



INVITATION OF EXPRESSION OF INTEREST (EOI) FOR LAYING OF NEW RAILWAY TRACK AND REHABILITATION / UPGRADATION OF EXISTING TRACK ON BOT BASIS

- Expression of Interest (EOI) is invited for laying of new Railway track and rehabilitation/upgradation of existing track on following sections on BOT BASIS:-
 - Laying of Track from Gendrie-Takar Pires-Turban-Hoshbah-Danjigar-Resime-Rarrah-Madwat (501 Km) and Jinnahabad-Soolma (500 Km)
 - Laying of Railway Track from Bostan – Zhob- D.J. Khien- Kotla Jem (560 kms)
 - Laying of track from Havelan - Khunrab (682 kms)
 - Upgradation of existing Main Line-II (ML-II) from Kotli to Attock city (1254 kms)
 - Rehabilitation/upgradation of Railway track from Quetta – Tattan (683 kms)
 - Laying of new track from Marrew to Macallara (107 Km)
 - Up-gradation of Wazirabad-Sialkot-Narowal-Shandara (234 Km)
 - Construction of cable line from Shandara to Lalasabad via Sangla Hill and upgradation of existing line (135 Km)
 - Construction of cable line from Khinewal to Hasalabad and Sargala Hill to Wazirabad (280 Km) and upgradation of existing line
 - Upgradation of track from Rohr to Quetta via Sibi including realignment of Bolan Pass (381 Km)
 - Rehabilitation/up-gradation of Nowshera Dargal (66 Km) and laying of new line from Dargal to Manconra.
- The interested firms should download EOI document from Pakistan Railways website (www.pakrail.gov.pk) and PRCRA Website (www.prcra.gov.pk) consisting of TOR, Consultant's evaluation criteria and format of Technical and Financial proposals for this project.



- Interested National/International leading firms, Joint Ventures having international experience of building new railway lines and rehabilitation/up-gradation of existing lines preferably on BOT basis, are invited to participate in the bidding process.
- A pre proposal conference shall be held on the date mentioned in the bidding document for which prospective firms/Joint Ventures / Companies are requested to attend. Any further information can be obtained from the office of undersigned or through email censc@pakrail.com.
- The prospective firms will submit their proposals only on prescribed format, at following address on or before
The proposals will be opened on the same date in the presence of authorized representatives of firms.

Tender No. 944 W/453/ (S&C)



PAKISTAN RAILWAYS
MINISTRY OF RAILWAYS, GOVERNMENT OF PAKISTAN

ALI MUHAMMAD AFRIDI
Chief Engineer (Survey & Construction)
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PAKISTAN RAILWAYS



Expression of Interest (EOI)

FOR PREQUALIFICATION OF FIRMS/CONSORTIA

FOR

LAYING NEW RAILWAY LINES &
UPGRADATION/REHABILITATION OF EXISTING RAILWAY TRACK

ON

BUILD OPERATE TRANSFER (BOT)
&
REHABILITATE OPERATE TRANSFER (ROT) BASIS

APRIL, 2017

CHIEF ENGINEER (S&C)
RAILWAY HEADQUARTERS, EMPRESS ROAD
LAHORE.

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DISCLAIMER

The information contained in this Expression of Interest document (the "EOI") or subsequently provided to Applicant(s), whether verbally or in documentary or any other form, by or on behalf of Pakistan Railway on the terms and conditions set out in this EOI and such other terms and conditions subject to which such information is provided.

This EOI is not an agreement and is neither an offer nor invitation by the P.R to the prospective Applicants or any other person. *The purpose of this EOI is to provide interested parties with information that may be useful to them in the formulation of their application as an expression of interest pursuant to this EOI (the "Application").* This EOI includes statements, which reflect various assumptions and assessments arrived at by P.R in relation to the Project. Such assumptions, assessments and statements do not purport to contain all the information that each Applicant may require. This EOI may not be appropriate for all persons or institutions, and it is not possible for P.R to consider the investment objectives, financial situation and particular needs of each party who reads or uses this EOI. The assumptions, assessments, statements and information contained in this EOI may not be complete, accurate, adequate or correct. Each Applicant should therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements and information contained in this EOI or supplied by P.R and obtain independent advice from appropriate sources.

Information provided in this EOI to the Applicant(s) is on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law.

The P.R makes no representation or warranty and shall have no liability to any person, including any Applicant or Bidder, under any law, statute, rules or regulations, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this EOI or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the EOI and any assessment, assumption, statement or information contained therein or deemed to form part of this EOI or arising in any way with pre-qualification of Applicants for participation in the Bidding Process.

The P.R also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any Applicant upon the statements contained in this EOI.

The P.R may in its absolute discretion but without being under any obligation to do

so, update, amend or supplement the information, assessment or assumptions contained in this EOI.

The issue of this EOI does not imply that P.R is bound to select and shortlist prequalified Applications for Bid Stage or to appoint the selected Bidder or Concessionaire, as the case may be, for the Project and P.R reserves the right to reject all or any of the Applications or Bids without assigning any reasons whatsoever.

The Applicant shall bear all its costs associated with or relating to the preparation and submission of its Application including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by P.R or any other costs incurred in connection with or relating to its Application. All such costs and expenses will remain with the Applicant and P.R shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by an Applicant in preparation for submission of the Application, regardless of the conduct or outcome of the Bidding Process.

INVITATION FOR EXPRESSION OF INTEREST (EOI)

Government of Pakistan
Ministry of Railways,
Railway Headquarter Office,
Empress Road, Lahore
(First Date of Publication 29 March, 2017)

Invitation for Expression of Interest (EOI)

Pakistan Railway hereinafter referred to as P.R intends to obtain Expression of Interest (EOI) from Person/Firms/Joint-Ventures as Investors in order to shortlist experienced and capable Applicants for the projects mentioned under Para 1.1. through public private partnership (PPP) on Build, Operate and Transfer (BOT) basis.

The EOI is to be submitted as per the details in the EOI Document, which may be obtained from the address given below.

The project involves survey, design, engineering, financing, procurement, construction, operation, maintenance, and transfer of the projects a mentioned in Para 1.1.

In some cases feasibility/pre-feasibility studies have been carried out which contain tentative costs which can be shared with the Applicants. These are preliminary estimates of indicative costs based on Feasibility Study. The Applicants are encouraged to visit the site, carry out necessary due diligence through studies and make their own cost estimates.

The Right of Way (ROW) in most of the cases is available while in case of new lines land acquisition will have to be made and will be done by P.R through Land Acquisition Act.

It may be possible to improve the alignment and design considerably through measures such as adopting long tunnel or several short tunnels or long single span bridges or minor realignment etc.

The EOI Application should indicate the Applicant's careful review of the routes and designs and the understanding of the routes and designs to be followed.

Reports of Detailed Feasibility Study and Pre-feasibility Study done by P.R may be seen at the P.R's website <http://www.pakrail.gov.pk> under "Projects" or copies may be obtained from the contact address given below at the time of purchase of the EOI document.

The Applicant in its request for the EOI must clearly state "Application for Short-listing for Section on PPP/BOT Basis", and indicate clearly the Applicant's name, address and contact Phone and Mobile numbers. The Application shall be addressed to:

ATTN. OF:

Mr. Ali Muhammad Afridi,
Chief Engineer/Survey & Construction,
Pakistan Railways,
Railway Headquarter Office,
Lahore- Pakistan
Tel: 042-99201625
Fax No. 042-99201760
E-mail censc@pakrail.com

1. INTRODUCTION

1.1. Project Information

Pakistan Railways intends to invite Expression of Interest (EOI) for prequalification of contractors/firms/consortiums for upgradation/rehabilitation/construction of existing track to achieve the speeds upto 120/160 Km/h with axle load of 25/30Tons as per details given in the scope of this project.

List of sections requiring Rehabilitation/ upgradation/ Construction on BOT basis is as under

- 1 Laying of Track from Gwadar-Talar Pass-Turbat- Hoshab-Panjgur- Besima-Surab Mastung (901 km) and Jacobabad – Besima (300 Km) on BOT basis.
- 2 Laying of Railway Track from Bostan – Zhob- D.I Khan- Kotla Jam (560 km) on BOT basis.
- 3 Laying of track from Havelian- Khunjrab (682 km) on BOT basis.
- 4 Upgradation of existing Main Line –II (ML-II) from Kotri to Attock city (1254 kms) on BOT basis.
- 5 Rehabilitation/upgradation of Railway track from Quetta – Taftan (680 kms) on BOT basis.
- 6 Laying of new track from Islamabad to Muzaffarabad via Murree (107 Km) on BOT basis.
- 7 Up-gradation of Wazirabad-Sialkot-Narowal-Shahdara (234 Km) on BOT basis.
- 8 Construction of double line from Shahdara to Faisalabad via Sangla Hill and upgradation of existing line (135 Km) on BOT basis
- 9 Construction of double line from Khanewal to Faisalabad and Sangla Hill to Wazirabad (280 Km) and upgradation of existing line on BOT basis.
- 10 Upgradation of track from Rohri to Quetta via Sibi including realignment of Bolan Pass (384 km) on BOT basis.
- 11 Rehabilitation/ up-gradation of Nowshera-Dargai (65 Km) and laying of new line from Dargai to Mansehra about (172 Km) on BOT basis.

