

Karachi Mobility Project (KMP), Sindh Mass Transit Authority (SMTA)
Procurement of Package 3A: Construction of Road Corridor and BRT Infrastructure Yellow
BRT Line Corridor Segment 2 [From CH. 0+000 at Brookes Chowrangi To CH. 6+000 at Bilal Chowrangi]

RFB CLARIFICATION BY PROSPECTIVE BIDDERS (1) ON RFB NO. PK-SMTA-454751-CW/RFB

Sr. No.	Clarifications by Prospective Bidders	RFP Reference	Response
Questions Related to BOQ for BRIDGES - Yellow Line Project (Package 3A)			
General			
1	Drawings mention "service load" while in BOQ working loads should be mentioned. Please clarify.	Volume (3): MOM & BOQ - Bill of Quantities	The service load on bearing is mentioned in both the design bridges' drawings and the BOQ
For Bilal and Vita Flyover			
2	BOQ item no. 34823 (Bridge Bearings) laminated elastomeric bearings as per specifications; with maximum service vertical load 2000kN, the quantity is given in numbers, whereas in Brooks & Shan flyovers. This item is given in Cu-cm with local (Pakistan) make; Please Clarify.	Volume (3): MOM & BOQ - Bill of Quantities	The size of bearings to be decided by the bearing's manufacturer/supplier, considering the maximum vertical load on the bearing and it could be different from one supplier to another. Therefore, the quantity of the bearings was given in numbers. However, it will be updated to be in Cu-cm similar to Brooks & Shan flyovers, please refer to Addendum No. 1, item No. 11 & 13.
3	BOQ item no. 348329 (Bridge Drainage System) part C shows 150 mm drain pipes, but in Drawing No. P21161-4309-03-TD-VR-FO-0012 Rev 01 Sections B-B & C-C it indicates 75 mm drainage pipes.	Volume (3): MOM & BOQ - Bill of Quantities	The 75 mm diameter pipes are explicitly indicated on the drawings (General Arrangement Details drawing No. P21161-4309-03-TD-BR-FO-0012) and have been duly measured and included in the BOQ. The 150 mm diameter pipes, although not shown in the typical sections, have been incorporated in the BOQ as a contingency provision. This has been intentionally included to cater for any unforeseen site requirements that may arise during construction, with the objective of facilitating the smooth execution of the works and minimizing the likelihood of variations at a later stage. It is updated to be highlighted as an optional item in Addendum No. 1, item No. 17
4	Item for swell water bar (Aquafin CJ-6) is not mentioned.	Volume (3): MOM & BOQ - Bill of Quantities	Noted, will be issued in Addendum No.01, item No. 13.
5	Earthwork items are not present in Bilal and Vita Flyovers' BOQs whereas it is present in Brooks and Shan Flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	Earthwork items (Structural Excavation & Backfill) are present in Bilal and Vita Flyovers' BOQs, please refer to item no. 312000 in the BOQ
6	Items for empty boring are not present in Bilal and Vita Flyovers' BOQs, whereas it is present in Brooks and Shan Flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	Separate items for empty boring of piles will be issued in Addendum No.01, item No. 12 & 13.
7	Items for Road work are not present in Bilal and Vita Flyovers, BOQs whereas it is present in Brooks and Shan Flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	All road works items have been shifted and included under the BOQ of the road works. Also, the revised BOQ for Brooks and Shan Flyovers will be issued in Addendum No.01, item No. 2 & 5.
8	Items for prestressing material such as anchorage blocks, trumpets, wedges, stressing and grouting of cables etc., are not provided in BOQ for Bilal and Vita Flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	Reference to the Project Method of Measurement, Section 34, the rates of Prestressing Reinforcement are deemed to include the cost of stressing, grouting, anchor blocks, ducts, vents, etc..
9	No BOQ item is provided for "Launching of girder" in Bilal Flyover and Vita Flyover. Kindly Clarify.	Volume (3): MOM & BOQ - Bill of Quantities	Item for Launching of girders will be issued in Addendum No.01, item No. 13.

