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ROYAL GOVERNMENT OF BHUTAN
MINISTRY OF INFRASTRUCTURE AND TRANSPORT
THIMPHU: BHUTAN
ACCESS BHUTAN PROJECT



MoIT/ACCESS-Bhutan/PMU-06/264

September 10, 2026

To: All Prospective Applicants

Sub: Amendments to the Prequalification Document (PQ) and Query Clarifications- Construction of Gelephu-Tareythang Road and Bridges, Sarpang, Bhutan.

Ref: Accelerating Transport and Trade Connectivity in Eastern South Asia Phase 2 - Bhutan Project (Reference No: ACCESS/DOST/WD-1, ACCESS/DOST/WD-2 and ACCESS/DOST/WD-3)

Dear Sir/Madam,

We extend our appreciation for your continued interest in the above-referenced assignment and for submitting your queries for clarification on the Prequalification Document (PQ). In accordance with the provisions of the PQ, we have carefully reviewed all queries received from the firms and hereby issue the official responses. The consolidated clarifications, together with the necessary amendments to the PQ documents, are enclosed herewith for your reference.

The amendments form an integral part of the PQ and shall be binding on all bidders. You are kindly requested to consider and incorporate these clarifications and amendments when preparing your applications. Please note that all other terms and conditions of the original PQ remain unchanged unless explicitly stated in the enclosed amendments.

We look forward to receiving your proposals by the submission deadline as specified in the amendments to the PQ.

Yours sincerely,

(Tshewang Dorji)

Offtg. Director General-Project Department of Surface Transport
MoIT : Thimphu ; Bhutan

Cc;

1. Project Coordinator, PMU-DoST, ACCESS Bhutan Project for information.
2. Project/Assistant Managers, SIT, Gelephu-Tareythang, ACCESS project for information and follow ups.

Sl.#	Reference to ITA	Existing Provision	Amendments
1	Section II. Prequalification Data Sheet (PDS), A. General, ITA 1.1 (Page No. 21)	Package I – Segment 1 to 5 (km 0.000 to km 3.868) Construction of a 4-lane carriageway including earthworks, pavement works, drainage systems, slope protection works, and associated ancillary works. The package also includes construction of the following major bridges: • Gelephu Bridge – PSC I-Girder Bridge of span configuration (2 × 40 m); and • Mau River Bridge – Cast-in-Situ Balanced Cantilever Bridge of span configuration: (4 × 60 m) + 2(60 + 2 × 90 + 60 m) + (3 × 60 m), including all associated structural and ancillary works. Package II – Segment 5 to 8 (km 3.868 to km 8.453) Construction of a 2-lane carriageway including formation works, subgrade, pavement layers, cross drainage structures, culverts, slope stabilization, and protection works. The package includes construction of the following major bridges:	Replace with; Package I – Segment 1 to 5 (km 0.000 to km 3.868) Construction of a 4-lane carriageway including earthworks, formation works, subgrade, pavement layers, cross drainage structures, culverts, slope stabilization, and protection works, and associated ancillary works. The package also includes construction of the following major bridges, including pile foundations and associated structural works: • Gelephu River Bridge – Precast PSC I-Girder Bridge of span configuration (2 × 40) m; and • Mau River Bridge – Cast-in-Situ Balanced Cantilever Box Girder Bridge of span configuration: (3 x 60) + [60 + (6 x 90) + 60] + (3 x 60) m. Package II – Segment 5 to 8 (km 3.868 to km 8.453) Construction of a 2-lane carriageway including earthworks, formation works, subgrade, pavement layers, cross drainage structures, culverts, slope stabilization, and protection works, and associated ancillary works. The package includes construction of the following major bridges including pile foundations and associated structural works:



		● Taklai River Bridge – PSC I-Girder Bridge of span configuration: $2(3 \times 50 \text{ m}) + (4 \times 50 \text{ m}) + 2(3 \times 50 \text{ m})$; and ● Langer River Bridge – Cast-in-Situ Balanced Cantilever Bridge of span configuration: $(60 + 3 \times 90 + 60 \text{ m})$. Package III – Segment 8 to 10 (km 8.453 to km 12.600) Construction of a 2-lane carriageway including earthworks, pavement works, drainage systems, protection works, and associated ancillary works up to Tareythang. The package includes construction of: ● Singye River Bridge – Cast-in-Situ Balanced Cantilever Bridge of span configuration: $(60 + 3 \times 90 + 60 \text{ m})$; and Minor bridges and associated civil, structural, drainage, and finishing works. ● Tareythang Bridge at km 10.880 – PSC Girder Bridge of span configuration $(4 \times 50 \text{ m}) + (1 \times 30 \text{ m})$, including all associated civil, structural, and finishing works.	● Taklai & Jengkhurung Rivers Bridge – Precast PSC I-Girder Bridge of span configuration: $8 \times (2 \times 50 \text{ m})$; and ● Langer River Bridge – Cast-in-Situ Balanced Cantilever Box Girder Bridge of span configuration: $(60 + 3 \times 90 + 60 \text{ m})$. Package III – Segment 8 to 10 (km 8.453 to km 12.600) Construction of a 2-lane carriageway including earthworks, formation works, subgrade, pavement layers, cross drainage structures, culverts, Cut and Cover tunnel (nearly 30 meters below the ground level), slope stabilization, anchor works, soil nailing. The package includes construction of the following major bridges including pile foundations and associated structural works: ● Singye River Bridge – Cast-in-Situ Balanced Cantilever Box Girder Bridge of span configuration: $(60 + 3 \times 90 + 60) \text{ m}$; and ● Tareythang River Bridge at km 10.880 – Cast-in-Situ Balanced Cantilever Box Girder Bridge of span configuration: $(60 + 90 + 60) \text{ m}$.
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2	Section II. Prequalification Data Sheet, ITA 14.2 (a) (Page No. 23)	The source for determining exchange rates is Royal Monetary Authority of Bhutan, https://www.rma.org.bt.	Replace with; The source for determining exchange rates shall be Royal Monetary Authority of Bhutan, https://www.rma.org.bt. “The primary source for determining exchange rates shall be the Royal Monetary Authority of Bhutan (RMA). Where RMA does not publish the exchange rate required to convert an amount into United States dollars (USD), the Applicant shall use the official daily reference exchange rate against USD published by the central bank or monetary authority responsible for the currency concerned, or by its officially designated exchange-rate benchmark administrator. Where that source publishes corresponding buying and selling rates instead of a single reference rate, the arithmetic average of its published telegraphic transfer buying and selling rates shall be used. The applicable conversion dates shall remain as specified under ITA 14.2: the last day of the respective calendar year for construction turnover and other annual financial information, and the date of the contract for the value of a reference contract. Where the applicable rate is not published on the required date because it is a weekend, holiday or other non-
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			publication day, the latest available rate published before that date shall be used. The Applicant shall identify the source, rate category, applicable date and calculation used, and provide a copy of or a link to the published rate. Where the required rate cannot be obtained using the above sources and methodology, the Applicant shall request clarification under ITA 7.1. The Employer shall communicate any supplementary source or methodology uniformly to all prospective Applicants before the Application submission deadline, through an addendum where necessary. The same source and methodology shall be applied consistently to amounts denominated in the same currency for the same applicable date.”
3	Section III – Qualification Criteria and Requirements Specific Construction & Contract Management Experience, Clause 4.2(a) (Page No. 34)	“Similar contracts shall mean construction of road projects including bridges, involving two/four-lane carriageway or higher standard highways, and including construction of major bridges of PSC I Girder/Cantilever Bridge/ Box Girder/Extradosed bridge/ Cable stayed bridge. The bridge component shall form a significant part of the contract (generally not less than 20% of contract value or	Replace with; Across all packages, Similar contracts shall mean construction of road projects including bridges, involving two/four-lane carriageway or higher standard highways, and including construction of major river bridges of the type or types specified below for the relevant package. The bridge component shall form a significant part of the contract (generally not less than 20% of contract value or involving bridges of substantial length or complexity). At least one reference contract shall demonstrate experience in bridge



