

National Engineering Services (NESPAK) (Pvt.) Limited			
Minutes of the Clarification Meeting			
Pre-Qualification Title	Procurement of Pure-Electric Buses (12 Meter Buses) For BRT Peshawar System		
Date & Time	January 21, 2026 at 11:30 AM (PST)		
Venue	Main Conference Room, TransPeshawar (The Urban Mobility Company)	Chair	Dr. Murtaza Asghar Bukhari, CEO, TransPeshawar
<p>The following members of Pre-Qualification Committee attended the meeting:</p> <p>TransPeshawar Team:</p> <ol style="list-style-type: none"> 1. Muhammad Usman Malik, GM Planning & Infrastructure; 2. Khalil Ahmed, Manager Procurement; 3. Ashfaq Rauf, Manager Operations & Control Center; 4. Muhammad Usman Shafi, Manager Transport & Planning & Operations; 5. Muhammad Shuja ud Din, Manager Legal; 6. Syed Salman Tahir, Manager Contract Management; 7. Muhammad Saddam, Budget & Account Officer; <p>NESPAK Team:</p> <ol style="list-style-type: none"> 1. Brig (r) Dr. Waseem Irshad Kayani, Team Lead 2. Osama Ehsan, Contract Expert 3. Kamran Ashraf, Senior Transportation Engineer 4. Muhammad Jhangir Khan, Senior Engineer <p>Attendance is enclosed as Annex-B.</p>			
<p>DISCUSSIONS</p> <p>“The CEO, TransPeshawar, formally welcomed the participants. A brief overview of the Pre-Qualification Document (PQD) was provided, and it was informed that the Request for Proposals (RFP) would be issued to the pre-qualified applicants.</p> <p>The participants were informed that all documents are required to be submitted through the E-Pak Acquisition and Disposal System (EPADS). Attention was specifically drawn to the important sections of the PQD, particularly the Scope of Services, qualification criteria, submission requirements, and prescribed forms. It was also specifically highlighted that the PQD fee must be submitted in original hard copy to the Procuring Entity on or before the closing date.</p> <p>Following the briefing, participants were invited to raise queries requiring clarification. The queries raised by the bidders, along with the corresponding responses by the Consultant i.e., NESPAK are attached as Annex-A.</p> <p>The meeting concluded with a vote of thanks from the Chair.</p>			

S. No	Queries	Responses
1.	<p>Submission of Applications:</p> <p>1. Can local Authorized dealer submit application on behalf of the Original Equipment Manufacturer (OEM).</p>	<p>Only the OEM can submit the Application. Local Authorized dealers are not allowed to submit applications on behalf of the OEM.</p> <p>No change required in the document.</p>
2.	<p>Production Criteria:</p> <p>i. Size of Buses</p> <p>1. The China Association of Automobile Manufacturers (CAAM) is a government-recognized body in China that issues official certificates confirming the annual number of buses manufactured and sold by OEMs. These certificates are internationally recognized and globally accepted. We respectfully request that the specified bus length criterion be revised from 11.5–13 meters to 10 meters and above, as CAAM issues production and sales certificates to Chinese OEMs based on this classification.</p> <p>2. Bus sales volume needs to be compiled by professional third-party statistical agencies in China. Currently, authoritative domestic data</p>	<p>Please refer to the following sections of the Pre-qualification document;</p> <p>i. Section: Application documents; Sub-Section 9.1 – General Checklist, Sr. No 7, 8 & 10.</p> <p>ii. Form-F – Financial Qualification Criteria, Part-III, Sr. No. 2, 3 & 4.</p> <p>iii. Annexure-A – Basic Eligibility Criteria, Component 9, Sub-Clause 9.1 (a), (b) & (d).</p> <p>Length of buses mentioned “11.5 to 13 meters” is replaced with “11.5 meters or above”.</p>

S. No	Queries	Responses
	<p>agencies do not have a statistical standard for the 11.5 to 13-meter range. It is recommended to revise it to whole-meter ranges, such as $\geq 12\text{m}$, or 10-13 meters. It is recommended that the meter range for bus manufacturing in the experience of bus production be changed from 11.5-13m to $\geq 12\text{m}$ or 10-13m.</p> <p>ii. No. of Units</p> <p>1. Domestic product and overseas product are quite different, like the life of domestic product is 8 years, but for overseas product will be more than 12 years, so it is suggested to specify the project experience for international market. Evidence that the Applicant has successfully completed at least four (04) similar international projects for the supply of Intra-City pure electric buses (CBU) of length (11.5 to 13 meters), each such project involving an order of not less than two hundred (200) buses (CBU) per order, during the last four (04) years (i.e. 2022, 2023, 2024 and 2025). The foregoing shall be evidenced by completion certificates.</p>	<p>Relevant changes have been made in the Pre-qualification document.</p> <p>1. The Number of Units mentioned for establishing Applicants capacity has been defined based on equal opportunity, requirement of the procuring agency and widely accepted industry production norms.</p>

