

Government of Nepal
Ministry of Infrastructure Development
Department of Roads
Development Cooperation Implementation Division (DCID)
Siddhartha Highway (Butwal–Pokhara Section) Improvement Project
Chakupat, Lalitpur, Nepal

ADDENDUM No. 3:

First Date of Publication of REOI: 27th August 2026
Date of Addendum No. 1 Publication: 14 September 2026
Date of Addendum No. 2 Publication: 24 September 2026
Date of Addendum No. 3 Publication: 1st October 2026
Contract No.: AIIB-DOR-BP-QCBS-1

In response to requests for clarification from prospective consultants, the Department of Roads, Development Cooperation Implementation Division (DCID), hereby issues Addendum No. 3 to the Request for Expressions of Interest (REOI) for the assignment referenced below and provides it to all prospective consultants.

S. N.	Original Requirement / Provision	Amended Provision/Requirement
1	Expression of Interest (EOI) Submission Deadline: Date: 5 th October 2026 (extended) Time: 17:00 Hours (Nepal Standard Time)	Expression of Interest (EOI) Submission Deadline: Date: 15 th October 2026 Time: 17:00 Hours (Nepal Standard Time)
2	ANNEX-3 A. Minimum Qualification Criteria: S. N.: 5	
	In case of a Single Entity: (i) Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project with tunnel outside its home country (any length) with contract value of minimum 1.5 million USD; and (ii) Proven expertise and prior experience in preparation of environmental and social assessments and associated instruments (e.g., ESIA/ESMP, RP, LMP, EIA/IEE) for MBD or Donor funded highway projects. In case of a JV: For one partner: (i) Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project with tunnel outside its home country (any length) with contract value of minimum 1.5 million USD; and	In case of a Single Entity: (i) Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project with tunnel (any length) with contract value of minimum 1.5 million USD; and (ii) Proven expertise and prior experience in preparation of environmental and social assessments and associated instruments (e.g., ESIA/ESMP, RP, LMP, EIA/IEE) for MBD or Donor funded highway projects. In case of a JV: For one partner: (i) Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project with tunnel (any length) with contract value of minimum 1.5 million USD; and (ii) Proven expertise and prior experience in preparation of environmental and social assessments and associated instruments (e.g., ESIA/ESMP, RP,

	(ii) Proven expertise and prior experience in preparation of environmental and social assessments and associated instruments (e.g., ESIA/ESMP, RP, LMP, EIA/IEE) for MBD or Donor funded highway projects. For each partner: Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project (any length) with contract value of minimum 1.0 million USD.	LMP, EIA/IEE) for MBD or Donor funded highway projects. For each partner: Proven expertise and prior experience in DPR/Detail Design/Design review of at least one road project (any length) with contract value of minimum 1.0 million USD.
3	Table-2: Experts' Input A.1 PROFESSIONAL EXPERTS WITH INTERNATIONAL EXPERIENCE	
	K-2: Senior Geologist	K-2: Senior Geotechnical Engineer
4	Table -3: Staffing Requirements and Minimum Qualifications K-1: Team Leader/Senior Highway Engineer (TL)	
	Worked as a team leader in minimum 5 relevant projects (At least one in Europe/America and one in South Asia)	Worked as a team leader in minimum 5 relevant projects.

All the other requirements in the Request for Expression of Interest (REOI) published on 27th August 2026 shall remain fully active and unaltered, except as explicitly modified by formal addenda. Consultants are responsible for ensuring that their Expressions of Interest (EOIs) are successfully delivered before the revised submission deadline.

