

## CONSOLIDATED BIDDER QUERIES AND RESPONSES

Operations & Maintenance of Roads under PPP Mode – RFP dated May 2026 (Groups 1, 3, 7, 10 & 11)

Government of the Punjab – Communications & Works Department

S.No.	Query / Observation	Document / Clause Reference	Response
1	Whether firms that were already pre-qualified in the previous bidding process, and which successfully qualified under both the pre-qualification and technical evaluation criteria, should be considered/treated as qualified for the upcoming (current) bidding process.	RFP: Pre-Qualification / Technical Evaluation Criteria	This is a separate and new bidding process. Bidders will have to pass through the evaluation process for the pre-qualification and technical evaluation stage again for the instant bidding process.
2	Clarification sought as to whether the Annual/Routine Maintenance Period commences from the 3rd year of the Operations Phase, as indicated under Schedule H, item 3(a).	PPP Contract: Schedule H – No. 3(a) (Annual/Routine Maintenance)	An addendum will be issued to remove this reference. Annual/Routine Maintenance obligations commence from the first year of operations.
3	Clarification sought as to whether “Periodic Maintenance” (overlay, pothole, guard rail and shoulder maintenance) includes an overlay of the complete road or is limited to localised/spot treatment.	PPP Contract: Schedule H – No. 3(b) (Periodic Maintenance)	An addendum will be issued to remove this reference. Overlay of the complete road will not be considered part of the O&M obligations of the Private Partner under this project. Bidders are advised to closely review the amended Schedule H once the addendum is published.
4	Definitions and the extent/scope of “Political Events” and “Non-Political Events” are sought within the Contract Document.  It is further suggested that the risk of Non-Political Events — specifically Forces of Nature — be shared between the parties rather than borne solely by the Private Partner.	PPP Contract: Clause 21.4.1 (Force Majeure Costs)	“Political Events” and “Non-Political Events” in the context of Force Majeure events have been described in Sections 21.1.1 (a) and (b), respectively. The risk of non-political force majeure events is borne entirely by the Private Partner and cannot be shared by the Implementing Agency. Please note that the Private Partner is required under the PPP Contract to procure the necessary insurances to mitigate the risk of such events. For reference, please refer to Section 20 read with Schedule I of the PPP Contract.
5	Suggestion to incorporate within the Contract a “Minimum Revenue Guarantee (MRG)” mechanism, together with a corresponding sharing of “Upside Revenues.”	PPP Contract: Revenue Provisions	MRG mechanism is not part of the instant projects, which are primarily O&M projects. MRG is a transactional feature that is involved in transactions where there is a significant construction component that requires the incurring of commercial debt. The MRG is a form of security to the potential financiers of such major construction projects. Since there is no financing contemplated under these projects, a MRG security is not required here.
6	In prior tolling PPP transactions, the Implementing Agency consistently disclosed and incorporated benchmark revenue figures within the Concession Agreement, with all revenue-sharing mechanisms structured by reference to such benchmark.	PPP Contract: Revenue Sharing / Benchmark Revenue Provisions	The benchmark revenue figure will be determined on the basis of the Financial Proposal of the successful bidder (especially the percentage of the revenue share of the expected revenue quoted by the bidder). Therefore, it is not possible to disclose the benchmark revenue figure prior to the selection of the successful bid. Bidders are advised to

