31	Clause No 4.2 Page No. 38	Study existing legal provisions	There are no uniform acts for Automated/Personal Rapid Transit System in India, though there are acts followed by various states, it's not clear from the said clause which one needs to be followed -Kindly clarify	Please refer the RfP document carefully
32	Schedule-1, Section 4.3.1. & 4.3.4	Primary data collection through field surveys and investigations, Stated and Revealed preference Survey	Consultants are of opinion that, understanding existing last mile connectivity modes (Auto and App based rides) used by people commuting to the planned areas is important. In future, ARTS is expected to be and alternative to these existing modes. For this purpose, stated and revealed preference surveys are beneficial in understanding the user's choice. Consultants request and prescribe sample size for both surveys so that all consultants will be on same page for assessing internal financials. Pls advise.	Please refer the RfP document carefully
33	Clause 4.3.1 page 38	"The Consultant shall undertake primary and secondary surveys. The primary surveys shall include Topographic survey, Geotechnical survey, Road Network Inventory survey, Origin- Destination survey, Traffic volume count Survey, Occupancy survey, Stated and revealed Preference Survey and Utility Survey."	We would like to understand whether the Authority would make available any of the surveys that it has undertaken earlier to the Consultants? For the sake of clarity, request the Authority to specify the Survey that is currently available.	Please refer the RfP document carefully
34	Schedule-1, Sections 4.3.2, 4.3.3 & Section 7	The Consultant is required to undertake topographic and geotechnical investigations along the alignment and submit data collection report within 60 days. For an alignment of significant length, conducting comprehensive primary surveys within this period may be challenging.	Kindly clarify whether existing topographic, utility, and geotechnical data from metro or other government sources will be provided. If full primary surveys are expected, request reconsideration of the 60-day submission timeline.	Please refer the RfP document carefully

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35	Clause No. 4.3.3 Page No. 38	Geotechnical survey for proposed alignment	Kindly indicate the number of boreholes per kilometer to be conducted for the proposed alignment	Please refer the RfP document carefully
36	Clause No. 4.5,	Estimation of Ridership	We understand that per reliable patronage forecast it is required to do the analysis at a network level for which a detailed travel demand model is required. -Kindly confirm.	Please refer the RfP document carefully
37	Schedule-1, Para 4.6 VEHICLE DESIGN Page No. 39	Vehicle design is mentioned as part of consultant scope.	The following points are not clear from the said clause- (a) Does HMRL have any preferred vehicle parameters (capacity range, speed range) that should guide consultant's recommendations, or should consultant develop specifications purely based on demand analysis?	Please refer the RfP document carefully
38	Schedule-1, Para 4.6 CONTROL & COMMUNICATION SYSTEMS Page No. 39	Control & Communication systems mentioned as consultant deliverable.	The following points are not clear from the said clause- (a) Does HMRL prefer a specific Grade of Automation (GoA3 driverless or GoA4 unattended) or should consultant evaluate and recommend? (b) Should control system be integrated with HMRL Metro OCC or separate CCR for PRT? (c) Are there cybersecurity standards HMRL requires compliance with? (d) Should consultant propose communication system or align with Metro's existing infrastructure? -Kindly clarify	Please refer the RfP document carefully
39	Schedule-1, Para 4.6 GUIDEWAY DESIGN Page No. 39	Guideway design is part of consultant scope.	The following points are not clear from the said clause- (a) Does HMRL have preference for elevated/at-grade/underground guideway, or should consultant recommend based on site constraints? (b) Are there any urban design/aesthetic requirements for elevated structures in the study area? (c) Should consultant consider integration with existing Metro viaducts/stations for structural compatibility? (d) Are there specific ROW constraints or land availability issues consultant should be aware of? -Kindly clarify	Please refer the RfP document carefully