A brief on above sections is enclosed as Annexure-B

1.2. Objectives of the Expression of Interest(EOI)

The routes mentioned above are important sections of Pakistan Railways which connect important population and business centres of the country besides connecting corridors which have the potential of serving regional connectivity, linking Pakistan railway network with China, India, Afghanistan, Iran and onwards with Turkey. Moreover the linkage of railway network with Gwadar Port will be a game changer in the region.

The existing track on the sections, mentioned above, has almost completed its useful life with mostly overage components including bridges and other structures which are in deteriorated condition. The station yards are with lesser loop lengths to accommodate full train load of freight trains and need remodeling to enhance their capacity to cope with the designed sectional speed and axle load. The existing signaling system is of old/obsolete type which needs replacement with modern signaling system. The yards are in dilapidated condition having speed restrictions due to old/fatigued track infrastructure and signaling system. Due to inadequate track renewals in the past, the track could not be maintained to safe parameters even at the existing sectional speeds and needs major rehabilitation. The deteriorating condition of infrastructure is not only undermining the safety standards but also has limited the line capacity.

The existing track alignment especially on Dadu – Habibkot and Kot Adu – Bhakkar sections on ML-2 remains under the direct hit of hill torrents and flood damages. During the last floods, especially of 2010, the sections from Kotri to Dadu, Jacobabad to Kashmor, Rajanpur to D.G. Khan and up to Kot Adu were seriously damaged. These sections generally are prone to floods from hill torrents which need proper study for addition of flood openings and strengthening of protection works.

The section between Daud Khel and Attock city passes through hilly terrain having sharp curves and steep gradients and is under stringent speed restrictions. There are seven (07) tunnels between Basal and Attock City which need strengthening and rehabilitation to meet the design speed of 120/160 Km/hr or alternately it will require complete realignment of the route.

To meet the transportation demand of imported coal for coal fired power plants, to be built in Sindh & Punjab and the anticipated traffic to emerge after establishment of China-Pakistan Economic Corridor (CPEC), the existing infrastructure needs to be substantially improved, up-graded and expanded. In order to enhance the capacity and productivity of the system, the sectional speed is proposed to be raised to 120/160 KMPH by rehabilitation of complete infrastructure including track profile with flatter grades and easy curves alongwith latest signaling system to suit the design speed. This will also require up-gradation of busy manned and un-manned level crossings through grade separation, giving priority to most vulnerable ones, strengthening of tunnels, raising, compaction and treatment of embankment where

affected by rising levels of ground water table, provision of compacted sub-ballast, interspersed between embankment and ballast, provision of complete ballast cushion/section, raising of cess where needed, provision of fencing preferably in busy station yards and at places of heavy tress passing.

1.3. Description of Scope of Work

The construction of new track and rehabilitation/improvement of existing track is desired to be carried out to achieve higher speeds upto 120/160 Km/h for which feasibility studies of some of above sections are being conducted / revalidated by the nominated consultants. The construction of new lines and rehabilitation/upgradation of old lines shall be carried out as per prescribed TORs besides, the objectives and scope of work will include but not limited to following works to achieve the design speed:-

- i) Construction of track for Up-gradation / Rehabilitation of track infrastructure to enhance the line capacity and make the railway track fit for a speed of 120/160 Km/hr.(except where un avoidable)
- ii) Rehabilitation / Extension / Reconstruction of bridges for design speed of 120/160 Km/h with the axle load of 25/30 Tons.
- iii) Rehabilitation / Extension / Reconstruction of flood openings of suitable sizes to make the section an all weather line.
- iv) Rehabilitation / Extension / Reconstruction/ Up-gradation/conversion of Level Crossings (at grade crossing) into overhead bridge / underpass / manned level crossings based on traffic count and location.
- v) Construction / Realignment/Easement of sharp curves and grades (where possible) to achieve the design speed.
- vi) Rehabilitation/ Reconstruction of signaling and telecommunication system.
- vii) Rehabilitation / Extension / Reconstruction of water supply and drainage system.
- viii) Rehabilitation / Extension / Installation of Power Supply System at stations and other installations.
- ix) Rehabilitation / Extension / construction of Tunnels
- x) Rehabilitation / Extension / Remodeling of yards fit for the designed speed.
- xi) Rehabilitation/upgradatooon / Extension / Reconstruction of station buildings (where required).

xii) Rehabilitation / Extension / Reconstruction of boundary wall / fencing in major railway yards to restrict the tress passing.

xiii) Rehabilitation / Extension / Reconstruction for establishment of maintenance facilities for Locomotives, Carriages and Wagons.

2. DEFINITIONS

2.1. Applicant

The firm applying for the Expression of Interest (EOI) for construction/ up-gradation of railway track on Build Operate Transfer (BOT) basis

2.2. Employer

Pakistan Railways

2.3. Project

Construction of newlines and upgradation of existing lines as indicated in Para-1.1.

2.4. Application

The Expression of Interest (EOI) documents as submitted by the applicant.

2.5. Tender / Bid

Tender / Bid refers to the Technical and Financial offer which will be called only from the firms who shall be declared prequalified through this EOI to participate in the bidding process.

2.6. Tenderer / Bidder

The firm participating in tender / bid after prequalification

2.7. Similar Project

Similar project means upgradation of existing or construction of new Transportation projects (Railway, Light rail, metro or highway) completed on BT/BOT/ROT/BOOT basis over last 10 Years or upgradation of existing or construction of new Light rail or Railway Projects completed on EPC+O&M over last 10 years.

3. INVITATION FOR PRE-QUALIFICATION

- i) Chief Engineer/ Survey & Construction, Pakistan Railways Headquarters Office Lahore invites applications for the Expression of Interest (EOI) for prequalification of firms for construction of new lines and up-gradation of

existing lines on Build Operate Transfer (BOT) and Rehabilitate Operate Transfer (ROT) basis.

- ii) Prequalification is open to constructors / Joint Venture of constructors and firms who have the requisite experience and are registered with Pakistan Engineering Council (PEC) in the relevant category having requisite technical, financial and managerial capability for construction of new lines and up-gradation of existing lines and maintenance and operation of such lines and construction of Civil Engineering works (Railway Infrastructure), described hereinabove. Any foreign firm, based outside Pakistan should be registered with respective regulatory body of that country in the relevant category. Such a company in case it wins the contract solely or as a JV will have to get itself registered with PEC, as per its bye-laws in vogue.
- iii) A complete set of expression of interest (EOI) documents for prequalification can be obtained during office hours on submission of written application to the office of The Chief Engineer / Survey & Construction, Pakistan Railways Headquarters, Empress Road, Lahore upon payment of Rs.10,000/- (Non Refundable) in the form of bank draft or pay order in favor of FA&CAO Pakistan Railways or upon cash payment.
- iv) Expression of interest (EOI) for prequalification documents / applications must be submitted in sealed envelope by hand or through mail / courier servicer at under mentioned address not later than **23rd May, 2017 till 02:00 pm** and be clearly marked Expression of Interest (EOI) for prequalification for Construction of new lines and up-gradation of existing lines as mentioned in para 1.1. The applicant will have to specifically indicate the name of the work for which he is submitting the application. Any firm or a JV may apply for more than one projects but they will have to submit separate application for each project for which they are willing to be prequalified.
- v) Pakistan Railways reserves the right to accept or reject late applications.

4. INSTRUCTIONS TO APPLICANTS

The name and mailing address of the Applicant shall be clearly marked on left hand of the envelope.

The applications shall be prepared in the English language. Information in any other language shall be accompanied by its translation in English. Employer reserves the right for Pre-qualification in case of non-compliance of this requirement.

The Applicants must respond to all questions and provide complete information as advised in this document. Any lapse to provide essential information may result in dis-qualification of the Applicant.

The application shall comply fully in accordance with the Instructions to Applicants, Forms, Appendices etc. and non compliance to any may render the Applicant to be disqualified.

The Employer, if desired may call specific prequalification of applicants for any particular work, included in the scope. In this case already prequalified firms shall be required to apply for prequalification again.

4.1. Submission of Applications

4.1.1. Pre-bid Conference

Pre-proposal conference shall be held on **24th April, 2017** at address as mentioned in the para 4.1.5 at **11.00 Am**.

4.1.2. Date for Submission of Applications

Applications for pre-qualification must be received not later than **23rd May, 2017** till **02:00 PM**.

4.1.3. Number of Copies for Submission

Applications for pre-qualification must be comprising of 3 copies i.e. one original and 2 photocopies.

4.1.4. Method of Submission

Applications for pre-qualification must be received in sealed envelope to be delivered either by hand or through mail / courier service and be clearly marked as "Application for Expression of Interest for prequalification"

4.1.5. Address for Submission of Applications

Applications for pre-qualification must be received at following address not later than dead line for submission as mentioned in para 4.1.2. The pre-proposal conference shall be held in the committee room of Railway HQ office at Empress Road Lahore as indicated in para 4.1.1.

***The Chief Engineer
Survey & Construction
Pakistan Railways Headquarters Office,
Empress Road, Lahore
Ph:042-99201625
Email: censc@pakrail.com***

4.2. Qualification Criteria

4.2.1. General

Pre-qualification will be based on the criteria given in succeeding paras regarding Applicant's financial soundness, experience profile, personnel capabilities and equipment capabilities as demonstrated by the Applicant's response in the forms attached to this document. The Employer reserves the right to waive minor deviations, if these don't materially affect the capability of an applicant to perform the contract. The experience and resources of any firm as sub-contractor shall not be taken into account in determining the Applicant's score as per qualifying criteria. However, Joint Venture experience & resources shall be considered. Consortium or Association of firms will be considered for similar treatment as in case of Joint Venture. The broad criteria for pre-qualification shall be as under:-

Sr. No.	Category	Weightage/Marks
1.	Experience Record	45
2.	Financial Soundness	35
3.	Personnel Capabilities	10
4	Equipment Capabilities	10
	Total:	100

4.2.1.1. Minimum Score required for pre-qualification

Prequalification status shall be decided on the basis of Pass/Fail basis. The applicant must secure at least 50% score in each category to prequalify. The minimum overall score needed by an applicant for prequalification is 65 points.

