

Date: **26.06.2024**



**Request For Proposal (RFP) for
Selection of agency for Preparation of Detailed Project
Report for Operation of City Bus Services in Six (6)
selected Cities in Odisha.**

Tender No: Ref Number: **1465/CRUT**

E.M.D: **Rs. 5,00,000.00 (Five Lakhs) (Refundable)**

Tender Fee: **Non-refundable Rs. 11,800- {Rs.10000/- + 18% GST (Rs. 1800/-)}**

Tender Inviting Authority

Capital Region Urban Transport

Plot no-548/1452, Patia, Kalarahanga, Bhubaneswar, Odisha 751024

Phone: 0674-3501580

Email: crutbbsr@gmail.com

Website: <https://capitalregiontransport.in/>

Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.

A. DISCLAIMER

1. Though adequate care has been taken while preparing the tender Document, the Bidders should satisfy themselves that the document is complete in all respects. Intimation of any discrepancy shall be given to this office immediately. If no intimation is received from any Bidder within seven days from the date of notification of tender Document/ Issue of the tender Document, it shall be considered that the tender Document is complete in all respects.
2. The information contained in this tender and subsequently provided to the Bidders (henceforth referred to as "Bidder/s") verbally or in documentary form by CRUT (Capital Region Urban Transport) (henceforth referred to as "Authority" in this document) shall form integral part of this tender.
3. Managing Director, CRUT reserves the right to modify, amend or supplement this tender Document.
4. While this tender Document has been prepared in good faith , CRUT (Capital Region Urban Transport) Odisha nor its employees make any representation or warranty, express or implied, or accept any responsibility or liability, whatsoever, in respect of any statements or omissions herein, or the accuracy, completeness or reliability of information, and shall incur no liability under any law, statute, rules or regulations as to the accuracy, reliability or completeness of this tender Document, even if any loss or damage is caused by any act or omission on their part.
5. The issue of this tender document does not imply that CRUT (Capital Region Urban Transport) Odisha is bound to select a Bidder or to appoint the Selected Bidder (as defined hereinafter) and Managing Director, CRUT reserves the right to reject all or any of the Bidders or Bids without assigning any reason whatsoever.
6. The Bidder shall bear all its costs associated with or relating to the preparation and submission of its Bid including but not limited to preparation, copying, postage, uploading delivery fees, expenses associated with any demonstrations or presentations which may be required by CRUT (Capital Region Urban Transport), or any other costs incurred in connection with or relating to its Bid. All such costs and expenses will remain with the Bidder and Managing Director, CRUT, Odisha shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by a Bidder in preparation for submission of the Bid, regardless of the conduct or outcome of the selection process.
7. This tender is not an agreement or an offer by the CRUT (Capital Region Urban Transport), Odisha to the prospective Bidders or any other person. The purpose of this tender is to provide interested parties with information that may be useful to them in the formulation & submission of their Proposals pursuant to this tender.
8. This tender may not be appropriate for all persons, and it is not possible for the CRUT (Capital Region Urban Transport), Odisha, and its employees to consider the objectives, technical expertise and particular needs of each party who reads or uses this tender. The assumptions, assessments, statements, and information contained in this tender may not be complete, accurate, adequate, or correct. Each Bidder should, therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments and information contained in this tender and obtain independent advice from appropriate sources. Information provided in this tender to the Bidders may be on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law.

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9. The CRUT (Capital Region Urban Transport), Odisha accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on the law expressed herein.
10. The CRUT (Capital Region Urban Transport), Odisha and its employees/ advisors make no representation or warranty and shall have no liability to any person including any Bidder under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this tender or otherwise, including the accuracy, adequacy, correctness, reliability or completeness of the tender and any assessment, assumption, statement or information contained therein or deemed to form part of this tender or arising in any way in this Selection Process.
11. The tender also accepts no liability of any nature whether resulting from negligence or otherwise however caused arising from reliance of any Bidder upon the statements contained in this tender.
12. The CRUT (Capital Region Urban Transport), Odisha may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information, assessment or assumption contained in this tender.

Place: Bhubaneswar, Odisha

Date: DD/MM/YYYY

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B. Data Sheet

Sr. No	Information	Details
1.	Tender Issuing Authority	Managing Director, Capital Region Urban Transport
2.	Purpose of Tender	Request For Proposal (RFP) for Selection of Consultancy Firm for Preparation of Detailed Project Report (DPR) for Operation of City Bus Services in Six (6) selected Cities in Odisha.
3.	Availability of Tender documents	The Tender is available and downloadable on (https://capitalregiontransport.in/tenders). All Subsequent changes to the Bidding document shall be published on the above-mentioned website.
4.	Non-Refundable Tender Cost	Non-refundable: Non-refundable Rs. 11,800- {Rs.10,000/- + 18% GST (Rs. 1800/-)} in the form of online deposit via NEFT/RTGS/IMPS directly into bank account of "Capital Region Urban Transport", Bank Account No. Capital Region Urban Transport", Bank Account No. 31180555943, Bank IFSC Code SBIN0009025 or demand draft or bank guarantee from any Scheduled Commercial bank in India and drawn in favour of the "Capital Region Urban Transport" and payable at "Bhubaneswar", must be submitted along with the Proposal.
5.	Earnest Money Deposit	An EMD of INR 5,00,000.00 (Indian Rupees Five Lakhs only) in the form of online deposit via NEFT/RTGS/IMPS directly into bank account of "Capital Region Urban Transport", Bank Account No. Capital Region Urban Transport", Bank Account No. 31180555943, Bank IFSC Code SBIN0009025 or demand draft or bank guarantee from any Scheduled Commercial bank in India and drawn in favour of the "Capital Region Urban Transport" and payable at "Bhubaneswar", must be submitted along with the Proposal. In the event of any extension in the Proposal's validity, the EMD will also remain valid for such extended period
6.	Language	Proposals should be submitted in English only.
7.	Bid validity	Proposals must remain valid up to 180 days (One hundred eighty days) from the last date of submission of the Bid.

C. Bid Timelines

The Authority shall endeavour to adhere to the following schedule:

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Sr. No	Event	Date and Time	Place
1.	Download of RFP Documents from web site	26.06.2024	https://capitalregiontransport.in/
2.	Pre-Bid Conference	02.07.2024 at 4.00 PM	Conference Hall, Capital Region Urban Transport Capital Region Urban Transport, Plot No. 548/1452, Patia, Kalahanga, Bhubaneswar – 751024, Dist: Khordha, Odisha
3.	Due Date & Time for Submission of Technical qualification proposal and Financial Proposal (Hard Copy) along with Tender Processing fees, Bid Security and other Pre-qualification, technical qualification documents and other as required	15.07.2024 before 4:00 PM	Capital Region Urban Transport Capital Region Urban Transport, Plot No. 548/1452, Patia, Kalahanga, Bhubaneswar – 751024, Dist: Khordha, Odisha
4.	Due Date & Time for Opening of (Original) Hard Copy of Technical Bids (Tender Processing fees, Bid Security and other Pre-qualification, technical qualification documents submitted)	16.07.2024 at 4:00 PM	Conference Hall, Capital Region Urban Transport Capital Region Urban Transport, Plot No. 548/1452, Patia, Kalahanga, Bhubaneswar – 751024, Dist: Khordha, Odisha
5.	Opening of Financial Bid of Technically Qualified Bidders	To be intimated to successful bidder.	Conference Hall, Capital Region Urban Transport Capital Region Urban Transport, Plot No. 548/1452, Patia, Kalahanga, Bhubaneswar – 751024, Dist: Khordha, Odisha

In case a particular date happens to be a Public Holiday of Government of Odisha, the next working day will be the applicable date for the proposed event.

