RFP/UNDP/KW/2013/005

**REQUEST FOR PROPOSALS**

**Development of Web-Based Traffic Demand Management, Road safety and Enforcement Project (TREP) 2013-2015 for the State of Kuwait**

**CLARIFICATIONS TO PROPOSERS 3**

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| **No** | **Questions** | **Answers** |
| 63 | We understand that a data collection application from various sources has to be developed, requiring a detailed list of the sources that feed the system. Please confirm.  | Yes. As indicated in Section 3, ToR of the RFP, Table 1 Sources of Current Data in Kuwait, proposers shall provide procedures for data collection from these sources. The successful proposer also shall procure / provide all necessary traffic count / information / data requirements e.g. Software, devices and equipment which may include appropriate mobile traffic count system, intelligent vehicle, video camera enabled vehicle and vehicle classification system and also to provide other required resources and personnel, e.g staff and local transport, to ensure efficient data collection and entry as stated in the RFP. |
| 64 | Please specify which are the various sources for data collection and the various Kuwait Governorates.  | All data sources have been mentioned in Section 3, ToR of the RFP, Table 1 Sources of Current Traffic Data in Kuwait. A manual / set of processes for data collection is required for:Traffic count (which is not part of the current 63 traffic cameras of the traffic control centre), congestion level, fatalities, ambulance and injuries information, and black spot locations.An electronic process / software and IT integration is required for:Traffic control centre, patrol vehicle operations centre, mainframe of the offences data and PACI (public web services) in order to download or access the data. The current Governorates in Kuwait include Al-Asma, Hawali, Mubark Al Kabeer, Al Jahara, Al Farwaniya and Al Ahmadi, The Project Team will provide help to facilitate access to the GDT systems and other data.  |
| 65 | Please list all relevant systems and the interface which is going to communicate with them. | the IDMS needs input from sources indicated in Section 3, ToR of the RFP, Table1 Sources of Current Traffic Data in Kuwait, MOI and Project Team will facilitate the interface requirements and links.  |
| 66 | We understand that the improvements are related to the new IDMS software versions generated during the maintenance phase. Please confirm.  | The successful bidder shall ensure efficient IDMS operations and delivery of required outputs which have been identified for completion in Dec 2015 (including staffing, equipment, software and resources ) e.g continuation of data collection till Dec 2015, continuation of data entry and analysis, monitoring IDMS operations and provide maintenance / fix problems as required, continuation of black spot identifications, congestion monitoring, and assessment of the requirements of stage 2 of the project during 2015-2020 (as per Section 3, ToR of the RFP, E Duration of the Work, Testing, Modification and Maintenance Period. And also to deliver some tasks, if any, which have been experienced delay since the project commencement if any). |
| 67 | Please provide detailed data of Traffic Police Patrol Vehicle System, including database, GIS, AVL, and existing communications.  | There are about 90-100 traffic police vehicle in operation on daily basis, and all provided with GPS to identify their locations through a system called "Leader Tracker Client”. Some of these vehicles have been provided with the portable speed cameras. The patrol vehicle operations centre has been equipped with GIS system (ArcGIS), traffic monitoring screen linked with the traffic control centre, telephone link with the emergency centre 112 (for accidents, ambulance operations and emergency). The awarded bidder will use the existing available tracking systems installed on patrol vehicles as well as GIS. The current database includes only vehicle registration number and name of the traffic police officer and it is associated with manual input from various police stations. The database needs to be enhanced to accept electronic data input, and include time of the day, location, details of police officers, governorate name, and link with the area features, e.g road classifications, accident locations, GIS information, congestion level, hospital locations and other critical information. Sample design has been developed by the Project Team and will be provided to the successful bidder. Please refer the uploaded presentation file, Slide no-34 (No Title). The proposers shall note that since the establishment of 6 sub-centres is part of the ToR of the RFP, connectivity between the patrol vehicles equipped with AVL and the sub centres needs to be ensured. |
| 68 | We understand that the development of the interface in the Traffic Police System is beyond the scope of this contract. When is it going to be available and what features is it going to have?  | The successful bidder (following the project commencement) also shall assess requirements of stage 2 of the project during 2015-2020 which includes various ITS, Traffic Management, Patrol Vehicle Operation, and Traffic Police System issues. The project team will work closely with the bidder to facilitate the development of this stage based on the lessons learned and national needs.  |
| 69 | Will there be a border crossing system to feed IDMS? Or will IDMS be feeded manually? In such case, how will IDMS function with the manually received data?  | Current manual border crossing system and database includes information about the:• Vehicle registration no.• Driver details. and this will be facilitated to the successful bidder .Enhancement of the border crossing system to feed IDMS is required and should include additional functions such as :• No of vehicle Chassis• Type of vehicle• No. of vehicle passengers• Capacity / Load of vehicle, e.g. 5 tons, An electronic / on line mechanism, e.g via current GDT internet system, should be created to facilitate the link with the IDMS. The Project Team, and technical staff of the GDT will work closely with the successful bidder to facilitate the development. IDMS should have the capacity to accept the electronic data (on line) and manual data if needed (to be entered by some staff).  |
