

Expression of Interest (EoI) for Consultancy Services

“Consultancy Services to Prepare and Adopt a Strategic Master Plan for the Development of Smart Multimodal Transportation System - HP”

**HIMACHAL PRADESH STATE ROADS
TRANSFORMATION PROJECT (HPSRTP)**

**REQUEST FOR EXPRESSIONS OF
INTEREST**

(CONSULTING SERVICES)

**HIMACHAL PRADESH STATE ROADS TRANSFORMATION PROJECT
(HPSRTP)**

Loan No. 9066-IN

Assignment Title: "Consultancy Services to Prepare and Adopt a Strategic Master Plan for
the Development of Smart Multimodal Transportation System - HP"

Reference No.: Procurement Plan on STEP: IN-HPRIDC- 358905-CS-QCBS / Consultancy
Services to Prepare and Adopt a Strategic Master Plan for the Development of Smart Multimodal
Transportation System - HP"

The Government of Himachal Pradesh has received financing from the World Bank toward the cost
of the Himachal Pradesh State Roads Transformation Project (HPSRTP), and intends to apply part
of the proceeds for consulting services.

The consulting services ("the Services") include:-

All the tasks carried out under the scope of the work needs to be performed after a climate risk
assessment (hazard & vulnerability) to identify the hazard prone areas and vulnerable assets and
accordingly to propose the climate-resilient strategies/methods/designs to withstand the future
climate impacts.

Task A: Design a statewide Urban Mobility Process to: (1) Develop green transport infrastructure
and services development strategies based on drafting rough land use plans for intermediate
cities/towns, and (2) Create an urban transport infrastructure and services action plans to enact these
strategies by identifying, evaluating and executing mobility initiatives focused on non-motorized
and public transport, as well as traffic management.

The design of this process should:

- Specify the division of responsibilities among sector institutions and units within these
institutions. This will likely focus on the Himachal Pradesh Public Works Department
(HPPWD) and coordination with the Department of Transport (DOT) regarding regulation of
trucking and public transport services, as well as urban land use planning and administration
units of cities with Deptt. of Urban Development (UD) and Town & Country Planning (TCP)

- Create institutional coordination and public participation procedures to include local input in each step of the Urban Mobility Process, from the development of rough land use plans, the identification of sector problems, the establishment of sector priorities, the evaluation of alternative solutions to these problems, to the prioritization and execution of initiatives needed to carry out chosen solutions.

This process should have the following steps:

- a. Develop a **rough land use plan** (in the absence of development plan/master plan) through an assessment of growth potential based on economic and urban development trends and goals, the historical experience of the state's largest city (Shimla), the potential for becoming a pole for urban migration, as well as specific possibilities to host increased economic activity from sectors such as agriculture, horticulture, tourism, academic/universities and transport logistics.
- b. Perform a **transport sector diagnostic**, characterizing present and future transport demand based on existing and expected land uses as organized in rough land use plans, collecting information on the quantity and quality of transport infrastructure and services within intermediate cities, as well as comparing transport supply to demand towards identifying issues and problems.
- c. Prepare a **green transport infrastructure and services development strategy** to effectively accommodate present and future transport demand, while promoting the provision of green and affordable transport solutions to influence it towards the use of environmentally sustainable modes of transport (non-motorized and public transport), which facilitate the positive evolution of land use (densification as opposed to sprawl).
- d. Identify, evaluate, and select initiatives to become part of an **urban transport infrastructure improvement action plan**. To enact this strategy, developing urban transport infrastructure to preserve an effective roadway network, while most equitably and efficiently serve present and future travel demand. This will involve, preparing a transport infrastructure network (arterial, sub-arterial and local roads network) improvement plan to support the implementation of the anticipated land use plan. The infrastructure shall have provision for adequate pedestrian walkways, access and safety to the disabled, utility lines, etc.
- e. Identify, evaluate, and select initiatives to become part of an **urban transport services action plan**. to enact this strategy, providing urban transport services to equitably and efficiently serve present and future travel demand.

This action plan should be organized as a non-motorized transport, public transport, electric /solar power battery vehicles and traffic management project pipeline (implementation program) for intermediate cities. The following initiatives should be considered, incorporating green technologies when possible, and comprehensively addressing access and safety for disabled persons:

- Non-motorized transport initiatives, such as the establishment of a priority network for pedestrians, widening and paving of footpaths, and providing improved street lighting.