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40	Schedule-1, Para 4.6 POWER SUPPLY Page No. 39	Power supply not explicitly mentioned in scope.	The following points are not clear from the said clause- (a) Should consultant include power supply system design as part of TEFS scope? (b) Does HMRL have preference for power supply method (to align with Metro's 25kV system, or evaluate third rail/battery options)? (c) Should traction power substation locations and power demand estimation be included in consultant deliverables? -Kindly clarify	Please refer the RfP document carefully
41	Schedule-1, Para 4.6 ISA & SAFETY Page No. 39	RAM analysis mentioned but Safety Case/ISA not explicitly covered.	The following points are not clear from the said clause- (a) Does HMRL expect consultant to develop preliminary Safety Case as part of TEFS? (b) Should consultant recommend appointment of Independent Safety Assessor (ISA) during feasibility phase, or is ISA to be appointed by eventual concessionaire? (c) Are there specific safety standards (EN 50126/50128/50129) HMRL requires compliance with? (d) Should consultant coordinate with HMRL Metro's safety team for common approach? -Kindly clarify	Please refer the RfP document carefully
42	Schedule-1, Para 4.6 SAFETY Page No. 39	System integration with MRTS mentioned.	The following points are not clear from the said clause- (a) Should consultant develop interface management plan for PRT-Metro safety systems integration? (b) Does HMRL require common emergency response procedures between PRT and Metro? (c) Should evacuation procedures address passenger transfer between PRT and Metro during emergencies? -Kindly clarify	Please refer the RfP document carefully

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43	Schedule-1, Para 4.6 PERFORMANCE & KPIs Page No. 39	Key Performance Indicator System mentioned.	The following points are not clear from the said clause- (a) Does HMRL have target KPIs (availability %, headway, capacity PHPDT) that consultant should design for, or should consultant propose targets based on international benchmarks? (b) Should consultant develop KPI framework for eventual PPP concession agreement? (c) Are there service level requirements (operating hours, peak frequency) HMRL expects? -Kindly clarify	Please refer the RfP document carefully
44	Schedule-1, Para 4.6 TECHNOLOGY SELECTION Page No. 39	PRT/ART System Architecture and technology selection by consultant.	The following points are not clear from the said clause- (a) Does HMRL have preferred technology evaluation criteria or weightages, or should consultant propose? (b) Is there minimum Technology Readiness Level (TRL) requirement (e.g., TRL 8/9 for proven systems)? (c) Are there indigenous/Make in India preferences HMRL wants considered? (d) Should consultant develop vendor pre-qualification criteria for bid stage? -Kindly clarify	Please refer the RfP document carefully
45	Schedule-1, Para 4.6 METRO INTEGRATION Page No. 39	System integration with MRTS mentioned.	The following points related to integration scope are not clear from the said clause- (a) Should consultant develop fare integration strategy (common smart card with Metro)? (b) Should Passenger Information System (PIS) be integrated with Metro displays? (c) Should CCTV/security systems be integrated with Metro control room? (d) Will HMRL provide technical interface specifications for Metro systems? - Kindly clarify	Please refer the RfP document carefully
46	Clause No 4.7 Page No 40	Prepare alternative route alignment options & mobility network plans	Kindly specify the number of alternate routes for each option to be studied.	Please refer the RfP document carefully

S. No	Clause / Reference	Clause as per RFP	Query	HMRL's Remarks
47	Schedule-1, Para 4.9.1 STAKEHOLDER COORDINATION Page No 40	Two stakeholder consultations/workshops to be arranged by consultant.	The following points are not clear from the said clause- (a) Will HMRL issue official invitations to government stakeholders (HMDA, GHMC, Police, etc.) or should consultant coordinate directly? (b) Are there mandatory stakeholders HMRL requires to be consulted? (c) Does HMRL require public consultation under EIA notification? (d) What level of HMRL participation is expected in these workshops? -Kindly clarify	Please refer the RfP document carefully
48	Schedule-1, Para 4.11 SIMULATION Page No 41	Simulation requires 'real time situational analysis'.	The following points are not clear from the said clause- (a) Does HMRL require specific simulation software, or can consultant propose? (b) Should simulation include animation/visualization for stakeholder presentations? (c) Are there specific performance scenarios HMRL wants evaluated (peak hour, incident management, emergency evacuation)? -Kindly clarify	Please refer the RfP document carefully
49	Clause No 4.11 Page No 41	After completion and finalization of the alternative routes & options the client consultant shall prepare the real time situational analysis of the proposed PRTS network.	We understand that the Simulation is to be done for the preferred option only. -Kindly confirm	Please refer the RfP document carefully
50	Clause No 4.11 Page No 42	However, it must be integrated with systems that communicate with stationary and moving objects, over significant distances, in variable weather conditions.	The said clause does not clearly state the area to be covered for Simulation for each alignment. -Kindly specify	Please refer the RfP document carefully

