

CLARIFICATIONS TO QUERIES RAISED BY PROSPECTIVE APPLICANTS

S/N	Queries	Clarification
1.	We noticed your request for the 2024 financial statements. As it's still quite early in the year, most companies typically haven't finalized these yet. Alternatively, we can provide the financial statements for 2019 if that would be helpful. Additionally, we can facilitate the 2024 financial statements later in the year once they are audited and translated. Please feel free to let us know how you'd like to proceed.	The requirement is to submit financial statements for the five-year period from 2020 to 2024. This remains unchanged.
2.	Could you clarify whether subcontractors are required to submit financial records, or if the main contractor's financial statements alone are sufficient?	Please refer to Clause 25.2 of the ITA. It is within the Applicant's discretion to designate a Specialized Subcontractor, whose qualifications can then be included as part of the Applicant's own qualifications.
3.	According to ITA 14.2: "The source for determining exchange rates is the Bank of Tanzania." Could you kindly clarify where we can find the official EUR to USD exchange rate provided by the Bank of Tanzania? If possible, could you also specify the exact source or location?	You can access the Central Bank of Tanzania through official website: https://www.bot.go.tz/ExchangeRate/excRates
4.	<ul style="list-style-type: none"> a) Kindly provide the system's equipment specifications. b) Kindly provide the necessary drawings & riser diagrams. c) Kindly provide a list of preferred brands/ manufacturing origins. 	a to c: The detailed information will be made available at the next stage of Request For Proposals (RFP)
5.	Please consider further postponing the deadline due to the interference of the official holiday celebrating Eid El-Fitr	The deadline is still the same. DART has no intention of extending it.
6.	Can you please define "Implementation" in the context of the experience requirements of the Initial Selection Document	The term "Implementation" in this context means experience gained by a firm in Planning, Designing, and/or supplying and/or installation of the systems in the role of a prime contractor, Joint Venture (JV) member, subcontractor, or management contractor.

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7.	<p>Page 35 of the Initial Selection Document: Under General Experience – “at least the last 7 years starting 1 January 2018”.</p> <p>Question: If the experience was gained prior to 2018, will it be acceptable as experience?</p>	<p>The experience gained before 1st January 2018 will not be considered as part of the qualification of an applicant for shortlisting</p>
8.	<p>Page 35 and 36 of the Initial Selection Document “Implementation of Intelligent Transport System”.</p> <p>Question: Must the implementation that is referenced be during the last 7 years or will prior implementation and current maintenance and operation during the last 7 years be acceptable as experience?</p>	<p>The implementation experience to be accepted must be gained within the last seven years i.e. starting from 1st January 2018</p>

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9.	<p>We seek clarification regarding the Surveillance and Security System, as it appears under both "within the scope" and "outside the scope" sections of the RFP. To ensure alignment with the project requirements, kindly confirm the following:</p> <p>1) Are we required to supply and install new security cameras, or is our role limited to integration with the existing surveillance system?</p> <p>2) If there are existing cameras at booths, stations, terminals, and the OCC, do they need to be integrated into our system?</p> <p>3) For proper system design and compatibility, could you provide technical specifications for each type of camera, including resolution (megapixels), Field of view & focal length, Night vision /Infrared capabilities, etc.</p>	<p>1) The scope of works includes the supply, installation and integration of new cameras in stations and terminals, and on the road.</p> <p>2) As for booths, stations, terminals, and the OCC, cameras need to be supplied, installed and integrated. Furthermore, there will be cameras provided by third parties that will be integrated into the video management system.</p> <p>3) The technical specifications for each type of camera will be provided later in the RFP phase.</p>
10.	<p>We request authority to provide clarification on below points:</p> <p>1) Could you clarify what the Hall Display refers to and its intended installation locations?</p> <p>2) Kindly provide the detailed specifications for the Hall Display, including the type of technology (LED/LCD), screen size per panel (in inches), overall display dimensions, and any other relevant details</p>	<p>1) "Hall displays"" are the passenger information displays at station and terminals.</p> <p>2) The detailed technical specifications for the Hall Display will be provided later in the RFP phase.</p>
11.	<p>We assume that the Video Management System (VMS) is required only for the new cameras specified in the contract and that there is no need for integration with existing cameras. Please confirm</p>	<p>As for booths, stations, terminals, and the OCC, cameras need to be supplied, installed and integrated. Furthermore, there will be cameras provided by third parties that will be integrated into the video management system.</p>
12.	<p>We request authority to provide clarification on below points:</p> <p>1) We assume that the NVR is required only for the BRT management center, considering the indoor camera count of 90, and not for the bus terminals, stations, or traffic cameras. Please confirm.</p> <p>2) Please specify the required quantity of NVRS and their storage capacity</p>	<p>1) The NVR shall store the footages of the cameras at booths, stations, terminals, on the road and third parties cameras.</p> <p>2) The technical specifications will be provided later in the RFP phase.</p>