- Public transport initiatives such as constructing/improving transfer terminals (between inter-urban and urban services), formalizing stop locations, improving service quality, and upgrading service standards with respect to safety, equity and reliability.
 - Traffic control initiatives such as the installation of traffic control devices, crosswalks, and improving intersection geometry.
 - On street and off-street parking solutions, including management and pricing strategies.
- f. Prepare the priority projects of this pipeline for construction by finalizing designs and cost estimates.
- g. Execute prior projects in this pipeline, either through existing established design, procurement, construction, and supervision mechanisms, or enabled by a newly established independent project preparation and execution procedures and facilities.

The Consultant should review determinations with practitioners towards agreement on the Urban Mobility Process. Make clear recommendations (based on diagnosis, comparable peer comparison and best practices), provide options, then listen to feedback and modify determinations accordingly.

The individual steps of the procedures conducted in the development of urban mobility plans for Shimla as well as the specific urban transport infrastructure and services initiatives they recommended should be considered in designing this process by judging their applicability to be used in the smaller scale of intermediate cities.

The Consultant should directly address the applicability of the specific types of interventions recommended in these studies by elaborating on the appropriateness of their characteristics and timing in the setting of intermediate cities, documenting this analysis and presenting it to the Client as part of the Inception Report.

At the End of Task A the Consultant will prepare the Inception Report (content is specified in Item 8 of this ToR). This report will be submitted to the Client for review and comment.

Task B: Outline the institutional, human resource and financial requirements to develop and maintain a framework such that state and local authorities can jointly carry out the Urban Mobility Process designed in Task B in an effective and sustainable fashion.

Subtask B-1: Determine the most effective location for the creation of a unit to manage the Urban Mobility Process designed in Task A, likely to be within the Himachal Pradesh Public Works Department (HPPWD), and the best division of responsibilities between this new unit and the existing units of the HPPWD, Urban Development Department (UDD) and Department of Transport (DOT).

While this unit would be in-charge of the execution of the Urban Mobility Process, it would not necessarily conduct all activities directly. For example, the design and construction of road infrastructure, or the implementation of public transport regulations, might be best carried out by

existing units. However, the newly formed unit would be in-charge of the planning process, reviewing design work, and monitoring and evaluating the execution of works.

Subtask B-2: Specify the division of responsibilities between in-house public sector staff and outsourced services.

Subtask B-3: Design a training program to create the managerial and technical capacities among public personnel to fulfill the roles they are assigned within procedures outline for the planning, design and execution of non-motorized and public transport initiatives. Internationally followed training aids/modules/best practices shall be studied and suggested.

Subtask B-4: Determine the most effective application of outsourcing methods, examining the possibility of the execution of non-motorized and public transport initiatives by local capacity. If deemed feasible, design the Urban Mobility Process to build up this local capacity to make such contributions.

The Consultant should review determinations with practitioners towards agreement on the framework to implement the Urban Mobility Process. Make clear recommendations (based on diagnosis, comparable peer comparison and best practices), provide options, then listen to feedback and modify determinations accordingly.

At the End of Task B the Consultant will prepare the Interim Report (content is specified in Item 8 of this ToR). This report will be submitted to the Client for review and comment.

Task C: Guide the setting up of the institutional, human resource and financial framework outlined in Task B necessary to carry out the Urban Mobility Process designed in Task A.

The work of this task must be coordinated with the ongoing institutional strengthening/reorganization initiative, and be supported by the consulting experts brought in to do this overall work. Strengthening brought about by this other effort may come to create the capacities that can support the Urban Mobility Process. In such a case, efforts should not be duplicated.

The work of this task must benefit from the experience of the urban mobility studies recently carried out for Shimla CMP including those awarded recently by HPRIDCL in this HPSRTP II. Coordination has to be ensured without duplication in any follow-up activities resulting in optimal application of available institutional, human resource and financial frameworks. Such improvements may serve to provide to build capacities that can support and sustain the Urban Mobility Process. In such a case, efforts should not be duplicated.

Task D: Pilot intermediate cities urban transport solutions design- Facilitate the steps of an initial execution of the Urban Mobility Process designed in Task A to address the present and

future urban mobility needs of 3 pilot intermediate cities.