S. No	Queries	Responses
	<p>2. Domestic product and international product are quite different, like the life of domestic product is 8 years, but for international product the life will be more than 12 years, so it is suggested to specify the production experience for international market. It is suggested to change to “An average annual production for international market not less than three Hundred (300) Completely Built Units (CBU) of pure electric buses (11.5 to 13 meters) over this four-year period.”</p>	<p>No change required in the document.</p>
3.	<p>PQD Fee:</p> <ol style="list-style-type: none"> 1. The bidders requested to allow local authorized dealer of the OEM to submit the Pay Order/Demand draft on behalf of the OEM for the tender document fee. This is requested since issuance of a pay order/demand draft from a local bank is convenient. 2. Should the payment order/demand draft be made in the name of the applicant (e.g., a company), an authorized representative of the applicant, or a local employee of the applicant? 3. We would like to seek clarification regarding the payment process. Can an official local authorized dealer of the OEM issue a Pay Order 	<p>The Applicants through its local Authorized dealer or Authorized representative shall be required to submit a non-refundable fee of PKR 50,000 (Pak Rupees Fifty Thousand Only) or USD 200 (United States Dollars Two Hundred Only) by Pay Order/ Demand Draft in favor of "CEO TRANSPESHAWAR" as PQD fee. Pay Order/Demand Draft in hard shall be submitted to the undersigned on or before deadline for submission of applications.</p>

S. No	Queries	Responses
	<p>or Demand Draft in their name on behalf of the OEM from any scheduled bank in Pakistan?</p> <p>4. We kindly seek clarification on whether the local authorized dealer of the OEM is permitted to prepare and submit the pay order/demand draft on behalf of the OEM for the tender document fee. This clarification is requested since issuance of a pay order/demand draft requires a bank account with a local Pakistani bank. Please confirm whether such a pay order/demand draft issued by the local authorized dealer will be considered acceptable for the tender submission.</p>	<p>Relevant changes have been made in the sub-clause 9.1 “General Checklist” Sr. No. 20 of the Pre-qualification document.</p>
4.	<p>EPADS:</p> <p>The bidders asked the following</p> <ol style="list-style-type: none"> Is registration on EPADS for foreign entities mandatory? Is NTN/KNTN required for registration on EPADS? How to upload all the contracts on EPADS as the size of the file will surpass the limitation of EPADS? 	<ol style="list-style-type: none"> Yes, registration on EPADs is mandatory for foreign entities. NTN/ KNTN is not required for registration on EPADs for international entities. There is no size limit for uploading of documents on EPADs. However, the Applicant can upload the contract form and Letter of Award (LOA) along with the relevant forms/

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		<p>annexures reflecting all the required information, instead of the complete contract.</p> <p>No change required in the document.</p>
5.	Is the Local Authorized dealer shall have 3S (Sales, Services & Spare parts) dealership?	<p>3S (Sales, Services & Spare parts) requirement for the local Authorized dealer is not mandatory under this submission.</p> <p>Notably, the supplier shall be responsible for all post delivery services and spare parts, maintenance supervision and warranty as per the Pre-qualification documents. Maintenance supervision period will be 24 months instead of 12 months from the date of acceptance of the last tranche of vehicles</p> <p>Relevant changes have been made in Section 1: Specification Components sub-clause 1.1.8 “Maintenance Supervision” of the Pre-qualification document.</p>
6.	Original contract document and original translation need to be shared in hard and soft form or not?	<p>Original copies of relevant documents, as specified in the PQD, shall be uploaded on EPADs in Soft form. However, TransPeshawar may require the original or supporting documents</p>

S. No	Queries	Responses
		<p>in hard form in according with the Pre-Qualification document during assessment stage.</p> <p>No change required in the document.</p>
7.	<p>Apostille Certified Documents:</p> <ol style="list-style-type: none"> 1. Do TransPeshawar requires documents translated into English language? and duly apostille-attested as required. 2. The certificate can be officially translated into English and duly apostille-attested as required. 3. For general documents that have already been notarized and not specific to any projects, such as for the translation from other languages to English including but not limited to tax certificates, financial statement, production capacity, sales certificates, etc., which documents have not time validity. The attested documents and related authority are same, so it is suggested to be accepted. And the original files are available for submission. It will save a lot of time for the attestation process. 	<p>Please refer to Section 4 – Preparation of Prequalification Applications Sub-Clause 4.2.1 <i>“The Prequalification Application, and all correspondences and documents related to the prequalification between the Applicant and the Procuring Entity shall be in the English language. In case any document/information furnished by the Applicant is in a language other than English, it will need to be accompanied by an English translation (duly notarized by a Notary Public and attested by Pakistan Embassy/Consulate and Ministry of Foreign Affairs, Pakistan in the country of origin unless the Applicant submits a Foreign Apostille Certificate in accordance with the applicable laws) of its pertinent passages for the purposes of interpretation and evaluation of the Prequalification Application by the</i></p>