4.2.2. Experience Record

Credit marks for experience shall be awarded on the basis of following

qualifications:

Sr.No.	Description	Maximum Points
i)	Transportation projects (Railway, Light rail, metro or highway) completed on BT/BOT/ROT/BOOT basis over last 10 Years (Completed)	15
ii)	Railway, Light rail, metro or highway Projects completed on EPC+O&M over last 10 years. (Completed)	10
iii)	Projects of similar nature and complexity (i,ii) (In hand)	7.5
iv)	Experience of individual Works similar to those included in item i) and ii) (such as embankments, bridges, track, signaling etc.)	10
v)	Status of enlistment/ accreditation with Government Organizations and other international agencies.	2.5
	Sub-total:	45

The quantification for each abovementioned five sub-categories shall further be evaluated as under:-

Sr. No.	Description	Maximum Marks	Distribution of Marks	
			Item	Score
i).	Transportation projects (Railway , Light rail, metro or highway completed on BT/BOT/ROT/BOOT basis over last 10 Years (Completed)	15	1 Project	7
			2 Projects	9
			3 Projects	11
			4 Projects	12.5
			5 Projects	14.0
			6 Projects	15

Sr. No.	Description	Maximum Marks	Distribution of Marks	
			Item	Score
ii).	Railway, Light rail, metro or highway Projects completed on EPC+O&M over last 10 years (Completed)	10	1 Project	5
			2 Projects	6
			3 Projects	7
			4 Projects	8
			5 Projects	9
			6 Projects	10
iii).	Projects of similar nature and complexity (i,ii)(In hand)	7.5	1 Project	3
			2 Projects	5
			3 Projects	7.5
iv).	Experience of individual Works similar to those included in item i) and ii) (such as embankments, bridges, track, signaling etc.)	10	1 Project	2
			2 Projects	4
			3 Projects	6
			4 Projects	7
			5 Projects	8
			6 Projects	9
			7 Projects	9.5
			8 Projects	10
v).	Status of enlistment/ accreditation with Government Organizations and other international agencies.	2.5	2.5 Marks will be awarded for 2 or more enlistment and 1 Marks will be awarded for only one enlistment.	
Total Marks Allocated		45		

Note: Please attach completion certificates for completed projects and letter of Intent/ copies of contract for projects in hand issued by the Employer.

4.2.3. Financial Soundness

Credit marks shall be awarded on the basis of the following criteria:

Sr.No.	Description	Maximum Marks
i)	Average Annual turnover for Last 5 years	20
ii)	Available Bank Credit Line	8
iii)	Average Working Capital for last 5 years	5
iv)	Litigation History.	2
	Sub-total:	40

The quantification of each of four sub-categories shall be evaluated as under:-

Sr.No.	Description	Marks Assigned	Criteria for Marks Obtained	
a)	Average Annual turnover for Last 5 years	20	Turnover of \$ 500 million and over – 20 marks	
			Turnover less than \$500 million – to be reduced on pro-rata basis	
b)	Available Bank Credit Line	8	Bank Credit Line (Rs. In Million)	Marks
			15000 or more	8
			Less than 15000	Prorata basis
c)	Average Working Capital for last 5 years	5	Working Capital (Rs. In Million)	Marks
			15000 or more	5
			Less than 15000	Prorata basis
d)	Litigation History in which Decision has been given against the firm(s)	2	In case the firm is involved in any litigation, no marks will be given and 2 point will be added in case affidavit of no litigation is attached.	

Sr.No.	Description	Marks Assigned	Criteria for Marks Obtained
	Total Marks Allocated	35	

Note: The applicants are required to submit certified documents from banks/ financial institutions etc and audited financial statements for last 3 years. In case these are not provided zero score shall be given for Financial Soundness.

4.2.4. PERSONNEL CAPABILITIES

- i). The Applicant must have in his employment suitably qualified personnel to fill the key management and specialist positions which shall meet the specified criteria of experience provided in the paras below.
- ii). For the personnel proposed for position of Project Manager & Site Engineer, the minimum qualification shall be B.Sc (Engg).
- iii). Evaluation shall be made as per Scoring Criteria explained in paras below.
- iv). The information provided in relevant Forms to this document shall be used for evaluation.
- v). Credit marks shall be awarded under this category using the following criteria:

Sr.No.	Description	Maximum Points
i)	Head office	
	Number of professionals in employment of the firm	3
	Experience of professionals in number of years	4
	Sub Total	7
ii)	Field Staff	
	Number of professionals in employment of the firm	1.5
	Experience of professionals in number of Years.	1.5
	Sub Total	3
	Total:	10

The minimum experience of the professionals shall be as under:-

Sr.No	Position	Minimm Qualification	Nature of Experience	Minimum Relevant Experience (Years)
1	Project Manager (Civil Engineer)	B.Sc Civil	Perform duties of Project Manager for Railway Project	15
2	Planning Engineer (Civil)	M.Sc Transportation / Transportation Planning	Planning and Scheduling of Transportation Projects	10
3	Project Engineer Railway Track	B.Sc Civil	Construction Management of Railway Track	10
4	Project Engineer Bridge & Infrastructure	B.Sc Civil	Construction Management of Bridges	10
5	Railway Track Design Expert	M.Sc Transportation	Design or Construction Supervision of Railways Track Alignment	10
6	Railway Mechanical Engineering Expert	B.Sc Mechanical	Procurement, Maintenance or Operational Management of Railway Rolling Stock	10
7	Railway Signalling expert	B.Sc Electrical Engineering	Establishment, Maintenance or Operational Management of Modern Signalling System	10

Sr.No	Position	Minimm Qualification	Nature of Experience	Minimum Relevant Experience (Years)
8	Railway Telecommunication expert	B.Sc Telecommunication / B.Sc Electrical Engineering	Establishment, Maintenace or Operational Management of Modern Telecommunication System	10
9	Railway operations expert	Any Graduation with experience of Railways operations / working under Occupational group of Railways	Management of Train Operation over Modern Signalling System	10
10	Railway commercial expert	Any Graduation with experience of Railway commercial working / working under Occupational group of Railways	Management of Railway Traffic / Fare system	10
11	IT expert	M.Sc Computer Science	Establishment & Management of IT Networks	10
12	Financial Manager	CA/ M.SC Economics/ MBA	Financial Analysis	10
13	Accounting expert	CA	Management of Accounts	10

The capabilities of staff to be deployed on the project shall be assessed on the basis of requirements given below:-

- i) In case the proposed staff was found below the requirement or necessary documents are not submitted, that professional will not be considered in evaluation . Necessary documents include copies of appointment letters or salary slips.
- ii) If more than one person is nominated against above mentioned professional positions as prime candidate, only one person will be considered in evaluation with highest experience.

The detailed quantification procedure is given as under:-

Sr. No.	Description	Marks Assigned	Explanation for Marks Obtained	
i)	Head Office M.Sc/B.Sc Engineers professionals with relevant Experience	7	No. of Professionals having 15 years or more experience	Score
			Less than 10	$(A/10)*3$
			For 10 or more	3
			$(A = \text{No. of Professionals having 15 years or more experience})$	
			No. of Engineer or Professionals	Score
			Less than 13	$(A/13)*4$
			For 13 or more	4
$(A = \text{No. of Engineers / Professionals})$				
ii)	Field Staff	3	No. of professionals having 10 years or more experience	Score
			Less than 10	$(A/10) *1.5$
			For 10 or more	1.5
			$(A = \text{No. of Professionals having 10 years or more experience})$	
			No. of professionals having	Score
Less than 15	$(A/10) *1.5$			

Sr. No.	Description	Marks Assigned	Explanation for Marks Obtained	
			For 15 or more	1.5
			(A = No. of Professionals)	
Total Marks Allocated		10		

4.2.1. Equipment Capabilities

Credit marks shall be granted on the basis of the following criteria for various kinds of equipment relevant for the Project:

The detailed quantification procedure is given as under:-

4.2.1.1. List of Major Equipment

Sr.No.	Equipment Type and Characteristics	Required Quantity No.	Weightage	Explanation for Marks Obtained
1	Track Renewal Trains	1	10	<ul style="list-style-type: none"> If the Contractor meets the minimum Required Quantity. Score for each equipment will be calculated as follows Component Score=Weightage If the available quantity of each equipment is less than specified limit, the score of each equipment will be calculated as follows:- Component Score = Weightage x (A / Required Quantity) but not greater than Weightage A = Available quantity of each equipment of each Item. Total Marks = (Component Score/100) * 6
2	Track layer machines	8	10	
3	Duomatic Tamping machines	8	10	
4	Track individual sleeper changing Machine	2	5	
5	Ballast Cleaning Machine	1	5	
6	Excavator	10	2	
7	Telescopic track cranes(10 Ton)	8	2	
8	Road cum Rail lightweight Ballast Tamping Machines	8	2	
9	Crane with Bucket for inspection of bridges	2	2	
10	Vertical tie tampers	50	5	
11	Mobile rail welding plant	20	5	
12	Batching plant for concrete mix	10	2	
13	Sleeper factories	3	10	
14	Locomotives	10	10	

Sr.No.	Equipment Type and Characteristics	Required Quantity No.	Weightage	Explanation for Marks Obtained
15	Rolling stock for material transportation wagons	150	10	
16	Material lorries with crane	15	5	
17	Road vehicles for transport	20	5	
	Total marks (Max)			6

Critical equipment required for the Project(civil works) shall be specified by the User/Employer in Application Form A-9. High value equipment should be an option to purchase, lease or hire.