Subtask D-1: Guide the selection of the specific pilot cities to be addressed.

Assess the growth potential of each of Himachal Pradesh's 3 intermediate cities, based on:

- a) The historical experience of its largest city Shimla.
- b) Specific possibilities to host increased economic activity from sectors such as agriculture, horticulture, tourism, industrial output, academic/universities and transport logistics.
- c) Influence of the location relative to existing and future sites for increased economic activity.
- d) Ability to become a pole for urban migration from surrounding and nearby rural areas.

Organize these cities into 3 categories based on the different scale of expected growth, or the contrasting nature of the economic and urban development expected in their settings. Categories may represent intermediate cities which are/have the potential to be: (i) tourism/ pilgrimage hubs, (ii) agricultural MSME clusters and/or specialized services providers, such as education, hospitals, etc. and (iii) business centers, including wholesale markets

Subtask D-2: Carry out the steps outlined in the Urban Mobility Process designed in Task A for each of the 3 pilot intermediate cities, namely Keylong, Mandi and Nalagarh-Una corridor:

- a. Develop a **rough land use plan, pattern and population density factoring in the floating population**
- b. Perform a **transport sector diagnostic**, delineating TAZ (Traffic Analysis Zones), existing transport systems & travel behavior, review energy & environment, SLBs (service level benchmarks) & corresponding indicators.
- c. Develop a BAU (Business As Usual) scenario covering socio-economic projections; land use transition; transport demand analysis; technology transitions; CO2 emissions & Air quality; analysis against benchmarks.
- d. Develop environmentally sustainable urban transport scenarios covering the parameters at 'c' above incorporating a **green transport infrastructure and services development strategy**
- e. Prepare an **urban transport infrastructure improvement action plan**
- f. Prepare an **urban transport services mobility action plan**
- g. Prepare the **priority projects for implementing of this programme pipeline for construction by finalizing designs and cost estimates**

The following activities are critical to the success of this initial execution of the Urban Mobility Process, and therefore priority must be given to their timely and effective performance:

- a) Conduct a training program to build the critical capacity of local officials such that they will be able to independently carry out the Urban Mobility Process themselves in the future.
- b) Facilitate inclusive and equitable public participation during the preparation of a green transport infrastructure and services development strategies, as well as during the identification, evaluation and execution of the non-motorized and public transport initiatives which will form part of the project pipelines organize into urban transport infrastructure and services development plans.

- c) Launch a campaign raising awareness among technical practitioners statewide, as well as local decision-makers, of the benefits of improving the urban mobility of intermediate cities in the context of their future growth (as prepared in Task F).
- d) Directly aid, as necessary, in the implementation of the highest priority initiatives organized in the urban transport infrastructure and services action plan, whether it be accomplished through the existing previously established procurement, construction and supervision mechanisms, or enabled by a newly established independent project execution procedures and facilities.

Process Requirements:

- a) Sample Survey Forms
- b) Stakeholder Consultation
- c) List of NUIS Scheme Towns
- d) Data Collection Approach – Methodology and Sources
- e) Four-Step Modelling
- f) Emission Factors for Vehicle Fleets under Alternative Scenarios
- g) Preparing TORs for appointment of sub – Consultants on areas other than KPIs for preparing subsets to the multi modal transport plan
- h) Sample Work Schedule for Preparation of multi modal transport plan
- i) Sample Table of Contents of multi modal transport plan
- j) Self-Appraisal Checklist to be filled by the consultant/client for INCEPTION REPORT formulation.
- k) Indicative Checklist for Evaluating of multi modal transport plan
- l) List of Maps to be Prepared
- m) Example of cross- classification method.

The work of this task must benefit from the experience of the urban mobility studies recently carried out for Shimla as well as any follow-up activities. Indicative list is attached as Annexure-C

Task E: Incorporation of non-motorized and public transport elements in road infrastructure

Subtask E-1: Create design and planning standards to guide the incorporation of infrastructure and operational (traffic management) elements accommodating the necessary safety and capacity needs of non-motorized and public transport users, particularly persons with disabilities, into the expansion and construction of new urban road infrastructure.

The Consultant should review determinations with practitioners towards agreement on the design and planning standards. Make clear recommendations (based on diagnosis, comparable peer comparison and best practices), provide options, then listen to feedback and modify findings accordingly.