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10	Steel Canopy item no. 404h is present in Brooks & Shan Flyover but not in Bilal and Vita flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	The item 404h has been removed from Brooks and Shan Flyover as it is already taken in the BOQ for the steel structure across all stations will be issued in Addendum No.01, item No. 1 & 4.
11	Clarification is required whether the 1st pile load test BOQ applies to Bilal & Vita both or not.	Volume (3): MOM & BOQ - Bill of Quantities	The 1st pile load test BOQ applies to both Bilal & Vita combinedly. The contractor shall propose the locations of the pile load tests to the Engineer's approval.
For Brooks & Shan Flyover			
12	Wire/strand diameter mentioned in BOQ is 3/8"-1/2", while drawings show same 0.5" (12.5mm) with normal relaxation .	Volume (3): MOM & BOQ - Bill of Quantities	The specific diameter of prestressing strands shall be as shown in each Drawing of flyovers. Moreover, the payment against the strand bars will be made in tonnage as specified in the BOQ irrespective of any diameter.
13	In item 405a Material grade of prestressing steel is not mentioned in Brooks and Shan Flyover	Volume (3): MOM & BOQ - Bill of Quantities	In accordance with Clause 1.02 – General Rules and Requirements, the BOQ shall be read and construed in conjunction with the Drawings and Specifications. The material grade of prestressing steel is specified in Drawing No. P21161-4309-03-TD-BR-FO-0100.
14	Items for prestressing material such as anchorage blocks, trumpets, wedges, stressing and grouting of cables etc., are not provided in BOQ for Brooks and Shan Flyovers.	Volume (3): MOM & BOQ - Bill of Quantities	Reference to the Project Method of Measurement, Section 34, the rates of Prestressing Reinforcement are deemed to include the cost of stressing, grouting, anchor blocks, ducts, vents, etc..
Queries related to BOQ Structural Steel - Yellow Line BRT 3A			
15	In BOQ of structural steel (vertical circulation Type V7 & V8) quantity for only V7 is mentioned as 15 ton, the quantity for V8 is not mentioned, please clarify	Volume (3): MOM & BOQ - Bill of Quantities	There is no steel structural works for V8 & V10. The quantity mentioned in BOQ is correct and already covering all typical stations for types V7 & V9. The summary sheet includes the total numbers for each typical type.
16	Similarly, In BOQ of structural steel (vertical circulation Type V9 & V10) quantity for only V9 is mentioned as 15 ton, the quantity for V10 is not mentioned, please clarify	Volume (3): MOM & BOQ - Bill of Quantities	There is no steel structural works for V8 & V10. The quantity mentioned in BOQ is correct and already covering all typical stations for types V7 & V9. The summary sheet includes the total numbers for each typical type.
Queries related to Volume (2): Specifications (1 of 6)			

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17	<p>in volume 2 specifications (1 of 6)-011000-summary-Part 1 General, Clause 1.4 (I) - Steel Structural Works for Stations</p> <p>The clause states that the Contractor shall: (i) provide missing connection details, (ii) design secondary elements for cladding, and (iii) fully design structural steel framing and connections according to applicable codes and standards. This introduces design responsibilities, whereas the Contract is stated to be construction-only.</p> <p>Please confirm whether the Contractor is required to perform detailed design for structural steelworks. If yes, kindly clarify whether separate BOQ items will be provided for these design obligations, or whether the Employer intends these to be included within existing construction items.</p>	Volume 2 specifications (1 of 6)-011000-summary Part 1 General, Clause 1.4 (I)	<p>As stated in the specifications section 051200 , structural steel scope of work and on steel structural drawings, the contractor shall design all steel-to-steel connection details and any missing details. Additionally, all secondary structural elements required for facade, cladding(roofs , walls), electro-mechanical supports, rain gutter supports, PV panels..etc shall be designed, detailed and supplied by the contractor. Regarding item (iii), the contractor to follow the main structural steel design documents/drawings for construction; no redesign task is required for the presented structural steel elements shown on the steel structure drawings.</p> <p>For the BOQ that is related to any substructural elements, please refer to the relevant trade that considers this item, for example, the facade cladding component is in section "074213.23".</p>
18	<p>in Volume (2): Specifications (1of 6)- 011000- Summary Part1 General, Clause 1.4 (L) -ITS Works, Sub-clause (b) requires the Contractor to perform complete design and construction of new ITS infrastructure (manholes, ducts, trenches, raceways, etc.)</p> <p>in coordination with ITS systems and consultants. This constitutes a design-and-build scope, which contradicts the stated construction-only nature of the Contract</p> <p>Please confirm whether the Contractor is responsible for detailed design of ITS infrastructure. If so, kindly clarify whether the BOQ will include distinct pay items for ITS infrastructure design, or whether the Employer intends the Contractor to price these design services within existing BOQ items.</p>	Volume (2): Specifications (1of 6)-011000- Summary Part1 General, Clause 1.4 (L)	<p>In Volume (2): Specifications (1of 6)- 011000- Summary Part1 General, Clause 1.4 (L) -ITS Works, Sub-clause (b) requires the Contractor to perform complete construction of new ITS infrastructure (manholes, ducts, trenches, raceways, etc.)</p> <p>The ITS infrastructure design is already provided on the drawings.</p>
19	<p>in Volume (2): Specifications (1of 6)- 011000- SummaryPart1 General, Clause 1.4 (O)- Mechanical Systems of Bus Stations</p> <p>The clause explicitly requires the Contractor to prepare complete detailed design for HVAC, ventilation,plumbing, and firefighting systems, including preparation of drawings and obtaining approvals. This is a design scope, not construction-only.</p> <p>Please confirm whether the Contractor is required to undertake full mechanical design services. If yes, kindly confirm that separate BOQ items will be added for mechanical design works, or clarify how the Employer expects the Contractor to price these services under the current BOQ structure.</p>	Volume (2): Specifications (1of 6)-011000- SummaryPart1 General, Clause 1.4 (O)	<p>All the detailed designs of HVAC plumbing, firefighting systems, including preparation of drawings and BOQ, are already designed and included in the Tender documents. Updated Volume (2): Specifications (1of 6) - 011000 is being issued in Addendum No.01, item No. 15</p>
volume (3): MOM & BOQ -Bill of Quantities Appendix A			