S.No.	Query / Observation	Document / Clause Reference	Response
	It is requested that the inclusion of benchmark revenue within the contractual framework be maintained in the present transaction, to ensure transparency, consistency with precedent, and bidding parity amongst prospective bidders.		conduct their own studies and evaluations when proposing the benchmark revenue as part of their proposals.
7	It is noted that the minimum Performance Security has been proposed to increase to a minimum of PKR 27 million. It is requested that the Performance Security requirement remain unchanged and be maintained at the same level as prescribed under the previous bidding round.	RFP: Clause 3.5, Section A (Performance Security)	Under the original bidding documents, the Performance Security was set at the first two (2) months of the expected revenue for the relevant Operational Year. It is beneficial for the bidders because, based on revenue figures projected by bidders in first round the two-month performance security was significantly higher than PKR 27 million.
8	Clarification sought as to whether the toll rates are inclusive of, or otherwise subject to, any taxes leviable by the Punjab Revenue Authority (PRA), or whether such applicable taxes are to be charged separately over and above the notified toll tariff.	Draft PPP Contract: Schedule P (Toll Notification Structure)	According to Section 7.10 of the Draft PPP Contract all taxes are the responsibility of the Private Partner. Bidders are advised to do their own due diligence in relation to the applicable taxes. The Private Partner shall only charge the road user the toll rates as notified under Schedule P of the PPP Contract.
9	Clarification sought as to whether toll collection under the concession arrangement is exempt from the applicability of the Punjab Public-Private Partnership Act framework and/or the Punjab Sales Tax regime, or whether any such statutory or fiscal levies are intended to apply thereto.	Draft PPP Contract: Schedule P (Toll Notification Structure)	Please see the response hereinabove.
10	Clarification sought as to whether the Government's reserve price is intended to remain aligned with that adopted in the previous bidding round, or whether any revision is contemplated for the current procurement process.	RFP: Clause 6.5, Schedule A (Financial Evaluation Criteria)	The reserve price will be disclosed to the bidders as per Clause 6.5 of the RFP.
11	It is submitted that a separate "Emergency Works" provision is duplicative, given that the Concessionaire is already responsible for all O&M obligations (save matters qualifying as a Relief Event and/or Force Majeure Event) and remains subject to deductions, penalties and other consequences for non-performance.  Such bifurcation between "Routine Maintenance" and "Emergency Works" may create uncertainty as to scope allocation, risk apportionment and payment responsibility, and may adversely affect bidding parity (with bidders potentially under-quoting O&M costs in anticipation of compensation as "Emergency Works").	Draft PPP Contract: Clause 19.3 (Emergency Works)	We understand your concern. We may consider this for future projects; however, this is a material change and is not possible at this stage of the instant bidding process.

S.No.	Query / Observation	Document / Clause Reference	Response
	<p>It is requested that the “Emergency Works” provision be reconsidered and deleted in its entirety.</p>		
12	<p>The bidding documents were previously issued in December 2025, with bids submitted on 16 March 2026, in which process the bidders were declared technically qualified.</p> <p>In the interest of continuity, fairness and administrative consistency, it is requested that bidders previously determined to be technically qualified be accorded similar consideration and deemed technically qualified in the current bidding process.</p>	RFP: Technical Evaluation Criteria	This is a separate and new bidding process. Bidders will have to clear each evaluation stage of the bidding process again for these projects.
13	<p>Pursuant to Section 4.11, formal clarification is sought on the work experience qualifying criteria under Sections 6.3 and 6.4, which contemplate both (a) completed projects evidenced by a completion certificate and (b) ongoing projects/works in progress evidenced by an executed contract (Section 6.4 likewise using “completed/ under progress”). The two provisions are to be read harmoniously. Confirmation is sought on the following:</p> <p>(i) Whether an active long-term O&amp;M concession or management contract — commissioned within the past ten (10) years and currently under execution — constitutes an “ongoing project or work in progress” for the purposes of Section 6.3, and a contract “under progress” for the purposes of Section 6.4; and</p> <p>(ii) Whether the executed concession/management contract, together with evidence of active performance thereunder, is sufficient evidence of satisfactory execution for both Sections 6.3 and 6.4, without the requirement of a separate completion certificate.</p> <p>A formal clarification, circulated to all registered bidders prior to the Bid Submission Date of 16 June 2026, is requested.</p>	RFP: Sections 6.3 & 6.4 (Work Experience Qualifying Criteria); Section 4.11	<p>(i) Yes, it will be considered as an ongoing project or a work in progress for the purposes of Sections 6.3 and 6.4 of the RFP and will be considered in the evaluation process.</p> <p>(ii) Yes, such evidence, if submitted in appropriate form, will be considered sufficient.</p>

**ADDENDUM NO. 1 TO BID DOCUMENTS (REQUEST FOR PROPOSAL AND DRAFT PPP CONTRACT)**

**FOR OPERATIONS AND MAINTENANCE OF MURIDKE–NAROWAL & NAROWAL–SHAKKARGARH ROAD (GROUP-1) ON MANAGEMENT CONTRACT BASIS**

This **ADDENDUM NO. 1** is made on \_\_\_\_\_ to the Request for Proposal, dated 16<sup>th</sup> May 2026, for the Operations and Maintenance of Muridke–Narowal & Narowal–Shakkargarh Road (Group-1) on Management Contract basis, issued by the Communication and Works Department, Government of the Punjab, under the Punjab Public Private Partnership Act 2025 (the “**Addendum**”).

**WHEREAS:**

- A. The Communication and Works Department, Government of Punjab (the “**Implementing Agency**”) issued a Request for Proposal on 16<sup>th</sup> May 2026, inviting bids for the Operations and Maintenance of Muridke–Narowal & Narowal–Shakkargarh Road (Group-1) on Management Contract basis under the Punjab Public Private Partnership Act 2025 (the “**RFP**”).
- B. This RFP was accompanied by a Draft PPP Contract, as Volume II of the overall bid documents package, which was to be the agreement executed between the successful bidder and the Implementing Agency (the “**Draft PPP Contract**”).
- C. The Implementing Agency wishes to make certain amendments to the RFP and Draft PPP Contract as set out herein.