Subtask E-2: Create design and planning standards directly addressing the specific needs and concerns of persons with disabilities with respect to ensuring their access and safety.

Subtask E-3: Based on the design and planning standards developed in Subtask E-1, guide the

initial execution a program to retrofit existing urban roads incorporating infrastructure and operational (traffic management) elements to make sure that non-motorized and public transport users can do so with sufficient capacity and safety, with special attention to ensuring access and safety for disabled persons.

Supporting this execution must be done while simultaneously carrying out a training program necessary to build the critical capacity of local officials to understand and incorporate new NMT and public transport design and planning standards. Internationally followed training aids/modules/best practices shall be adopted

This initial execution could be coordinated with the initial execution of the Urban Mobility Process (initial implementation of the non-motorized and public transport project pipeline) described in Tasks A-D, or carried out separately.

Task F: Create a mechanism to develop better connection between urban development projects and policies and transport projects and policies in intermediate cities.

Subtask F-1: Examine scenarios of future land use patterns resulting from enacting a range of different transport sector policies and executing a range of different transport sector projects, including:

- A scenario that captures what future land use patterns in intermediate cities would be if the strictly follow the example of transport sector development exhibited historically by the state's capital city Shimla, which has resulted in widespread urban sprawl and congestion.
- A scenario what future land use patterns in intermediate cities would be if they deviated from this path, instead implementing a transport sector strategy guided by people-centered sustainable mobility principles, not solely accommodation of vehicles.

The difference in costs and benefits between each scenario should be documented, highlighting the challenges and opportunities involved in making each scenario happened, including:

- Decisions that could be unpopular with the owners of private vehicles.
- Substantial savings in the cost of providing urban services to residents organized in denser patterns of land use.

Subtask F-2: Based on key determinations of the examination of scenarios conducted in Subtask F-1, prepare a campaign (to be executed as part of Subtask D-2) raising awareness among technical practitioners statewide, as well as local decision-makers, of the benefits of wisely improving the urban mobility of intermediate cities (ideally in tandem with effective land use planning and controls) in the context of their future growth.

This awareness campaign should highlight the best advantage of the synergistic relationship between people centered sustainable urban mobility projects and policies and land use planning, incentives and controls aimed at supporting densification of urban development towards creating livable urban spaces and travel demand that can be most effectively served by the urban transport system.

Subtask F-3: Create a mechanism to develop better connection between urban development projects and policies and transport projects and policies in intermediate cities.

In creating this mechanism, the following should be considered:

- Taking best advantage of the synergistic relationship between people-centered sustainable urban mobility projects and policies and land use planning, incentives and controls aimed at supporting densification of urban development towards creating livable urban spaces and travel demand that can be most efficiently and equitably served by the urban transport infrastructure and services.
- Developing coordinated land use and transport strategies for intermediate cities.
- Incentivizing the performance of master plans (formalizing the development of land use plans taking place as part of the Urban Mobility Process designed in Task B) or the execution of land use incentives for efficient development or restrictions on sprawl activities by enabling access to resources for transport sector infrastructure and service improvements in intermediate cities on the successful accomplishment of these advances.

*At the End of Task F the Consultant will prepare the **Final Strategy and Roadmap Report** (content is specified in Item8 of this ToR). This report will be submitted to the Client for review and comment.*

The objective of the Consultant firm assignment is to prepare and adopt a Strategic Plan for Development of Multimodal Transportation System - Smart Transportation System".

The indicative Terms of Reference (ToR) subject to modification & finalization before issuing of Request for Proposal (RFP), for the assignment are available at the following websites / URL:-
(1) <http://himachalservices.nic.in/hpridc>.

The Himachal Pradesh Road and Infrastructure Development Corporation Limited (HPRIDCL) now invite eligible consulting firms ("Consultants"), to indicate their interest in providing the Services. Interested Consultants should provide information demonstrating that they have the required qualifications and relevant experience to perform the Services. The short listing criteria are given in the Expression of Interest (EoI). The EoI includes the following documents:-

- (i) Section I: Instructions for submission of Expression of Interest and Guidelines for preparation of EoI.
- (ii) Section-II: Eligibility and short listing Criteria including Annexure-I to V.
- (iii) Section-III (Not Attached: Can be downloaded from website): The attention of interested Consultants is drawn to paragraphs 3.14, 3.16, and 3.17 of the World Bank's "Procurement Regulations for IPF Borrowers" July 2016, Revised November 2017 and August 2018 ("ProcurementRegulations"), setting forth the World Bank's policy on Conflict of Interest.