-Project Director

GOVERNMENT OF NEPAL
MINISTRY OF INFRASTRUCTURE DEVELOPMENT
DEPARTMENT OF ROADS

Development Cooperation Implementation Division (DCID)
Siddhartha Highway (Butwal–Pokhara Section) Improvement Project
REOI Reference No: AIIB-DOR-BP-QCBS-1

CLARIFICATION REQUEST ON REOI & CLIENT’S RESPONSES

S. N.	Query / Clarification Requested	Client’s Response
1	We request clarification on whether an associate firm/sub-consultant engaged by a JV member will be considered as one of the firms for the purpose of determining compliance with the stipulated maximum number of JV firms under the REOI.	The restriction of a maximum of three (3) partners applies to the JV members only.
2	Evaluation of Minimum Contract Value in JV Assignments (Annex-3, Section A, Item 5): For experience gained as a partner in a Joint Venture (JV), please clarify whether the minimum contract value thresholds (USD 1.5 Million for the lead/qualified partner and USD 1.0 Million for each JV partner) are assessed based on: a. The total overall contract value of the assignment; or b. The individual firm's specific financial share/fee received in the JV?	For experience gained as a partner in a Joint Venture (JV), the minimum contract value thresholds (USD 1.5 Million for the lead/qualified partner and USD 1.0 Million for each JV partner) are assessed based on the total overall contract value of the assignment.
3	Mandatory Road Project with Tunnel Outside Home Country (Annex-3, Section A, Item 5.1): Item 5(i) requires proven experience in DPR/Detailed Design of at least one road project with a tunnel outside the firm's home country with a contract value $\geq$ USD 1.5 Million. Given that international consulting firms frequently execute state-of-the-art road tunnel designs within their home jurisdiction while delivering major international road projects across borders: a. Will the Client accept a firm that possesses qualifying detailed design experience on complex road tunnels ($\geq$ USD 1.5 Million) in its home country, combined with international detailed design experience on highway/road projects $\geq$ USD 1.5 Million) outside its home country? b. Alternatively, can this criterion be satisfied if the required road tunnel design was performed outside Nepal (even if within the consultant's home country)?	Please refer to Addendum No. 3.

S. N.	Query / Clarification Requested	Client's Response
4	Acceptance of Engineering Design under EPC/Design-Build Contracts (Annex-3, Note 8): Note 8 states that previous experience as a sub-consultant will not be considered. In major infrastructure projects delivered under EPC or Design-Build (D&B) modalities, engineering consulting firms are contracted directly by the EPC Main Contractor as the primary design consultant to deliver the detailed engineering design. Could the Client confirm that completion certificates issued by the EPC Contractor/Concessionaire to the primary design consultant are fully eligible and recognized as direct client contracts?	For each work experience, the experience certificate issued by the Client/Employer/Concessionaire shall be attached.
5	Eligibility of Bilateral Development Cooperation Agencies under Criteria B.3.b: Scoring Criteria B.3.b evaluates projects funded by Multilateral Development Banks (MDBs, e.g., WB, ADB, AIIB). Could the Client confirm whether projects financed by bilateral international development agencies (e.g., KOICA, JICA, EDCF/Korea Exim Bank, KfW) that adhere to international competitive bidding and safeguard standards are eligible under Criteria B.3.b (or treated as equivalent under MDB/Donor funded projects)?	In accordance with scoring section B.3.b, experience with Multilateral Development Banks (MDBs) projects only shall be evaluated.
6	Definition of "Substantially Completed" Projects (Annex-3, Note 7): Note 7 allows completed or substantially completed projects to be evaluated. Could the Client clarify the benchmark for "substantially completed" (e.g., completion of at least 70% of the contractual services, or formal submission and acceptance of the Draft DPR / Draft Detailed Design deliverables)?	A past assignment is recognized as 'substantially completed' under Annex-3, Note 7 only if the submitted client certificate explicitly states the 'substantially completed' or the evidence of at least 90% completion of the assignment.
7	Application of Note 12 for Multi-Component Assignments: Could the Client confirm that if an assignment was executed as an integrated highway package comprising road geometry, major bridges, tunnels, and environmental assessments, each distinct component will be evaluated and credited towards the respective sub-criteria in Section 8.3.a?	If a consultant has completed more than one job/task/component in a single package/contract, each job/task/component shall be considered for evaluation.
8	Submission Modality (REOI Notice, Clause 9): Clause 9 indicates that EOIs may be delivered in person, by mail, or by email. Could the Client confirm whether electronic submission via email alone is fully sufficient for international consultants, and provide any specific guidelines on email file size limits or acceptable cloud transmission links?	The EoI may be submitted via email alone. However, the EoI shall be submitted as attachment along with email and not through the external cloud transmission links.