	involving bridges of substantial length or complexity)” ACCESS/DOST/WD-1: i. Two (2) contracts, each of minimum value USD \$ 78 million; or ii. Up to Three (03) contracts, each of minimum value USD\$ 60 million, with total value ≥USD\$ 200 million; Out of the above contracts: At least one contract shall include construction of a cast-in-situ PSC I Girder/ Cantilever Bridge/ Box Girder bridge/ Extradosed bridge/ Cable stayed bridge having span configuration comparable to long-span bridges with a minimum central span of 90 m; and ACCESS/DOST/WD-2: i. Two (2) contracts, each of minimum value US\$ 46 million; Or ii. Up to three (03) contracts, each of minimum value US\$ 35 million, with total value ≥US\$ 110 million; Out of the above contracts: At least one contract shall include PSC I Girder/ Cantilever Bridge/ Box	foundation works, including bored piles of diameter $\geq 1.5\text{m}$ and of length $\geq 25\text{m}$. In addition, WD-3 shall demonstrate experience in cut and cover tunnel works, anchors, soil nailing and slope stabilization works. ACCESS/DOST/WD-1: i. Two (2) contracts, each of minimum value USD \$ 78 million; or ii. Up to Three (03) contracts, each of minimum value USD\$ 60 million, with total value ≥USD\$ 200 million; Out of the above contracts: At least one contract shall include construction of a Precast PSC I-Girder Bridge or Cast-in-Situ Balanced Cantilever Box Girder Bridge; and ACCESS/DOST/WD-2: i. Two (2) contracts, each of minimum value US\$ 46 million; Or ii. Up to three (03) contracts, each of minimum value US\$ 35 million, with total value ≥US\$ 110 million;
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		Girder bridge/ Extradosed bridge/ Cable stayed bridge having span configuration comparable to long span bridges with a minimum central span of 50 m. ACCESS/DOST/WD-3: i. Two (2) contracts, each of minimum value USD 20 million; Or ii. Up to three (3) contracts, each of minimum value USD 15 million, with total value $\geq$ USD 50 million; Out of the above contracts: At least one contract shall include PSC I Girder/ Cantilever Bridge/ Box Girder bridge/ Extradosed bridge/ Cable stayed bridge having span configuration comparable to long span bridges with a minimum central span of 50 m.	Out of the above contracts: At least one contract shall include Precast PSC I-Girder Bridge or Cast-in-Situ Balanced Cantilever Box Girder Bridge; and ACCESS/DOST/WD-3: i. Two (2) contracts, each of minimum value USD 20 million; Or ii. Up to three (3) contracts, each of minimum value USD 15 million, with total value $\geq$ USD 50 million; Out of the above contracts: At least one contract shall include Cast-in-Situ Balanced Cantilever Box Girder Bridge.
4	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(b) (Page No. 38)	ACCESS/DOST/WD-1; b. Bridge Works - Experience in construction of major bridges, including: At least one box-girder bridge of length $\geq$ 800 m, - or - Experience in construction of long-span box girder bridges with individual span $\geq$ 80m ACCESS/DOST/WD-2; b. Bridge Works	Replace with; ACCESS/DOST/WD-1; b. Bridge Works Experience in construction of major bridges, including: at least one Cast-in-Situ Balanced Cantilever Box Girder bridge of length $\geq$ 800 m with at least one span $\geq$ 90 m, and at least one (in the same or different contract) Precast PSC I-Girder Bridge of length $\geq$ 80 m.



		• Experience in construction of major bridges, including: At least one bridge of length ≥ 500 m, - or • Experience in construction of long-span bridges with individual span ≥ 60m ACCESS/DOST/WD-3; b. Bridge Works • Experience in construction of major bridges, including: At least one bridge of length ≥ 300 m, - or • Experience in construction of long-span bridges with individual span ≥ 60m	ACCESS/DOST/WD-2; b. Bridge Works • Experience in construction of major bridges, including: at least one Cast-in-Situ Balanced Cantilever Box Girder bridge of length ≥ 390 m with at least one span ≥ 90m, and at least one (in the same or a different contract) Precast PSC I-Girder Bridge of length ≥ 800 m with at least one span ≥ 50 m. ACCESS/DOST/WD-3; b. Bridge Works • Experience in construction of major bridges, including: at least one Cast-in-Situ Balanced Cantilever Box Girder bridge of length ≥ 390 m with at least one span ≥ 90m. ACCESS/DOST/WD-3; c. Cut and Cover Tunnel • Experience in construction of Cut and Cover Tunnel of length ≥ 300m, including slope stabilization, soil nailing, anchor, retaining structures on mountainous/hill terrain and bioengineering. (This experience shall be from the same reference contract or any other contracts).
5	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clauses 4.2(a), and 4.2(b)	“Similar contracts shall mean construction of road projects including bridges, involving two/four-lane carriageway or higher standard highways, and including construction of major bridges.....”	Clarify; The term "bridges" in this document refers to "River Bridges" only.



6	Section VII Scope of Work	1.Description of Works 1.5 Applicable Standards Package III A. General 2. Tentative Length of the package 5888m	Replace with; 1. Description of Works 1.5 Applicable Standards Package III A. General 2. Tentative Length of the package 4147m
7	Section VII Scope of Work	1.Description of Works 1.2 Scope of Works 1.5 Applicable Standards D. Bridges Type & Span Arrangements Package I 2. Mau river $(4 \times 60) + 2(60 + 2 \times 90 + 60) + (3 \times 60)$ Package II 1. Taklai & Jengkhurung $2(3 \times 50) + (4 \times 50) + 2(3 \times 50)$ Package III 2.Tareythang Bridge PSC I Girder $(4 \times 50 + (1 \times 30)) = 230$	Replace with; 1.Description of Works 1.2 Scope of Works Construction of about 350 m long cut-and-cover type tunnel 1.5 Applicable Standards D. Bridges Type & Span Arrangements Package I 2. Mau River $(3 \times 60) + [60 + (6 \times 90) + 60] + (3 \times 60)$ Package II 1. Taklai & Jengkhurung River $8 \times (2 \times 50)$ Package III 2.Tareythang River: Balanced cantilever cast-in-situ box girder $(60 + 90 + 60) = 210$