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20	Solar power systems are listed without capacity details or accessory specifications, making it difficult to assess adequacy and integration.	General	<p>The PV system provided for each bus station is on-grid type, and its main function is to utilize solar energy to reduce the electricity bill. Refer to the SLD and roof layout for the number of the PV panels, inverters configuration and ratings, etc. The table below summarizes the capacity of the PV system at each bus station type.</p> <p>Station type PV system capacity</p> <p>H1 (PK 3A) 108 KWP H3 (PK 3A) 108 KWP A2 (PK 3B) 108 KWP E1 (PK 3B) 90 KWP E2 (PK 3B) 90 KWP F0 (PK 3B) 72 KWP D0 (PK 5I) 77 KWP B0 (PK 5II) 54 KWP</p>
General - BOQ vs. Employer's Requirements			
21	<p>Multiple sections of the Employer's Requirements impose design responsibilities (structural steel, ITS, infrastructure, mechanical systems), but the BOQ does not contain any items for design services. This creates ambiguity in pricing and risk allocation.</p> <p>Kindly confirm whether the Employer will issue a revised BOQ including separate line item for all design obligations or alternatively confirm the Contract is intended to be design-and-build for the above disciplines.</p>	Volume (3): MOM & BOQ - Bill of Quantities	<p>Please refer to Queries No. 17, 18 & 19.</p>
REQUIREMENT			

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22	<p>Current Requirement: Experience in similar construction work from last 7 years under 4. 1 (a)&4.2 (a), (b) & (c)</p> <p>Requested Amendment: Experience requirement to be stated as "from last 10 years" as adopted in earlier bid of "Procurement of package 3B" i.e. Since 1st November 2015 instead of a fixed 7-year period starting 01 st November 2018.</p> <p>We respectfully note that in the earlier similar bid for Package 3B of this project and various other previous bids under this Karachi Mobility Project, the experience requirement was structured as "from last 10 years" rather than 7 years requirement. To maintain transparency and consistency across all packages of the same project and ensure transparency and uniformity in evaluation criteria, we request that this requirement be aligned with the precedent contract established in Package 3B.</p> <p>This amendment will:</p> <ul style="list-style-type: none"> - Ensure transparency, consistency and fairness across all project packages - Allow evaluation based on recent and relevant experience - Align with standard international procurement practices <p>We therefore request the Employer to revise the requirements accordingly.</p>	Volume (1): Section 1 - Instructions to Bidders	<p>The experience requirements under Clauses 4.1(a) and 4.2(a), (b) & (c), including the seven (07) year reference period, have been set in accordance with the scope and complexity of the subject package. This period is intended to enhance competition and increase participation of bidders who meet the qualification requirements within this timeframe, while ensuring relevant and recent experience. Although earlier packages adopted a different experience period, the Employer may apply package-specific criteria consistent with the World Bank Procurement Regulations.</p> <p>Accordingly, no change is proposed, and the experience period shall remain seven (07) years as stated in the Bidding Document.</p>