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1. Instructions to Bidders

1.1. Background

Capital Region Urban Transport (CRUT) plans to embark on a pioneering initiative in enhancing urban mobility in Odisha by planning to prepare Detailed Project Reports (DPRs) for initiating city Mo-Bus services in six cities i.e Angul, Balasore, Jajpur, Jharsuguda, Koraput, and Rayagada. This ambitious initiative aims to address the growing transportation needs of these regions, improve connectivity.

The primary objective of this project is to establish a structured and efficient city bus service that can cater to the daily commuting needs of the residents in these districts. The scope of the DPR will include a comprehensive analysis of the existing transportation infrastructure, identification of high-demand routes, and the development of a sustainable and inclusive urban transport system. ty, and provide a reliable and efficient public transportation system.

1.2. Transfer of tender

The Bidding Document is not transferable to any other Bidder.

1.3. Consortium

Consortium is allowed subject to maximum 2-member firm.

1.4. Completeness of Response

- a) Bidders are advised to study all instructions, forms, terms, requirements, and other information in the tender documents carefully. Submission of bid shall be deemed to have been done after careful study and examination of the tender document with full understanding of its implications.
- b) The response to this tender should be full and complete in all respects. Failure to furnish all information required by the tender document or submission of a proposal not substantially responsive to the tender document in every respect will be at the Bidder's risk and may result in rejection of its Proposal.

1.5. Proposal Preparation Costs

The bidder shall submit the bid at its cost and Capital Region Urban Transport, Odisha shall not be held responsible for any cost incurred by the bidder.

1.6. Bidder Inquiries

Bidder shall e-mail their queries at above mentioned e-mail address, in the format as prescribed in the tender. The response to the queries will be published on <https://capitalregiontransport.in/tenders>. No queries will be entertained thereafter. This response of Capital Region Urban Transport, Odisha shall become integral part of tender document. Capital Region Urban Transport shall not make any warranty as to the accuracy and completeness of responses.

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1.7. Amendment of tender Document

All the amendments made in the document would be published on the Portal and shall be part of tender.

1.8. Capital Region Urban Transport, Odisha's right to terminate the process.

Managing Director, CRUT may terminate the tender process at any time and without assigning any reason.

1.9. Capital Region Urban Transport CRUT's Right to accept any Bid and to reject any or All Bids

Managing Director, CRUT reserves the right to accept or reject any Bid, and to annul the bidding process and reject any or all Bids at any time prior to award of Contract, without thereby incurring any liability to the affected Bidder or Bidders or any obligation to inform the affected Bidder or Bidders of the grounds for Capital Region Urban Transport, Odisha's action.

1.10. Earnest Money Deposit (EMD)

The bidders or Lead bidder in case of consortium are required to submit an EMD of Rs. 5,00,000 (Five Lakhs Only), An EMD of INR 5,00,000.00 (Indian Rupees Five Lakhs only) in the form of online deposit via NEFT/RTGS/IMPS directly into bank account of "Capital Region Urban Transport", Bank Account No. Capital Region Urban Transport", Bank Account No. 31180555943, Bank IFSC Code SBIN0009025 or demand draft or bank guarantee from any Scheduled Commercial bank in India and drawn in favour of the "Capital Region Urban Transport" and payable at "Bhubaneswar", must be submitted along with the Proposal. Initially the bid shall be valid for 180 days from the date of submission of bid. In the event of any extension in the Proposal's validity, the EMD will also remain valid for such extended period.

Bidders shall ensure that the payment of the EMD is made prior to the last date of Bid Preparation and Submission of the Tender Schedule to have seamless submission keeping Bank's clearing process lead time.

The earnest money deposit shall be non-interest bearing and is refundable to unsuccessful Bidders. The successful bidders EMD will be discharged to the successful bidder post executing the Contract and furnishing the EMD Bank Guarantee as specified in this Tender.

The EMD shall be forfeited and appropriated by the Capital Region Urban Transport without prejudice to any other right or remedy that may be available to the Capital Region Urban Transport hereunder or otherwise, under the conditions. In such an event, the decision of the office of Capital Region Urban Transport regarding forfeiture of the Bid Security shall be final and binding upon bidders.

- i. If a bidder submits a non-responsive bid; and/or If a Bidder withdraws his bid or increases his quoted prices during the period of bid validity or its extended period, if any.
- ii. In the case of successful bidder, if bidder fails within the specified time limit:
- iii. to sign the contract within the time specified by the office of Capital Region Urban Transport;
or

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- iv. to furnish the Performance Bank Guarantee within the period prescribed as specified in the terms and conditions of the contract.
- v. During the bid process, before signing the contract, if the bidder fails to comply with the terms and conditions of the tender.
- vi. If during the bid process, any information provided by the bidder is found false/fraudulent/mala fide, then the office of Capital Region Urban Transport shall reject the bid and, if necessary, initiate action provided.
- vii. If during the bid process, a bidder indulges in any such deliberate act as would jeopardize or unnecessarily delay the process of bid evaluation and finalization.
- viii. If a bidder engages in a corrupt practice, fraudulent practice, coercive practice, undesirable practice, or restrictive practice.

1.11. Language of Bids

This bid should be submitted in English language only.

1.12. Contact Details

For any clarifications & communication with reference to the tender documents, the Bidders are expected to communicate at the contact information provided below:

1.13. Number of Bids

The Bidder is eligible to submit only one Bid for the Project. In case of multiple Bids by a Bidder shall be rejected and their EMD shall stand forfeited.

1.14. Bid Submission Instructions

The Bids submitted by the Bidder shall comprise of the following Two (2) envelopes. A2 (Two) envelope/ cover system shall be followed for the bid –

- a) Tender Fee, EMD and Pre-Qualification and Technical Qualification criteria
- b) Financial bid

#	Documents Type	Document Format
Tender Fee, EMD Detail & Qualification criteria- Envelope –A		
1.	Tender Fee	
2.	EMD:	
3.	Qualification criteria	As per the format mentioned against the respective eligibility criteria clause.
4.	Technical Qualification	As per the format mentioned against the respective eligibility criteria clause.

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Financial Bid Envelope- B		
1.	Financial Bid	As per the format mentioned

The Bidder should ensure that all the required documents, as mentioned in this tender/ bidding document, are submitted along with the bid and in the prescribed format only. Non- submission of the required documents or submission of the documents in a different format/ content may lead to the rejection of the bid proposal submitted by the Bidder. Any financial bid details indication in technical bid shall be rejected.

The Bids shall be submitted in two Envelopes.

Envelope –A: Tender Fee, EMD Detail, Qualification criteria the Envelope A shall be submitted in physical mode at the address of TIA.

1.14.1. Envelope A will contain:

- a) EMD
- b) Tender Fee receipt
- c) The Bid will have to be signed and submitted by the proper authorized person as appointed by the Bidder.
- d) Bid in the prescribed format (Annexure-) along with Annexes and supporting documents.
- e) Supporting documents as per PQ and TQ Conditions.

1.14.2. Envelope B: Financial Bid

The Financial Bid shall be submitted along with technical bid in a different envelope. Financial bid shall contain only the duly filled in final financial bid format as in Annexure 6 duly signed and stamped by authorized signatory and covering letter duly signed by the authorized signatory and stamped on the letter head of the Bidder.