8	ITA 17.1 Submission of Applicants	Date: September 7, 2026 Time: 1000 hours (Bhutan Time, GMT+6:00 hours) For Application submission purposes only, the Employer's address is: Attention: Chandra Man Pradhan, Project Manager Address: Chief Engineer, Construction Division Department of Surface Transport Ministry of Infrastructure and Transport Drentoen Lam, Thimphu, Bhutan and Post Box No:791 City: Thimphu ZIP Code: 11001 Country: Bhutan Telephone: +975-2-322086 Facsimile number: +975-2-322086 Email address: cmpradhan@moit.gov.bt Applicants "Shall Not" have the option of submitting their Applications electronically. The electronic Application submission procedures shall be: Not Applicable	Replace with; Date: October 8, 2026 Time: 1000 hours (Bhutan Time, GMT+6:00 hours) For Application submission purposes only, the Employer's address is: Attention: Chandra Man Pradhan, Project Manager Address: Chief Engineer, Construction Division Department of Surface Transport Ministry of Infrastructure and Transport Drentoen Lam, Thimphu, Bhutan and Post Box No:791 City: Thimphu ZIP Code: 11001 Country: Bhutan Telephone: +975-2-322086 Facsimile number: +975-2-322086 Email address: cmpradhan@moit.gov.bt Applicants "Shall Not" have the option of submitting their Applications electronically. The electronic Application submission procedures shall be: Not Applicable
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9	ITA 7.1 Clarification of Prequalification Document and Pre- Application Meeting	For clarification purposes, the Employer's address is: Attention: Chief Engineer Construction Division, Department of Surface Transport Ministry of Infrastructure and Transport Address: Drentoen Lam, Thimphu, Bhutan and Post Box No:791 Office of the Director General, Third Floor, Block C City: Thimphu ZIP Code: 11001 Country: Bhutan Telephone: +975-2-322086 Facsimile number: +975-2-322086 Electronic mail address: cmpradhan@moit.gov.bt	Replace with; For clarification purposes, the Employer address is: Attention: Chief Engineer Construction Division, Department of Surface Transport Ministry of Infrastructure and Transport Address: Drentoen Lam, Thimphu, Bhutan and Post Box No:791 Office of the Director General, Third Floor, Block C City: Thimphu ZIP Code: 11001 Country: Bhutan Telephone: +975-2-322086 Facsimile number: +975-2-322086 Electronic mail address: cmpradhan@moit.gov.bt Last Date for submission of written clarification: September 24, 2026
10	ITA 19.1 Opening of Applications	The opening of the Applications shall be at Date: September 7, 2026 Time: 1030 hours (Bhutan Time, GMT+6:00 hours) Venue: Office of the Director General, Department of Surface Transport Ministry of Infrastructure and Transport, Drentoen Lam, Thimphu, Bhutan and Post Box No:791	Replace with; The opening of the Applications shall be at Date: October 8, 2026 Time: 1030 hours (Bhutan Time, GMT+6:00 hours) Venue: Office of the Director General, Department of Surface Transport Ministry of Infrastructure and Transport, Drentoen Lam, Thimphu, Bhutan and Post Box No:791



11	Section II – Prequalification Data Sheet ITA 16.1 – Sealing and Marking of Applications	-	New Addition: Submission for One or More Packages. An Applicant applying for one or more of the packages ACCESS/DOST/WD-1, ACCESS/DOST/WD-2 and ACCESS/DOST/WD-3 shall submit one consolidated Prequalification Application covering all packages for which that Applicant seeks prequalification. This arrangement applies where the Applicant is the same single entity or the same Joint Venture, with the same membership, for all packages covered by the Application. Identification of Packages and Organization of the Application. The Applicant shall submit one signed Application Submission Letter in the prescribed format. The 'PQD No. and title' field shall identify all packages covered by the consolidated Application. The Application shall clearly indicate the individual packages and combinations of packages for which prequalification is sought, in accordance with ITA 25.3. The Application shall be organized with a table of contents and clearly identified sections covering: a. Common information: Eligibility documents, authorizations, Joint Venture documents where applicable, financial information and other supporting evidence common to the packages sought. Such
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			documents need only be included once within each complete original and copy of the Application. b. Package-specific information: The completed forms and supporting information demonstrating compliance with the qualification requirements for each package sought. Each section shall identify the relevant package. Documents included elsewhere in the same Application may be cross-referenced by document title, section and page number and need not be reproduced. c. Information for combinations of packages: Where the Applicant seeks prequalification for a combination of packages, the Application shall clearly identify the information and supporting evidence demonstrating compliance with the applicable aggregate qualification requirements specified in Section III. Original, Copy and Softcopy In accordance with ITA 15 and PDS ITA 15.2, the Applicant shall submit: • One complete original of the consolidated Application, marked “ORIGINAL”; • One complete copy, marked “COPY”; and • One USB memory stick containing a PDF softcopy of the complete consolidated Application. The original, copy and USB shall cover the same packages and contain the corresponding complete information.
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			Where the Application comprises several volumes, each volume shall identify the Applicant, the packages covered and the volume number. Sealing and Marking The original, copy and USB shall be enclosed together in one sealed outer envelope or package. The outer envelope or package shall bear: • “PREQUALIFICATION APPLICATION – CONSTRUCTION OF GELEPHU–TAREYTHANG ROAD AND BRIDGES”; • The reference numbers of all packages for which the Applicant is applying; • The Applicant’s full name and address; and • The Employer’s name and submission address specified in PDS ITA 17.1. Separate sealed envelopes for individual packages or for Technical and Financial Parts are not required. Financial qualification information shall be included within the consolidated Application. The Application shall be delivered to the address and by the submission deadline specified in PDS ITA 17.1, as amended. Different Applicants Across Packages.
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			Where a firm applies as a single entity for one package and as a member of a Joint Venture for another, or where Joint Venture membership differs between packages, separate Applications shall be submitted for the respective Applicants. Each Application shall contain the authorizations and qualification information applicable to that Applicant and remain subject to the eligibility and participation provisions of the Prequalification Document.
12	Section IV-Application Forms Form EXP-4.1 General Construction Experience.	<i>[The following table shall be filled in for the Applicant and in the case of a JV Applicant, each Member]</i> <i>Applicant's Name: [insert full name]</i> <i>Date: [insert day, month, year]</i> <i>Joint Venture Member Name: [insert full name]</i> <i>PQD No. and title: [insert PQD number and title]</i> <i>Page [insert page number] of [insert total number] pages</i>	Replaced with: <i>[The following table shall be filled in for the Applicant and in the case of a JV Applicant, each Member]</i> <i>Applicant's Name: [insert full name]</i> <i>Date: [insert day, month, year]</i> <i>Joint Venture Member Name: [insert full name, where applicable]</i> <i>PQD No. and title: [insert PQD number and title]</i> Package/Lot Reference(s): [insert the applicable package reference(s)—ACCESS/DOST/WD-1, ACCESS/DOST/WD-2 and/or ACCESS/DOST/WD-3] <i>Page [insert page number] of [insert total number] pages</i> Where the same completed form supports more than one package, the Applicant may list all applicable package references without duplicating the form. The Application shall clearly identify how the experience presented supports the qualification requirements for each relevant package and, where applicable, the combination of packages sought. Identifying more than one package in a form shall not alter the applicable rules for assessing experience under ITA 25.3, ITA



			25.4 and Section III. All existing requirements concerning completion of forms for the Applicant, individual Joint Venture members and reference contracts shall continue to apply. All other provisions and fields of the above forms shall remain unchanged.
13	Section IV-Application Forms Form EXP-4.2(a) Specific Construction and Contract Management Experience	<i>[The following table shall be filled in for contracts performed by the Applicant, each member of a Joint Venture, and Specialized Sub-contractors]</i> <i>Applicant's Name: [insert full name]</i> <i>Date: [insert day, month, year]</i> <i>Joint Venture Member Name: [insert full name]</i> <i>PQD No. and title: [insert PQD number and title]</i> <i>Page [insert page number] of [insert total number] pages</i>	Replaced with: <i>[The following table shall be filled in for contracts performed by the Applicant, each member of a Joint Venture, and Specialized Sub-contractors]</i> <i>Applicant's Name: [insert full name]</i> <i>Date: [insert day, month, year]</i> <i>Joint Venture Member Name: [insert full name]</i> <i>PQD No. and title: [insert PQD number and title]</i> <i>Package/Lot Reference(s): [insert the applicable package reference(s)—ACCESS/DOST/WD-1, ACCESS/DOST/WD-2 and/or ACCESS/DOST/WD-3]</i> <i>Page [insert page number] of [insert total number] pages</i> Where the same completed form supports more than one package, the Applicant may list all applicable package references without duplicating the form. The Application shall clearly identify how the experience presented supports the qualification requirements for each relevant package and, where applicable, the combination of packages sought. Identifying more than one package in a form shall not alter the applicable rules for assessing experience under ITA 25.3, ITA 25.4 and Section III. All existing requirements concerning



			completion of forms for the Applicant, individual Joint Venture members and reference contracts shall continue to apply. All other provisions and fields of the above forms shall remain unchanged.
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MINUTES OF PRE-APPLICATION MEETING

With reference to ITA clause 7.2, a Pre-Application Meeting for the Construction of the Gelephu–Tareythang Road and Bridges was conducted on **3 August 2026** in a hybrid format. The meeting was attended by representatives of interested firms, with participants joining both physically at the Conference Hall of the Ministry of Infrastructure and Transport and virtually through the Zoom platform. The majority of participants attended the meeting virtually.