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51	Schedule-1, Para 4.16 O&M PLANNING Page No 43	Operating & Construction approach requires 'detail report of construction & operating detail activities'.	The following points are not clear from the said clause (a) Should consultant develop complete O&M plan including crew requirements, maintenance philosophy, and spare parts strategy? (b) Does HMRL have existing O&M cost benchmarks from Metro that can be shared for reference? (c) Should consultant propose Maintenance Management System (MMS) requirements or will HMRL specify? (d) Should training requirements for HMRL staff be included in scope? -Kindly clarify	Please refer the RfP document carefully
52	Schedule-1, Various DATA SHARING Pages 37-46	Various studies require data from HMRL.	The following points are not clear from the said clause (a) Metro ridership data by station (boardings/alighting, peak hour volumes); (b) Metro station layout drawings (floor plans, sections); (c) Existing traffic studies for study area; (d) Land use/development plans; (e) Utility maps and geotechnical data from Metro construction; (f) Metro operating statistics (headway, capacity, reliability data). Please provide list of available data. -Kindly clarify	Please refer the RfP document carefully
53	Schedule-1, Para 5 BID PROCESS Pages 44-45	Bid Process Management by consultant.	The following points are not clear from the said clause (a) Does HMRL have preferred bidder evaluation methodology (QCBS, LCS) or should consultant propose? (b) Expected number of bid stages (EOI + RFP or single stage)? (c) Should consultant develop technical evaluation criteria for bid stage? (d) Will HMRL provide standard bid document templates, or should consultant develop? -Kindly clarify	Please refer the RfP document carefully

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54	Clause No.6 Study Duration Page No. 46	Study Duration	Considering the huge scope of work including procurement process, we request you to consider <i>extending the study period to 270 Days</i> -Kindly consider	No change is contemplated
55	Terms of Reference; Clause 7; Submissions/ Output Page No: 46	2. Report Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership. Cumulative timeline – 60 days	The RFP specifies that the activities of data collection, topographic survey, geotechnical survey, traffic analysis, and ridership estimation are to be completed within 60 days . We respectfully submit that this timeline appears insufficient, particularly as geotechnical surveys typically require extended durations for fieldwork, testing, and reporting. We request the Employer to kindly reconsider and extend the timeline to a more practical duration to ensure quality and completeness of the deliverables.	No change is contemplated
56	Clause 6 – Page 46 Study Duration – 180 days		We request the Authority to reconsider the duration of the study from 180 days to 360 days since it includes an exhaustive Techno-economic scope, extensive consultations with various authorities and Procurement process	No change is contemplated