| 70 | Task 2.3 requires the development of an Air Quality Management System database and one mobile field measuring device which should be integrated into the IDMS. Seems quite a short deployment for the management of such a system. Section 'Specialized Programs' in attachment 4, also states a requirement for Air Quality and vehicle emissions management system. Please clarify the existing functionality and SW that have to be included/ provided in the current project. | The successful bidder has to procure specialized Program / Database for Assessment of Vehicle Emissions, and to procure one Air quality mobile field measuring device. Section 3, ToR of the RFP, Table 2 and Section 7, Financial Proposal Form Table A, Price of Equipment and Software re have been amended accordingly and are included as Annexes 2 and 3 to the pre-proposal conference minutes. At present there is no such system and the bidder needs to provide a well-known and modern program/database and device. |
|  | Please provide more details for this task: where are the data sources coming from, to what kind of data is referred? Could the functionality be described in more details?  | Since there is no current system, the proposers shall create a link between the IDMS and various sources of data which have been mentioned in Section 3, ToR for RFP, Table 1 Sources of Current Traffic Dada in Kuwait, e.g traffic control centre (IT system) and the manual/ paper work of collection of traffic fatality data, and link between the IDMS and Modules/requirements of Section 3, ToR of the RFP, C Scope of Services, Expected Outputs and Target Completion, Task 1, Task 3, Task 6 and Support Information. The proposers shall select a modern software and technology to facilitate development and functionality of the IDMS, e.g to download information / images / pictures / videos from the current traffic control centre and patrol vehicle operations centre, to download PACI website information (images and maps), and to assess congestion level, field traffic count points (non GDT traffic camera count), and relevant internet/ Google images, pictures, maps and videos, and also to provide analysis, since this is one of the key objectives of the IDMS to facilitate traffic data analysis, monitoring and countermeasures to tackle problems.  |
| 71 | What is the IDMS functionality of the Accident Information System? Only collection of data from the Accident Information System? In various points of the Request for Proposal document is stated the need to make automatic the management of accidents, incorporating forms for data entry. It would be helpful to obtain information about the current management and the expected functionality. Section 'Specialized Programs' also includes a requirement for an accident investigation SW. Please clarify the specialized programs functionality, the accidents module integration and all IDMS foreseen functionality. | The proposers shall provide modern accident information / data system (Task 3.3) to facilitate data entry, analysis and reporting, e.g date and time of accidents, causes, location, cost, GIS, seatbelt use, road conditions, offences, injuries, people involved, black spots, speed and other required information. The system should have the capacity to accept manual and electronic data and integration with the IDMS. At present there is no such system. The accident investigation system of Task 4.5 deals with institutional reform.It needs an individual expert to assess current practice of accident investigation in Kuwait and provide proposal on the enhancement of the system based on the best international practice and the information provided by Project Team to establish accident investigation units within the GDT, in each of the 6 Governorates, and to identify the required equipment, staffing, and simulation/ reconstruction software, for each unit.  |
| 72 | Please describe the functionality, relevant to the TREP, provided by any existing or foreseen interfaces with external systems or mainframes, together with the IT technology in use (Web services, database access, file exchange, etc.)-QuickNet4- PACI systems- Traffic patrol tracking system- National Emergency Centre systems - MEW Pole database | There is no such existing system. Basically the aim of the project is to develop an efficient tool that will assist planning, implementation and management of sustainable transport system in Kuwait. It entails collection, reading and analysis of various data and produce outputs in the form of reports, website services, mobile phone services and computer terminal display, to improve capacity of the stakeholders, as described in Section 3, ToR of the RFP. The project will be independent in its resources and computer facilities, servers, website, office, databases, storage system, analysis, and monitoring and evaluation. The only link it has with other data sources is to get recent information for analysis purpose, e.g road accidents, black spots, congestion levels, vehicle emissions, traffic operations, vehicle issues, traffic police operations, GIS , road network and transport services. The project will have links with:• The traffic control centre and its relevant traffic signals (QuickNet4) and cameras for accessing information/ images/ photos/ videos.• The traffic vehicle operations centre (GPS, ArcGIS and Leader Tracker Client system) for accessing the enhanced police vehicle database, and traffic information issues.• PACI website which utilizes current information regarding residential address, road classifications, benchmarks, land use, road networks, and civil ID. The system uses ArcGIS, and link with IPhone, IPAD, Facebook and Twitter. • Ambulance dada which includes information about the injured people transferred to hospitals including name the ambulance centre and hospital name. At present the information provided as a paper work.• National emergency centre which provides telephone service (112) and link with the traffic control centre and patrol vehicle operation centre. The centre also produces reports regarding the daily information, e.g time of call, accident type, and address. • MEW information which is available with the Project Team on CDs. It includes locations of all electricity poles in Kuwait which have been provided with numbers. For the purpose of the project, the pole number can be used to identify the accidents, congestion, and offence locations. |