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13	We understand that the scope of the incident Management System (IMS) is limited to integrating the existing TOS system with the BMS, without requiring the development or deployment of a new IMS. Please confirm.	No, a new Incident Management System (IMS) must be provided.
14	We request authority to provide clarification on below points: 1) Could you please clarify what is meant by Onboard Video Surveillance 2) Do the BRT buses currently have cameras installed inside, or will new cameras need to be provided? If yes, then please share the quantity. 3) We assume that the Booth Cameras, Security Cameras, and PTZ Cameras (totalling 75 cameras) are intended exclusively for installation at bus stations and terminals. Please confirm	1) Onboard video surveillance refers to the onboard surveillance cameras and the related video management system. Both are outside the scope of this contract and shall be provided by the operators. However, an integration is needed with Agency's Video Management System (VMS) 2) Please refer answer No 6 (1). 3) That is right. However, the project requires designing, supplying and installation.
15	We request authority to provide clarification on below points: 1) Could you please confirm whether passenger counting is required inside the buses, at bus terminals, or at bus stations? 2) Please share the types of video analytics that need to be implemented for BRT lane enforcement?	1) Passenger counters will be installed in the buses and are outside the scope of this contract. 2) The technical specifications for video analytics that will need to be implemented will be provided later in the RFP phase.
16	To design a comprehensive Traffic Management System, we require clarification and further details on the following points: 1) Please provide the latitude and longitude coordinates for the installation locations of the Dynamic Message Signs (DMS), Lane Control System (LCS), and Traffic Signal Control System. 2) It is mentioned that a Traffic Signal System needs to be provided at each intersection. Please confirm whether the contractor is responsible for supplying the traffic lights (Red, Amber, Green) as well. Video Management System (VMS)	1) The next stage is RFP which will contain the design documents with the location of traffic management devices. 2) Yes, traffic lights are part of the scope of works. 3) Please, refer to answer No. 8(1). 4) The current traffic signal control system is not centralized and will be replaced by a new one. 5) Yes, there will be traffic cameras at intersections. 6) The technical specifications will be provided later in the RFP phase. 7) Supporting structures are part of the scope of works of this contract. Foundations are not included. The

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	<p>3) Kindly provide details of each intersection, including the number of arms and the number of lanes per intersection.</p> <p>4) Are there any existing traffic signal systems that need to be integrated into the new system?</p> <p>5) We assume that traffic cameras will be used for surveillance and Red-Light Enforcement for BRT buses. Please confirm.</p> <p>6) Please clarify whether the contractor is responsible for supplying and installing pedestrian push buttons at crossings. If yes, how many push button stations are required per pedestrian crossing? Video Management System (VMS)</p> <p>7) We assume that gantries or cantilevers fall under the contractor's scope. Please provide details regarding the number of poles required for the entire Traffic Management System, including height, width, diameter, and load-bearing capacity of the poles or structures to be used.</p>	technical specifications will be provided later in the RFP phase.
17	Please provide the number of buses information that we will need to integrate from the TOS & FMS solution	The requested information will be provided later in the RFP phase.
18	<p>We understand from Section I, Clause 25.2 of the Initial Selection Document that while the qualifications of general subcontractors cannot be used to meet the Applicant's eligibility criteria; the qualifications of Specialized Subcontractors can be considered if explicitly allowed in the ISDS. Section II, Clause 25.2 of the ISDS confirms this possibility. However, we would appreciate it if you could reconfirm whether the use of Specialized Subcontractors' qualifications extends to the financial criteria, specifically the minimum average annual turnover (Section III, Clause 3.2), and overall financial capabilities (Section III, Clause 3.1). Our understanding is that these financial criteria must be met by the Applicant directly or, in the case of a Joint Venture, by the combined financial standing of the JV members. Could you please clarify this point to avoid any misunderstanding?</p>	<p>Initial Selection Data Sheet ITA 25.2.</p> <p>The relevant qualifications of the proposed Specialized Subcontractors will be added to the qualifications of the Applicant for the purpose of evaluation as indicated in Section III - Initial Selection Criteria and Requirements.</p> <p>This applies to all the qualification criteria indicated in Table 1 and Table 2.</p>