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57	Clause 7 – Page 46 Submission and Output Phase I: Techno Economic Feasibility Study	Phase I: Techno Economic Feasibility Study	We suggest the following schedule and milestones for the deliverables:	No change is contemplated				
		1	Inception Report -		15 Days	1	Inception Report	45 days
		2	Report Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership		60 Days	2	Report Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership	90 days
		3	Report on Selection of Transit System/Technology		60 Days	3	Report on Selection of Transit System/Technology	90 days
		4	Report/Drawings of PRTS/ARTS Horizontal and Vertical Alignment, Stations and Depot		90 Days	4	Report/Drawings of PRTS/ARTS Horizontal and Vertical Alignment, Stations and Depot	120 days
		5	Draft Techno-Economic Feasibility Report		105 Days	5	Draft Techno-Economic Feasibility Report	180 days
		6	Final Techno-Economic Feasibility Report + Executive Summary		120 days	6	Final Techno-Economic Feasibility Report + Executive Summary	190 days
		7	Phase II: Procurement process Bid Process Management from Preparation of Bid documents for the selection of contractor/ concessionaire for the study areas the State Secretariat, Knowledge City, Raidurg & Hitec City Metro Stations, Financial District, and the Raidurg–Kukatpally Stretch in Hyderabad individually or by grouping based on the outcome of TEFS and as per the recommendations of HMRL/GoTG.			7	Phase II: Procurement process Bid Process Management from Preparation of Bid documents for the selection of contractor/ concessionaire for the study areas the State Secretariat, Knowledge City, Raidurg & Hitec City Metro Stations, Financial District, and the Raidurg–Kukatpally Stretch in Hyderabad individually or by grouping based on the outcome of TEFS and as per the recommendations of HMRL/GoTG.	
			Raidurg Metro Station and Knowledge City Raidurg & Hitec City Metro Stations and Financial District		150 days		Raidurg Metro Station and Knowledge City Raidurg & Hitec City Metro Stations and Financial District	360 Days
			Raidurg – Kukatpally Stretch State Secretariate – NTR Marg - Khairatabad & Lakdi-ka-pul Metro Stations – Iqbal Minar Jn		150 days		Raidurg – Kukatpally Stretch State Secretariate – NTR Marg - Khairatabad & Lakdi-ka-pul Metro Stations – Iqbal Minar Jn	350 Days

S. No	Clause / Reference	Clause as per RFP	Query	HMRL's Remarks
58	Schedule-1, Section 6; Annexure-6 (Note 2); Section 7	Schedule-1 Section 6 states overall study duration as 180 days. Annexure-6 Note 2 mentions TEFS completion within 3 months, while Section 7 indicates Final TEFS submission at 120 days.	Kindly clarify the definitive timeline for completion of TEFS phase and harmonize the 3-month, 120-days, and 180-days/ 300 days timelines to remove ambiguity.	Please refer the RfP document carefully
59	Schedule-1, Section 6	Study duration provided is 180 days (6 months) 120 days for feasibility study and 60 days for procurement process.	Consultants understand the scope of work and surveys; site investigations and Ridership assessment tasks are time consuming. We request to consider 240 days for feasibility study and 60 days for Procurement process	No change is contemplated
60	Schedule-2, Clause 2.4 & Schedule-1, Section 6	The draft Agreement expiry is stated as 5 months from Effective Date, whereas Schedule-1 indicates total study duration of 180 days (~6 months).	Kindly clarify the intended agreement validity period and amend the Agreement duration, if required, to align with the 180-days/ 300-days study duration.	Please refer Addendum No.1
61	Schedule-1, Section 7	Submissions/Output: Deliverable 2- Report on Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership in 60days	Topographic and Geotechnical Surveys will be carried upon Finalisation of Alignment of proposed corridors. Also the field investigations consume considerable amount of time. These submissions may be excluded from the deliverable two and planned along with the deliverable 4. Pls consider the same	No change is contemplated
62	Agreement Clause -2.9.1 (h) Page no. 54	HMRL, in its sole discretion and for any reason whatsoever, decides to terminate this Agreement.	The termination at the sole discretion and for any reason whatsoever will lead to idling of manpower, significant financial burden on the consultant and therefore it will have an adverse financial impact on the project. Therefore, we request the removal of the "termination at convenience" provision. -Kindly consider	No change is contemplated