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EXECUTION ITB 32.2 (B)			
23	<p>Current Weightage: 25% for Methodology and Work Program for Execution under Evaluation of Technical Part of Bids Volume (1): Section II- Bid Data Sheet (BDS) - G. Evaluation of Technical Part of Bids</p> <p>Requested Weightage: 40% for Methodology and Work Program for Execution and 25 % for the Value Addition and vice versa.</p> <p>Given the highly complex and specialized nature of Bus Rapid Transit (BRT) system construction, we strongly recommend increasing the evaluation weightage for Methodology and Work Program to 40% and decreases the value addition to 25 % as value addition component is highly important in design built contracts and this contract is not the design-built contract . The technical reasons supporting this request include:</p> <p>Technical Complexity Factors:</p> <ul style="list-style-type: none"> a) Multi-Disciplinary Integration: BRT projects require seamless coordination between civil works traffic management, electrical systems, ITS (Intelligent Transportation Systems), station construction, and depot facilities. A robust methodology is critical to manage these interdependent activities effectively. b) Urban Construction Challenges: The project involves construction in densely populated urban areas requiring specialized traffic diversion plans, pedestrian safety measures, utility relocation coordination, and minimal disruption to existing commercial and residential activities. Superior methodology directly impacts the project success c) Specialized Construction Techniques: BRT infrastructure demands specific construction approaches including: <ul style="list-style-type: none"> - Precision alignment for dedicated bus lanes. - Construction of specialized bus stations with level boarding platforms - Integration of priority signaling systems - Installation of sophisticated fare collection infrastructure d) Stakeholder Coordination Complexity: The execution requires extensive coordination with multiple government agencies, utility providers, traffic police, 	Volume (1): Section I - Instructions to Bidders	Given the complexity of the scope and the use of rated criteria, the weightages shall remain the same.

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	<p>local authorities and the public. A well- developed work program demonstrates the contractor's understanding of these critical interfaces.</p> <p>e) Critical Path Management: BRT projects have stringent completion timelines with phased openings. The methodology and work program reveal the contractor's capability to manage critical paths, resource allocation, and milestone achievements effectively.</p> <p>f) Quality Assurance Requirements: The specialized nature of BRT construction demands rigorous quality control protocols for pavement standards, station finishes, and system integration. Methodology evaluation ensures contractors have appropriate quality management systems.</p> <p>Given these complexities, the Methodology and Work Program should carry greater weight in evaluation as it directly correlates with successful project delivery, quality outcomes, and timely completion.</p>		
	3. EXTENSION OF BID SUBMISSION DEADLINE		
24	<p>Current Deadline: 6th January, 2026</p> <p>Requested Extension: One (1) month extension from the current deadline i.e. 6th February, 2026 We respectfully request an extension of one month for bid submission.</p>	Volume (1): Section I - Instructions to Bidders	<p>The Deadline will be extended till 20th January 2026, as issued in Addendum No.01, item No. 22</p>
	4. Section III Evaluation and Qualification Criteria Clause 6 (Multiple Packages):		
25	We recommend that kindly amend and delete multiple package clause as employer has still not announced the other package i.e. 05 in parallel to this package 3A.	Volume (1): Section I - Instructions to Bidders	<p>The multiple package reference reflects the overall project structure and allows bidders, including those who have participated in previously published packages currently under evaluation, to participate in current and future packages under the Project.</p> <p>Each package shall be evaluated independently in accordance with its specified qualification and evaluation criteria, and participation in one package shall not affect or influence the evaluation of any other package.</p> <p>Accordingly, the status of other packages does not impact the subject package, and no amendment is required.</p>
	Queries related to BOQ Utilities Land Scaping (Electrical) - Yellow Line BRT 3A		
26	In the Cost of Code No.5 at grid station Type Z1 & Z2, please clarify that the BOQ Quantities mentioned above are for one unit or two units.	Volume (3): MOM & BOQ - Bill of Quantities	<p>It is clearly specified in the BOQ under Code 5 that the total quantity applies to two units (Z1 & Z2) and not to one unit.</p>
	Queries related to BOQ BRT Stations - Yellow Line BRT 3A		

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27	BOQ of H1 & H3 At Grade (3Nr.) is given whereas it mentions stations H1& H3 (7Nr.) each that means 4Nr. Stations for H1 & H3 both will be elevated, Please clarify where are the BOQs for those stations.	Volume (3): MOM & BOQ - Bill of Quantities	Package 3A has 7 BRT stations, 4 elevated and 3 at-grade. Each station consists of two station types, H1 and H3, on each side of the road/flyover. The BRT station's quantities can be found for each (Architecture, structure, electrical, etc.) with the number of repetitions on the BOQ (Volume (3)-MOM&BOQ PK3A-TD)