1.15. Disqualification

The Proposal is liable to be disqualified in the following cases or in case the Bidder fails to meet the bidding requirements as indicated in this tender:

- a) Proposal not submitted in accordance with the procedure and formats prescribed in this document or treated as non-conforming Proposal.
- b) During validity of the Proposal, or its extended period, if any, the Bidder increases their quoted prices.
- c) The Bidder qualifies the Proposal with their own conditions.
- d) Proposal is received incomplete.
- e) Proposal is received after due date and time.
- f) Proposal is not accompanied by the EMD.
- g) If the Bidder provides quotation only for a part of the Project.
- h) Information submitted in Technical Proposal is found to be misrepresented, incorrect or false, accidentally, unwittingly, or otherwise, at any time during the processing of the Contract (no matter at what stage)

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- i) Financial Proposal is enclosed with the Technical Proposal.
- j) Bidder tries to influence the Proposal evaluation process by unlawful/corrupt/fraudulent means at any point of time during the Bid process.
- k) In case anyone Bidder submits multiple proposals or if common interests are found in two or more Bidders, the Bidders are likely to be disqualified, unless additional Proposals/Bidders are withdrawn upon notice immediately.
- l) Bidder fails to deposit the Performance Bank Guarantee (PBG) or fails to enter into a Contract within
- m) 15 Days of the date of issue of Letter of Intent or within such extended period, as may be specified by the Capital Region Urban Transport, Odisha.
- n) The validity of the bids submitted before deadline shall be till 180 days from the date of opening of the Bids.
- o) While evaluating the Proposals, if it comes to the Capital Region Urban Transport, Odisha, Odisha's knowledge expressly or implied, that some Bidders may have colluded in any manner whatsoever or otherwise joined to form an alliance resulting in delaying the processing of Proposal then the Bidders so involved are liable to be disqualified for this Contract as well as for a further period of three years from participation in any of the tenders floated by the CRUT.
- p) If the Bid Security Pre-Qualification Proposal, Technical Proposal contain any information on price, pricing policy, pricing mechanism or any information indicative of the financial aspects of the Bid
- q) Bidder doesn't agree to the Terms and Conditions stipulated in the tender or the Draft / Signed Contract Agreement.

1.16. Late Proposal and Proposal Validity Period

The validity of the proposals submitted before deadline shall be till 180 days from the date of submission of the proposal.

1.17. Conflict of interest

As per CVC guidelines participation by a bidding firm or any of its affiliates that are either involved in the consultancy contract to which this procurement is linked; or if they are part of more than one bid in the procurement; or if the bidding firm or their personnel have relationships or financial or business transactions with any official of Procuring Entity who are directly or indirectly related to tender or execution process of contract; or improper use of information obtained by the (prospective) bidder from the Procuring Entity with an intent to gain unfair advantage in the procurement process or for personal gain

1.18. Non-conforming Proposals

A Proposal may be construed as a non-conforming proposal and ineligible for consideration:

- a) If it does not comply with the requirements of this tender.
- b) If the Proposal does not follow the format requested in this tender or does not appear to address the requirements of the Capital Region Urban Transport, Odisha.

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1.19. Bid Opening

- a) Envelope A containing EMD, Tender Fee, Qualification criteria shall be opened initially in the presence of Bidders representative.
- b) Envelope B containing the Financial Proposal shall be opened only of those Bidders who qualify in the
- c) Envelope A and will remain unopened until the time of opening of the Financial Proposals.
- d) At the end of the evaluation of the Envelope A- Qualification Criteria, Capital Region Urban Transport, Odisha shall invite Bidders who have qualified for the opening of the Financial Proposals. The date, time, and location of the opening of Financial Proposals will be informed by Capital Region Urban Transport, Odisha to qualified Bidders.

2. Evaluation Process

2.1. Bid Evaluation Committee

Capital Region Urban Transport, Odisha Bid Evaluation Committee that shall oversee the bid evaluation process and submit its recommendation to Competent Authority whose decision shall be final and binding upon the Bidders.

2.2. Process of Evaluation

- a) Bidders who qualify in Envelope 'A' shall be considered for Financial Evaluation.
- b) Bidder shall be evaluated for Envelope A as per EMD, Tender Fee, qualification criteria mentioned below.
- c) The Bidder who fulfils the Evaluation Criteria, will be evaluated for Financial Evaluation
- d) The Competent Authority reserves the right to accept or reject any or all bids without giving any reasons thereof.

2.3. Qualification Criteria

The qualification Proposals (Envelope A) of only those Bidders, whose Tender Fee and EMD are in order, shall be opened. The bids will then be passed on to the Bid Evaluation Committee constituted by Capital Region Urban Transport, Odisha for evaluation of Bids. The Bidders will be assessed on the Qualification criteria as defined below.

Sr. No	Basic Requirements	Eligibility Criteria	Supporting Documents
PQ1	Legal Entity	The bidder or any/all the bidders in case of consortium should be. "A Company registered in India under the Companies Act 1956 or 2013 since last 10 years." OR	a) Copy of Certificate of Incorporation/ Registration/Partnership deed as applicable b) Copy of PAN Card c) Copy of GST Registration

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Sr. No	Basic Requirements	Eligibility Criteria	Supporting Documents
		<p>"A partnership firm registered under Partnership Act, 1932 in India since last 10 years."</p> <p style="text-align: center;">OR</p> <p>"An LLP Firm Registered under the Limited Liability Act 2008 in India since last 10 years."</p>	
PQ2	Turnover	The bidder or Lead bidders in case of consortium must have minimum average annual turnover of Rs.50.00 Crores for last three years. i.e. FY 2020-21, FY 2021-22, FY 2022-23	CA Certificate/ Audited Balance Sheet clearly stating turnover.
PQ3	Net worth	The bidder or all the bidders in case of consortium must have positive net worth as on 31st March 2023.	CA Certificate/ Audited Balance Sheet clearly stating positive net worth.
PQ 4	Blacklisting	The bidder or all the bidders in case of consortium must not be debarred/blacklisted by any Government body/PSU in India as on date of submission of the Bid.	A self-certified letter signed by the Authorized Signatory of the Bidder as per Annexure.
PQ-5	Consultancy Experience	The bidder or Any bidder in case of consortium shall have experience of executing at least one Consultancy assignments with any Central/ State / PSUs/ ULBs in India, order value more than Rs. 3 Cr. in the last 5 years from the date of submission.	Copy of Letter of Award/ Work Order/ PO/ Completion Certificate/
PQ-6	Power of Attorney	The bidder or any/all the bidders in case of consortium must submit Power of Attorney & Consortium agreement (As applicable)	As required.
PQ-7	Resources Strength:	The Applicant must have an employee strength in consulting at least 50 on payroll of the company as on date of submission of the bid.	Self-declaration on the letter head of the company by the HR

2.4. Technical Bid Evaluation

- Weighted Technical Mark (TM) will be given based on the evaluation of the Technical Bid delivered by the eligible bidder as per the Evaluation Criteria mentioned in the RFP.
- An actual technical mark below 70 shall disqualify the bid as technically non-responsive. A financial bid of only technically responsive bidders shall be opened.

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Sr. No	Descriptions	Marks	Supporting Documents
TQ-1	<p>Financial Capability: The bidder or Lead bidder in case of consortium shall have an average annual turnover of INR 50.00 Crores over the last three (3) Financial Years (i.e.2020-21, 2021-22 & 2022-23) Average Annual Turnover:</p> <ul style="list-style-type: none"> • >50.00 Crores and < 60.00 Crores = 1 Marks • >60.00 Crores and < 75.00 Crores = 3 Marks • > 75.00 Crores: 5 Marks 	5 Marks	Audited financial statements for last three Financial Years or CA's certificate clearly specifying the average annual turnover for the specified years.
TQ -2	<p>Consultancy Experience: The bidder or Lead bidder in case of consortium must have experience in executing / completed at least two Consultancy projects related to Program Management/Program Monitoring Unit /transaction advisory/ Technical Support Agency related Consultancy project for any ULBs/ State Govt/ Central Govt Agencies with each order value more than Rs. 2 Cr. in last 5 years from the date of submission.</p> <ul style="list-style-type: none"> • Each project shall carry 2 Marks = 10 Marks (Maximum) 	10 Marks	Copy of Letter of Award/ Work Order/ PO/ Completion Certificate/
TQ-3	<p>Transport Sector Experience: The bidder or Lead bidder in case of consortium must have experience of executing transport sector consultancy or advisory project.</p> <ul style="list-style-type: none"> • Each project shall carry 5 Marks = 10 Marks (Maximum). 	15 Marks	Copy of Letter of Award/ Work Order/ PO/ Completion Certificate/
TQ-4	<p>Local Experience: The Bidder or Lead bidder must have experience in at least one project in Project Monitoring/Project Management / Technical Support / Technical due diligence / Project Development / transaction advisory or relevant consultancy projects executed in Odisha through either the state or Central Government agencies.</p> <ul style="list-style-type: none"> • Each project shall carry 5 Marks = 10 Marks (Maximum). 	10 Marks	Copy of Letter of Award/ Work Order/ PO/ Completion Certificate/
TQ-5	DPR Preparation:	10 Marks	Copy of Letter of