S. No	Queries	Responses
		<p><i>Procuring Entity. In case of any discrepancy, the English translation shall prevail”.</i></p> <p>No change required in the document.</p>
8.	<p>Submission of Documents:</p> <ol style="list-style-type: none"> 1. All documents need to be submitted in hard or soft form. 2. We understand that hard copies of complete proposal is needed by you. We propose that after the final date of submission on EPADs within 10 days of that hard copies must reach your office as it takes at least week time by courier from China to Pakistan. 	<p>All documents shall be uploaded on EPADs. However, if required, TransPeshawar may request for the original or supporting documents in hard form during assessment stage.</p> <p>If requested by TransPeshawar, the OEM shall be bound to submit hard form of all original documents uploaded with the Application submission by or before the closing date on EPADs. Failure to provide Original Application documents in hard form during evaluation stage shall result in disqualification of Application.</p> <p>No change required in the document.</p>
9.	Can the bidder hide the sensitive information in a contract as evidence to the TransPeshawar?	<p>The Applicant shall provide relevant contract information depicting technical scope and magnitude of the contract submitted as evidence within the Application documents.</p> <p>No change required in the document.</p>

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10.	What are the requirements, if the Power of attorney is issued in a foreign jurisdiction?	<p>Requirements for Power of Attorney of foreign nationality is mentioned in Form-B - Power of Attorney to Authorize a Person to Submit & Sign the Documents – <i>“For a Power of Attorney executed and issued overseas, the document will also have to be attested/legalized by the Pakistan Embassy/Consulate and Ministry of Foreign Affairs, Pakistan and notarized in the jurisdiction where the Power of Attorney is being issued unless the Applicant submits a Foreign Apostille Certificate in accordance with the applicable laws”</i>.</p> <p>No change required in the document.</p>
11.	<p>Financial Statements:</p> <p>1. The pre-qualification documents require submission of audited financial statements for the most recent three (3) years. However, in multiple sections of the document, the specific years mentioned are 2022, 2023, and 2024. We kindly seek clarification to confirm that audited financial statements for the year 2025 are not required to be submitted.</p>	<p>1. Bidders are required to submit documents for years as mentioned in the document, i.e., Form F “Financial Qualification Criteria”.</p>

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	<p>2. It is recommended to keep same standard with Punjab Province. Multiple bidders participated in Punjab and were shortlisted. If the standards are set too low, low-quality brands may be shortlisted, potentially leading to operational losses and damage KPK government image. It is suggested to change to “The net worth is not less than 200,000,000 USD”</p> <p>3. It is recommended to keep same standard with Punjab Province. Multiple bidders participated in Punjab and were shortlisted. If the standards are set too low, low-quality brands may be shortlisted, potentially leading to operational losses and damage KPK government image. It is suggested to change to “average annual turnover is not less than USD 600,000,000 USD”</p>	<p>2. & 3. The Net worth and Annual turnover requirements mentioned for establishing Applicants capacity has been defined based on equal opportunity, wider participation by OEMs and compliance to KPK government procurement rules.</p> <p>No change required in the document.</p>
12.	Can a bidder submit an affidavit from the Country other than Pakistan?	<p>Foreign bidders may submit “Form D – “Format of Affidavit” in their country of origin as defined in the same form.</p> <p>No change required in the document.</p>

S. No	Queries	Responses
13.	E-Stamp paper other than Khyber Pakhtunkhwa (KPK) will be admissible?	<p>Yes E-Stamp paper other than the province of Khyber Pakhtunkhwa is acceptable.</p> <p>No change required in the document.</p>
14.	<p>Section 4.2.1 of PQD, for general documents that have already been notarized and not specific to any projects, such as for the translation from other languages to English including but not limited to tax certificates, financial statement, production capacity, sales certificates, etc., which documents have not time validity.</p> <p>The attested documents and related authority are same, so it is suggested to be accepted. And the original files are available for submission. It will save a lot of time for the attestation process.</p>	<p>Notarized and Apostilled documents may be used if such required documents have no specific time validity.</p> <p>No change required in the document.</p>
15.	<p>Extension of Time</p> <p>1. The bidders requested for an extension of time in the submission of the prequalification applications.</p>	<p>The timelines have been set considering the immediate requirements of fleet expansion and directives from the</p>