Consultants may associate with other firms to enhance their qualifications but should indicate clearly whether the association is in the form of a joint venture / Association and/or a sub-consultancy. In the case of a joint venture / Association, all the partners in the joint venture /

Association shall be jointly and severally liable for the entire contract, if selected.

A Consultant will be selected in accordance with the QCBS method set out in the Procurement Regulations for IPF Borrowers" July 2016, Revised November 2017 and August 2018 ("Procurement Regulations").

The detailed "Request for Expression of Interest" can be downloaded from any of the following websites/ URL:- (1) <http://himachalservices.nic.in/hpride>.

Further information can be obtained at the address below during office hours i.e. 1000 to 1700 hours Indian Standard Time (IST) on any working day.

Expressions of interest must be delivered in a written form to the address below (in person, or by post) by **October 17, 2023 at 1500 hours (IST)**.

Dated: - **September 26, 2023**.



**Executive Director-cum-SE (P&D),
State Roads Project, HPRIDCL,
Nirman Bhawan, Shimla-171002**

Tel: +91-177-2627602/ 2627168,

Fax: +91-177-2620663

E-mail: pdsrp-hp@nic.in

Section-I	
Instructions for submission of Expression of Interest:	
1.	Consultant shall go through the guidelines given below and Section - II before preparing EoI Proposal.
2.	Consultant who meets short listing criteria given in Section - II, shall prepare EoI as per the guidelines. If the Consultant feels to submit certain information not covered in the guidelines would be in his interest, he may submit such information.
3.	Accomplished Expression of Interest (Application) must be submitted together with a Letter of Intent not later than 15:00 hours (IST) on October 17, 2023 . Documents in support of all qualification information shall be submitted with application. Proposal of EoI with qualification information shall be furnished on/before the due date of submission at the address shown under para 12 here below.
4.	The Application shall be basis of drawing up a shortlist of eligible consultants who will be invited to submit proposal for services required.
5.	All Applications shall be submitted in English.
6.	Power of attorney (on stamp paper duly notarized) of the person submitting the Expression of Interest (EoI) on behalf of the Applicant shall be attached. Joint Venture (JV) / Association shall not have more than 2 members. One of the members should be a Lead Member.
7.	The Consultant (including the individual members of any Joint Venture (JV) / Association shall submit only one Proposal, either in its own name or as part of a Joint Venture / Association member in another Proposal. If a Consultant, including any Joint Venture / Association member, submits or participates in more than one proposal, all such proposals shall be disqualified and rejected.
8.	The Application and all related correspondence and documents should be written in the English language. Supporting documents and printed literature furnished by the Applicant with the Application may be in any other language provided that they are accompanied with translations in the English language. Supporting materials, which are not translated into English, may not be considered. For the purpose of interpretation and evaluation of the Application, the English language translation shall prevail.
9.	HPRIDCL reserves the right to reject any Applications, without assigning any reasons thereof.
10.	The Applicant shall provide all the information sought under this REoI document. HPRIDCL would evaluate only those Applications that are received in the required format and complete in all respects. Incomplete and / or conditional Applications shall be liable to rejection.
11.	No claims whatsoever will be entertained if submission is not received by due date and time.
12.	Any submission must be addressed to the following: <i>Office of the Director (Projects), State Roads Project, HPRIDCL, Nirman Bhawan, Nigam Vihar, Shimla (H.P.), India PIN-171002</i>
13.	The Proposal of EoI must be submitted no later than: Date: October 17, 2023 Time: 15:00 hours (IST) Opening of the EoI Proposal, The opening shall take place at: Office of the Director (Projects), State Roads Project, HPRIDCL, Nirman Bhawan, Nigam Vihar, Shimla (H.P.), India PIN-171002 Date: October 17, 2023 Time: 15:30 hours (IST)