Attendees:

Representative from the Department of Surface Transport:

1. Mr. Tenzin, Director General
2. Mr. CM Pradhan, Chief Engineer, Construction Division
3. Mr. Tshewang Dorji, Chief Engineer, Design and Geotech Division (DGD)
4. Mr. Lotay Tenzin, Chief Engineer, Bridge Division
5. Mr. Pema Rabgay, Project Coordinator, PMU-DoST, Access Bhutan Project
6. Mr. Phuntsho Rinzin, Executive Engineer, DGD
7. Mr. Sonam Jamtsho, Executive Engineer, Construction Division
8. Ms. Jigme Lhazen, Deputy Executive Engineer, Construction Division

A total of approximately 60 participants attended the meeting, with 5 attending in person and the remaining joining virtually via Zoom. The detailed list of participants is attached as **Annexure II** to these Minutes of Meeting.

Opening Remarks:

- ❖ The Department welcomed all applicants and thanked them for their interest and commitment to understanding the requirements of the prequalification (PQ) document, issued with reference to ITA (Instructions to Applicants) 7.2, published through SPN (Specific Procurement Notice) on 20th July 2026.
- ❖ Purpose of the meeting: to provide applicants with a comprehensive overview of the project, explain the prequalification process, and clarify the evaluation criteria, ensuring transparency and fairness in the bidding process.
- ❖ The Department clarified that statements made during the meeting do not amend the Prequalification Document. Formal written responses, including responses prepared after the meeting, will be circulated to all prospective Applicants. Any modification to the Prequalification Document will be made exclusively through an Addendum issued in accordance with ITA 8.





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- ❖ The meeting was confirmed to be recorded, with all questions and clarifications to be compiled and circulated to all firms.

Presentation Summary:

Project Background

- ❖ The project sits within a larger program called ACCESS-Accelerating Transport and Trade Connectivity in Eastern South Asia-Phase 2, Bhutan Project
- ❖ It is a US\$300 million program, financed by the World Bank, for a period from May 2025 through June 2031.
- ❖ Project Development Objective: to increase the efficiency and resilience of trade and transport along selected regional corridors.
- ❖ Location: Gelephu, Sarpang District, southern Bhutan, bordering the Indian state of Assam.
- ❖ Strategic significance: the road connects the Gelephu International Airport, dry port, railway, and the Gelephu Mindfulness City - functioning as a peripheral artery to Mindfulness City.
- ❖ Climate/site conditions: warm, humid, subtropical monsoon climate with heavy seasonal rainfall; contractors should note risks of flooding, bank erosion, and slope instability. River conditions are seasonal, with a dry season from November to March - relevant for planning construction sequencing, particularly for bridge works.
- ❖ Distance/access: approximately 270 km (about 8 hours by road) from Thimphu, or approximately 30 minutes by domestic flight between Paro and Gelephu.

Scope of Works:

- ❖ The work is divided into three contract packages, and applying for multiple packages is allowed, provided you meet the qualification requirements for whichever combination you choose.

Package	Approx Road Length	Carriageway	Major Bridges
Package 1	3.9 km	4-lane	Gelephu Bridge; Mau River Bridge (long-span)
Package 2	4.6 km	2-lane	Taklai and Langer River Bridge
Package 3	4.1 km	2-lane	Singye River and the Tareythang Bridges

Salient Engineering Features

- ❖ The project is fundamentally a bridge-heavy project.





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- ❖ Across the three packages, there are six bridges, with a combined length exceeding 3,000 meters.
- ❖ The standout structure is the Mau River Bridge in Package I — at roughly 1,020 meters, the longest single structure on the project, built as a cast-in-situ balanced cantilever bridge with a fairly complex span arrangement that includes 90-metre central spans.
- ❖ The bridge component represents the most technically demanding element of the Works. Accordingly, the Prequalification (PQ) criteria, particularly those related to specific bridge construction experience and minimum span requirements, have been established to reflect the complexity and technical challenges associated with this component.

Site and Environmental Context

- ❖ The project is classified as High Risk under the World Bank's Environmental and Social Framework
- ❖ Key focus areas include: Labour and Occupational Health and Safety, SEA/SH prevention, Biodiversity protection, Resettlement, Climate Resilience, and Cultural Heritage management.
- ❖ While these requirements are not evaluated independently at the prequalification stage, the firm's experience in managing similar environmental and social risks on previous projects will be an important consideration as the procurement process progresses to the bidding stage.

Prequalification Process

- ❖ Applicants may apply as a **single firm or Joint Venture (JV)**, with a maximum of **three JV members**.
- ❖ A firm or its affiliates may participate in **only one capacity per contract** (individual, JV member, or subcontractor).
- ❖ Applicants must meet all eligibility requirements under ITA 4 and ITA 5, including the applicable conflict-of-interest, World Bank sanctions, and Bid/Proposal-Securing Declaration suspension provision.
- ❖ Applications and correspondence shall be submitted in **English**.
- ❖ Applicants must declare their **SEA/SH compliance status** in the Application Submission Letter.





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Qualification Criteria at a Glance

Financial capability and construction turnover thresholds:

Package	Credit Line / Liquid Assets	Avg. Annual Construction Turnover (last 5 yrs)
Package 1	USD 8 million	USD 65 million
Package 2	USD 6 million	USD 46 million
Package 3	USD 2.5 million	USD 20 million

- ❖ For **specific bridge experience**, Package I require two contracts of at least US\$78 million each, with at least one of those contracts including a bridge of minimum 90-metre central span. Package II requires two contracts of at least US\$46 million each, with a minimum 50-metre span bridge. Package III requires two contracts of at least US\$20 million each, again with a minimum 50-metre span bridge.
- ❖ On top of the package-specific figures, there is a **general construction experience** requirement that applies uniformly across all three packages: ten years of continuous construction experience since the 1st of January 2016, whether as prime contractor, JV member, subcontractor, or management contractor.
- ❖ ITA 25.4(b), Option 3, allows applying for more than one package, the minimum experience requirement is simply the sum of the requirements for each package applied for.

Submission and Evaluation Process

- ❖ Step one, Applications must be submitted by the deadline, in a sealed envelope, per ITA 16 and 17.
- ❖ Step two, Open: we will conduct a public opening, and a record of Applicant names will be distributed to everyone who applied.
- ❖ Step three, If necessary, the Employer may request written clarification, including missing documents, in accordance with ITA 21. Clarification shall not be used to permit a substantive change to an Application or to introduce new qualifications or experience that did not exist by the Application submission deadline. If the requested clarification is not provided within the specified period, the Application will be evaluated based on the information available.