**NOW THEREFORE, THE RFP IS AMENDED AS UNDER:**

1. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Financial Situation”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium the aggregate average annual turnover and the aggregate minimum net worth of all the members of the JV Consortium will be considered.”*
2. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Work Experience”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium at least one member of the consortium must possess such work experience.”*
3. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Work Experience*”, all references to the term “subcontractor” shall be deleted.
4. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Key Personnel Qualification and Experience*”, the column referring to the “Transportation Engineer(s)” is deleted and replaced with the following:

<b>Criteria</b>	<b>Maximum Score Awarded</b>
<b>Transportation Engineer(s)</b> (M.Sc. Transportation Engineering) At least two (2), with each Transportation Engineer evaluated as follows: 20 years or more experience (1 Mark) 15 years to less than 20 years’ experience (0.75 Mark) 10 years to less than 15 years’ experience (0.5 Mark) Less than 10 years’ experience (0 Mark) The cumulative marks of the two most experienced Transportation Engineers will be considered.	<b>02 Marks</b>

5. Except as expressly amended herein, all other terms and conditions of the RFP shall remain unchanged and in full force and effect. The RFP shall henceforth be read as amended by and together with this Addendum No. 1.

**NOW THEREFORE, THE DRAFT PPP CONTRACT IS AMENDED AS UNDER:**

1. In Schedule A (*Scope of the Project*) of the Draft PPP Contract, Section 1.2 (Existing Condition) is deleted and replaced with the following:

*“Existing section of the Project Highway between Muridke to Narowal is a four lane divided highway with a median separator; whereas the Narowal Shakkargarh section of the Project Highway is an undivided two-lane single carriageway, without any median separator, having earthen shoulders on either side.”*

2. In Schedule H (*O&M Requirements*) of the Draft PPP Contract, the following amendments are hereby made:

- (a) In the title of Section 3 (a), the following phrase is hereby deleted:

*“From year 3 of Operations phase”*

- (b) In Section 3 (a), the second bullet point is deleted and replaced with the following:

*“Any damages to side barrier due to any accident or other causes should immediately be repaired”*

- (c) Section 3 (b) (Periodic Maintenance) is deleted and replaced with the following:

- *Larger Potholes Maintenance*
- *Guard Rail Maintenance*
- *Shoulder and Verge Maintenance*
- *Culverts, Drains and Water Ways cleaning*
- *Repair of damage parts of Culverts, Drains, Footpaths and Bridges.*

- (d) In Section 5.8 (OPM 2.7: Raveling/Stripping of pavements), the first sentence is deleted and replaced with the following:

*“Ravelled pavement areas must not exist for roads at Service Level A. For Service Levels B and C, the maximum surface area of raveling within any continuous one-km centreline length shall be less than two percent (2%) and four percent (4%) respectively.”*

- (e) In Section 5.10 (OPM 3: Pavement roughness and skid), the numbers contained in row titled “Pavement Condition Index” in the table titled “*Maximum tolerable pavement roughness (measured in m/km)*” are deleted and replaced with the following:

Pavement Condition Index (PCI)	>70	>70	>80
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Furthermore, the following sentence is added at the end in the last row of the aforementioned table:

*“PCI is based on ASTM D6433”*

- (f) In Section 5.13 (OPM-6: Bridges, Structures and Embankments), in the row titled “Steel or other metal parts and structures” in the table titled “*OPM-6.1 Bridges and structures*”, the term “*3poxy*” is deleted and replaced with “*epoxy*”.

- (g) In Section 6.1 in the table for “Data collection, reporting and documentation”, in the last row of the said table, the Grievance Redressal System is amended to refer to “**MPM-14**”.

3. Except as expressly amended herein, all other terms and conditions of the Draft PPP Contract shall remain unchanged and in full force and effect. The Draft PPP Contract shall henceforth be read as amended by and together with this Addendum No. 1.

For and on behalf of the Implementing Agency:

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Authorised Signatory  
Communication and Works Department  
Government of Punjab

Date: \_\_\_\_\_

**ADDENDUM NO. 1 TO BID DOCUMENTS (REQUEST FOR PROPOSAL AND DRAFT PPP CONTRACT)**

**FOR OPERATIONS AND MAINTENANCE OF BAHAWALPUR-YAZMAN & YAZMAN-AHMADPUR ROAD (GROUP-3) ON MANAGEMENT CONTRACT BASIS**

This **ADDENDUM NO. 1** is made on \_\_\_\_\_ to the Request for Proposal, dated 16<sup>th</sup> May 2026, for the Operations and Maintenance of Bahawalpur–Yazman & Yazman–Ahmadpur Road (Group-3) on Management Contract basis, issued by the Communication and Works Department, Government of the Punjab, under the Punjab Public Private Partnership Act 2025 (the “**Addendum**”).