| 73 | Are there any dedicated data links connected to the Traffic Control centre? Could you provide a description of those links?- Patrol Vehicle Operations Centre- GIS mainframe- National Emergency Centre- Ambulance- Hospital- Municipality- PACI | No, except the link with the patrol vehicle operations centre which shares some traffic monitoring /cameras information and telephone services. Both centres are in the same building. |
| 74 | Please provide approximate locations of the governorates, senior management, ministries and organizations for which an internet facility should be provided. | All Government services are in the urban areas. The urban area of Kuwait (occupied areas) is 8% of the total area of Kuwait of 17800 sq.km (or about 1400 sq.km). Kuwait is highly urbanised country, 99% of the population live in the urban area, most government ministries and services are in the central area, and the driving distance between centres of the Governorates are between 30 min and 1.30 hour. All areas have been covered with internet services (Government and Private Sector services). The MOI and Ministry of Communications have some Fibre Optic. |
| 75 | Could you please specify the application level protocols used for monitoring and controlling from the Traffic Control Centre?- Traffic cameras- VMS- Fixed speed cameras- Red light cameras- Point to point cameras | There are 157 traffic signals (QuickNet14), which will be modified from off-line to on-line very soon, and 21 VMS. A system called "Preemption" has been used recently in all traffic light intersections to facilitate opening of the intersections (wireless by the vehicles which have been provided with MDT devices), for special events use. The portable speed cameras (18) have been used to cover some areas which have no fixed speed cameras. The traffic patrol vehicles have been provided with a GPS associated with a program called "Leader Tracker Client". There are over 100 red light cameras, and there are Point to Point cameras to monitor the vehicle speed along the whole link of the road (through calculation of the distance between two fixed points at the beginning and end of the road as well as assessment of the travel time between these two points, to calculate the real vehicle speed on the road). The fixed speed cameras (40) have the capacity of double-sided photo and flash for high/clear resolution. The Work is in progress to enhance current speed camera and red light camera systems to transfer the pictures (wireless) simultaneously from the site to the traffic control centre, and entering the picture in the offences system, using digital cameras. |
| 76 | Are the MOI and the PACI using the same GIS database? Otherwise, which one is preferred?  | The project Team is using ArcGIS database and PACI is also using ArcGIS database.  |
| 77 | Please provide a detailed description of the desired level of service (available human resources, response times, working hours) for the operation, maintenance, enhancement and troubleshooting of the various systems of the Project. | The desired level of service is the bidder responsibility to ensure satisfactory delivery of all the required tasks defined in the TOR and ensure efficient operations, maintenance and upgrades of the system, Section C, ToR of the RFP has clearly identified skills of the required consultants and need for technical people for data collection.  |
| 78 | Please specify the desired level of service (available human resources, response times, working hours) of the support help for the maintenance period. | The desired level of services is the bidder responsibility to satisfactory delivery of all the required tasks defined in the TOR and ensure efficient operations, maintenance and upgrade of the system. Section C, ToR of the RFP has clearly identified skills of the required consultants and need for technical people for data collection |
| 79 | Please describe dimension, capacity and technology of the hardware and software products and/or solutions used in the operation of Traffic Police Patrol Vehicle System, including the database, GIS, vehicle tracking system and communication. | • The traffic control centre and its relevant traffic signals (QuickNet4) and cameras provide the Traffic Police Patrol Vehicle Centre with Screens to monitor traffic operations as well as telephone services.• The Traffic Vehicle Operations Centre uses (GPS, ArcGIS and Leader Tracker Client system) for monitoring, and uses manual information about deployment of daily traffic patrol vehicles..• National emergency centre (telephone 112) provides the Traffic Police Patrol Vehicle Centres with a telephone service regarding the various incidents. |

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| 80 | Which is the protocol to communicate with the different sources of data and various Kuwait Governorates? Is this protocol the traffic Standard, TMDD? | The proposers shall be responsible for all data collection from various sources which have been mentioned in Section 3, ToR of the RFP, Table 1 Sources of Current Traffic Data in Kuwait, to meet the project needs. There is no other protocol. The Project Team will provide help to facilitate access to the GDT systems, and provide the necessary offices. |