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- ❖ Step four, Evaluate: applications are assessed strictly in accordance to the criteria in Section III of the PQD — and only those criteria. No other methods or requirements will be used, per ITA 25.1.
- ❖ Step five, Notify: each Applicant will be informed whether they are prequalified, conditionally prequalified, or disqualified — and disqualified Applicants may request the grounds for that decision.

Key Dates and Next Steps

Milestone	Date
PQ document published (SPN)	20 July 2026
Pre-application meeting	3 August 2026
Deadline for written requests for clarification	14 days before the application submission deadline (on or before 24th August 2026)
Application submission deadline	7 September 2026, 10:00 AM (Bhutan Time)
Public opening of applications	Same day, 10:30 AM (Bhutan Time)
Issuance of Request for Bids (RFB) to pre-qualified applicants	November 2026 (tentative)

Discussions:

An extensive discussion was held following the presentation, during which participants sought clarifications on various aspects of the qualification criteria and pre-qualification requirements. The queries raised by the participants were discussed during the meeting, and clarifications were provided where possible by the project team during the meeting.

The queries that could not be adequately addressed during the session will be reviewed further, and formal written responses will be issued in the coming days. The responses will be shared with all participants for their information. The list of queries and clarifications raised during the meeting and submitted in writing in the subsequent days is attached as **Annexure 1** to these Minutes of Meeting.

Closing Remarks

The meeting concluded with appreciation extended to all participants for their attendance and active participation. It was informed that the presentation and Minutes of Meeting would be circulated to all firms. In case of any changes to the prequalification criteria and document, the same would be formally issued as an Amendment.





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Annexure I: Questions and Clarifications:

Sl.#	Queries	Reference to ITA	Clarifications
1	For Package 1's bridge-experience requirement, would a standalone bridge project (i.e., not part of a road project) with a minimum 90 m central span, completed or substantially completed within the specified experience period, be acceptable — given that the requirement is intended to test the contractor's technical/bridge-building capability rather than requiring the experience to come specifically from a road project.	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(a)	A standalone bridge project would not satisfy the specific construction and contract management experience requirement under Clause 4.2(a). Clause 4.2(a) defines " Similar contracts " as: " <i>construction of road projects including bridges, involving two/four-lane carriageway or higher standard highways, and including construction of major bridges...</i> " Accordingly, the bridge experience requirement is supplementary to the definition of a similar contract and does not permit substitution with a standalone bridge project that is not part of a road project.





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2	Under Specific Construction and Contract Management Experience, the definition of acceptable similar bridge experience mentioned in the PQ is <i>"construction of major bridges of PSC I Girder/ Cantilever Bridge/ Box Girder bridge/ Extradosed bridge/ Cable stayed bridge"</i>. One of the firms requested that Network Arch Type Bridges be included as an equivalent bridge experience under the same contract criteria, citing comparable technical complexity to cable-stayed and extradosed bridges. They proposed revising the criteria to include Network Arch Type Bridges among eligible major bridge types.	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(a)	Section III, Clause 4.2(a) specifies similar bridge experience as construction of major bridges involving PSC I Girder/PSC Cantilever Box girder. Network Arch Type Bridges are not included among the specified bridge types. Furthermore, the network arch bridges and the bridge types specified under the PQ involve different structural systems, load transfer mechanisms, and construction methodologies. Accordingly, the qualification requirements have been established to reflect the technical characteristics and construction methodology of the bridges to be constructed under this project.
3	Seeking clarification on the interpretation of the term "bridges" as referred to under Clauses 4.2(a), 4.2(b),	Section III - Qualification Criteria and Requirements	The term "bridges" in this document refers to River Bridges only. Accordingly, only river bridge experience shall be





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	and other relevant sections of the Eligibility Criteria. The firm requested confirmation on whether the term “bridges” includes various bridge-related structures, such as flyovers, elevated viaducts, vehicle underpasses (VUPs), minor bridges, and other similar structures, subject to meeting the specified technical requirements.	Specific Construction & Contract Management Experience Clauses 4.2(a), 4.2(b)	considered for compliance with the requirements under Clauses 4.2(a), 4.2(b), and other relevant eligibility criteria. An amendment shall be issued to incorporate this clarification.
4	Requesting confirmation on whether a segmental box-girder bridge (constructed using precast or cast-in-situ segments) of length ≥ 800 m would be accepted as meeting the specified box-girder bridge experience requirement under Clause 4.2(b).	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(b)	Experience in the construction of a segmental box-girder bridge using cast-in-situ segments will be accepted as meeting the requirement under Clause 4.2(b), provided all other specified qualification requirements are satisfied. An amendment shall be issued to incorporate this clarification
5	For Section III, Sub-Factor 4.2(b), is it acceptable to demonstrate the required production rates for earthwork, asphalt works, and concrete works using	Section III - Qualification Criteria and Requirements	As specified under Clause 4.2(b), the required rate of production for each key activity shall have been achieved during any one year within the last ten-year period (2016-2025) . Therefore, the required production rates for





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	different years within the period 2016-2025. Another bidder sought clarification on whether the specified rate of production requirements under Clause 4.2(b) can be demonstrated through aggregate quantities achieved from multiple contracts in one particular year implemented during the period 2016-2025, as achieving the specified production rates from a single contract may be difficult.	Specific Construction & Contract Management Experience Clause 4.2(b)	earthwork, asphalt works, and concrete works may be demonstrated based on different years within the period 2016-2025, provided that the specified minimum rate for each respective activity was achieved during at least one year within this period. Furthermore, as clarified in the footnote to Clause 4.2(b), the required volume, number, or rate of production for any key activity may be demonstrated by combining the quantities achieved under one or more contracts, provided those contracts were executed during the same one-year period.
6	Seeking clarification on whether ISO certification(s) may be accepted as supporting evidence for demonstrating ESHS management capacity under Clause 4.2(c), in lieu of client-issued confirmation letters verifying the implementation of ESHS requirements in previous contracts, considering that	Section III - Qualification Criteria and Requirements Specific Experience in managing ES aspects Clause 4.2(c)	The submission of ISO certificates alone shall not be considered sufficient to demonstrate the bidder's capacity to implement ESHS requirements. The bidder shall provide adequate supporting documents and evidence, including relevant records from previous contracts, to demonstrate its experience and capability in effectively implementing ESHS requirements.





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	obtaining such confirmation letters from previous clients may be challenging.		
7	Whether the technical experience requirement for all three packages is primarily focused on bridge experience, considering the requirement of a 90 m central span bridge for WD-1 and a 50 m central span bridge for WD-2 and WD-3.	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(a)	As per Clause 4.2(a), similar contracts shall mean <i>construction of road projects including bridges, involving two/four-lane carriageway or higher standard highways, along with construction of major bridges of specified types. Therefore, the qualifying experience shall be based on contracts/projects that include both road and bridge works, with the bridge component forming a significant part of the contract (generally not less than 20% of the contract value or involving bridges of substantial length or complexity).</i> Accordingly, the requirement is not limited to bridge experience alone; the applicant must demonstrate experience in integrated road and bridge construction projects meeting the specified criteria for each work lot.
8	Confirm whether the Mau River Bridge's 1,020 m length, 90 m central spans and cast-in-situ balanced-cantilever PSC construction are fixed requirements or	Section VII - Scope of Works	The stated parameters of the Mau River Bridge, including the approximate total length of 1,020 m, 90 m central spans, and the cast-in-situ balanced-cantilever PSC construction method, are based on the current stage of the detailed design.