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	<p>2. As the Chinese New Year is approaching, official holidays will be observed for at least two weeks in February. Consequently, the available time to prepare all required documents and complete the apostille attestations before 13 February 2026 will be very limited. In order to ensure the complete and accurate preparation of all relevant documents required for this firm pre-qualification process, we respectfully request your office to consider extending the final bid submission deadline by at least four (4) weeks.</p> <p>3. Seeing the requirement and upcoming Chinese Holidays, we request you to extend it for 3 weeks.</p> <p>4. We respectfully request your kind consideration for an extension of thirty (30) days in the submission deadline for the prequalification applications. The request is made due to a combination of upcoming Chinese New Year holidays, during which manufacturing facilities, corporate offices, and relevant authorities in China observe extended closures, as well as the time-intensive process required for embassy attestation and issuance of Apostille certificates for several mandatory documents forming part of the prequalification</p>	<p>competent authority. The deadline for submission of the Application will be the same i.e., on or before February 13, 2026 at 1100 hours (PST).</p>

S. No	Queries	Responses
	<p>requirements. Despite our best efforts to expedite documentation, the above factors are likely to impact the timely completion of notarization, apostille, and consular attestations, all of which are essential to ensure full compliance with the requirements of the Prequalification Document. Granting a reasonable extension would enable wider and more competitive participation by qualified Original Equipment Manufacturers, while ensuring submission of complete, accurate, and fully compliant documentation in line with the Procuring Entity's objectives.</p> <p>5. This is to inform you that we are currently in the process of preparing our Technical and Commercial proposals. As the scope of work involves detailed technical requirements, comprehensive inputs from the respective OEMs are required to carry out an accurate technical and commercial evaluation. In view of the above, we respectfully request an extension of one (01) week for submission of the subject tender. This extension will enable us to complete a thorough assessment and ensure full compliance with the specified technical requirements and defined KPIs.</p>	<p>No change required in the document.</p>

S. No	Queries	Responses
16.	<p>Specifications:</p> <p>The bidders asked the following</p> <ul style="list-style-type: none"> i. How many hours does the bus run per day in average? ii. Section 1 of PQD: Specifications Summary, No. 19, what is 200mm this dimension means? iii. For No. 26 of PQD: length of wheelchair bay can't be 1.8 meters because in this case the seat number will be reduced, suggested to be 1.4 meters maximum which is enough for wheelchair; iv. For No. 27 of PQD: women section seats, suggested to be 8 seats; v. For No. 39 of PQD: rated power of Motor, suggest to be minimum 220kw to reduce the cost, at this power level it is already complying with the power requirement in tender like gradeability, max speed etc. vi. If 2 doors on right side and 2 doors on left side, the structure will be very much disturbed as heavy of batteries are located on the roof. This design may not support the structure. It is suggested to keep 2 side doors on the left side. It is suggested to use 2 curb (left) side doors of the bus. vii. The current bus vehicle data for Punjab Province is around 2390mm. Adjusting this figure would lead to significant changes, such as delivery 	<p>The suggestions for bus specifications will be considered in the RFP document, if deemed necessary.</p>

S. No	Queries	Responses
	<p>timeline and operational validation. It is recommended to align with the existing buses in Punjab Province. It is suggested to 2300mm-2400mm</p> <p>viii. Both the GB standard and the European standard stipulate that the length of the wheelchair area should be 1.3m. According to international practices and the bus operation conditions in Punjab Province, Pakistan, the length of the wheelchair area should be adjusted to 1.3 meters.</p> <p>ix. The requirements in UN R46 and GB15084 specify that this data should be less than 250mm. The current bus vehicle data for Punjab Province is around 230mm. Adjusting this figure would lead to significant changes, such as delivery timeline and operational validation. It is recommended to align with the existing buses in Punjab Province. It is recommended to modify it to 200mm-250mm</p> <p>x. In Pakistan, buses carry a large number of passengers. To meet the operational requirements of full capacity, it is necessary to increase tire width to adapt to road conditions. Aluminum rim 275mm-295mm</p> <p>xi. The motor power needs to match the actual operational requirements. 230kW motor can meet a 17% climbing gradient for buses. It is recommended to adjust to 215kW-250kW.</p>	<p>No change required in the document.</p>

S. No	Queries	Responses
17.	<ol style="list-style-type: none"> 1. We would like to seek clarification regarding the requirement for both ISO certification and TQM. As ISO and TQM represent similar quality management standards, we request confirmation whether submission of either ISO certification or TQM would be acceptable, instead of requiring both. 2. Please check TQM as it is a conceptual Frame Work, not an independent certification 	<p>Please refer to Section 9 – Application Document, 9.1 “General Checklist” Sr. No. 9 and Annexure-A “Basic Eligibility Criteria” Component 9 “Experience” 9.1 (c)., both ISO and TQM certifications are required.</p> <p>No change required in the document</p>