**WHEREAS:**

- D. The Communication and Works Department, Government of Punjab (the “**Implementing Agency**”) issued a Request for Proposal on 16<sup>th</sup> May 2026, inviting bids for the Operations and Maintenance of Bahawalpur–Yazman & Yazman–Ahmadpur Road (Group-3) on Management Contract basis under the Punjab Public Private Partnership Act 2025 (the “**RFP**”).
- E. This RFP was accompanied by a Draft PPP Contract, as Volume II of the overall bid documents package, which was to be the agreement executed between the successful bidder and the Implementing Agency (the “**Draft PPP Contract**”).
- F. The Implementing Agency wishes to make certain amendments to the RFP and Draft PPP Contract as set out herein.

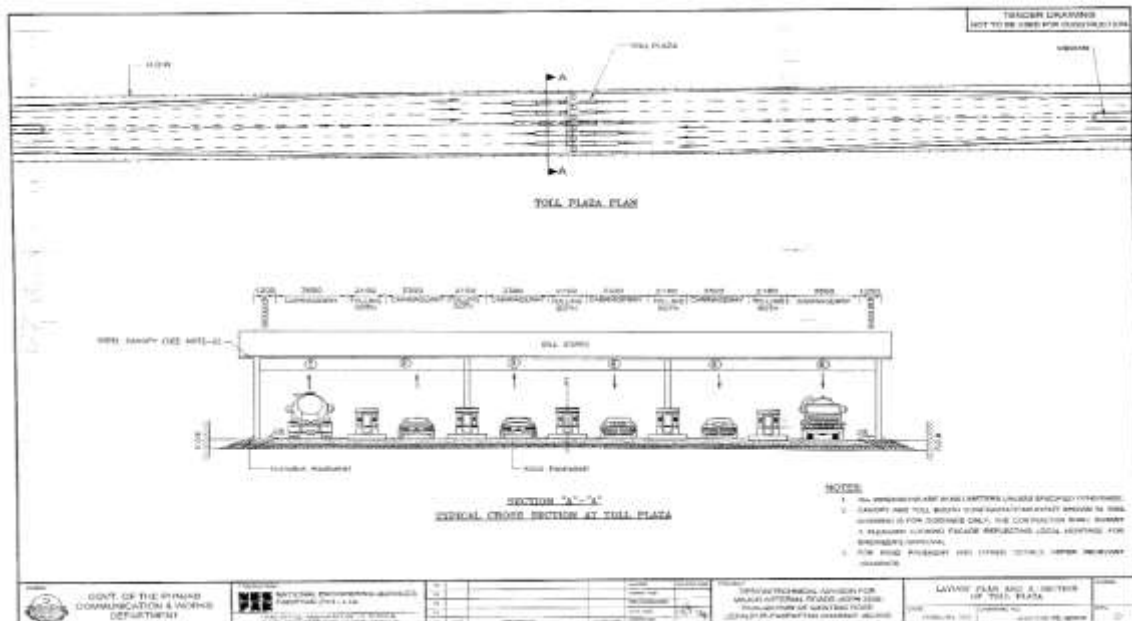
**NOW THEREFORE, THE RFP IS AMENDED AS UNDER:**

- 6. In Section 3.3 of the RFP (Scope of Work), the details of the Toll Plazas are deleted and replaced with the following:

**Toll Plazas**

2-Nos New Toll Plaza purposed for Bahawalpur – Yazman road and 2-Nos of New Toll Plaza purposed on Yazman – Bahawalpur East Road for Dual Carriageway Roads.

**Toll Plaza Design Dual Carriageway**



**Side View of Toll Plaza**



References to the toll plaza design for a single carriageway are deleted as all toll plazas are to be purposed for a dual carriageway road.

7. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Financial Situation”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium the aggregate average annual turnover and the aggregate minimum net worth of all the members of the JV Consortium will be considered.”*

8. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Work Experience”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium at least one member of the consortium must possess such work experience.”*

9. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “Work Experience”, all references to the term “subcontractor” shall be deleted.

10. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “Key Personnel Qualification and Experience”, the column referring to the “Transportation Engineer(s)” is deleted and replaced with the following:

Criteria	Maximum Score Awarded
<b>Transportation Engineer(s)</b> (M.Sc. Transportation Engineering) At least two (2), with each Transportation Engineer evaluated as follows: 20 years or more experience (1 Mark) 15 years to less than 20 years’ experience (0.75 Mark) 10 years to less than 15 years’ experience (0.5 Mark) Less than 10 years’ experience (0 Mark) The cumulative marks of the two most experienced Transportation Engineers will be considered.	<b>02 Marks</b>

11. Except as expressly amended herein, all other terms and conditions of the RFP shall remain unchanged and in full force and effect. The RFP shall henceforth be read as amended by and together with this Addendum No. 1.

**NOW THEREFORE, THE DRAFT PPP CONTRACT IS AMENDED AS UNDER:**

4. In Schedule H (O&M Requirements) of the Draft PPP Contract, the following amendments are hereby made:

(h) In the title of Section 3 (a), the following phrase is hereby deleted:

*“From year 3 of Operations phase”*

(i) In Section 3 (a), the second bullet point is deleted and replaced with the following:

*“Any damages to side barrier due to any accident or other causes should immediately be repaired”*

(j) Section 3 (b) (Periodic Maintenance) is deleted and replaced with the following:

- *Larger Potholes Maintenance*
- *Guard Rail Maintenance*
- *Shoulder and Verge Maintenance*
- *Culverts, Drains and Water Ways cleaning*
- *Repair of damage parts of Culverts, Drains, Footpaths and Bridges.*

(k) In Section 5.8 (OPM 2.7: Raveling/Stripping of pavements), the first sentence is deleted and replaced with the following:

*“Ravelled pavement areas must not exist for roads at Service Level A. For Service Levels B and C, the maximum surface area of raveling within any continuous one-km centreline length shall be less than two percent (2%) and four percent (4%) respectively.”*

(l) In Section 5.10 (OPM 3: Pavement roughness and skid), the numbers contained in row titled “Pavement Condition Index” in the table titled *“Maximum tolerable pavement roughness (measured in m/km)”* are deleted and replaced with the following:

Pavement Condition Index (PCI)	>70	>70	>80
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Furthermore, the following sentence is added at the end in the last row of the aforementioned table:

*“PCI is based on ASTM D6433”*

(m) In Section 5.13 (OPM-6: Bridges, Structures and Embankments), in the row titled “Stell or other metal parts and structures” in the table titled *“OPM-6.1 Bridges and structures”*, the term *“3poxy”* is deleted and replaced with *“epoxy”*.

(n) In Section 6.1 in the table for “Data collection, reporting and documentation”, in the last row of the said table, the Grievance Redressal System is amended to refer to **“MPM-14”**.

5. Except as expressly amended herein, all other terms and conditions of the Draft PPP Contract shall remain unchanged and in full force and effect. The Draft PPP Contract shall henceforth be read as amended by and together with this Addendum No. 1.

For and on behalf of the Implementing Agency:

\_\_\_\_\_  
Authorised Signatory  
Communication and Works Department  
Government of Punjab

Date: \_\_\_\_\_

**ADDENDUM NO. 1 TO BID DOCUMENTS (REQUEST FOR PROPOSAL AND DRAFT PPP CONTRACT)**

**FOR OPERATIONS AND MAINTENANCE OF RAIWIND-CHANGA MANGA & GUJJUMATTA-KASUR ROAD (GROUP-7) ON MANAGEMENT CONTRACT BASIS**

This **ADDENDUM NO. 1** is made on \_\_\_\_\_ to the Request for Proposal, dated 16<sup>th</sup> May 2026, for the Operations and Maintenance of Raiwind-Changa Manga & Gujjumatta-Kasur Road (Group-7) on Management Contract basis, issued by the Communication and Works Department, Government of the Punjab, under the Punjab Public Private Partnership Act 2025 (the “**Addendum**”).

**WHEREAS:**

- G. The Communication and Works Department, Government of Punjab (the “**Implementing Agency**”) issued a Request for Proposal on 16<sup>th</sup> May 2026, inviting bids for the Operations and Maintenance of Raiwind-Changa Manga & Gujjumatta-Kasur Road (Group-7) on Management Contract basis under the Punjab Public Private Partnership Act 2025 (the “**RFP**”).
- H. This RFP was accompanied by a Draft PPP Contract, as Volume II of the overall bid documents package, which was to be the agreement executed between the successful bidder and the Implementing Agency (the “**Draft PPP Contract**”).
- I. The Implementing Agency wishes to make certain amendments to the RFP and Draft PPP Contract as set out herein.

**NOW THEREFORE, THE RFP IS AMENDED AS UNDER:**

12. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Financial Situation”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium the aggregate average annual turnover and the aggregate minimum net worth of all the members of the JV Consortium will be considered.”*

13. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Work Experience”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium at least one member of the consortium must possess such work experience.”*

14. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Work Experience*”, all references to the term “subcontractor” shall be deleted.

15. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Key Personnel Qualification and Experience*”, the column referring to the “Transportation Engineer(s)” is deleted and replaced with the following:

<b>Criteria</b>	<b>Maximum Score Awarded</b>
<b>Transportation Engineer(s)</b> (M.Sc. Transportation Engineering) At least two (2), with each Transportation Engineer evaluated as follows: 20 years or more experience (1 Mark) 15 years to less than 20 years’ experience (0.75 Mark) 10 years to less than 15 years’ experience (0.5 Mark) Less than 10 years’ experience (0 Mark) The cumulative marks of the two most experienced Transportation Engineers will be considered.	<b>02 Marks</b>

16. Except as expressly amended herein, all other terms and conditions of the RFP shall remain unchanged and in full force and effect. The RFP shall henceforth be read as amended by and together with this Addendum No. 1.

**NOW THEREFORE, THE DRAFT PPP CONTRACT IS AMENDED AS UNDER:**

6. In Schedule H (*O&M Requirements*) of the Draft PPP Contract, the following amendments are hereby made:

(o) In the title of Section 3 (a), the following phrase is hereby deleted:

*“From year 3 of Operations phase”*

(p) In Section 3 (a), the second bullet point is deleted and replaced with the following:

*“Any damages to side barrier due to any accident or other causes should immediately be repaired”*

(q) Section 3 (b) (Periodic Maintenance) is deleted and replaced with the following:

- *Larger Potholes Maintenance*
- *Guard Rail Maintenance*
- *Shoulder and Verge Maintenance*
- *Culverts, Drains and Water Ways cleaning*
- *Repair of damage parts of Culverts, Drains, Footpaths and Bridges.*

(r) In Section 5.8 (OPM 2.7: Ravelling/Stripping of pavements), the first sentence is deleted and replaced with the following:

*“Ravelled pavement areas must not exist for roads at Service Level A. For Service Levels B and C, the maximum surface area of ravelling within any continuous one-km centreline length shall be less than two percent (2%) and four percent (4%) respectively.”*

(s) In Section 5.10 (OPM 3: Pavement roughness and skid), the numbers contained in row titled “Pavement Condition Index” in the table titled “*Maximum tolerable pavement roughness (measured in m/km)*” are deleted and replaced with the following:

Pavement Condition Index (PCI)	>70	>70	>80
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Furthermore, the following sentence is added at the end in the last row of the aforementioned table:

*“PCI is based on ASTM D6433”*

(t) In Section 5.13 (OPM-6: Bridges, Structures and Embankments), in the row titled “Steel or other metal parts and structures” in the table titled “*OPM-6.1 Bridges and structures*”, the term “*3poxy*” is deleted and replaced with “*epoxy*”.

(u) In Section 6.1 in the table for “Data collection, reporting and documentation”, in the last row of the said table, the Grievance Redressal System is amended to refer to “**MPM-14**”.

7. Except as expressly amended herein, all other terms and conditions of the Draft PPP Contract shall remain unchanged and in full force and effect. The Draft PPP Contract shall henceforth be read as amended by and together with this Addendum No. 1.

For and on behalf of the Implementing Agency:

\_\_\_\_\_  
 Authorised Signatory  
 Communication and Works Department  
 Government of Punjab

Date: \_\_\_\_\_

**ADDENDUM NO. 1 TO BID DOCUMENTS (REQUEST FOR PROPOSAL AND DRAFT PPP CONTRACT)**

**FOR OPERATIONS AND MAINTENANCE OF FAISALABAD – SUMUNDARI – RAJHANA & CANAL EXPRESSWAY FAISALABAD (GROUP-10) ON MANAGEMENT CONTRACT BASIS**

This **ADDENDUM NO. 1** is made on \_\_\_\_\_ to the Request for Proposal, dated 16<sup>th</sup> May 2026, for the Operations and Maintenance of Faisalabad – Sumundari – Rajhana & Canal Expressway Faisalabad (Group-10) on Management Contract basis, issued by the Communication and Works Department, Government of the Punjab, under the Punjab Public Private Partnership Act 2025 (the “**Addendum**”).

**WHEREAS:**

- J. The Communication and Works Department, Government of Punjab (the “**Implementing Agency**”) issued a Request for Proposal on 16<sup>th</sup> May 2026, inviting bids for the Operations and Maintenance of Faisalabad – Sumundari – Rajhana & Canal Expressway Faisalabad (Group-10) on Management Contract basis under the Punjab Public Private Partnership Act 2025 (the “**RFP**”).
- K. This RFP was accompanied by a Draft PPP Contract, as Volume II of the overall bid documents package, which was to be the agreement executed between the successful bidder and the Implementing Agency (the “**Draft PPP Contract**”).
- L. The Implementing Agency wishes to make certain amendments to the RFP and Draft PPP Contract as set out herein.