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	remain subject to detailed-design development or value engineering.		
9	Clarification on the requirement for demonstrating liquid assets when applying for multiple packages. They requested confirmation on whether the applicant needs to demonstrate the highest liquid asset requirement among the packages applied for (e.g., USD 8 million for WD-1) or submit separate liquid asset evidence corresponding to each package.	Section III - Qualification Criteria and Requirements Financial Capabilities 3.1	In accordance with ITA 25.3, ITA 25.4 and the requirements specified in Section III, an Applicant applying for more than one package must demonstrate the aggregate liquid-assets requirement for the combination of packages for which it seeks prequalification. Accordingly, an Applicant applying for Packages WD-1, WD-2 and WD-3 must demonstrate liquid assets totaling USD 16.5 million, net of the Applicant's other commitments. The same financial resources shall not be counted more than once unless they are demonstrably available for the combined contractual commitments. The Employer will prequalify the Applicant for the maximum combination of packages for which it meets the applicable aggregate requirements.
10	Kindly tell if a site visit will be arranged by authority and if yes then please tell the date, time and meeting point. Additionally, for firms requiring a visa to visit Bhutan for submission of PQ	General Enquiry	At the prequalification stage, a site visit is not applicable . Following the completion of the prequalification process, prequalified firms may be invited to visit the project site. Details regarding the site visit, including whether it will be





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	documents, please provide guidance on the visa application procedure and relevant requirements. For Overseas Citizens of India (OCI) intending to visit Bhutan for a site visit related to this project, what would be the applicable procedure? Will the Client be issuing invitations for such visits?		mandatory or optional, as well as the date, time, and other arrangements, will be specified in the Bidding Document issued during the subsequent bidding stage. The prospective pre-qualified bidders who wish to undertake site visit shall be issued with a Sustainable Development Fee (SDF) waiver invitation letter. However, visa and the entry permits based on the above invitation letter must be processed by respective bidders. All arrangements and associated costs for the visit, including travel and other expenses, shall be borne by the visiting party. Other than Indian citizens with original voter cards, all other non-Bhutanese will need a visa.
11	Clarify whether documentary evidence such as contract agreement, completion certificate, or taking over certificate are required to support the experience claimed in the PQ application.	ITA 11.1	Applicants shall submit supporting documents in accordance with the requirements of the respective Application Forms. Completion certificate should be provided as documentary evidence to substantiate the experience claimed under the relevant experience forms. Applicants shall submit the documentary evidence required under the applicable Application Forms and Section III. Depending on the





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			experience claimed, this may include copies of contracts or relevant contract pages, completion certificates, taking-over certificates, employer/client certificates, and other documents that substantiate the contract value, Applicant's role and participation share, scope, key activities, and completion status. Submission of a completion certificate alone may not be sufficient where it does not establish all relevant qualification information.
12	Is cross discount applicable if a firm wins all three packages/contracts.	General Enquiry	Cross-discounts are not applicable at the prequalification stage. Whether Bidders may offer discounts for the award of multiple packages, and the method for considering such discounts, will be specified in the Request for Bids issued to prequalified Applicants. Any discount will be considered only in accordance with the provisions and evaluation methodology stated in the Request for Bids.
13	Requested that the requirement for the mandatory long-span bridge experience be decoupled from the similar contract requirement as per 42(a).	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management	Refer to the clarification provided for query no.7.





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	It was specifically proposed that the provision requiring the 90 m central span cast-in-situ PSC bridge experience to be part of the qualifying similar contracts be deleted , so that such bridge experience may instead be demonstrated through any other infrastructure project.	Experience Clause 4.2(a)	
14	Requested to recognize the experience in the construction of steel bridges in the specific construction criteria. Requested to suitably amend to include steel bridge construction experience while retaining the same minimum bridge span criteria prescribed for the other bridge types.	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(a)	The experience in the construction of Steel Bridge is not considered directly equivalent to the concrete bridge experience specified for this Project. The two bridge systems differ significantly in structural behaviour, construction methodology, erection techniques, quality control, and construction sequencing. The bridge types envisaged under this Project involve specialized activities such as prestressing, cast-in-situ construction, balanced cantilever construction, complex formwork, and construction-stage stability management.





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15	Requested to consider revising the bridge experience requirements by allowing experience with bridges having a maximum span equivalent to 50% of the specified minimum span requirement, such as: • 45 m in place of 90 m under Clause 4.2(a); and • 40 m in place of 80 m under Clause 4.2(b). It was stated that this approach is consistent with the World Bank's procurement guidance.	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience Clause 4.2(a)	Bridge work is the most technically demanding component of the Project. Accordingly, the qualification requirements, including the specified minimum span lengths under Clauses 4.2(a) and 4.2(b), have been established to ensure that applicants demonstrate experience commensurate with the complexity, scale, and technical challenges of the proposed works. Therefore, the requested revision may not be accepted.
16	Requested to amend the definition of "Similar Contracts" under Clause 4.2(a) by including viaducts as an eligible bridge type and recognizing road projects with major bridge/viaduct	Section III - Qualification Criteria and Requirements Specific Construction & Contract Management Experience	A viaduct is a functional classification of an elevated structure rather than a specific bridge structural system. In contrast, PSC I Girder/PSC Cantilever Box girder represent distinct bridge structural systems with specific design and construction characteristics.





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	components as qualifying similar contracts. It is requested to consider as follows: “Similar contracts shall mean construction of road projects including bridges, involving Two/four -lane carriageway or higher standard highways, and including construction of major bridges of PSC I Girder/ Can lever Bridge/ Box Girder bridge/ Extradosed bridge/ Cable stayed bridge / viaduct. The bridge / viaduct component shall form a significant part of the contract (generally not less than 20% of contract value or involving bridges/ viaducts of substantial length or complexity).	Clause 4.2(a)	Since the Project comprises major river bridges, the qualification requirements have been established based on bridge structural systems and construction methodologies that are directly relevant to the proposed works.
17	Is registration with Bhutanese authorities required for foreign contractors to participate in the World	General Enquiry	BCTA registration is not required for submission or evaluation of the Prequalification Application. Eligible foreign Applicants shall be permitted to participate in the





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	Bank-financed procurement for this project?		prequalification and bidding processes without prior BCTA registration. The successful Bidder may, however, be required to complete applicable registration and licensing formalities before contract signing or commencement of the Works, within the period and in the manner specified in the Request for Bids and consistent with applicable Bhutanese law.
18	Please clarify the disbursement method for this procurement?	Section I. Instructions to Applicants (ITA), 2. Source of Funds	Payments under the resulting contract will be made in accordance with the payment provisions of the contract. The method by which the World Bank disburses financing to the Borrower is an arrangement between the Borrower and the Bank and does not alter the Employer's contractual payment obligations. Detailed payment terms will be provided in the Request for Bids and the Conditions of Contract.
19	(1) It is understood that the Royal Monetary Authority of Bhutan (RMA) publishes exchange rates only from January 2025 onwards. For contracts or financial information relating to periods prior to January 2025, may the Applicant use the exchange rates	Section I. Instructions to Applicants (ITA), 14.2 (a) Section II. Prequalification Data Sheet, ITA 14.2	For construction turnover and annual financial data, the rate prevailing on the last day of the respective calendar year shall be used; for the value of a single contract, the rate prevailing on the date of the contract shall be used. Historical RMA rates are available in the relevant Monthly Statistical Bulletins https://www.rma.org.bt/publication/31/