4.2.1.2. List of Minor Equipment

Sr. No.	Description	Required Quantity (No.)	Weightage	Explanation for Marks Obtained
1	Batching Plant (30cuM/hr Cap.)	2	10	<p>if the Contractor meets the minimum Required Quantity. Score for each equipment will be calculated as follows</p> <p>Component Score=Weightage</p> <p>If the available quantity of each equipment is less than specified limit, the score of each equipment will be calculated as follows:-.</p> <p>Component Score = Weightage x (A / Required Quantity) but not greater than Weightage</p> <p>A = Available quantity of each equipment of each Item.</p> <p>Total Marks = (Component Score /100) * 4</p>
2	Concrete Pump	2	10	
3	Crane Mobile (30 Ton Cap.)	2	10	
4	Crane Tower (30 M Boom)	2	10	
5	Dumper Trucks	8	5	
6	Shower/ Loader/ Backhoe	4	5	
7	Steel cutting & Bending Machine	2	5	
8	Concrete Transit Mixer (6 cuM/hr)	4	5	
9	Cabin Hoist (1500 Kg Cap.)	2	10	
10	Air Compressor (15 HP Cap.)	2	10	
11	Form Work	50000 Sft	10	
12	Scaffolding Pipe	50000 Rft	10	
Total Marks (Max)				4

4.3. Mandatory Requirements

Following shall be the mandatory requirements that each Firm/Constructor has to meet in order to be processed for pre qualification purposes.

- i. Must have completed at least one project of length not less than 300 Kms i.e. Upgradation of existing or construction of new Transportation project (Railway, Light rail, metro or highway) completed on BT/BOT/ROT/BOOT basis over last 10 Years with minimum length of 300 Km or upgradation of existing or construction of new Light rail or Railway Projects completed on EPC+O&M over last 10 years with minimum length of 300 Km.
- ii. The applicants must be registered with Pakistan Engineering Council (PEC). In case of foreign firm applicant must be registered with respective regulatory body of that country in the relevant category. Such a company in case it wins the contract solely or as a JV will have to get itself registered with PEC, as per its bye-laws in vogue. For JVs, the said condition must be fulfilled by the lead partner.
- iii. The Applicant shall be registered with Income Tax Deptt., producing Registration Certificate
- iv. The Applicant and its any Employee was never Black Listed by any Government / Semi Government, Autonomous or state owned organization.
- v. If an Applicant fails to fulfill the mandatory requirements his Application shall not be considered for further processing and he shall be declared disqualified.

4.4. Joint Venture (JV)

4.4.1. Joint Venture must comply with the following requirements:-

- a) Following are minimum qualification requirements to qualify criteria mentioned in para 4.2:-
 - i) The joint venture must collectively satisfy the criteria as stated in the para 4.2.1.1 for which purpose the relevant figures for each of the partners shall be added together to arrive at the JV's Total score.
 - ii) Lead partner must obtain 60 points to qualify criteria mentioned in para 4.2.
 - iii) Each of partner must obtain 50 points to qualify criteria mentioned in para 4.2.
- b) Any change in a prequalified JV after prequalification, shall be subject to the written approval of the Employer prior to the deadline for submission of bids. The change in patterns after approval of prequalification shall not be admissible. Any such party, with change in composition of JV shall not be considered as prequalified and shall not be issued RFP. Such approval may be denied if:-

- i. Partner(s) withdraw from a JV and remaining partners do not meet the qualifying requirements;
 - ii. The new partners to a JV are not qualified individually or as another JV; or
 - iii. In the opinion of the Employer, a substantial reduction in competition would result.
- c) Bid shall be signed by all members in the JV so as to legally bind all partners, jointly and severally, and the bid shall be submitted with a copy of the JV agreement providing the joint and several liability with respect to the contract.

4.4.2. Dissolution of JV

The prequalification of a JV does not necessarily prequalify any of its partners individually or as a partner in any other JV or association. In case of dissolution of a JV, each one of the constituent firms may prequalify if they meet all the prequalification requirements and any partner of J.V has requested/shall request for the same, only then his prequalification shall be considered and will be subject to the written approval of the Employer.

4.5. Conflict of Interest

The Applicant (including all members of a JV) must not be associated, nor should have been associated in the past, with the Consultant or any other entity that has prepared the design, specifications, and other prequalification and bidding documents for the project, or was proposed as Engineer for the contract, over the last five years. Any such association may result in disqualification of the Applicant.

4.6. Updating Prequalification Information

Bidders shall be required to update the financial, personnel and equipment information used for prequalification at the time of submitting their bids, to confirm their continued compliance with the qualification criteria and verification of the information provided at the time of prequalification. A bid shall be rejected if the Applicant's qualification thresholds are no longer met at the time of bidding.

4.7. Participation in the Bid

Only Firms / Constructors that have been prequalified under this procedure shall be invited to participate in the Bidding process. The bidding process shall be on the basis of one bidder one bid, on the basis of Two stage Two envelope bidding system under the PPRA rule. If a qualified firm submits more than one Bid unless an alternate bid has been called for under the RFP (Request For Proposal), the same shall not be considered and returned to the bidder.

4.8. Ownership of Prequalification Document

All documents submitted by the Applicant in response to this invitation to prequalification shall become the property of the Employer. However, intellectual property of the information contained in the Application shall remain vested to the Applicant.

4.9. Alteration, Erasures or Illegibility

Except for amendments to the entries made by the Applicant which are initialed by the Applicant, any other alteration or erasures shall be liable for rejection.

4.10. Misconduct

If an Applicant or any person on his behalf makes any attempt to canvass, solicit or approach any officials of the Employer in any matter relating to or arising out of this Application, their Application shall be liable for rejection besides debarring the applicant for a period to be fixed at the discretion of the Employer.

4.11. Debarment Status

As a pre requisite to participate in the prequalification process the applicant should not have been suspended or debarred by Government of Pakistan, Pakistan Engineering Council, Pakistan Procurement Regulatory Authority (PPRA) or any Government Organization or agency in Pakistan or the country in which the company is incorporated from participating in public sector projects. A certificate to this effect shall be provided by all JV Partners along with the Pre-qualification application.

4.12. Full Compliance

The application shall comply fully in accordance with the Instructions to Applicants, Forms, Appendices etc. Non compliance to any provision may render the Applicant disqualified.

4.13. Amendment in Prequalification Documents

- i) At any time, prior to deadline for submission of Applications the Employer may amend the Prequalification Document by issuing addenda.
- ii) Any addendum issued shall be part of the Prequalification Documents and shall be communicated in writing to all who have purchased the prequalification documents.
- iii) To give prospective Applicants reasonable time to take an addendum into account in preparing their applications, the Employer may, at its discretion, extend the deadline for submission of Applications.

4.14. Duration and Applicability of Prequalified Firms

- i). The Firms declared prequalified shall be eligible to participate in the bidding for the works stated in the Prequalification Documents.
- ii). At any time after completion of the prequalification process, the Employer shall be at liberty to remove all the prequalified firms from the approved panel and recall the prequalification process.
- iii). The Employer, if desired may call specific prequalification of applicants for any particular work, included in the scope. In this case already prequalified firms shall be required to apply for prequalification again.
- iv). The Employer if desired may recall prequalification for the works stated in the documents with a view to increase the competition. In this case already prequalified firms shall not be required to apply again as these firms shall already stand prequalified.

4.15. Other Factors

- i) Only firms and JVs that have been prequalified under this procedure shall be invited to bid and issued RFPs. A qualified firm or a qualified JV may participate in one or more than one jobs for which they have been prequalified. However a firm which is part of one JV will not be part of another JV. This rule will not apply in respect of bids which include specialist sub-contractors who are used by more than one bidder.
- ii) The Employer reserves the right to:-
 - a) Amend the scope and value of any contract(s) to be bid, in which event the bidder(s) will only bid among those prequalified bidders who meet the requirements of the contract(s) as amended. However in such an eventuality, in case the amendment in contract has any material impact on the disqualified bids, who originally did not meet the specified criteria, such disqualified bids will be reviewed.
 - b) Cancel the prequalification process and reject all applications.

The Employer shall neither be liable for any such actions nor be under any obligation to inform the Applicant of the grounds for rejection, however, may be debriefed if solicited.

- iii) If an Applicant fails to fulfill the Mandatory Requirements his Application shall not be considered for further processing and shall be declared disqualified.
- iv) The Employer reserves the right to waive minor deviations, provided these don't materially affect the capability of an Applicant to perform the contract.

Letter of Application (Annexure-A)

Date:.....