**NOW THEREFORE, THE RFP IS AMENDED AS UNDER:**

17. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Financial Situation”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium the aggregate average annual turnover and the aggregate minimum net worth of all the members of the JV Consortium will be considered.”*

18. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Work Experience”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium at least one member of the consortium must possess such work experience.”*

19. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Work Experience*”, all references to the term “subcontractor” shall be deleted.

20. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Key Personnel Qualification and Experience*”, the column referring to the “Transportation Engineer(s)” is deleted and replaced with the following:

<b>Criteria</b>	<b>Maximum Score Awarded</b>
<b>Transportation Engineer(s)</b> (M.Sc. Transportation Engineering) At least two (2), with each Transportation Engineer evaluated as follows: 20 years or more experience (1 Mark) 15 years to less than 20 years’ experience (0.75 Mark) 10 years to less than 15 years’ experience (0.5 Mark) Less than 10 years’ experience (0 Mark) The cumulative marks of the two most experienced Transportation Engineers will be considered.	<b>02 Marks</b>

21. Except as expressly amended herein, all other terms and conditions of the RFP shall remain unchanged and in full force and effect. The RFP shall henceforth be read as amended by and together with this Addendum No. 1.

**NOW THEREFORE, THE DRAFT PPP CONTRACT IS AMENDED AS UNDER:**

8. In Schedule H (*O&M Requirements*) of the Draft PPP Contract, the following amendments are hereby made:

(v) In the title of Section 3 (a), the following phrase is hereby deleted:

*“From year 3 of Operations phase”*

(w) In Section 3 (a), the second bullet point is deleted and replaced with the following:

*“Any damages to side barrier due to any accident or other causes should immediately be repaired”*

(x) Section 3 (b) (Periodic Maintenance) is deleted and replaced with the following:

- *Larger Potholes Maintenance*
- *Guard Rail Maintenance*
- *Shoulder and Verge Maintenance*
- *Culverts, Drains and Water Ways cleaning*
- *Repair of damage parts of Culverts, Drains, Footpaths and Bridges.*

(y) In Section 5.8 (OPM 2.7: Ravelling/Stripping of pavements), the first sentence is deleted and replaced with the following:

*“Ravelled pavement areas must not exist for roads at Service Level A. For Service Levels B and C, the maximum surface area of ravelling within any continuous one-km centreline length shall be less than two percent (2%) and four percent (4%) respectively.”*

(z) In Section 5.10 (OPM 3: Pavement roughness and skid), the numbers contained in row titled “Pavement Condition Index” in the table titled “*Maximum tolerable pavement roughness (measured in m/km)*” are deleted and replaced with the following:

Pavement Condition Index (PCI)	>70	>70	>80
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Furthermore, the following sentence is added at the end in the last row of the aforementioned table:

*“PCI is based on ASTM D6433”*

(aa) In Section 5.13 (OPM-6: Bridges, Structures and Embankments), in the row titled “Steel or other metal parts and structures” in the table titled “*OPM-6.1 Bridges and structures*”, the term “*3poxy*” is deleted and replaced with “*epoxy*”.

(bb) In Section 6.1 in the table for “Data collection, reporting and documentation”, in the last row of the said table, the Grievance Redressal System is amended to refer to “**MPM-14**”.

9. Except as expressly amended herein, all other terms and conditions of the Draft PPP Contract shall remain unchanged and in full force and effect. The Draft PPP Contract shall henceforth be read as amended by and together with this Addendum No. 1.

For and on behalf of the Implementing Agency:

\_\_\_\_\_  
Authorised Signatory  
Communication and Works Department  
Government of Punjab

Date: \_\_\_\_\_

**ADDENDUM NO. 1 TO BID DOCUMENTS (REQUEST FOR PROPOSAL AND DRAFT PPP CONTRACT)**

**FOR OPERATIONS AND MAINTENANCE OF FAISALABAD RING ROAD (FOUR SECTIONS) (GROUP-11) ON MANAGEMENT CONTRACT BASIS**

This **ADDENDUM NO. 1** is made on \_\_\_\_\_ to the Request for Proposal, dated 16<sup>th</sup> May 2026, for the Operations and Maintenance of Faisalabad Ring Road (Group-11) on Management Contract basis, issued by the Communication and Works Department, Government of the Punjab, under the Punjab Public Private Partnership Act 2025 (the “**Addendum**”).