| 81 | How many data sources and Kuwait Governorates should the software integrate? | All data sources have been mentioned in Section 3, ToR of the RFP, Table 1 Sources of Current Data in Kuwait. Some sources need manual or process mechanism, e.g. traffic count which is not covered by the current 63 traffic count cameras of the traffic control centre , congestion level, ambulance (injuries) information, fatalities, and black spot locations, while other data needs electronic process / software and IT integration for downloading or accessing , e.g traffic control centre data, patrol vehicle operations centre data, and mainframe of the offences data, and PACI (public web services). The Project Team will provide help to facilitate access to the GDT systems and other data. |
| 82 | Which are the relevant systems to be integrated with the IDMS? Could you please quote the different Software and brands? | The proposers shall create a link between the IDMS and various systems of the sources of data which have been mentioned in Section 3, ToR for RFP, Table 1 Sources of Current Traffic Dada in Kuwait, e.g traffic control centre (IT system) and the manual/ paper work of collection of traffic fatality data, and link between the IDMS and Modules/requirements of Section 3, ToR of the RFP, C Scope of Services, Expected Outputs and Target Completion, Task 1- Task 3, Task 6 and Support Information. The proposers shall select a modern software and technology to facilitate development of the IDMS. |
| 83 | From how many sources will the software download images? | The proposers shall create a software or other technology to download information / images / pictures / videos from the traffic control centre and patrol vehicle operations centre, PACI website (images and maps), and congestion level, field traffic count points (non GDT traffic camera count), and relevant internet/ Google images, pictures, maps and videos. |
| 84 | Please, clarify if the integration of the Accident information system will be manual. | The proposers shall provide modern accident information / data system to facilitate data entry, analysis and reporting, e.g date and time of accidents, causes, location, cost, seatbelt use, road conditions, offences, injuries, people involved, black spots, speed.. etc with the capacity to accept manual and electronic data and integration with the IDMS. |
| 85 | How many KPIs should the system be able to calculate? Will you show examples of KPIs? | The proposers shall assess the current KPIs and provide the ability to include new KPIs as required. Current KPIs include: reduction of road fatality rate per 100.000 population to below 14, reduction of road fatality rate per 10.000 vehicles to below 3.8, reduction of congestion by 15% per annum, building of efficient IDMS by 2015, establishment of efficient black spot system by 2015, commence implementation of the institutional reform, establish efficient Monitoring and Evaluation system by 2015. The Project Team will provide the successful bidder with the current / relevant KPIs, and will provide advice regarding the new KPIs. |
| 86 | There are 63 cameras in the intersections. Do the cameras send only a signal or they can send video too? Which is the brand and model of the cameras? | There are 63 cameras for traffic count at various intersections (type : ITERIS, operation system : Image Processing Technology). They send signals and videos to the traffic control centre.  |
| 87 | Should the IDMS manage the controllers? Which is the communication protocol to communicate with the controllers? Or IDMS only has to integrate the Swarco future System?. Please clarify. | IDMS only deals with the downloading/interface of the relevant information/images/ videos/ ..etc of the traffic control centre, without interfering with the current design and operations of the traffic control centre. |
| 88 | Which is the communication protocol with the VMS? Which is the layout of the signals? | IDMS will not involve any operations or design of the Variable Message Sign/the Traffic Lights/ Traffic Control Centre. It will deal only with the downloading / interface of the relevant information for analysis purpose, form the traffic control centre. There are 157 traffic signals (QuickNet14), which will be modified from off-line to on-line very soon, and 21 VMS. A system called "Preemption" has been used recently in all traffic light intersections to facilitate opening of the intersections (wireless by the vehicles which have been provided with MDT devices), for special events use. The portable speed cameras (18) have been used to cover some areas which have no fixed speed cameras. The traffic patrol vehicles have been provided with a GPS associated with a program called "Leader Tracker Client". There are over 100 red light cameras, and there are Point to Point cameras to monitor the vehicle speed along the whole link of the road (through calculation of the distance between two fixed points at the beginning and end of the road as well as assessment of the travel time between these two points, to calculate the real vehicle speed on the road). The fixed speed cameras (40) have the capacity of double-sided photo and flash for high/clear resolution. More work is in progress to enhance current speed camera and red light camera systems to transfer the pictures (wireless) simultaneously from the site to the traffic control centre, and entering the picture in the offences system, using digital cameras. |
| 89 | Which is the brand of the cameras? Could you describe the current operation with the camera? What should the IDMS do with the camera information? We understand that the IDMS only saves the fine. |  IDMS will deal with the information of the traffic control centre and relevant cameras only for analysis purpose, e.g number of direct offence by the cameras to compare with the indirect / manual offences by the traffic police, identification of offence locations, assessment of traffic patrol vehicle operations, identification of accident locations, assessment of congestion level, analysis of offences, e.g mobile phone use during driving, disobey traffic light signals, overloaded vehicles, speeding, and comparison of accident an offence causes ..etc. The Project Team will closely work with the successful bidder to facilitate access to data sources. The brand of cameras has been described in the previous 2 questions.  |