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19	Regarding Joint Venture arrangements, should we decide to proceed with this structure, we would like to inquire about the acceptability of a bank guarantee issued on behalf of one JV member during the RFP stage. We understand that some banks are hesitant to issue guarantees for newly formed JVs due to the lack of a financial history. Since we possess a strong financial track record, we believe a guarantee in our name would provide the necessary assurance. We kindly request confirmation of the suitability of this approach.	This will be determined and explained at the stage of RFP
20	Section 1.1- BRT Management System- iv. Integration/Interfaces: As per the above statement & our understanding, for this tender we need to integrate with 2 TOSs. So, these two TOS are from the same operator or from 2 different operators? Additionally, please provide the TOS provider details.	The Contractor shall provide the BMS into which two different TOS will integrate. These TOS have not been yet selected. The Contractor shall specify the data interface, and the TOS providers shall develop their data interfaces accordingly.
21	Is this tender (Phase 1 corridor) also includes integration of AFC system? If integration of AFCS is part of this tender, please provide the AFC system provider details.	Yes, this tender includes integration of AFC System. As for the details of the system and the provider, the information will be shared during RFP phase.
22	Section 1.1- BRT Management System- i: Devices at stations and terminal stations: Please clarify if the requirement is for LCD or LED displays or it's up to the contractor to propose the system. Additionally, please provide the size/ dimensions required for the Passenger information displays.	The technical characteristics of all the devices within the scope of the procurement will be provided to qualified applicants later at the RFP stage.
23	Section I – Instructions to Applicants (ITA) (Page 4) and 15. Signing of the Application and Number of Copies 15.1 and 15.2; 16. Sealing and Marking of Applications (page 16): Is it mandatory to submit the Initial selection document in hard copy OR we can submit through an email? Please confirm.	Section II - Initial Selection Data Sheet (ISDS) ITA 17.1 The Applicant shall submit the following documents: - A hard copy of the whole Application (optional). - Four (4) USB flash drives, with each USB flash drive containing a complete set of the submitted documents in PDF format not picture.

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		Applicants shall have the option of submitting their Applications electronically through email.
24	ITA 4.3A firm is not permitted to participate for initial selection for the same contract both as an individual firm and as a part of a joint venture or as a subcontractor . However, a firm may participate as a subcontractor in more than one Application but only in the capacity of a subcontractor. Applications submitted in violation of this procedure will be rejected The highlighted part related to the participation as a subcontractor is Contradicting, please clarify	Under Section ITA 4.3, it is stipulated that a firm is prohibited from participating in the initial selection for the same contract as both an individual entity and as part of a joint venture or as a subcontractor. Nonetheless, a firm is allowed to act as a subcontractor in multiple Applications, but solely in the role of a subcontractor. Any Applications that do not adhere to this rule will be disqualified.
25	Pre-Application meeting / MOM of pre-Application meeting, Will there be any Pre-Application meeting? If its already held then please provide the MOM of pre-Application meeting,	Initial Selection Data Sheet (ISDS) ITA 7.2 Pre-Application Meeting will NOT be held