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	published by its principal bank, MUFG Bank Limited, instead? (2) Is the exchange rate above selling (TTS)? (3) Where an Applicant's contract is denominated in a foreign currency beyond the RMA currency list, what methodology is to be used?		Telegraphic Transfer (TT) Selling rate published by the Royal Monetary Authority (RMA) will be applied for ITA 14.2. For exchange rates that are not available or published by the Royal Monetary Authority, the client shall use publicly available alternative sources such as central bank of its respective country and apply a consistent cross-conversion methodology. Applicants shall not use exchange rates selected from their own commercial banks. Any error in determining exchange rates may be corrected by the Employer in accordance with ITA 14.2. An amendment shall be issued to incorporate this clarification.
20	If an applicant submits applications for multiple packages at the Pre-Qualification (PQ) stage but intends to bid on only one package at the bidding stage, can the same contract experience be used to satisfy the qualification	Section III. Qualification Criteria and Requirements, 4. Experience	An Applicant applying for multiple packages will be evaluated for the maximum combination of packages for which it meets the aggregate requirements, in accordance with ITA 25.3, ITA 25.4(b) Option 3, and Section III. The same contract may be considered against more than one package only to the extent permitted under Option 3 and provided it satisfies the





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	requirements across multiple packages during the PQ evaluation?		minimum single-contract value and other applicable requirements for each package. However, where Option 3 requires aggregate experience, the Applicant must satisfy the applicable aggregate number and value of contracts; the same contract shall not be counted repeatedly as different contracts. The Applicant must also satisfy the aggregate liquid-assets and other applicable financial-capability requirements for the package combination. An Applicant prequalified for multiple packages may subsequently choose to bid for one or more of those packages, subject to the Request for Bids
21	Please confirm whether an Applicant may participate as an individual firm for one Package and as a member of a Joint Venture for another Package, provided that the Applicant does not participate more than once in the same Package.	Section I, ITA 4. Eligible Applicants	Yes. A firm may apply individually for one package and as a member of a Joint Venture for another package, provided that it does not participate in more than one Application for the same package, whether individually, as a JV member, or in another capacity prohibited under ITA 4. Participation will also remain subject to conflict-of-interest, affiliate, subcontracting, and other eligibility provisions of the Prequalification Document.





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22	Confirm whether a foreign contractor is permitted to participate in this contract package as a sole bidder without forming a Joint Venture (JV) with a Bhutanese company. If the inclusion of a Bhutanese partner is mandatory under current Bhutanese laws or procurement regulations, please clarify the minimum equity share requirements or any other mandatory partnership criteria.	ITA 4.2	Yes, a foreign contractor is permitted to participate as a sole bidder in this contract package. According to the pre-qualification criteria, an applicant may have the nationality of any country, provided they meet the eligibility criteria outlined in the document. Specifically, as per page 14, "An Applicant may have the nationality of any country, subject to the restrictions pursuant to ITA 5.1 and 5.2." Thus, no requirement for forming a joint venture with a Bhutanese company is stipulated for participation.
23	Please confirm whether it is mandatory for a foreign contractor to establish a local entity, obtain business registration, or secure specific licenses/permits in Bhutan prior to bid submission. If such registration is required, please clarify if the successful bidder may fulfill these requirements during the post-award period prior to contract signing.	General Enquiry	Refer to the clarification provided for query no.17.





དཔལ་ལྷན་འབྲུག་གཞུང་། གཞི་རྒྱུ་མཁོ་ཆས་དང་སྐྱེལ་འདྲེན་ལྷན་ཁག
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24	Please clarify the applicability of local content requirements for this contract package. Specifically, we request confirmation on whether there are mandatory requirements regarding local labor employment, domestic preference policies, or specific quotas for the participation of local Bhutanese firms.	General Enquiry	The World Bank's requirements stipulate that at least 30% of the workforce should be local labour. Given the limited availability of local labour in certain categories, the Project recognizes the practical challenges, and a minimum requirement will be stipulated in the bidding document.
25	In instances where a firm has been prequalified as an individual applicant, is it permitted to form a Joint Venture with another firm that has also been prequalified individually for the purpose of submitting a joint bid? If this is permitted, please confirm whether prior written approval from the Employer is required before the bid submission.	Section I - Instructions to Applicants ITA 4.3	Any changes in the structure of the formation of an applicant after being pre-qualified in accordance with ITA 27 and invited to bid shall be subject to the written approval of the Employer prior to the deadline for submission of Bids.





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26	The Contract has been divided into three packages, each with its own qualification and experience requirements. Please confirm whether a bidder may submit bids for all three packages by meeting the highest qualification and experience requirements among the three packages, with the understanding that the bidder would be awarded only one package?	Section I - Instructions to Applicants ITA 25.3	Refer to the clarification provided for query no.20.
27	During our review of the Royal Monetary Authority (RMA) exchange rate records (https://www.rma.org.bt), we noted that the exchange rate information available on the RMA website appears to be limited to a relatively short historical period and does not provide a comprehensive long-term archive. It only shows up to May 2024. Could you kindly advise whether	ITA 14.2	Refer to the clarification provided for query no.19. (1)





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	there is an official source, database, or reference document that should be used to obtain historical exchange rate data for periods not available on the RMA website?		
28	Rated Criteria for Technical and Price Bid Evaluation It is our understanding that Rated Criteria are applied as a mandatory component of the evaluation process for most World Bank international competitive procurements. Given that the specific Rated Criteria, scoring methodology, and weighting system have not been indicated at the current Prequalification (PQ) Stage, could the Employer kindly clarify the respective weightings of the Technical Bid and Bid Price, as well as the methodology that will be used to determine the overall	ITA 29.1	It will be specified LATER in the bidding document.





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	ranking of Bids during the subsequent Bidding Stage?		
29.	Anticipated Duration of the Bidding Period The Employer indicated that the bidding documents are expected to be issued in October 2026. Please clarify the anticipated bid submission deadline or the expected duration of the bidding period?	Specific Procurement Notice Invitation for Prequalification	It will be specified LATER in the bidding document.
30	Request for amendment - Proposing that qualifying experience be accepted either through (i) construction of a major bridge of the specified types, or (ii) construction of a two/four-lane carriageway or higher-standard highway, with or without the specified major bridge types, to broaden participation while maintaining the required experience standards.	Section III - Qualification Criteria and Requirements, Clause 4.2(a) - Specific Construction and Contract Experience	Refer to the clarification provided for query no. 7





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31	Contractor requested clarification on the acceptable source for INR-to-USD exchange rates, including historical rates, noting that RMA does not publish INR-to-BTN rates.	ITA 14.2	As the Indian Rupee (INR) and Bhutanese Ngultrum (BTN) are maintained at par, no conversion from INR to BTN shall be required. Accordingly, where conversion to USD is required, the applicable exchange rate published by the Royal Monetary Authority of Bhutan (RMA) for BTN/USD shall be used in accordance with ITA 14.2. For historical rates, refer to the clarification provided for query no. 19(1)
32	Request for Extension of PQ application submission	ITA 17.1 Submission of Applicants	Amendment shall be issued
33	Clarification on whether national firms are eligible to participate for Joint Venture with International firm	Section I - Instructions to Applicants ITA 4.3	All National Bidders are eligible to participate as JV provided they meet the minimum requirements specified in the Pre-Qualification Document
34	Clarification is sought on whether the financial qualification and specialised bridge experience requirements may be demonstrated through separate contracts, rather than requiring both criteria to be satisfied under the same contract(s).	ITA 3 (3.1 & 3.2)	Applicants shall demonstrate compliance with the applicable financial qualification requirements under Section III, Clause 3 , and separately demonstrate the required specialized bridge experience under Section III, Clause 4.2(a) . The contracts used to demonstrate the specialized bridge experience may therefore be different from those referenced or considered in demonstrating the Applicant's financial qualification,





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			provided that all applicable qualification requirements are satisfied independently.
35	Please clarify whether the Applicant is required to submit a copy of the Prequalification Application in addition to the original hard copy at the time of submission.	ITA 15.2	As specified under ITA 15.2, in addition to the original, the Applicant is required to submit one (1) copy of the Prequalification Application. The required copy shall be submitted in PDF format on a USB Memory Stick along with the original Application. Applicants failing to submit the required copy shall result in disqualification or non-responsiveness of the Prequalification Application.