14.	The Consultant shall submit a signed and complete EoI comprising the documents and forms in accordance with EoI documents.
15.	An authorized representative of the Consultant shall sign the original submission letters in the required format for EoI submission and shall initial all pages. The authorization shall be in the form of a written power of attorney attached to the EoI Proposal.
16.	The signed EoI shall be marked " ORIGINAL ", and its two copies marked " COPY-1 & COPY-2 " as appropriate. Copies shall be made from the signed original. If there are discrepancies between the original and the copies, the original shall prevail.
17.	The original and the copies of the EoI submission shall be placed inside of a sealed envelope clearly marked "EoI PROPOSAL", for "Consultancy Services to Prepare and Adopt a Strategic Master Plan for the Development of Smart Multimodal Transportation System - HP", reference number, name and address of the Consultant, and with a warning " DO NOT OPEN UNTIL October 17, 2023 15:30 HOURS (IST). "
18.	The sealed envelopes containing the EoI submission original and copies shall be placed into one outer envelope and sealed. This outer envelope shall bear the submission address, referencenumber, the name of the assignment, Consultant 's name and the address, and shall be clearly marked " DO NOT OPEN BEFORE October 17, 2023 15:30 HOURS (IST). "
19.	If the envelopes and packages with the EoI are not sealed and marked as required, the Client will assume no responsibility for the misplacement, loss, or premature opening of the EoI.
20.	Any submission must be addressed to the following: Director (Projects), State Roads Project, HPRIDCL, Nirman Bhawan, Nigam Vihar, Shimla (H.P.), India PIN-171002.

Guidelines for Preparation of Expression of Interest	
	Following information shall be submitted using given formats and where no formats are specified, free format can be used.
1.	Complete name of firm, date of establishment and type of organization whether individual, Proprietorship, partnership, private limited company, public limited company etc. (Annexure I).
2.	Exact and complete corporate/registered/home office address, business address, telephone numbers, fax numbers, E-mail and cable address. For consultant of foreign registry, indicate if there is any branch office(s) established in India with details in aforesaid manner. Information is to be furnished by sole applicant or members of JV / Association individually (Annexure I).
3.	If present firm is the successor to or outgrowth of one or more predecessor firms, fresh name(s) of former entity (ties) and year(s) of their original establishment with details in aforesaid manner. Information is to be furnished by sole applicant or members of JV / Association individually (Annexure I).
4.	Present a brief narrative description of the firms. Information is to be furnished by sole applicant or members of JV / Association individually (Annexure I).
5.	List of not more than two (2) principals who may be contacted by this Office. Listed principals must be empowered to speak for him or for the firm on policy and contractual matters. Information is to be furnished by sole applicant or members of JV / Association individually. (Annexure I)
6.	Under this item, indicate financial figures from consultancy business for past 5 (five) financial years. (Annexure II)
7.	Organizational strength of consultant and its constituents in case of a JV / Association shall be given. (Annexure III)
8.	Consultant's experience shall be to Prepare and Adopt a Strategic Master Plan for the Development of Smart Multimodal Transportation System - HP. In case of JV / Association applicant, each member has to likewise give above information. Only those works which are done as prime consultant need to be reported. (Annexure IV)
9.	As many references from employers as the consultant (for each member in case of JV / Association) may choose shall be submitted.
10.	An undertaking for supply of true information shall be given as per (Annexure V).

Section - II

Short Listing Criteria

A. Annual Turn Over

- (i) Annual average turnover of the last five financial years i.e. from 2018 -2019 to 2022- 2023 updated to the financial year 2022-23 shall be more than Rs. 2.80 crores. In case of JV / Association, the lead member shall have more than Rs. 2.10 crores of annual average turnovers (updated) to the financial year 2021-22. This threshold for each other member of JV / Association shall be more than Rs. 1.40 crores.
- (ii) For arriving at updated value, turnover of any financial year shall be multiplied by the enhancement/updating factor corresponding to that year given in the **Annexure-II**.

B. Experience

The Consultant must have experience as follows:

- a) The experience of at least three projects for Preparation of a Strategic Master Plan for the Development of Smart Multimodal Transportation System for National / State Government Departments. For JV / Association (as a lead member) qualifying number for lead member would two projects and for other partners it would be one project. Such project must have been completed within last 10 (ten) calendar years.
- b) Experience in at least one similar project for any national/ state government departments which includes hilly terrain for Preparation of a Strategic Master Plan for the Development of Smart Multimodal Transportation System shall be given preference.
- c) Experience of preparing Urban Mobility Studies shall be given preference.
- d) Experience of working in hilly terrain.
- e) Experience in externally aided projects.