[Letterhead paper of the Applicant, or partner responsible for a joint venture, including full postal address, telephone no., fax no., telex no., cable and e-mail address]

To:

Chief Engineer / S&C**Pakistan Railways, Headquarter Office****Lahore.****Phone: 042 – 99201625**

Sirs,

1. Being duly authorized to represent and act on behalf of (hereinafter "the Applicant"), and having reviewed and fully understood all the prequalification information provided, the undersigned hereby applies to be considered to be prequalified as a bidder for the following projects:-

Sr.No.	Name of Projects
1.	
2.	
3.	
4.	
5.	

{ Note: The Applicant is to mention the contract for which he wishes to be considered to prequalify. If the prequalification refers to only one or more contracts, the additional spaces, left blank may be deleted. }

2. Attached to this letter are copies of original documents defining:

- a) the Applicant's legal status;
- b) the principal place of business; and
- c) the place of incorporation (for applicants who are corporations); or the place of registration and the nationality of the owners (for applicants who are partnerships or individually-owned firms).
- d) J.V agreement

3. Your Agency and its authorized representatives are hereby authorized to conduct any inquiries or investigations to verify the statements, documents, and information submitted in connection with this application, and to seek clarification from our bankers and clients regarding any financial and technical aspects. This Letter of Application will also serve as authorization to any individual or authorized representative of any institution referred to in the supporting information, to provide such information deemed necessary and requested by yourselves or the authorized

representative to verify statements and information provided in this application, or with regard to the resources, experience, and competence of the Applicant.

4. Your Agency and its authorized representatives may contact the following focal persons for further information, if needed.

Contact of Focal Person		e-mail
Name of Focal Person 1	Telephone 1	
Name of Focal Person 2	Telephone 2	

5 This application is made with the full understanding that:

- (a) bids by prequalified applicants will be subject to verification of all information submitted for prequalification at the time of bidding;
- (b) your Agency reserves the right to:
 - i) amend the scope and value of any contract under this project; in such event bids will only be called from prequalified bidders who meet the revised requirements; and
 - ii) cancel the prequalification process, and reject applications; and
- (c) your Agency shall not be liable for any such action and shall be under no obligation to inform the Applicant of the grounds for actions at 5(b) hereabove.
- (d) your Agency shall not be liable for consequence of, and shall be under no obligation to inform the applicant of the grounds for, actions taken under para 5(b) hereabove.

Applicants who are not applying as joint venture should delete para 6&7 and initial the deletions.

6. Appended to this application, we give details of the participation of each party, including capital contribution and profit/loss agreements, to the joint venture or association. We also specify the financial commitment in terms of the percentage of the value of the (each) contract, and the responsibilities for execution of the (each) contract .

7. We confirm that in the event that we bid, that bid as well as any resulting contract will be.

- a) signed as J.V so as to legally bind all partners, jointly and severally; and
- b) with a Joint Venture agreement providing the joint and several liability of all partners in the event the contract is awarded to us.

8. The undersigned declare that the statements made and the information provided in the duly completed application is complete, true, and correct in every detail.

[End Note:

For applications by joint venture, all the information requested in the prequalification documents is to be

provided separately for each partner of the joint venture. The lead partner should be clearly identified. Each partner in the joint venture shall sign the letter.]

Application by joint ventures should provide information on a separate sheet for each party to the application

Signed	Signed
Name	Name
For and on behalf of (name of Applicant or lead partner of a joint venture)	For and on behalf of (name and signature of other partners of the joint venture)
Signed	Signed
Name	Name
For & on behalf of (Name & signature of other partners of Joint Venture)	For & on behalf of (Name & signature of other partners of Joint Venture)
Signed	Signed
Name	Name
Name	Name

.....

Application Form A-1:General Information

All individual firms and each partner of a joint venture applying for prequalification are requested to complete the information in this form. Nationality information is also to be provided for foreign owners or applicants who are forming part of the Joint Ventures as required under the PEC Bye-Laws as a Partnership/Joint Venture.

Where the Applicant proposes to use named subcontractors for critical components of the works, or for work contents in excess of 10 percent of the value of the whole works, the following information should also be supplied for the specialist subcontractor(s).

1.	Name of Firm	
2.	Head Office Address	
3.	Telephone	Contact Person: Name: Title:
4.	Fax	Telex
5.	Place of Incorporation/Registration	Year of incorporation/registration

NATIONALITY OF OWNERS		
	NAME	NATIONALITY
1.		
2.		
3.		
4.		

Sr.No.	Status of Enlistment/accreditation (Provide names of Government Organizations and other international agencies)
1	
2	

Application Form A-2: Joint Venture Summary

Names of all Partners of a Joint Venture
1. Lead Partner
2. Partner
3. Partner
4. Partner
5. Partner
6. Partner

Total value of annual turnover, in terms of work billed to clients,

Annual Turnover Data (Equivalence in Pak Rupees, Millions)					
Partner	Year 1	Year 2	Year 3	Year 4	Year 5
1. Lead Partner					
2. Partner					
3. Partner					
4. Partner					
5. Partner					
6. Partner					
Total:					

Application Form A-3: Experience Record

Name of Applicant or partner of a joint venture

To prequalify, the Applicant shall be required to pass the specified requirements applicable to this form, as set out in the : Instructions to Applicants”.

On a separate page, using the format of Application Form A-4, each applicant or partner of a Joint Venture is required to list all contracts (completed or In-hand) of a similar nature and complexity for the contract for which the Applicant wishes to qualify, completed or undertaken during the last Ten years. The information is to be summarized, using Application Form A-4, for each contract completed or under execution by the Applicant or by each partner of a Joint Venture.

On going / In hand project should also be listed on the same format (Form A-4).

Application Form A-4: Details of Contracts

Name of Applicant or partner of a joint venture

Use a separate sheet for each contract.

1	Name of Contract
2	Country
3	Name of Employer
4	Employer Address Employer Email Address
5	Nature of works and special features relevant to the contract for which the Applicant wishes to prequalify

6	Contract Role (Must Tick One)			
	Sole Contractdor		Partner in a Joint Venture	
7	Contract Nature (Must Tick One)			
	(i) Transportation projects (Railway Light rail, metro or highway on BT/BOT/ROT/BOO T basis over last 10 Years	(ii) Railway, Light rail, metro or highway Projects on EPC+O&M over last 10 years	(iii) Experience of individual Works similar to those included in item i) and ii) (such as embankments, bridges, track, signaling etc.)	(iv) Any other
8	Project Domain (Must Tick One)			
	Railway		Ligh Rail	
	Metro		Highway	
9	Value of the total contract (in specified currencies) at completion, or at date of award for current contract Currency(Original)..... Currency(Pak Rs.).....			
10	Date of Award			
11	Date of Completion (In case of Completed Project)		Date of Expected Completion (In case of ongoing project)	
	12 Contract Duration (Years and Months)_____Years _____Months			
13	Salient features of BOT/EPC-O&M contract			
14	Specified Requirement (if any)			

Application Form A-5: Current Contract Commitments

Summary Sheet: Current Contract Commitments/Works in Progress

Name of Applicant or partner of a joint venture

Applicants and each partner to an application should provide information on their current commitments on all contracts that have been awarded, or for which a letter of intent or acceptance has been received, or for contracts approaching completion, but for which substantial Completion Certificate has yet to be issued.

Name of Contract	Value of Outstanding work (Equivalent Pak Rs. Millions)	Estimated Completion Date
1.		
2.		
3.		
4.		
5.		
6.		

Application Form A-6: Personnel Capabilities

Name of Applicant

For specific positions essential to contract implementation, Applicants should provide the names of at least two candidates qualified to meet the specified requirements stated for each position. The data on their experience should be supplied on separate sheets using one Form for each candidate (Application Form A-7).

1.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
2.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
3.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate
4.	Title of Position
	Name of Prime Candidate
	Name of Alternate Candidate

Application Form A-7: Candidate Summary

Name of Applicant

Position		Candidate Expected Status [Must Tick one] <input type="checkbox"/> Head Office Staff <input type="checkbox"/> Field Staff	
Candidate information	1. Name of Candidate		2. Date of Birth
	3. Professional Qualification		
	4. Overall Professional Experience(Years)		
Present employment	5. Name of employer		
	Address of employer		
	Telephone	Contact (manager/personnel officer)	
	Fax	Telex	
	Job title of candidate	Years with present employer	

Summarize professional experience over the last 20 years, in reverse chronological order. Indicate particular technical and managerial experience relevant to the Project.

Month/ Dates/Years		Company / Project / Position / Relevant technical and management experience
From	To	

Application Form A-8: Financial Capability

Name of Applicant or Partner of a Joint Venture

Applicants, including each partner of a joint venture, should provide financial information to demonstrate that they meet the requirements stated in the Instructions to Applicants. Each applicant or partner of a joint venture must fill-in this form. If necessary, use separate sheets to provide complete banker information. Copies of the audited balance sheets for last 5 years should be attached.

Banker	Name of banker	
	Address of banker	
	Telephone	Contact name and title
	Fax	Telex

Summarize actual assets and liabilities in Pak Rupees (Equivalent at the current rate of exchange at the end of each year) for the previous five years, based upon known commitments, projected assets and liabilities in Pak Rupees equivalent for the next two years.

Sr.NO.	Financial information in Pak Rs. or equivalent	Actual: previous five year					Projected: next two years	
		1	2	3	4	5	6	7
1.	Total assets							
2.	Current assets							
3.	Total liabilities							
4.	Current liabilities							
5.	Annual Turnover							
6.	Available Credit Line							
7.	Working Capital							
8.	Profit before taxes							
9.	Profit after taxes							

Specific proposed sources of financing to meet the cash flow of the Project, net of current commitments.