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Sr. No	Descriptions	Marks	Supporting Documents																											
	<p>The Bidder or Lead bidder must have experience of preparing detailed project report for any state or Central Government agencies.</p> <ul style="list-style-type: none"> Each project shall carry 5 Marks = 10 Marks (Maximum). 		Award/ Work Order/ PO/ Completion Certificate/																											
TQ-6	<p>Experts and Consultants: Resource Evaluation (CVs of following resources only need to be submitted for evaluation).</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">#</th> <th style="width: 85%;">Experts</th> <th style="width: 10%;">Marks</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Team Leader</td> <td>4</td> </tr> <tr> <td>2.</td> <td>Transport Planning</td> <td>3</td> </tr> <tr> <td>3.</td> <td>Urban Planning Expert</td> <td>3</td> </tr> <tr> <td>4.</td> <td>Intelligent Transport Management System</td> <td>3</td> </tr> <tr> <td>5.</td> <td>Infrastructure Expert</td> <td>3</td> </tr> <tr> <td>6.</td> <td>Finance Expert</td> <td>3</td> </tr> <tr> <td>7.</td> <td>Environment and Sustainable Expert</td> <td>3</td> </tr> <tr> <td>8.</td> <td>Reporting Expert</td> <td>3</td> </tr> </tbody> </table>	#	Experts	Marks	1.	Team Leader	4	2.	Transport Planning	3	3.	Urban Planning Expert	3	4.	Intelligent Transport Management System	3	5.	Infrastructure Expert	3	6.	Finance Expert	3	7.	Environment and Sustainable Expert	3	8.	Reporting Expert	3	25 Marks	CVs of the resources to be deployed.
#	Experts	Marks																												
1.	Team Leader	4																												
2.	Transport Planning	3																												
3.	Urban Planning Expert	3																												
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6.	Finance Expert	3																												
7.	Environment and Sustainable Expert	3																												
8.	Reporting Expert	3																												
TQ-7	<p>Approach and Methodology:</p> <p>The bidder to submit approach and methodology in the technical bid shall content</p> <ul style="list-style-type: none"> Approach and Methodology towards the project requirements, DPR preparation, efficiency initiatives of the authority etc. Innovation and Best Practices Relevant Local Knowledge and understanding 	25 Marks	<p>Approach and Methodology shall be submitted along with technical proposal.</p> <p>(There will be no technical presentation)</p>																											

2.5. Financial Bid Evaluation

- a) The Bidder shall provide the financial proposal and shall quote Fees payable to Agency on per Shift per person basis as per Annexure 6: Financial Bid Format.
- b) The Bidders shall be selected as per QCBS.

2.6. Selection of Bidder

After the technical evaluation is completed, the Client shall notify those Consultants whose Proposals were considered non-responsive to the RFP and TOR or did not meet the minimum qualifying technical score (and shall provide information relating to the Consultant's overall

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technical score, as well as scores obtained for each criterion and sub-criterion) that their Financial Proposals will not be opened.

The Financial Proposals of eligible Bidders whose Technical Proposals have scored at least the minimum qualifying technical score shall be opened by the Client's evaluation committee on the date and at the time notified by the Client in the presence of the Bidders whose designated representatives choose to be present, and records of the total fees of the qualifying consultants shall be sent to all technically qualified Consultants. The total amount indicated in the Financial Proposal shall be without any condition attached or subject to any assumption and shall be final and binding. In case any assumption or condition is indicated in the Financial Proposal, it shall be considered non-responsive and liable to be rejected. The Financial Proposals that are found to be responsive will be evaluated, and the total cost quoted by the eligible and technically qualified Bidders will be read aloud and recorded. Each responsive Financial Proposal will be given a financial score on the basis of the formula specified in the Data Sheet

Proposals shall be ranked according to their combined technical (St) and financial (Sf) scores using the weights (T = the weight given to the Technical Proposal (0.7); P = the weight given to the Financial Proposal (0.3); T + P = 1) as following:

$$S = St \times T + Sf \times P,$$

The Selected Applicant shall be the First Ranked Applicant (having the highest combined score). The Second and Third Ranked Applicant shall be kept in reserve and may be invited for negotiations in case the first ranked Applicant withdraws or fails to comply with the requirements specified in the RFP document.

3. Award of Contract

3.1. Letter of Award and Signing of Contract

Capital Region Urban Transport, Odisha will notify the successful bidder in writing by issuing a Letter of Award/ Work Order for signing the contract and promptly notifying all other bidders about the result of the selection process. The successful bidders will be asked to sign the contract after fulfilling all formalities of Performance Security within 15 days of issuance of the LOA. After signing of the contract, no variation or modification of the terms of the contract shall be made except by written amendment signed by both the parties

3.2. Failure to agree with the Terms & Conditions of the tender / Contract.

Failure of the successful Bidder to agree with the Terms & Conditions of the tender / Contract shall constitute sufficient grounds for the annulment of the award, in which event CRUT, Odisha may invite the next best bidder for negotiations or may call for fresh tender.

3.3. Non-Disclosure Agreement (NDA)

The Successful Bidder has to sign the Non- Disclosure Agreement regarding the assignment with CRUT, Odisha.

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3.4. Security Deposit

The successful bidder needs to deposit/submit a security deposit equal to 3% of total contract value as Bank Guarantee from scheduled commercial bank only. The security deposit shall be valid for a period of 6 months from the end of contract period. It should be submitted within 4 weeks from date of issue of Letter of Acceptance, as notified by Capital Region Urban Transport, Odisha, or as intimated by CRUT, Odisha due and proper fulfilment of bid document conditions. Total contract value shall be calculated based on rate finalized as per financial format in this tendering process. Security Deposit will be released after 6 months from the end of contract or completion of all work whichever is later.

3.5. Bid Prices

The bidder has to quote for "Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha." in the format given for financial bid. Validity of Bid shall be of 180 days from date of opening of bids.

3.6. Bid Currency

The rates quoted shall be in Indian Rupees only.

3.7. Corrections to Arithmetic errors

In case of discrepancy between the amounts mentioned in figures and in words, the amount in words shall govern. The amount stated in the Bid form, adjusted in accordance with the above procedure, shall be considered as binding.

4. General Conditions of Contract

4.1. General Guidelines

- a) The system of recording, measurements and payments will be based on the CRUT, Odisha in vogue.
- b) It is presumed that the Service Provider has carefully studied standard, specification of the individual items and all condition before estimated rates are quoted by him.
- c) Special provisions in the detailed specifications or wording of any item shall give precedence over the corresponding contract provisions, if any. In case of any contradictions in the specifications, the interpretation and decision of the IT in-charge shall be final and binding.
- d) If the Service Provider has any doubts, whatsoever, as to the contents of the contract he is deemed to have in good time i.e. before submitting his tender, get his doubts clarified authoritatively from the Contact Person in writing. Once the tender is submitted by Service Provider, the matter will be decided according to the tender stipulations.