C. ORGANISATIONAL STRUCTURE & PERMANENT STAFFING

- a) At least 5-7 years in the field of the planning, design and development of urban transport infrastructure and services, traffic control solutions, public transport services, parking management, and development of land use plans.
- b) Should have at least 5 no. of permanent Key-Staff.

Annexure - I

1. Expression of Interest Form for Consulting Firm or Joint Venture / Association (To be filled up by each of the constituent in case of a Joint Venture / Association)

Consultant	Date of Establishment	Country	Type of organization			
			Individual	Partnership	Corporation	Other
Name						

2. Corporate/ registered Office/ Business Address/ Telephone Nos. / Cable Address/ email address of consultant and its branch offices for consultant (including members in case of JV / Association).
3. Consultant's former name and year of establishment (including that of members in case of JV / Association).
4. Narrative description of Consultant firms if any (Use other sheet, if necessary).
5. Name of, not more than two (2) principals who may be contacted with title, telephone number/fax number, E-mail address.

Annexure-II

Financial Statement of the last five financial years

Rupees in crores							
Sr. No.	Particulars		2022-23	2021-22	2020-21	2019-20	2018-19
1	Annual turnover from Consulting business (INR Crores)	Lead Member					
		Other Member (1)					
		Other Member (2)					
2	Net Profit (INR Crores)	Lead Member					
		Other member (1)					
		Other Member (2)					

Notes:

- a. Values should be duly certified by statutory body like Chartered Accountant or Independent Auditors who are competent to do so as recognized by the State concerned.
- b. The amount shall be stated in Indian Rupees (INR).
- c. For the purpose of short listing, conversion to Indian Rupees shall be based average of the buying and selling rates of Reserve Bank of India as on the EoI Proposal submission date.
- d. In case the exchange rate for any currency is not available as per the provision of this section, then HPRIDCL reserves the right to use the rate available from an alternative source at its sole discretion.
- e. Enhancement/Updating Factor:-

Sr. No.	Year	Enhancement/ Updating factor
1	2022-23	1.000
2	2021-22	1.100
3	2020-21	1.210
4	2019-20	1.331
5	2018-19	1.464

Annexure-III

Organizational strength

Experts with Name	Total Strength	Engineers/ Specialist and institutional expert on payroll and having over 10 years of experience.	Engineers/ Specialist and institutional expert continuously on payroll for over 7 years	Engineers/ Specialist and institutional expert working only in road sector	Engineers/ Specialist and institutional expert having					Remarks
					Doctorates	Postgraduates		Graduates	Diploma	
e.g.						MBA	Others			
Urban transport planner										
Non-motorized and eMobility transport planning and design expert										
Public transport/ community and rural transport specialist										
Integrated transport and land use expert (master plans, modeling)										
Senior highway engineer (design, construction supervision)										
Traffic engineer (signaling, geometrics, pavement markings)										
Transport Institutional Development Expert										
Human Resources Expert										
Financial Management Expert										
etc...										

Annexure-IV

Details of Experience:

Sr No.	Projects Name/Year	Type of Services	Client (With complete address, contact person, telephone No. Fax No. and E-mail address)	Fee in INR (Applicant's share in case of JV / Association)	Duration in months	International Funding Agency	%age completion of assignment as on EoI submission date
1	2	3	4	5	6	7	8
1	Sole Consultant or for each of the members in case of JV / Association						
	(a) Funded by World Bank						
	(b) Funded by Multi Doner Bank (other than WB)						
	(c) India						
	(d) Others						

Note: only those assignments shall be considered for which consultant has provided services as lead member in case that work is done by a JV/Association.

Each assignment shall be supported by following details:-

Name of Overall assignment:

Location of Overall assignment:

Owner's Name and Address:

Completion (Actual/Estimated vis-à-vis

Stipulated):

Description of assignment:

Description of Services provided by the firm

Experience Certificate for satisfactory completion

of assignment by the Client:

Authorized Signatory
Name of Client

Annexure-V

Undertaking

I certify that the information in the above Expression of Interest forms is true to the best of my knowledge. I also understand that any misleading or wrong information will disqualify this application straightway.