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9	Section 6 of the Tor states that "Consultants may associate with other firms to enhance their qualifications, but should indicate clearly whether the association is in the form of a joint venture and/or a sub-consultancy," while Annex-3, Note 4 states that "a consultant shall not submit more than one EoI, either as a single entity or as a JV partner." We request confirmation on whether this restriction applies to a sub-consultant as well, or whether a firm participating as a sub-consultant may be associated with more than one Lead Firm/JV across multiple EoIs on a non-exclusive basis.	The provision of Annex-3, Note-4 "a consultant shall not submit more than one EoI, either as a single entity or as a JV partner" does not apply to sub-consultants.
10	Fee Attribution for Combined PMC / Design and Construction Supervision Assignments (Annex-3, Minimum Qualification Criteria Item 5(i)) For assignments where the scope combines Project Management Consultancy or Design and Construction Supervision, the contract value/consulting fee stated in the client completion certificate typically reflects the combined fee and does not separately break out the design component. Since Item 5(i) and the fee-linked scoring sub-criteria require a minimum contract value attributable to design/DPR work, we request clarification on whether the total combined consulting fee will be considered for meeting the threshold, or whether the Consultant is expected to derive and certify an apportioned design fee, and if so, what basis of apportionment would be acceptable to the Client.	The value in DPR/Detail Design/Design review of road project with tunnel (any length) excluding those related to Project Management Consultancy or Construction Supervision shall be considered for evaluation. The Consultant is expected to derive and certify an apportioned contract value/consulting fee from the client based on the signed contract or other valid documentary evidence.
11	Minimum Qualification Criteria, Item 5(ii): Item 5(ii) requires "proven expertise and prior experience in preparation of environmental and social assessments and associated instruments (e.g., ESIA/ESMP, RP, LMP, EIA/IEE) for MDB or Donor funded highway projects," with no minimum contract value or consulting fee specified, unlike Item 5(i) which specifies a minimum of USD 1.5 million (or USD 1.0 million for JV partners under the general requirement). We request confirmation that projects meeting the scope described in Item 5(ii), irrespective of consulting fee and even where the fee is below USD 1.0 million, will be accepted for meeting this criterion.	Please follow the provision specified in Annex-3 to the ToR.
12	Scoring Criteria, Section B.3.a: Under Section B.3.a, the Consulting Fee requirement is not mentioned like in Minimum Qualification Criteria 5(i). We request confirmation that projects will be scored under this sub-criterion regardless of consulting fee, including those with a consulting fee below USD 1.0 million.	Please follow the provision specified in Annex-3 to the ToR.

S. N.	Query / Clarification Requested	Client's Response
13	The RFP does not specify the marking criteria for consulting experience ranging from 10 to 20 years. Kindly request you to consider the criteria as follows:	In between marks (from 10 to 20 years) will be given on pro-rata basis. For instance, a firm with 14 years of experience will get 4 marks and a firm with 19 years of experience will get 9 marks.
	B.1) Core Business of the Consultant	
	Maximum marks	
	Active Years in Consulting Services	
	As consultant	
	a. Number of active years in consulting services	≤10 to 15= 0 marks
	b. Number of active years in consulting services	≥15 =10 marks
14	We kindly request you to consider the following criteria: Experience in preparation of DPR Level Design of road projects (at least 60 km)	Please follow the provision specified in Annex-3 to the ToR.
15	Bidders cannot determine if K-2 is intended to lead structural engineering design or duplicate geological mapping field inputs.	Please refer to Addendum No. 3.
16	Request to remove the Europe/America geographic clause as it is non-technical and restricts qualified Asian/regional highway leaders.	Please refer to Addendum No. 3.
17	Without an explicit aggregation rule, international firms will assume the domestic partner contributes zero points, stripping them of negotiating leverage.	Please follow the provision specified in Annex-3 to the ToR.
18	We request to replace the blanket exclusion with a graduated credit for sub-consultant experience on MDB-funded infrastructure.	Please follow the provision specified in Annex-3 to the ToR.