S. No	Clause / Reference	Clause as per RFP	Query	HMRL's Remarks
63	Page 58; 3.4 Liability of the Consultant	<p>3.4.1 The Consultant's liability under this Agreement shall be determined by the Applicable Laws and the provisions hereof.</p> <p>3.4.2 The Consultant shall, subject to the limitation specified in Clause 3.4.3, be liable to HMRL for any direct loss or damage accrued or likely to accrue due to deficiency in Services rendered by it.</p> <p>3.4.3 The Parties hereto agree that except in the case of negligence or willful misconduct on the part of the Consultant or on the part of any person or firm acting on behalf of the Consultant in carrying out the Services, the Consultant, with respect to any breach of this Agreement or for damage caused to HMRL's property, shall not be liable to HMRL:</p> <ul style="list-style-type: none"> i for any indirect or consequential loss or damage; and ii for any direct loss or damage that exceeds (a) the Agreement Value set forth in Clause 6.1.2 of this Agreement, or (b) the proceeds the Consultant may be entitled to receive from any insurance maintained by the Consultant to cover such a liability in accordance with Clause 3.5.2, whichever of (a) or (b) is higher. <p>3.4.4 This limitation of liability specified in Clause 3.4.3 shall not apply to the Consultant's liability, if any, for damage to Third Parties caused by the Consultant or any person or firm acting on behalf of the Consultant in carrying out the Services on account of any deficiency in the Services.</p>	<p>We request the authority to kindly limit the liability of the consultant to the contract value.</p> <p>Requested modified clause-</p> <p>3.4 Liability of the Consultant</p> <p>3.4.1 The Consultant's liability under this Agreement shall be determined by the Applicable Laws and the provisions hereof.</p> <p>3.4.2 The Consultant shall, subject to the limitation specified in Clause 3.4.3, be liable to HMRL for any direct loss or damage accrued or likely to accrue due to deficiency in Services rendered by it.</p> <p>3.4.3 The Parties hereto agree that except in the case of negligence or willful misconduct on the part of the Consultant or on the part of any person or firm acting on behalf of the Consultant in carrying out the Services, the Consultant, with respect to any breach of this Agreement or for damage caused to HMRL's property, shall not be liable to HMRL:</p> <ul style="list-style-type: none"> iii for any indirect or consequential loss or damage; and iv for any direct loss or damage that exceeds (a) the Agreement Value set forth in Clause 6.1.2 of this Agreement, or (b) the proceeds the Consultant may be entitled to receive from any insurance maintained by the Consultant to cover such a liability in accordance with Clause 3.5.2, whichever of (a) or (b) is lower. <p>3.4.4 This limitation of liability specified in Clause 3.4.3 shall not apply to the Consultant's liability, if any, for damage to Third Parties caused by the Consultant or any person or firm acting on behalf of the Consultant in carrying out the Services on account of any deficiency in the Services.</p>	No change is contemplated
64	Clause 3.5.1 Page no. 58	<p>The Consultant shall, for the duration of this Agreement, take out and maintain, and shall cause any Sub-Consultant to take out and maintain, at its (or the Sub-Consultant's, as the case may be) own cost, but on terms and conditions approved by HMRL, insurance against the risks, and for the coverages, as specified in the Agreement and in accordance with good industry practice. Withinto expire or lapse during the term of this Agreement.</p>	<p>We have our global insurance policies; hence, we cannot share the terms agreed with the insurer it being confidential, however, we can share the insurance certificate covering all the risks as specifically required under the insurance provisions and that certificate can be reviewed by the Client. Furthermore, the insurance certificate serves as evidence that the Consultant has obtained and maintained the necessary insurance coverage. We believe this should suffice as adequate proof.</p> <p>-Kindly confirm.</p>	Please refer the RfP document carefully

S. No	Clause / Reference	Clause as per RFP	Query	HMRL's Remarks				
65	Schedule-2, Clause 3.12 DATA ACCURACY Page no. 59	Consultant is responsible for accuracy of data collected directly OR procured from other agencies including HMRL and must indemnify for any inaccuracy that surfaces during implementation.	This is overly broad as consultant cannot verify accuracy of data provided by HMRL or government agencies. Please limit consultant's liability to data collected directly by consultant and exclude liability for data provided by HMRL or other government agencies. -Kindly consider	No change is contemplated				
66	Annexure -6	Payment schedule	Consultants understand the TOR and deliverables to be submitted. Considering the Huge costs involved in Data collection and surveys, request to consider the following payment schedule.	No change is contemplated				
		Phase I: Techno Economic Feasibility Study			Phase I: Techno Economic Feasibility Study			
		1	Inception Report		5%	1	Inception Report	10%
		2	Report Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership		20%	2	Report Data Collection, Topographic survey, Geotechnical survey, Traffic Analysis and Estimation of Ridership	20%
		3	Report on Selection of Transit System/Technology		10%	3	Report on Selection of Transit System/Technology	10%
		4	Report/Drawings of PRTS/ARTS Horizontal and Vertical Alignment, Stations and Depot		15%	4	Report/Drawings of PRTS/ARTS Horizontal and Vertical Alignment, Stations and Depot	10%
		5	Draft Techno-Economic Feasibility Report		10%	5	Draft Techno-Economic Feasibility Report	20%
		6	Final Techno-Economic Feasibility Report + Executive Summary		20%	6	Final Techno-Economic Feasibility Report + Executive Summary	10%
		Phase I Total			80%	Phase I Total		80%