4.2. Trademarks

Neither Party may use the trademarks of the other Party without the prior written consent of the other Party.

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4.3. Audit, Access, and Reporting

This section details the audit, access and reporting rights of Employer and the respective obligations of Service Provider under the contractual terms of Project Implementation, Operation and SLA Management.

4.4. Indemnity

The Service Provider shall indemnify the Capital Region Urban Transport, Odisha against the all actions, suits, claims, damages and demands brought or made against him in respect of anything done or omitted to be done by the Service Provider in the execution of or in the connection with the work of this Contract and against loss or damage to the CRUT, Odisha in consequences of any action or suit being brought against the contractor anything done or omitted to be done in execution of the work of this contract.

4.5. Jurisdiction of Courts

In case of any claim, dispute or difference rising in respect of the contract, the case of action there of shall be deemed to have arisen in Cuttack and all legal proceedings in respect of any such claim, dispute or difference shall be instituted in competent court in Odisha.

4.6. Governing law and Jurisdiction

Disputes subject to the exclusive jurisdiction of the competent courts of Cuttack, India as per procurement guidelines.

4.7. Assignment

The Service Provider shall not assign, in whole or in part, their rights and obligations under this Contract to any third party, except with prior written consent of the other party."

4.8. Force Majeure

- a) Force Majeure shall not include any events caused due to acts/omissions of such Party or result from a breach/contravention of any of the terms of the Contract, Bid and/or the Tender. It shall also not include any default on the part of a Party due to its negligence or failure to implement the stipulated/proposed precautions, as were required to be taken under the Contract.
- b) The failure or occurrence of a delay in performance of any of the obligations of either party shall constitute a Force Majeure event only where such failure or delay could not have reasonably been foreseen, or where despite the presence of adequate and stipulated safeguards the failure to perform obligations has occurred. In such an event, the affected party shall inform the other party in writing within five days of the occurrence of such event. The Employer will make the payments due for Services rendered till the occurrence of official order. However, any failure or lapse on the part of the Service Provider's Team in performing any obligation as is necessary and proper, to negate the damage due to projected Force Majeure events or to mitigate the damage that may be caused due to the

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abovementioned events or the failure to provide adequate disaster management/recovery or any failure in setting up a contingency mechanism would not constitute force majeure, as set out above.

- c) In case of a Force Majeure, all Parties will endeavour to agree on an alternate mode of performance in order to ensure the continuity of service and implementation of the obligations of a party under the Contract and to minimize any adverse consequences of Force Majeure.
- d) The Service Provider shall not be liable for forfeiture of its performance security, liquidated damages, or termination for default, if and to the extent that its delay in performance or other failure to perform its obligations under the contract is the result of an event of force Majeure.
- e) For purposes of this Clause, "Force Majeure" means an event beyond the control of the Vendor and not involving the Service Provider's fault or negligence and not foreseeable.
- f) Such events may include, but are not limited to, Acts of God or of public enemy, acts of Government of India in their sovereign capacity, acts of war, acts of terrorism, either in fires, floods, strikes, lock-outs and freight embargoes.
- g) If a Force Majeure situation arises, the Service Provider shall promptly notify the CRUT, Odisha in writing of such conditions and the cause thereof within twenty calendar days.
- h) Unless otherwise directed by the CRUT, Odisha, the Service Provider shall continue to perform its obligations under the Contract as far as it is reasonably practical and shall seek all reasonable alternative means for performance not prevented by the Force Majeure event. In such a case, the time for performance shall be extended by a period(s) not less than the duration of such delay.
- i) If the duration of delay continues beyond a period of three months, the Service Provider shall hold consultations with each other in an endeavour to find a solution to the problem. Notwithstanding above, the decision of the CRUT, Odisha, shall be final and binding on the Service Provider.

5. Terms of Reference

5.1. Project Background

The Capital Region Urban Transport (CRUT) intends to engage a consultancy firm to prepare a Detailed Project Report (DPR) for operating city bus services in **six cities i.e. Angul, Balasore, Jajpur, Jharsuguda, Koraput and Rayagada**. This initiative aims to enhance the urban transportation infrastructure, ensuring efficient and reliable bus services to meet the growing demands of urban mobility. The consultancy firm will be responsible for conducting comprehensive feasibility studies, assessing current transportation needs, and proposing optimal routes and schedules. Additionally, the firm will evaluate financial models, identify potential funding sources, and outline implementation strategies to ensure the sustainability of the bus services.

The DPR will serve as a critical document guiding the execution of this project, aiming to improve connectivity, reduce traffic congestion, and promote the use of public transportation in the targeted cities. By engaging a consultancy firm with expertise in urban transport planning, CRUT seeks to develop a robust and actionable plan that addresses the specific transportation challenges of each city, ultimately contributing to enhanced quality of life for residents.

The scope of work for preparing Detailed Project Reports (DPRs) for operating city bus services (Mo Bus Services) in six cities in **six cities i.e. Angul, Balasore, Jajpur, Jharsuguda, Koraput and Rayagada** should be comprehensive and multifaceted, encompassing various domains such as survey execution, transport planning, infrastructure planning, environmental planning, financial calculations, and urban planning.

- a) **Survey Execution:** The consultancy firm will start with an extensive survey to gather essential data on existing travel patterns, commuter preferences, traffic density, and current public transportation usage. This will involve household surveys, on-board passenger interviews, and traffic counts at key intersections. The data collection process will be meticulous to ensure the accuracy and reliability of information, which will form the foundation of the entire project. Detailed demographic analyses will also be conducted to understand the population distribution and its impact on transport demand.
- b) **Transport Planning:** With the collected data, the firm will perform a detailed analysis to design an efficient and effective city bus network. This will include the identification of high-demand corridors, the optimization of bus routes, the integration of various modes of transport, and the scheduling of services to minimize waiting times and ensure maximum coverage. The planning will consider peak and off-peak travel times to offer a reliable and convenient service to commuters. The consultancy will also propose the type of buses (e.g., electric, hybrid, standard) that will be most suitable for the cities' specific conditions, aiming to balance operational efficiency with environmental sustainability.
- c) **Infrastructure Planning:** Infrastructure planning will involve assessing the current state of bus stops, terminals, depots, and other related facilities. The consultancy will propose upgrades or new constructions where necessary, ensuring these facilities are accessible, safe, and equipped with modern amenities such as real-time information systems, comfortable waiting areas, and secure parking for buses. The planning will also include the development of smart ticketing solutions and integration with other urban transport modes. Special

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attention will be given to the design and placement of bus stops to enhance accessibility and reduce congestion.