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Annexure II: List of participants who attended the Meeting

Sl. No	Name of the Firm	Name of the Representative	Email Address	Attendance: Virtual / in person
1	Ashoka Buildcon Limited	Vinit Chitale	vinit.chitale@ashokabuildcon.in	In person
2	Rigsar Construction Pvt Ltd	Sonam Wangdi	sonamwangd@rigsar.bt	In person
3	Chimmi R D Construction Pvt Ltd	Dorji Penjor	penjorp2001@gmail.com	In person
4	Wangthang Construction	Ngawang	ngawangjamtsho222@gmail.com	In person
5	Project DANTAK	Kundan		In person
6	NCC LIMITED	SUMANTH Alluri and team	sumanth.a@nccltd.in	Virtual
7	Kalpataru Projects International Limited	Ruby Dolas	ruby.dolas@kalpataruprojects.com	Virtual
8	Kalpataru Projects International Limited	Gunja Shrinivas	gunja.shrinivas@kalpataruprojects.com	Virtual
9	Kalpataru Projects International Limited	Ravi Nasikkar	ravi.nasikkar@kalpataruprojects.com	Virtual





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10	Nurol Insaat ve Ticaret A.S	Ugur Yigit	ugur.yigit@nurol.com.tr	Virtual
11	Larsen & Toubro Ltd	Hariprasad M	mhariprasad@lntec.com	Virtual
12	Afcons Infrastructure Limited	Subodh Kumar	Subodh.kumar@afcons.com	Virtual
13	Kalpataru Projects International Limited	Satish Kumbhar	Satish.Kumbhar@kalpataruprojects.com	Virtual
14	Cemindia Projects Limited	Tulsi Roy	tulsi.roy@cemindia.co.in	Virtual
15	Cemindia Projects Limited	Sayan Chakrabarti	sayan.chakrabarti@cemindia.co.in	Virtual
16	Larsen and Toubro Limited	Sankaranarayanan S	ssankar@lntec.com	Virtual
17	Shivshakti Construction Company	Dharmendra Sharama	shivshakticonstructionco09@gmail.com	Virtual
18	ANK Construction Co. Pvt. Ltd.	Kabin Maharjan	tender@ank.com.np	Virtual
19	KEC International Ltd.	Kamran Kharbe	kharbek@KECRPG.COM	Virtual
20	KEC International Ltd.	B S Sudhanvan	sudhanvanb@KECRPG.COM	Virtual
21	Dineshchandra R. Agrawal Infracon Pvt. Ltd.	Deepak Agrawal	deepak.a@draipl.com	Virtual





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22	Dineshchandra R. Agrawal Infracon Pvt. Ltd.	Dharmik Shah	dra.bd@draipl.com	Virtual
23	SHIMIZU CORPORATION	Masumi HOSHINO	hoshino.masumi@shimz.biz	Virtual
24	SHIMIZU CORPORATION	Marius Z. Tobias	marius.tobias@shimz.biz	Virtual
25	SHIMIZU CORPORATION	Hirota MOTOJIMA	motojima.hirota@shimz.biz	Virtual
26	SHIMIZU CORPORATION	Roman M. Nunez III	nunez.roman@shimz.biz	Virtual
27	SHIMIZU CORPORATION	Michelle Frances C. Barangan	barangan.michelle@shimz.biz	Virtual
28	SHIMIZU CORPORATION	Katsuo OCHI	ochi.katsuo@shimz.biz	Virtual
29	SHIMIZU CORPORATION	John Frederick E. Adriano	adriano.frederick@shimz.biz	Virtual
30	SHIMIZU CORPORATION	Tomoko ODAIRA	odaira.tomoko@shimz.co.jp	Virtual
31	SHIMIZU CORPORATION	Keisuke SHIROSUGI	shirosugi.keisuke@shimz.biz	Virtual
32	Ashoka Buildcon Limited	Prasad Koli	prasad.koli@ashokabuildcon.com	Virtual
33	Ashoka Buildcon Limited	Chinmay Argade	chinmay.argade@ashokabuildcon.in	Virtual





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34	NSG India	Manthriragada Srikanth		Virtual
35	Hindustan Construction Company Ltd	Jitendra Shah	jitendra.shah@hccindia.com	Virtual
36	Hindustan construction company Ltd	Rahul Kulkarni	rahul.kulkarni@hccindia.com	Virtual
37	Dai Nippon Construction	Mizuki Maeda	mizuki.maeda@dnc.co.jp	Virtual
38	Dai Nippon Construction	Teruki Furukawa	teruki.furukawa@dnc.co.jp	Virtual
39	JCC Infraprojects Pvt. Ltd.	Sashank Jain	shashank@jccinfraprojects.com	Virtual
40	Ircon International Limited	Aman Aggarwal	aman.aggarwal@ircon.org	Virtual
41	Afcons Infrastructure Ltd	Puneet Puri	Puneet.puri@afcons.com	Virtual
42	PNC INFRATECH LIMITED	PRIKSHIT SHARMA	avptech@pncinfratech.com	Virtual
43	NNT DEVELOPERS LIMITED	Adhiraj Pratap Singh	nntdpl@gmail.com	Virtual
44	NNT DEVELOPERS LIMITED	Sahaya Nirmal	nntdpl@gmail.com	Virtual
45	GRTC LIMITED	Sayeed Mandal	sayeedmandal543@gmail.com	Virtual





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46	M S INFRAENGINEERS PVT. LTD.	D BEHERA	msil@msil.co.in	Virtual
47	Hindustan Construction Company Ltd	Ricky Panikar	ricky.panikar@hccindia.com	Virtual
48	Sonam Rinchen Construction Pvt. Ltd.	Tshering Tobgyel	notlyenchoen@gmail.com	Virtual
49	Power engineering India private Limited	Sattiraju	Sattiraju.Subrahmanyam@paikane.com	Virtual
50	Manah Dynamics Pvt. Ltd	Anchith Sikha	anchith.sikha@manah.com	Virtual
51	Manah Dynamics Pvt. Ltd	Uday Kulkarni	udayk@manah.com	Virtual
52	M/s Indanella Construction Private Limited	Rinchen Choedra	indanellaconst@gmail.com	Virtual
53	Biky const. pvt. ltd	birkha bdr.	bikyhardware@gmail.com	Virtual
54	Shree Gautam Construction Company Limited	Gautam Kumar Jain	sgccpl@gmail.com	Virtual
55	Chimmi R D Construction Pvt Ltd	Karma Tshethar	chimmird.const@gmail.com	Virtual
56	Varindera Constructions Limited	Shweta Vohra	bd@vclgroup.in	Virtual





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57	Varindera Constructions Limited	Sanjay Singh Shekhawat	bd@vclgroup.in	Virtual
58	Varindera Constructions Limited	Rishabh Kumar Jain	bd@vclgroup.in	Virtual
59	Rigsar-Vajra JV PTE. LTD.	Sherab Chojay	cs@rvjv.bt	Virtual
60	Transrail Lighting Ltd.	Mittal Bhatia	mittal.bhatia@transraillighting.com	Virtual