Source of financing	Amount (Pak Rs. or equivalent)
1.	
2.	
3.	
4.	

Attach audited financial statements for the last five years (for individual applicant or each partner of joint venture).

Firms owned by individuals, and partnerships, may submit their balance sheets certified by a registered accountant, and supported by copies of tax returns, if audits are not required by the laws of their countries of origin in case of foreign firms.

Application Form A-9: Equipment Capabilities

Name of Applicant

The Applicant shall provide adequate information to demonstrate clearly that he has the capability to meet the requirements for each and all items of equipment listed in the Instructions to Applicants. A separate Form shall be prepared for each item of equipment listed in para 4.2.5.1 and 4.2.5.2 of the Instructions to Applicants, or for alternative equipment proposed by the Applicant.

Item of Equipment		
Equipment information	1. Name of manufacturer	2. Model and power rating
	3. Capacity	4. Year of manufacture
Current status	5. Current location	
	6. Details of current commitments	
	7. Quantity (No.)	
Source	8. Indicate source of the equipment [Must Tick one] <input type="checkbox"/> Owned <input type="checkbox"/> Rented <input type="checkbox"/> Leased	

Omit the following information if it is owned by the Applicant or partner.

Owner	8. Name of owner	
	9. Address of owner	
	Telephone	Contact name and title
	Fax	Telex
Agreement	Details of rental/lease specific to the Project.	

A BRIEF ON VARIOUS SECTIONS INCLUDED IN EOI
(Annexure-B)

1. Laying of Track from Gwadar-Talar Pass-Turbat- Hoshab-Panjgur-Besima-Surab-Mastung (901 km) and Jacobabad – Besima (300 Km) on BOT basis.

There are long hill ranges in the Northern part whereas Southern part is covered with desert. The area in between the hill ranges and plains has an overall rising gradient from Gwadar to Mastung. The final selected route of about 901 km is considered shortest in length and easily accessible which covers most part of scattered human population in the area as well it is regarded technically lesser difficult but more importantly serving the social benefits of area.

For the start point of this link, there is deep Gwadar sea port which has unique strategic importance as regards development of CPEC in the region. It is situated at the western end of Balochistan.

The feasibility study for linking the Gwadar Port with Railway network was awarded to M/s Engineering Associates Karachi. Several operational routes (2480 Km of alternate routes) were explored to connect Gwadar with Railway network at Mastung on Quetta-Taftan Section. The then President of Pakistan & Prime Minister of Pakistan during a presentation given to them at Camp Office, Rawalpindi on 10.06.2005 finally approved the following route for study Gwadar-Turbat-Hoshab-Panjgur-Besima –Surab- by passing Kalat-Mastung(Wali Khan Station)

• Gwadar –Turbat-via Talar pass	=	164 Km
• Turbat-Hoshab	=	84 Km
• Hoshab-Panjgur	=	155 K
• Panjgur-Besima	=	220 Km
• Besima –Surab	=	91 Km
• Surab- Mastung(by passing Kalat at 14 Km West)	=	<u>187 Km</u>
		Total 901 Km

The Rail Connectivity will not only promote export, import and transit trade but will also spark off a number of supplementary services. Another major benefit will be the economic development and social uplift of remote areas of Baluchistan, which is so vital in the context of emolument of the people of Baluchistan being espoused by the present Government. This link has the potential of being extended to the Central Asian Republics via Afghanistan in this context a feasibility study for extension of the existing railway network from Chaman to Kandhar has already been completed. The same network can further be extended to Kushka, a border station of Turkmenistan.

Salient features

• Nos. Tunnels	=	7 Nos.
• Nos. of major bridges	=	113 Nos.
• No. of proposed Railway Stations	=	35 Nos.

ANNEXURE-B

- Gauge of Track = Broad Gauge
(1676mm)
- Axle Load = 28/25 Tons.

- Electrical signalling system instead of mechanical system will be provided

Telecommunication system will comprise of optical fiber cable, with digital multiples equipment will be adopted.

2. Laying of Railway Track from Bostan – Zhob- D.I Khan- Kotla Jam (560 km on BOT basis)

The scope involves for conversion of abandoned Narrow guage section of Bostan-Zhob into broad guage track and provision of new Rail link from Zhob to D.I Khan and Kotla Jam near Bhakkar. There are hinterlands tht still exist since the 19th century and require opening up for the macro-economic stability through development. Therefore linking of Bostan- Zhob, D.I Khan as well as with the National rail network at Kotla jam will be the most important transport project for this underdeveloped region. The proposed link make the land more productive and will function as an alternate corridor between northern pats of country. This additional link on the west side of Indus will come available along western border which will have greate strategic significance. It will provide number of options of connections with Afghanistan in context with regional connectivity.

The project area lies in Balochistan consists of Arid to seme arid zone. It consists of hills, plateau and dunes. The proposed railway track passes through the area which is prone to hill torrents. These potential hill torrents can cause severe flash floods as a result of intense rain storm.

Salient features

• Route Length	=	505 Km
• Track Guage	=	Broad Guage
• Type of Rails	=	UIC 60 rails
• Proposed Speed	=	160 Km/H
• Number of Major Bridges	=	786 Nos.
• No of Stations	=	23 Nos.
• Axle Load	=	28/25 Tons

Route

Bostan- Muslam Bagh – Qila Saifullah – Zhob - D.I.Khan – Kotla Jam (Near Bhakkar).

Description

The narrow guage track, 295 Km in length, on Bostan – Zhob section in the province of Baluchistan was originally laid in 1939. It was a slow speed track. Fit for a spped of 35 km/h, with track structure comprising 65 Lbs rails, wooden sleepers of N+1 density (1203 sleepers / km) and earth packed. The track has sharp curves (upto 10 degrees) and steep gradients upto 1 in 40. There were a number of dips, frequented by flash floods thus interrupting rail traffic. Narrow guag rolling stock and steam locomotives were used on the section, which had out-lived their useful life. Thus train operation on the section had become

ANNEXURE-B

inefficient, uneconomical, having slow speed and completely abandoned in 1991, due to huge losses being incurred. The track material on the section was dismantled and sold out on as is where is basis during the year October 2007.

The project envisage provision of broad guage track from Bostan (a town located at 53 Km from Quetta on Quetta – Chaman line) to Kotla jam 9 a town located at 10 Km from Bhakkar on Shershah – Kundian section) via Zhob and d.I khan. The proposed up-gradation of this narrow guage section to broad guage and provision of new rail link between Zhob-D.I Khan-Kotla Jam will traverse upto Peshawar, making use of existing network beyond kotla Jam. This will also have the potential to link D.I Khan directly Peshawar Cantt via Bannu and Kohat. With the operation of new links, distance between the two provincial capitals Peshawar and Quetta reduced by more than 400 Km opening this rugged area, bordering the tribal belt, boosting the economical activities and foster integration and inter provincial harmony.

3. Laying of track from Havelian- Khunjrab (682 km on BOT basis)

The starting point of this section is Havelian station 100 km north of Islamabad. The project will pass through Abbottabad, Besham , Dasu, Chilas, Gilgit, Hunza and Sost and finally end at Mintaka, the border of Pak-China.

There are 179 bridges with a length of 97.94 km. The longest bridge is Hunza River with a length of 2080 meter. There are 223 tunnels with a length of 13.84 km. The longest tunnel is Mintaka tunnel with a length of 13.84 kms. The total length of bridge and tunnel is 466.755 km accounting for 70.51 % length of the Railway line.

Salient features

• Route Length	=	682 Km
• Track Gauge	=	Standard guage
• Sleepers	=	Pre-stressed concrete sleepers
• Proposed Speed	=	120 Km/H
• Number of proposed Bridges	=	179Nos. (98 Kms)
• No of Stations	=	26 Nos.
• No. of Tunnels	=	223 Nos. (348 Kms)
• Axle Load	=	28/25 Tons.

A prefeasibility study was carried out during 2007-08 by two foreign consulting firms namely Dong Fung from China and ILF from Austria. Detail Feasibility Study is yet to be carried out. The estimated cost assessed during 2007-08 was 10.50 Billion US Dollars.

PROPOSED MAJOR RAILWAYSTATIONS

Havelian, Abbotabad, Mansehra, Butgram, Thakot, Basham, Puttan, Dasu, Chalas, Gilgit, Hunza (Kareemabad) Sost, Misgar, Khunjrab or Mintika.

4. Up-gradation of existing Main Line –II (ML-II) from Kotri to Attock city (1254 kms on BOT basis)

Almost all the sections on Main line-II except Jacobabad-Kashmore and Kashmore-D.G Khan-Kot Adu sections, were constructed between 1878 and 1899 i.e more that 100 years ago. Jacobabad – Kashmore section was converted from Narrow guage to Broad guage and opened to traffic in 1956. The route of ML-II has high strategic importance as it runs along the right bank of river Indus from Kotri upto Taunsa Barrage from where onwards, it runs on the left bank upto Attock city where it joins ML-I. The existing infrastructure of track of this line has mostly completed its useful life and is in dilapidated condition. This situation is having adverse effects on the reliable and safe train operation on these sections.

The upgradation/ rehabilitation of the infrastructure on Main Line-II is essentially required to meet not only the anticipated increased rail traffic after establishment of CPEC but also the additional transportation demands of imported coal for coal fired power plants to be built in Sindh and Punjab provinces. The importance of upgradation of Main Line –II (ML-II) will further increase after the proposed construction of new Railway line between Gwadar and Jacobabad as it will provide and additional / alternate route from the transporation of freight traffic to up country not only from Gwadar port but also from Karachi and Bin Qasim ports.