- d) **Environmental Planning:** Considering the environmental impact is crucial for sustainable urban transport development. The consultancy will conduct an environmental impact assessment (EIA) to identify potential negative effects of the bus services on the environment. Measures to mitigate these impacts, such as adopting clean energy buses, implementing green infrastructure practices, and ensuring compliance with environmental regulations, will be integral to the planning process. The firm will also explore opportunities for reducing the carbon footprint of the transport network and promoting eco-friendly practices among commuters.
- e) **Financial Calculations:** Developing a financially viable model for the city bus services is a key component of the DPR. The consultancy will prepare detailed cost estimates for infrastructure development, vehicle procurement, operation and maintenance, and other related expenses. Revenue projections will be made based on fare structures, ridership estimates, and potential advertising and partnership opportunities. The firm will identify various funding sources, including government grants, private investments, and international funding, and propose a sustainable financial model that ensures long-term viability. A detailed cost-benefit analysis will be conducted to justify the investment and highlight the economic benefits of the project.
- f) **Urban Planning:** Integrating the city bus services with the broader urban planning initiatives will be essential for holistic development. The consultancy will analyze current urban plans and policies to ensure alignment with the proposed transport solutions. This will involve coordination with local authorities and stakeholders to harmonize the bus network with land use patterns, commercial hubs, residential areas, and other urban development projects. The firm will also consider future growth projections to ensure the bus services can adapt to the evolving needs of the cities.
- g) **Stakeholder Coordination:** Throughout the preparation of the DPR, the consultancy will engage with various stakeholders, including government agencies, local communities, transport operators, and urban planners, to incorporate diverse perspectives and ensure the proposed solutions are practical and widely accepted. Public consultations and workshops will be conducted to gather feedback and build consensus around the project's objectives and implementation strategies.
- h) **Technology Integration:** The use of modern technology will be integral to the planning and operation of the city bus services. The consultancy will propose the implementation of intelligent transport systems (ITS) for real-time monitoring and management of bus fleets. This will include GPS tracking, automated fare collection systems, passenger information systems, and mobile applications for ticket booking and journey planning. The integration of such technologies will enhance the efficiency and user-friendliness of the bus services, making them more attractive to commuters.
- i) **Implementation Strategy:** Finally, the consultancy will outline a clear implementation strategy, detailing the phased rollout of the bus services, timelines for infrastructure development, procurement processes, and staff training programs. The strategy will include risk management plans to address potential challenges and contingencies. A robust monitoring and evaluation framework will be proposed to track progress and ensure the project stays on track and delivers the expected outcomes.

The preparation of a Detailed Project Report for operating city bus services in six cities as planned by CRUT shall involve a comprehensive and integrated approach. It requires meticulous planning

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and coordination across various domains to ensure the development of an efficient, sustainable, and financially viable urban transport system. The consultancy firm's expertise in survey execution, transport planning, infrastructure development, environmental sustainability, financial modelling, and urban planning will be crucial in delivering a robust and actionable DPR that can transform urban mobility in the region.

The proposed solution in the DPR shall not deviate any guidelines prescribed for operating city bus services as per Ministry of Housing and Urban Affairs, Govt. of India.

Authority reserves the right to ask the selected consultant for preparation of DPR for additional Cities, however payment shall be made additionally as per the average DPR preparation cost for one city from the total bidding cost.

5.2. Format of Detailed Project Report

Chapter	Content
	Executive Summary
	As the name suggests, this should contain an overall summary of the project, giving all the salient features of the project. This should include a brief explanation of the city growth, existing transportation situation, land use – transport trends, alternative strategies, choice of strategy and its justification, brief description of the proposed network and how the proposal will help the current situation. While some figures may be used to make a point, all extra details must be avoided.
1.0	A Profile of The City A brief overview of the city in terms of its growth, economy, spatial structure and trends are analyzed and perspectives on the future growth are presented.
1.1	General/historical background
1.2	Location, climate, physical setting, regional linkages
1.3	Demographic and socio-economic profile: population growth, density, migration patterns, spatial patterns of growth, projections for next 20 years
1.4	Urban Land Use Structure / Activity Distribution Planning study areas and existing plans, existing land use distribution, review of zoning Regulations (zoning and FSI pattern and its appropriateness), employment distribution by Traffic Zones, activity locations (Business areas, University, Hospitals, Transport Terminals,), land use plan proposals (Master Plan & CDP strategy), road network pattern, evaluation w.r.t land use-Transport Integration
2.0	Existing Transportation System in The City Describes the components of urban transport system in terms of status, trends and gaps.
2.1	Introduction
2.2	Vehicular growth and composition
2.3	Road network Characteristics Network Inventory including length, width, Bridges, Robs, Flyovers, Network pattern, missing links, issues

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Chapter	Content
2.4	Major Transportation nodes e.g. Railway Station, ISBT, Airport And Traffic handled
2.5	Pedestrian and NMT facilities
2.6	Traffic Management Including Parking Management
2.7	Traffic Characteristics Volume, traffic composition, speed and delays, pedestrian and NMV movement
2.8	Traffic Safety
2.9	Intermediate Public Transit System: Composition, Status and Role
2.10	Public Transportation System Type, status and trends in terms size, service, routing, fare, patronage, financial performance, institutional framework, responsible agency & Act, constraints, past proposals
2.11	Issues And Prospects
3.0	Travel Characteristics Based on primary survey data present travel patterns and forecast the future travel demand.
3.1	Details of various traffic and transportation studies undertaken for the city: Study Area, Zoning, Land Use Surveys, Transportation Surveys: Classified volume counts, roadside interviews, OD Surveys, Willingness to pay/use Surveys, Traffic Surveys, Speed-Delay Surveys, Parking Surveys (Survey Details in terms of sample framework, survey design, formats etc., to be attached as Annexure)
3.2	Socio-Economic Characteristics Age Wise Distribution of Population, Activity Status (Work, Education,), Income Distribution, Vehicle Ownership Travel Characteristics Trip Rate, Trip Purpose, Mode Choice, Trip Length, Monthly Expenditure on Travel, Spatial Pattern of Passenger Movement, Mobility Patterns and Needs of Women, Old Aged, Physically Challenged
3.3	Travel Demand Analysis Model Framework, Model Calibration, Summary of Travel Demand Patterns
4.0	Comprehensive City Bus Plan Developing an integrated plan is the theme of this chapter. Integrated plan would imply integration wrt land use and transport, integration of various modes (fares, routes, facilities) and institutional framework for coordination
4.1	Future Travel Demand Scenarios
4.2	Challenges and opportunities, goals and objectives
4.3	Alternative Analysis Evaluation of various alternative technologies to solve the existing problems with cost benefit analysis, technical feasibility including evaluation of lowest cost options like Traffic Management, Rationalization etc., rationale for choosing a particular Technology / system concept
4.4	Stake holder consultations including Workshops at district level/city level
4.5	Transport Master Plan

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Chapter	Content
	It should integrate land use with transport plan including mass transit systems connectivity to all new/ future Satellite Townships/emerging activity centres (SEZ's), main network and Feeder network including pedestrian & NVSs, phasing of implementation
4.6	Integration of Master Transport Plan into the Master Plan of the city enclose soft & hard copy of approved Master Plan of the city and if not approved, provide time limits for approval.
5.0	City Bus Route Planning (Network & Roadway) Discusses various policy issues related to roadway design and presents a conceptual design to include all elements for the entire network
5.1	Network/Corridor Assessment, Selection Existing Right of way, DP/Master Plan of road, Roadway concepts number of junctions along each corridor, Existing no. of lanes, Location and Number of existing Bus/Para Transit stoppages, Access to Bus Stop, Number and frequency of Bus, Para Transit routes serving the corridors, number of pedestrians and NMV trips being carried by these corridors
5.2	Roadway and service design concept: median vs side lanes, open vs closed system, exclusive/dedicated vs mixed corridor
5.3	Bus Stops Proposed Provide sample design of proposed Bus Stops Based on Ridership demands & projections
6.0	System Design – Vehicle, Services and Operations Presents choice of bus technology and designs services and operation systems.
6.1	Bus Types and Detailed Specifications Vehicle Length, Width, Low/Semi-Low/High Floor, Door Width & Location, Fuel etc. Include rationale for choosing any type & specifications
6.2	Service Types All Stops, Limited Stops, A.C/Non-A.C
6.3	Routine & Frequency
6.4	Fleet Requirement
6.5	System of Procurement
6.6	Feeder Services
6.7	Ticketing and Passes System
6.8	Vehicle Tracking & Monitoring
6.9	Integration with Other Transit Services – Physical And Ticket Integration
6.10	Setting up of Common Utility Offices at Terminals/Major Interchange Points, e.g.: Submission of Bills, Taxes Etc.
6.11	Fare Fixation and Collection System
6.12	Cost Estimates
7.0	System Design: Feeder Network & Infrastructure