S. N.	Query / Clarification Requested	Client's Response
19	Project Period: The ToR specifies a total period of 18 months for completion of five project components. Of this, 17 months are allotted for Components 1 and 2 (feasibility study and DPR preparation), including two months for the Client's review. This effectively leaves 15 months for the feasibility study and DPR. Given the extent of the surveys, investigations and engineering to be performed for these activities, the 17 months allocated for them appears too short. Furthermore, as the findings/conclusions of the feasibility study and DPR will inform the tender and contract documents, ESIA and RP, the periods allotted for Components 4 and 5, including their intermediate submissions, do not appear to be properly synchronized with the engineering activities. As such, we think that the project completion period should be revisited, allocating timeframes that are commensurate with the scope of the different components and sequencing the components such that their activities and outputs are synchronized with their preceding or related activities. In the above context, we request DCID to inform us whether a revision of the project period, to say 24 months, is possible.	The 18-month implementation timeframe is determined based on prevailing norms. The consultants shall optimize resource deployment to meet this deadline once the contract is awarded.
20	Restriction on Tunnel Experience: Clause B.3.a of Annex 3 of the ToR allocates marks for "experience in preparation of DPR/Feasibility Level Design/Design of road tunnel projects (at least 500 m length tunnel)". We think that restricting tunneling experience to road tunnels will not benefit the project, as it excludes the extensive experience that has been gained by national consulting firms in large underground structures (tunnels, shafts and caverns) of hydropower projects in the fragile Himalayan geology, including those in the Siwaliks and the Lesser Himalayas through which the Butwal - Pokhara Section of the Siddhartha Highway passes. A case in point is the 6.7 km long, 7 m diameter headrace tunnel of the 144 MW Kali Gandaki A HEP, located near Waling, in which national consulting firms gained valuable experience in large diameter tunneling through weak rocks (phyllite with extensive shearing). In view of the above, we wish to know whether DCID will reconsider its criteria and include tunnel experience from other sectors as well. Please note that inclusion of hydro tunnel experience will also rope in national experience in design and construction of high slopes (up to 143 m) in the Kali Gandaki basin and other river basins with similar geology.	Please follow the provision specified in Annex-3 to the ToR.

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21	Exclusion of National Tunnel Engineer The ToR includes a Senior Tunnel Engineer under the international staffing, and states that this expert should have international experience. However, we think that a tunnel engineer with experience in the Himalayan geology will be more meaningful for the project than a tunnel engineer with international experience, which could be confined to strong rock formations only. We, therefore, recommend that a National Tunnel Engineer be added to the team to incorporate the extensive tunneling experience that has been gained in Nepal over the past five decades.	Please follow the provision specified in Annex-3 to the ToR.
22	Local design contracts in Nepal rarely reach USD 1.0M. We request the client to amend this criterion to match the recently tendered World Bank Mahendra Highway project (Chandrauta–Kohalpur), which only evaluates non-lead JV partners on physical length (≥ 30 km).	Please follow the provision specified in Annex-3 to the ToR.
23	Submission of the EOI in two separate volumes/files sent through two consecutive emails	The EOI is expected to be submitted through a single email. If the EOI cannot be submitted in a single email due to attachment size limits, the Consultant should clearly indicate the total number of emails sent for the EOI submission.
24	Is there any specific format for “Compliance with AIIB’s Policy of Prohibited Practices”?	There is no specific format for this. The Consultant shall submit a duly signed and sealed declaration confirming its commitment to comply with the Asian Infrastructure Investment Bank (AIIB) Policy on Prohibited Practices.