Salient features

Length = 1254 Km

Following is the detail of entire Section

• Kotri – Habib Kot	=	346 Km
• Habib Kot- Jacobabad	=	55 Km
• Jacobabad – Kot adu	=	428 Km
• Kot adu - Kundian	=	231 Km
• Kundian – Attock City	=	<u>194 km</u>
	Total	1254Km

Design Feature

• Gauge	=	Broad Gauge
• Design speed	=	160 Km/h
• Rail	=	UIC 60Kg
• Density of Sleepers	=	1640 per Km
• Ballast cushion	=	12"
• Axle Load	=	28/25 tons

ANNEXURE-B

Existing ML-II runs parallel to existing ML-I on right bank of Indus River. After up-gradation a separate freight corridor for carrying freight from Gwadar and Karachi Ports will be available. Existing track has completed its useful life with mostly over age bridges.

5. Rehabilitation/upgradation of Railway track from Quetta – Taftan (680 kms on BOT basis)

The condition of this line at present is in extremely deplorable condition. Very old rails of 75lbs of 1887 origin still exist in long stretches laid on mixed kind of sleepers mostly unserviceable. Sleepers as old as 80 years still exist in the track. Engineering speed restrictions are imposed all over the section due to weak track. At present only one fortnightly mixed passenger train and few weekly freight trains run on this section. The national highway N-40 (previously called RCD highway) from Quetta to Taftan runs very close and parallel to railway track.

Quetta – Taftan railway line after upgradation will serve the area of influence in the remote corner of the country more efficiently giving a tremendous boost to trade and travel. It will provide a fast comfortable and reliable mode of transport. The upgradation of this link will also improve the image of Pakistan Railways apart from spurring the minerals exploitation particularly the copper reserves at Reko Diq in District Chaghi. This link also connects Pakistan railway network with the Iran rail system at Taftan. Thus Pakistan Railway will not only be connected to Iran but also beyond to Turkey and Europe making it a truly international link. It will harness in addition to boosting the cross border trade and travel.

Salient features

• Route Length	=	680 Km
• Gauge of Track	=	Broad Gauge (1676 mm)
• Type of Rails	=	UIC 60 rails
• Sleepers	=	prestressed monoblock concrete sleepers
• Density	=	1640 Sleepers per Km
• Proposed Speed	=	160 Km/H
• Number of temporary/weak Bridges	=	657Nos.
• No of Stations	=	20 Nos.
• No. of Tunnels	=	4 Nos. 02 will be retained with adequate widening and 02 will be redundant

Objectives

ANNEXURE-B

To Increase design speed as 100 km/h from Spezand to Noshki and 140 km/h from Noshki to Taftan.

To reduce the number of curves and eliminate short curves.

To ease the existing grade of 1:50 to 1:100

To upgrade and replace the existing bridges for the increased speed.

To convert all existing cause ways into bridges to make the track all weather.

6. Laying of new track from Murree to Muzaffarabad (107 Km) on BOT basis.

There is high traffic volume between Rawalpindi/Islamabad and Murree during summer season as Murree is a famous hill resort located at a distance of about 60 Km from Islamabad. In winter season, the quantum of passenger traffic slightly decreases, but in this season also, people from all over the country visit Murree in great numbers to enjoy snow fall. Muzaffarabad is the capital of Azad Jammu Kashmir and is also a popular tourist destination.

During the tourist season, the traffic on the above routes is exceptionally high causing frequent traffic congestions. Therefore rail linkage, if provided, between Islamabad-Murree-Muzaffarabad will greatly benefit the travelling public / tourists, besides generating additional revenue. The proposed link will also improve the strategic support for the area.

The starting point of this section is Margala station situated in Sector H-9, Islamabad. The section bifurcation and details are as under;

1. Islamabad- Murree Section

- The project will pass through to Kashmir Highway via 9th Avenue , Shaker Parian, Aabpara, Convention Center and Bara Kahu whereafter the corridor shall follow the following two options.
- **a) Option 1**, corridor along old Murree Road passing through Chattar Park, Salgran, Tret, Ghora Gali, Kuldana and Jhika Gali.
- **b) Option 2**, corridor along Murree Expressway passing through Phulgaran, Kathar and Lower Patriata etc.

2. Murree-Kohala-Muzaffarabad Section

a) Option 1, corridor along old Murree-Kohala Road up to Kohala bridge and thereafter proceed along the right bank of River Jhelum up to Muzaffarabad.

b) Option 2, corridor along new Muree- Kohala road passing through Aliyot and Phagwari and there after crossing to left bank of River Jhelum and proceed along this bank up to Muzaffarabad.

Salient features

- | | | |
|----------------|---|-----------------------|
| • Route Length | = | 107 Km |
| • Track Gauge | = | Broad Gauge (1676 mm) |
| • Rail | = | UIC-60Kg |

ANNEXURE-B

• Sleepers	=	1640 Pre-stressed concrete sleepers
• Proposed Speed	=	80/55/35 Km/H
• No of Stations	=	26 Nos.
• Radius of Sharpest Curve	=	not less than 300 m (5.9 degree)
• Ruling Gradient	=	2.5 % (1:40)
• Axle Load	=	22.86 tonnes (BGBL)

7. Up-gradation of Wazirabad-Sialkot-Narowal-Shahdara (234 Km) on BOT basis.

The section is situated on North Eastern Front of the Country, and lies in the neighborhood of Jammu & Kashmir (disputed territory) and India. The section is quite old i.e more than 100 years ago. This route has a strategic importance and connects Narowal and Sialkot (Industrial hub) with Lahore on one end and Wazirabad on the other end. The existing infrastructure of track of this line has mostly completed its useful life and is in dilapidated condition. This situation is having adverse effects on the reliable and safe train operation on these sections.

The upgradation/ rehabilitation of the infrastructure on this section is essentially required to meet with the anticipated increased rail traffic in future in view of establishment of CPEC besides, import/export of various industrial goods from Sialkot and Wazirabad. The importance of upgradation of this section will further increase after the proposed upgradation of ML-1 (KYC-LHR-PSC) as it will prove to be an efficient transport route for the transportation of passenger and freight traffic to Lahore and Karachi via Shadara Bagh on one end and to Rawalpindi on the other end.

Salient features

Length = 182.40 Km

Following is the detail of entire Section

• Shadara Bagh – Narowal	=	78.55 Km
• Narowal – Sialkot	=	61.45 Km
• Sialkot - Wazirabad	=	<u>42.40 Km</u>
	Total	182.40 Km

Design Feature

• Gauge	=	Broad Gauge (1676 mm)
• Design speed	=	160 Km/h
• Rail	=	UIC 60Kg
• Density of Sleepers	=	1640 per Km
• Ballast cushion	=	12"
• Axle Load	=	28/25 ton

8. Construction of double line from Shahdara to Faisalabad via Sangla Hill and upgradation of existing line (135 Km)

The Lahore-Shahdara section on Main line-1 (ML-1), was constructed/opened in 1875 whereas Shahdara-Sangla Hill & Sangla Hill-Faisalabad sections were also laid quite old i.e more than 100 years ago. This route (LHR-SDR-SLL-FSLD) is an important through line of communication, connecting Faisalabad (Industrial hub) with Lahore on one end and Multan, Karachi on the other end. The existing infrastructure of track of this line has mostly completed its useful life and is in dilapidated condition. This situation is having adverse effects on the reliable and safe train operation on these sections.

The upgradation/ rehabilitation of the infrastructure on LHR-SDR-SLL-FSLD section is essentially required to meet with the anticipated increased rail traffic after establishment of CPEC. The importance of upgradation of this section will further increase after the proposed upgradation of ML-1 (KYC-LHR-PSC) as it will provide an additional / alternate route for the transportation of passenger and freight traffic to Lahore and Karachi via Multan.

Salient features

Length = 192.40 Km

Following is the detail of entire Section

- Lahore – Shadara Bagh = 6.95 Km
 - Shahdara Bagh – Sangla Hill = 90 Km
 - Sangla Hill – Faisalabad = 44.45 Km
- Total 192.40 Km

Design Feature

- Gauge = Broad Gauge (1676 mm)
- Design speed = 160 Km/h
- Rail = UIC 60Kg
- Density of Sleepers = 1640 per Km
- Ballast cushion = 12"
- Axle Load = 28/25 ton

9. Construction of double line from Khanewal to Faisalabad and Sangla Hill to Wazirabad (280 Km) and upgradation of existing line on BOT basis.

This section is an important through line of communication. Section is quite old i.e more than 100 years ago. This route passes pass from Faisalabad which is an important Industrial hub having further linkage with Lahore via Sangla Hill Junction Station. The existing infrastructure of track of this line has mostly completed its useful life and is in dilapidated condition. This situation is having adverse effects on the reliable and safe train operation on these sections.

The upgradation/ rehabilitation of the infrastructure on this section is essentially required to meet with the anticipated increased rail traffic after establishment of CPEC. The importance of upgradation of this section will further increase after the proposed upgradation of ML-1 (KYC-LHR-PSC) as it will provide an additional / alternate route for the transportation of passenger and freight traffic to Lahore and Karachi via Multan.