CIN : U45203TG2007SGC053998

HYDERABAD METRO RAIL LTD

(HMRL, a State-owned Public Enterprise of Govt. of Telangana)



Selection of Consultant for Preparation of Techno-Economic Feasibility Study, Design, and Bid Process Management for Automated/Personal Rapid Transit System on DBFOT basis in PPP mode in the Surrounding Areas of the State Secretariat, Knowledge City, Raidurg & Hitec City Metro Stations, Financial District, and the Raidurg–Kukatpally Stretch in Hyderabad.

RFP Notice No.2439/HMRL/GM(P)/PRTS/2026 Dated 24.02.2026

Addendum No.1 Dated 10.03.2026

Sl.No.	Section/Clause	Existing provision as per RfP	Modified provision to be considered
1	1.8 Schedule of Selection Process Sl.No.4 Page No.8	Proposal Due Date (PDD) 25.03.2026 @ 15:00 hrs at Metro Rail Bhavan, Begumpet, Hyderabad	Proposal Due Date (PDD) 08.04.2026 @ 15:00 hrs at Metro Rail Bhavan, Begumpet, Hyderabad
2	2.1 Scope of Proposal Clause 2.1.1 Page No.10	Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP. The companies interested in participating in the Selection Process under this RFP (the “ Applicant ”) should submit their proposals individually only and proposal submission by consortium or joint ventures are not allowed. The manner in which the Proposal is required to be submitted, evaluated and accepted is explained in this RFP.	Detailed description of the objectives, scope of services, deliverables and other requirements relating to this Consultancy are specified in this RFP. The companies interested in participating in the Selection Process under this RFP (the “ Applicant ”) should submit their proposals as a Single Applicant or as a Consortium/ Joint ventures (JV) . The manner in which the Proposal is required to be submitted, evaluated and accepted is explained in this RFP. Applicant shall be allowed to form a consortium/JV and bid jointly for the bid, subject to the following conditions: i. The number of Consortium/JV members cannot exceed two , including the Lead Bidder. ii. Only the Lead Bidder shall submit the Proposal and sign the Contract with HMRL; however, all the Consortium/JV members shall be severely and jointly responsible for delivery of services as per the RFP.

Sl.No.	Section/Clause	Existing provision as per RfP	Modified provision to be considered
			In case of a Consortium/JV Bid, the Lead Bidder shall need to submit the Joint Bidding Agreement as per Appendix IV Joint Bidding Agreement.
3	2.16. Submission of Proposal Clause 2.16.3 Page 20	The Envelope C marked " Financial Proposal " shall contain the financial proposal in the prescribed format (Forms 1, 2 & 3 of Appendix-II).	The Envelope C marked " Financial Proposal " shall contain the financial proposal in the prescribed format (Forms 1 & 2 of Appendix-II).
4	3.1 Evaluation of Technical Proposals Clause 3.1.3 Page 27	Should have successfully completed 1 (One) Consultancy services for last/first mile connectivity/PRTS project in Urban areas of India.	Should have successfully completed 1 (One) Consultancy services for last/first mile connectivity/PRTS project in Urban areas of India/Global.
5	Draft Contract Agreement Clause 2.4 Page 52	(i) the expiry of 5 months from the Effective Date;	(i) the expiry of 6 months from the Effective Date;
6	Schedule 2 Annexure-3 Page 68	Annexure-3 Estimate of Personnel Costs (Refer Clause 4.2 of Schedule-2) (Reproduce as per Form-3 of Appendix-II)	Deleted
7	Appendix IV		Appendix IV Joint Bidding Agreement.