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Chapter	Content
	Feeder services are designed. Integrating vending within the street is explored.
7.1	Feeder Services Planned
7.2	Parking For Para Transit Facilities
7.3	Cost Estimates
8.0	Terminals and Parking, Planning, design, costing and mode of development and operation of terminals and parking facilities along the corridor are presented.
8.1	Locations & Area
8.2	Parking Policy – Existing and Proposed
8.3	Block Cost Estimates
8.4	PPP Potential
9.0	ITS and Passenger Information System, Traffic Information Centre ITS is used to provide user information, monitor system operations, compliance to schedules and service quality, minimize revenue leakages, reduce costs, enhance safety and to generate valuation traffic information for fine-tuning mobility plans. Planning and design of ITS applications is presented in this chapter.
9.1	Roadway Applications Design
9.2	Bus Applications Design
9.3	Bus Station Applications Design
9.4	Fare Collection System
9.5	Traffic Information Centres
9.6	System Integration
9.7	Other Information Systems (Signage, Timetables, Posters etc.,)
9.8	System Management Plan
9.9	Physical and IT Infrastructure Development and Operations' Costs & Revenue Generation
10.0	Proposed Phasing of Entire Project Various identified corridors making up the complete network need to be prioritized using appropriate rationale. Provide a brief on all factors that were looked into, to determine priority list and explain the method that was used.
11.0	Agency/Agencies for Implementation, Operation and Maintenance Detail their structure, role, functions & integration with existing SPV "CRUT"
12.0	Financial Planning and Cost Estimates
12.1	Costing of entire project and for each of the phases detailed cost estimates to be attached as Annexure
12.2	Revenue From Different Sources Fare box, advertisement, route bidding etc., taxes and property development etc.
12.3	FIRR & EIRR With – 15 Years Time Horizon Detail all the assumptions made to arrive at final figures
12.4	Financial Structuring of The Project

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Chapter	Content
	Explore All Possible Ways of Funding the Project Using Different Approaches Like PPP, BOT, Developer Finance Model Etc. and Proposed Funding Model.
13.0	Sustainability Analysis of The System For Infrastructure Detailed risk analysis at various stages of the project to be analyzed and mitigation strategies suggested.

5.3. Resource Deployment

The successful bidder shall deploy below staffs for the project.

Sr. No.	Positions	Qualification	Experience
1.	Team Leader (01 No.)	<ul style="list-style-type: none"> M. Arch. /M.Tech/ M. Plan /MBA from reputed institutes 	<ul style="list-style-type: none"> 15 years of experience in large scale Government projects. Experience of working as a Team Leader for any large-scale projects with any Government department/ ULBS/organizations. Experience of working on Public Transport Sector.
2.	Transport Planning (01 No.)	<ul style="list-style-type: none"> Master's degree i.e. M .Plan and M. Arch in Transport Planning from reputed institutes 	<ul style="list-style-type: none"> 12 years of experience in large scale Transport planning project . Experience of working as a Team Leader for any large-scale projects with any Government department/ ULBS/organizations.
3.	Urban Planning Expert (01 No.)	<ul style="list-style-type: none"> M. Arch. / M. Plan from reputed institutes 	<ul style="list-style-type: none"> 12 years of experience in large scale Urban planning. Experience in large scale Transport planning project .
4.	Intelligent Transport Management System (01 No.)	<ul style="list-style-type: none"> B.Tech and M. Tech /MBA from reputed institutes 	<ul style="list-style-type: none"> 10 years of experience in large Intelligent Transport Management System. Hands on experience of working in modules in Automatic Vehicle Locating System, Automatic Fare Collection System.
5.	Transport Infrastructure Expert (01 No.)	<ul style="list-style-type: none"> M.Tech/ M. Arch. / M. Plan from reputed institutes 	<ul style="list-style-type: none"> 10 years of experience in large scale transport infrastructure project. Hands on experience of preparing plan and executive city bus infrastructure like Bus Depot, Bus shelter etc.
6.	Finance Expert (01 No.)	<ul style="list-style-type: none"> Chartered Accountant/ MBA 	<ul style="list-style-type: none"> 10 years of experience in Government project finance .

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Sr. No.	Positions	Qualification	Experience
		(Finance) from premium B-School	<ul style="list-style-type: none"> Experience of preparing IRR, NPV, and cash flow plan. Must have experience of working of PPP projects.
7.	Environment and Sustainable Expert (01 No.)	<ul style="list-style-type: none"> M.Tech/ M. Arch. / M. Plan 	<ul style="list-style-type: none"> 10 years of experience in large scale environment, climate change project. Experience in working for carbon reduction, climate action plan and strategy for Government etc.
8.	Reporting Expert (01 No.)	<ul style="list-style-type: none"> M. Arch. /M.Tech/ M. Plan /MBA 	<ul style="list-style-type: none"> 7 years of experience in working with Government projects. Experience in preparing DPR/Reports
9.	Project Coordination Consultant (01 No.)	<ul style="list-style-type: none"> B. Tech/B. Plan/ B. Arch 	<ul style="list-style-type: none"> 5 years of experience in Government project finance . Experience in working under Odisha Government. Experience in working with transport sector projects.
10.	Survey Engineer (Bidder to assess as per the requirements)	<ul style="list-style-type: none"> Any Graduation 	<ul style="list-style-type: none"> Experience of conducting survey/ research etc.

Along with above requirement the successful bidder shall arrange adequate manpower, technology, tools, vehicle, travel, food, stay, out of pocket expenses, stakeholder workshop and survey cost, printing of reports in the respective districts and other requirement at their own cost.

5.4. Milestone Delivery, Timeline and payment

Sr. No	Milestones	Timeline (D= Date of signing of Contract)	Payment
1.	Inception Report	D+15 Day	5% of the bidding cost.
2.	Detailed Project Report (City-1)	D+60 Day	15% of the bidding cost.
3.	Detailed Project Report (City-2)	D+105 Day	15% of the bidding cost.
4.	Detailed Project Report (City-3)	D+150 Day	15% of the bidding cost.
5.	Detailed Project Report (City-4)	D+195 Day	15% of the bidding cost.
6.	Detailed Project Report (City-5)	D+ 240 Day	15% of the bidding cost.
7.	Detailed Project Report (City-6)	D+ 285 Day	15% of the bidding cost.
8.	Final Presentation	D+ 300 Day	5% of the bidding cost.

Timeline (indicative days) are exclusive of government holidays and week-off days as per Government of Odisha calendar.

5.5. Penalty

In case of delay in submission of report an amount of 0.1% shall be penalized on each day subject to maximum 10% of agency fees.

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6. Annexures

Annexure 1: Bidder's Details

#	Particulars	Details to be filled in by the bidder)	Details to be filled in by the bidder for consortium member
1	Name of Bidder		
2	Legal status of Bidder (company, Pvt. Ltd., LLP etc., proprietary)		
3	Main business of the Bidder		
4	Registered office address		
5	Incorporation/Registration date and number		
6	Details of Company's Registration (Please enclose copy of the company registration document)		
7	Name of Registration Authority		
8	Registration Number and Year of Registration		
9	GST/CST/LST/VAT registration No. (as applicable)		
10	Permanent Account Number (PAN)		
11	Primary Contact Person (Name, Designation, address, mobile number, fax, email)		
12	Secondary Contact Person (Name, Designation, address, mobile number, fax, email)		

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Annexure 2: Bid Cover Letter

To,

Managing Director

Capital Region Urban Transport

Plot no-548/1452, Patia, Kalarahanga, Bhubaneswar, Odisha 751024

Subject: **Cover Letter:** RFP for Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.

Dear Sir,

I/We, the undersigned, offer to provide the services for the proposed assignment in respect to your Request for Proposal No..... Dated.....: I hereby submit the proposal which includes this technical proposal. Our proposal will be valid for acceptance up to 180 Days from the date of submission of the bid and I confirm that this proposal will remain binding upon us and may be accepted by you at any time before this expiry date.