Salient features

Length = 407.42 Km

Following is the detail of entire Section

• Khanewal – Shorkot	=	64 Km
• Shorkot – Faisalabad	=	188.76 Km
• Faisalabad - Sangla Hill	=	44.55 Km
• Sangla Hill – Wazirabad	=	<u>110.11 Km</u>
	Total	407.42 Km

Design Feature

• Gauge	=	Broad Gauge (1676 mm)
• Design speed	=	160 Km/h
• Rail	=	UIC 60Kg
• Density of Sleepers	=	1640 per Km
• Ballast cushion	=	12”
• Axle Load	=	28/25 ton

10. up-gradation of track from Rohri to Quetta via Sibi (384.50 kms) including realignment of Bolan Pass (116 kms).

The Rohri-Quetta (ROH-QTA) section (384.50 KMs) including Sibi-Spezand (SIB-SPZD) section (116 KMs) on Main line-3 (ML-3), was constructed/opened in the later part of 19th century i.e more than 100 years ago. This route (ROH-SIB-SPZD-QTA) is an important through line of communication, primarily built as a strategic defence line. The link connects Rohri (at Indus banks) on one end and Quetta, Chaman (Pak-Afghan Border, leading to Kandhar) and Kohe Taftan (Pak-Iran Border, leading to Zahidan) on the other end. In fact, it is the only vital link for all kinds of rail traffic from Khyber Pakhtunkhwa, Punjab and Sindh provinces of Pakistan. The existing track infrastructure on this section has mostly completed its useful life and is in dilapidated condition. The situation is having adverse effects on the reliable and safe train operation on these sections.

The SIB-SPZD section is a potential bottleneck in the train operations and services, especially the ECO container train, having vital importance in view of Regional Connectivity. The line is laid with steep gradients, sharp & serpentine curves resulting in serious technical constraints for the trailing loads per unit train besides, considerable time consumption for arriving at the destination stations. The rugged geographical terrain presents challenges to efficient engineering solutions for the easement of alignment on this section. It has accordingly been proposed that an alternate route from Sibi to Spezand may be explored, bypassing the famous and historic Bolan Pass.

The upgradation/ rehabilitation of the infrastructure on SIB-SPZD section is essentially required to meet with the anticipated enhanced rail traffic on ML-3 (Rohri-Quetta-Kohe Taftan=1022 KMs and Quetta-D.I Khan-Kotla Jam=538 KMs) in view of growing transportation demands from Iran, Afghanistan and Central Asian Republics (CARs), as well as after establishment of Gwadar Deep Sea Port under CPEC.

Salient features.

Length	=	384.50 Km
Gauge	=	Broad Gauge (1676 mm)
Speed	=	30/40/65/80 Km/h
Rail	=	75 Lbs & 90Lbs
Sleepers	=	Wooden, Metal, RCC & PSC
Axle Load	=	22.5 Tons
Stations	=	30 Nos
Level Crossings	=	121 Nos
Bridges	=	Girder = 401 Nos, Others = 280 Nos
Tunnels	=	19 Nos
Curves	=	293 Nos
Sharpest Curvature	=	6.8 0
Ruling Gradient	=	1 in 38

11. Up-gradation/rehabilitation of track from Nowshera to Dargai (65 kms) and laying new line from Dargai to Mansehra (about 170 Km).

The Nowshera-Durgai (NSR-DRY) section (65 KMs), was constructed/opened in the early 20th century i.e more than 100 years ago. This route (NWS-DRY) is an important through line of communication, primarily built as a strategic defence line. The link connects Nowshera (at banks of river Kabul) on one end and Durgai on the other end. In fact, it is an alternate rail link of vital importance connecting various parts/cities of Khyber Pakhtunkhwa Province of Pakistan besides, an international gateway; may lead to Afghanistan, Tajikistan and China etc in future. The existing track infrastructure on this line has mostly completed its useful life and is in dilapidated condition. This situation is having adverse effects on the reliable and safe train operations on the section.

The upgradation/ rehabilitation of the infrastructure on NWS-DRY section is essentially required to meet with the anticipated enhanced rail traffic plying ML-1 (Karachi- Lahore-Peshawar=1872 KMs and Taxila-Havelian=55 KMs, leading to Kashghar (China) in the long term) in view of growing transportation challenges/demand from China under CPEC. Accordingly, it is proposed to extend the rail link from Durgai to Mansehra, meeting with the transportation demand of peoples and goods of the area on one end besides, route linkage with ML-1 beyond Havelian, in the long term. As a result, the up-graded and extended section will become commercially viable as well as promoting tourism in the scenic areas like Swat, Kaghan etc.

Salient features.

Length	(Nowshera-Dargai)	=	65 KMs
Gauge		=	Broad Gauge
Speed		=	30 Km/h
Rail		=	75 Lbs & 90Lbs
Sleepers		=	Wooden, Metal & RCC
Axle Load		=	22.5 Tons
Stations		=	8 Nos
Level Crossings		=	62 Nos
Bridges		=	Girder = 9 Nos, Others = 96 Nos
Curves		=	76 Nos
Sharpest Curvature		=	8 0
Ruling Gradient		=	1 in 83

New proposed route

Dargai-Mansehra = 170 Km about

DISCLAIMER

The information contained in this Expression of Interest document (the “EOI”) or subsequently provided to Applicant(s), whether verbally or in documentary or any other form, by or on behalf of Pakistan Railway on the terms and conditions set out in this EOI and such other terms and conditions subject to which such information is provided.

This EOI is not an agreement and is neither an offer nor invitation by the P.R to the prospective Applicants or any other person. *The purpose of this EOI is to provide interested parties with information that may be useful to them in the formulation of their application as an expression of interest pursuant to this EOI (the “Application”).* This EOI includes statements, which reflect various assumptions and assessments arrived at by P.R in relation to the Project. Such assumptions, assessments and statements do not purport to contain all the information that each Applicant may require. This EOI may not be appropriate for all persons or institutions, and it is not possible for P.R to consider the investment objectives, financial situation and particular needs of each party who reads or uses this EOI. The assumptions, assessments, statements and information contained in this EOI may not be complete, accurate, adequate or correct. Each Applicant should therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements and information contained in this EOI or supplied by P.R and obtain independent advice from appropriate sources.

Information provided in this EOI to the Applicant(s) is on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law.

The P.R makes no representation or warranty and shall have no liability to any person, including any Applicant or Bidder, under any law, statute, rules or regulations, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this EOI or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the EOI and any assessment, assumption, statement or information contained therein or deemed to form part of this EOI or arising in any way with pre-qualification of Applicants for participation in the Bidding Process.

The P.R also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any Applicant upon the statements contained in this EOI.

The P.R may in its absolute discretion but without being under any obligation to do so, update, amend or supplement the information, assessment or assumptions contained in this EOI.

The issue of this EOI does not imply that P.R is bound to select and shortlist prequalified Applications for Bid Stage or to appoint the selected Bidder or Concessionaire, as the case may be, for the Project and P.R reserves the right to reject all or any of the Applications or Bids without assigning any reasons whatsoever.

The Applicant shall bear all its costs associated with or relating to the preparation and submission of its Application including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by P.R or any other costs incurred in connection with or relating to its Application. All such costs and expenses will remain with the Applicant and P.R shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by an Applicant in preparation for submission of the Application, regardless of the conduct or outcome of the Bidding Process.

INVITATION FOR EXPRESSION OF INTEREST (EOI)

Government of Pakistan
Ministry of Railways,
Railway Headquarter Office,
Empress Road, Lahore
(First Date of Publication 29 March, 2017)

Invitation for Expression of Interest (EOI)

Pakistan Railway hereinafter referred to as P.R intends to obtain Expression of Interest (EOI) from Person/Firms/Joint-Ventures as Investors in order to shortlist experienced and capable Applicants for the projects mentioned under Para 1.1. through public private partnership (PPP) on Build, Operate and Transfer (BOT) basis.

The EOI is to be submitted as per the details in the EOI Document, which may be obtained from the address given below.

The project involves survey, design, engineering, financing, procurement, construction, operation, maintenance, and transfer of the projects a mentioned in Para 1.1.

In some cases feasibility/pre-feasibility studies have been carried out which contain tentative costs which can be shared with the Applicants. These are preliminary estimates of indicative costs based on Feasibility Study. The Applicants are encouraged to visit the site, carry out necessary due diligence through studies and make their own cost estimates.

The Right of Way (ROW) in most of the cases is available while in case of new lines land acquisition will have to be made and will be done by P.R through Land Acquisition Act.

It may be possible to improve the alignment and design considerably through measures such as adopting long tunnel or several short tunnels or long single span bridges or minor realignment etc.

The EOI Application should indicate the Applicant's careful review of the routes and designs and the understanding of the routes and designs to be followed.

Reports of Detailed Feasibility Study and Pre-feasibility Study done by P.R may be seen at the P.R's website <http://www.pakrail.gov.pk> under "Projects" or copies may be obtained from the contact address given below at the time of purchase of the EOI document.

The Applicant in its request for the EOI must clearly state "Application for Short-listing Section PPP/BOT Basis", and indicate clearly the Applicant's name, address and contact Phone and Mobile numbers. The Application shall be addressed to:

ATTN. OF:
Mr. Ali Muhammad Afridi,
Chief Engineer/Survey & Construction,
Pakistan Railways,
Railway Headquarter Office,
Lahore- Pakistan
Tel: 042-99201625
Fax No. 042-99201760
E-mail censc@pakrail.com