Sd/-
Joint Managing Director

APPENDIX-I

Form-20

JOINT BIDDING AGREEMENT

(To be executed on Stamp paper of appropriate value)

THIS JOINT BIDDING AGREEMENT is entered into on this the day of2026

AMONGST

1. { Limited, a company incorporated under the Companies Act, 1956} and having its registered office at (hereinafter referred to as the "First Part" which expression shall, unless repugnant to the context include its successors and permitted assigns)

AND

2. { Limited, a company incorporated under the Companies Act, 1956} and having its registered office at (hereinafter referred to as the "Second Part" which expression shall, unless repugnant to the context include its successors and permitted assigns)

The above-mentioned parties of the FIRST AND SECOND PART are Collectively referred to as the "Parties" and each is individually referred to as a "Party"

WHEREAS,

Hyderabad Metro Rail Limited (HMRL) is a Special Purpose Vehicle (SPV) and a fully owned undertaking of the Government of Telangana, represented by its Managing Director and having its principal offices at Metro Rail Bhavan, Rasoolpura, Begumpet, Hyderabad – 500003 (hereinafter referred to as the "Authority" which expression shall, unless repugnant to the context or meaning thereof, include its administrators, successors and assigns) has invited proposals (the Proposals") by its Request for Proposal Notice No.2439/HMRL/GM(P)/PRTS/2026 Dated 24.02.2026 (the "RFP") for Selection of Consultant for Preparation of Techno-Economic Feasibility Study, Design, and Bid Process Management for Automated/Personal Rapid Transit System on DBFOT basis in PPP mode in the Surrounding Areas of the State Secretariat, Knowledge City, Raidurg & Hitec City Metro Stations, Financial District, and the Raidurg–Kukatpally Stretch in Hyderabad.

- (A) The Parties are interested in jointly bidding for the Project as members of a Consortium and in accordance with the terms and conditions of the RFP document and other bid documents in respect of the Consultancy, and
- (B) It is a necessary condition under the RFP document that the members of the Consortium shall enter into a Joint Bidding Agreement and furnish a copy thereof with the Application.

NOW IT IS HEREBY AGREED as follows:

1. Definitions and Interpretations

In this Agreement, the capitalized terms shall, unless the context otherwise requires, have the meaning ascribed thereto under the RFP.

2. Consortium

2.1 The Parties do hereby irrevocably constitute a consortium (the "Consortium") for the purposes of jointly participating in the Bidding Process for the Consultancy.

2.2 The Parties hereby undertake to participate in the Bidding Process only through this Consortium and not individually and/ or through any other consortium constituted for this Consultancy, either directly or indirectly or through any of their Affiliates.

3. Covenants

The Parties hereby undertake that in the event the Consortium is declared the Successful Bidder and awarded the Consultancy, the parties shall enter into contract of consultancy services "the Contract" with the Authority and for performing all its obligations as the Consultant in terms of the Contract for the Consultancy.

4. Role of the Parties

The Parties hereby undertake to perform the roles and responsibilities as described below:

(a) Party of the First Part shall be the Lead member of the Consortium and shall have the power of attorney from all Parties for conducting all business for and on behalf of the Consortium during the Selection Process for the Consultancy until the Effective Date under the Contract;

(b) Party of the Second Part shall be the Technical Member of the Consortium

5. Joint and Several Liability

The Parties do hereby undertake to be jointly and severally responsible for all obligations and liabilities relating to the Consultancy and in accordance with the terms of the RFP and the Contract, for the performance of the Contract