**WHEREAS:**

- M. The Communication and Works Department, Government of Punjab (the “**Implementing Agency**”) issued a Request for Proposal on 16<sup>th</sup> May 2026, inviting bids for the Operations and Maintenance of Faisalabad Ring Road (Group-11) on Management Contract basis under the Punjab Public Private Partnership Act 2025 (the “**RFP**”).
- N. This RFP was accompanied by a Draft PPP Contract, as Volume II of the overall bid documents package, which was to be the agreement executed between the successful bidder and the Implementing Agency (the “**Draft PPP Contract**”).
- O. The Implementing Agency wishes to make certain amendments to the RFP and Draft PPP Contract as set out herein.

**NOW THEREFORE, THE RFP IS AMENDED AS UNDER:**

22. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Financial Situation”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium the aggregate average annual turnover and the aggregate minimum net worth of all the members of the JV Consortium will be considered.”*

23. In Section 6.3 of the RFP (Prequalification Evaluation Criteria), in the column of the table dealing with the “Work Experience”, the following sentence is added:  
*“In the case of the Bidder being a JV/Consortium at least one member of the consortium must possess such work experience.”*

24. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Work Experience*”, all references to the term “subcontractor” shall be deleted.

25. In Section 6.4 of the RFP (Technical Evaluation Criteria), in the table dealing with “*Key Personnel Qualification and Experience*”, the column referring to the “Transportation Engineer(s)” is deleted and replaced with the following:

<b>Criteria</b>	<b>Maximum Score Awarded</b>
<b>Transportation Engineer(s)</b> (M.Sc. Transportation Engineering) At least two (2), with each Transportation Engineer evaluated as follows: 20 years or more experience (1 Mark) 15 years to less than 20 years’ experience (0.75 Mark) 10 years to less than 15 years’ experience (0.5 Mark) Less than 10 years’ experience (0 Mark) The cumulative marks of the two most experienced Transportation Engineers will be considered.	<b>02 Marks</b>

26. Except as expressly amended herein, all other terms and conditions of the RFP shall remain unchanged and in full force and effect. The RFP shall henceforth be read as amended by and together with this Addendum No. 1.

**NOW THEREFORE, THE DRAFT PPP CONTRACT IS AMENDED AS UNDER:**

10. In Schedule H (O&M Requirements) of the Draft PPP Contract, the following amendments are hereby made:

(cc) In the title of Section 3 (a), the following phrase is hereby deleted:

*“From year 3 of Operations phase”*

(dd) In Section 3 (a), the second bullet point is deleted and replaced with the following:

*“Any damages to side barrier due to any accident or other causes should immediately be repaired”*

(ee) Section 3 (b) (Periodic Maintenance) is deleted and replaced with the following:

- *Larger Potholes Maintenance*
- *Guard Rail Maintenance*
- *Shoulder and Verge Maintenance*
- *Culverts, Drains and Water Ways cleaning*
- *Repair of damage parts of Culverts, Drains, Footpaths and Bridges.*

(ff) In Section 5.8 (OPM 2.7: Ravelling/Stripping of pavements), the first sentence is deleted and replaced with the following:

*“Ravelled pavement areas must not exist for roads at Service Level A. For Service Levels B and C, the maximum surface area of ravelling within any continuous one-km centreline length shall be less than two percent (2%) and four percent (4%) respectively.”*

(gg) In Section 5.10 (OPM 3: Pavement roughness and skid), the numbers contained in row titled “Pavement Condition Index” in the table titled “*Maximum tolerable pavement roughness (measured in m/km)*” are deleted and replaced with the following:

Pavement Condition Index (PCI)	>70	>70	>80
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Furthermore, the following sentence is added at the end in the last row of the aforementioned table:

*“PCI is based on ASTM D6433”*

(hh) In Section 5.13 (OPM-6: Bridges, Structures and Embankments), in the row titled “Steel or other metal parts and structures” in the table titled “*OPM-6.1 Bridges and structures*”, the term “*3poxxy*” is deleted and replaced with “*epoxy*”.

(ii) In Section 6.1 in the table for “Data collection, reporting and documentation”, in the last row of the said table, the Grievance Redressal System is amended to refer to “**MPM-14**”.

11. Except as expressly amended herein, all other terms and conditions of the Draft PPP Contract shall remain unchanged and in full force and effect. The Draft PPP Contract shall henceforth be read as amended by and together with this Addendum No. 1.

For and on behalf of the Implementing Agency:

\_\_\_\_\_  
Authorised Signatory  
Communication and Works Department  
Government of Punjab

Date: \_\_\_\_\_