6. Lead Member

Without prejudice to the joint and several liabilities of all the Parties, each Party agrees that it shall exercise all rights and remedies under the Contract through the Lead Member and the Authority shall be entitled to deal with such Lead Member as the representative of all Members. Each Party agrees and acknowledges that:

a. Any decision (including without limitation, any waiver or consent), action, omission, communication or notice of the Lead Member on any matters related to the Contract shall be deemed to have been on its behalf and shall be binding on it. The Authority shall be entitled to rely upon any such action, decision or communication from the Lead Member;

b. Consolidated invoices for the service in relation to the Consultancy performed by all the Members shall be prepared and submitted by the Lead Member and the Authority shall have right to release payment solely to the Lead Member and the Authority shall not in any manner be responsible or liable for the inter seal location of payments, works etc. among the parties

c. Any notice, communication, information or documents to be provided to the Consultant shall be delivered to the authorized representative of the Consultant (as designated pursuant to the Contract) and any such notice, communication, information of documents shall be deemed to have been delivered to all the Parties.

7. Representation of the Parties

Each Party represents to the other Parties as of the date of this Agreement that:

- a. Such Party is duly organized, validly existing and in good standing under the laws of its incorporation and has all requisite power and authority to enter into this Agreement;
- b. The execution, delivery and performance by such Party of this Agreement has been authorized by all necessary and appropriate corporate or governmental action and a copy of the extract of the charter documents and board resolution/ power of attorney in favor of the person executing this Agreement for the delegation of power and authority to execute this Agreement on behalf of the Consortium Member is annexed to this Agreement, and will not, to the best of its knowledge:
 1. Require any consent or approval not already obtained;
 2. Violate any Applicable Law presently in effect and having applicability to it;
 3. Violate the memorandum and articles of association, by-laws or other applicable organizational documents thereof;
 4. Violate any clearance, permit, concession, grant, license or other governmental authorization, approval, judgement, order or decree or any mortgage agreement, indenture or any other instrument to which such Party is a party or by which such Party or any of its properties or assets are bound or that is otherwise applicable to such Party; or
 5. Create or impose any liens, mortgages, pledges, claims, security interests, charges or Encumbrances or obligations to create a lien, charge, pledge, security interest, encumbrances or mortgage in or on the property of such Party, except for encumbrances that would not, individually or in the aggregate, have a material adverse effect on the financial condition or prospects or business of such party so as to prevent such Party from fulfilling its obligations under this agreement;
- c. this Agreement is the legal and binding obligation of such Party, enforceable in accordance with its terms against it; and
- d. there is no litigation pending or, to the best of such Party's knowledge, threatened to which it or any of its Affiliates is a party that presently affects or which would have a material adverse effect on the financial condition or prospects or business of such Party in the fulfillment of its obligations under this Agreement.

8. Authorized Representation

The parties agree that, who is employed with the Lead Member, or his/her nominee shall be the authorized representative of the consortium, to do on behalf of the Consortium, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of the Consortium's proposal for the Consultancy including but not limited to signing and submission of all application, proposal and other document, participating in pre-bid and other conferences and providing information/ responses to the authority, representing the consortium in the matters before the authority, signing and execution of all contracts and undertakings consequent to acceptance of the Consortium's proposal and generally dealing with the authority in all matters in connection with or relating or arising out of the Consultancy.

9. Termination

This Agreement shall be effective from the date hereof and shall continue in full force and effect until the Effective Date under the Contract, in case the Consultancy is awarded to the Consortium. However, in case the Consortium is not selected for award of the Consultancy, the Agreement will stand terminated upon intimation by the Authority that it has not been selected and upon return of the Bid Security by the Authority.

10. Miscellaneous

10.1 This Joint Bidding Agreement shall be governed by laws of India.

10.2 The Parties acknowledge and accept that this Agreement shall not be amended by the Parties without the prior written consent of the Concessioneing Authority.

IN WITNESS WHEREOF THE PARTIES ABOVE NAMED HAVE EXECUTED AND DELIVERED THIS AGREEMENT AS OF THE DATE FIRST ABOVE WRITTEN.

SIGNED, SEALED AND DELIVERE
For and on behalf of LEAD MEMBER

SIGNED, SEALED AND DELIVERED
For and on behalf of SECOND PART

(Signature)

(Signature)

(Name)

(Name)

(Designation)

(Designation)

(Address)

(Address)

In the presence of:

1.

2.