All the information and statements made in this technical proposal are true and correct and I accept that any misinterpretation contained in it may lead to disqualification of our proposal. If negotiations are held during the period of validity of the proposal, I undertake to negotiate based on the proposal submitted by us. Our proposal is binding upon us and subject to the modifications resulting from contract negotiations.

I/We have examined all the information as provided in your Request for Proposal (RFP) and offer to undertake the service described in accordance with the conditions and requirements of the selection process including the deployment of manpower proposed as per clause 5.3. I agree to bear all costs incurred by us in connection with the preparation and submission of this proposal and to bear any further precontract costs.

I/We, in case any provisions of this RFP/ToR including of our technical & financial proposal is found to be deviated, then your department shall have rights to reject our proposal including for feature of the Earnest Money Deposit absolutely.

I/We confirm that, I have the authority to submit the proposal and to clarify any details on its behalf.

I/We understand you are not bound to accept any proposal you receive. I remain,

Yours faithfully,

Authorized Signatory with Date and Seal:

Name and Designation: _____

Address of Bidder: _____

Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.

Annexure 3: Undertaking of non-blacklisting

To,

Managing Director
Capital Region Urban Transport
Plot no-548/1452, Patia, Kalarahanga, Bhubaneswar, Odisha 751024
Phone: 0674-3501580
Email: crutbbsr@gmail.com
Website: <https://capitalregiontransport.in/>

Subject: Non-Blacklisting Declaration

Sir,

In response to the tender Reference No: _____ I as an owner/Partner/Director of <<Name of Bidder>>, hereby declare that <<Name of Bidder>> has not been blacklisted by any State / Central Government in India/PSUs as on bid submission date for corrupt, fraudulent or any other unethical business practices or for any other reason during last 3 financial years.

Yours sincerely,

Name: _____

In the capacity of: _____

Signed: _____

Duly authorized to sign the Authorization for and on behalf of

Date: _____

[Signature] – [Company Seal]

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Annexure 4: Consortium Agreement

(To be executed by the Members in case of Consortium)

THIS CONSORTIUM AGREEMENT ("Agreement") is entered into on this [●] Day of [●] 2022
AMONGST

1. [●], with its registered office at (referred to as the First Part which expression will, unless repugnant to the context include its successors and permitted assigns);
AND
2. [●], with its registered office at (referred to as the Second Part which expression will, unless repugnant to the context include its successors and permitted assigns);

The above-mentioned parties of the FIRST [and] [,] SECOND, are collectively referred to as the Parties and each is individually referred to as a Party.

WHEREAS

- A. Capital Region Urban Transport, Odisha (referred to as the Authority which expression will, unless repugnant to the context or meaning thereof, include its administrators, successors and assigns) has invited proposals by its tender dated and number.
- B. The Parties are interested in jointly bidding for the Project as Members of a Consortium and in accordance with the terms and conditions of the RFP.
- C. It is a necessary condition under the RFP that the Members enter into a Consortium Agreement and furnish a copy of it with the Proposal.

NOW IT IS HEREBY AGREED as follows:

1. Definitions and interpretations

In this Agreement, the capitalized terms will, unless the context otherwise requires, have the meaning ascribed thereto under the RFP.

2. Consortium

- i. The Parties do hereby irrevocably constitute a consortium (the Consortium) for the purposes of jointly participating in the Bid Process for the Project.
- ii. The Parties hereby undertake to participate in the Bid Process only through this Consortium and not individually and or through any other consortium constituted for the Project, either directly or indirectly or through any of their Associates.

3. Covenants

- i. The Parties agree that they have examined in detail and understood the terms and satisfied themselves regarding the contents of the RFP.

4. Role of the Parties

The Parties hereby agree that Party of the First Part will be the Lead Member of the Consortium and will have the power of attorney from all Parties and bind all Parties for and in conducting all business for and on behalf of the Consortium during the Bid Process and, if the Consortium is declared as the Selected Bidder, during the execution of the Project.

5. Representations of the Parties

Each Party represents to the other Parties as of the date of this Agreement that:

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- a) such Party is duly organized, validly existing and in good standing under the laws of its incorporation and has all requisite power and authority to enter into this Agreement.
- b) the execution, delivery and performance by such Party of this Agreement has been authorized by all necessary and appropriate corporate or governmental action and a copy of the extract of the charter documents and board resolution/power of attorney in favour of the person executing this Agreement for the delegation of power and authority to execute this Agreement on behalf of the Consortium Member is annexed to this Agreement, and will not, to the best of its knowledge:
 - i. require any consent or approval not already obtained
 - ii. violate any applicable law presently in effect and applicable to it;
 - iii. violate the memorandum and articles of association, by-laws or other applicable organizational documents;
 - iv. violate any clearance, permit, concession, grant, license or other governmental authorization, approval, judgment, order or decree or any mortgage agreement, indenture or any other instrument to which such Party is a party or by which such Party or any of its properties or assets are bound or that is otherwise applicable to such Party; or
 - v. create or impose any liens, mortgages, pledges, claims, security interests, charges or encumbrances or obligations to create a lien, charge, pledge, security interest, encumbrances or mortgage in or on the property of such Party, except for encumbrances that would not, individually or in the aggregate, have a material adverse effect on the financial condition or prospects or business of such Party so as to prevent such Party from fulfilling its obligations under this Agreement;
- c) this Agreement is the legal and binding obligation of such Party, enforceable in accordance with its terms against it; and
- d) there is no litigation pending or, to the best of such Party's knowledge, threatened to which it or any of its Associates is a party that presently affects or which would have a material adverse effect on the financial condition or prospects or business of such Party in the fulfilment of its obligations under this Agreement.

6. Termination

This Agreement will be effective from the date hereof and will continue in full force for the entire duration of the Project in accordance with the Consultant Agreement in case the Project is awarded to the Consortium. However, in case the Consortium is not selected for award of the Project, the Agreement will stand terminated in case the Consortium is not selected as the Selected Bidder or upon return of the Bid Security by Office of the Managing Director, CRUT to the Bidder, as the case may be.

7. Miscellaneous

- a) This Agreement will be governed by the laws of India.
- b) The Parties acknowledge and accept that this Agreement will not be amended by the Parties without the prior written consent of Office of the Transport Commissioner.
- c) The competent courts at Bhubaneswar shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or in connection with this Consortium Agreement.

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IN WITNESS WHEREOF THE PARTIES ABOVE NAMED HAVE EXECUTED AND DELIVERED THIS AGREEMENT AS OF THE DATE FIRST ABOVE WRITTEN.

SIGNED, SEALED AND DELIVERED
For and on behalf of the
PARTY OF THE FIRST PARTY:

SIGNED, SEALED AND DELIVERED For and
on behalf of the
PARTY OF THE SECOND PARTY:

Name:
Designation-
Address:

Name:
Designation-
Address:

Instruction: The mode of the execution of the Consortium Agreement should be in accordance with the procedure, if any, laid down by applicable law and the charter documents of the executant(s) and when it is so required, the same should be under common seal affixed in accordance with the required procedure.

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Annexure 5: Format for Curriculum Vitae (CV) of Expert

Position Title and No.	{e.g., K-1, PROJECT DIRECTOR}
Name of Expert:	{Insert full name}
Date of Birth:	{day/month/year}
Country of Citizenship/ Residence	

Education: {List college/ university or other specialized education, giving names of educational institutions, dates attended, degree(s)/ diploma(s) obtained}

Employment record relevant to the assignment: {Starting with present position, list in reverse order. Please provide dates, name of employing organization, titles of positions held, types of activities performed and location of the assignment, and contact information of previous clients and employing organization(s) who can be contacted for references. Past employment that is not relevant to the assignment does not need to be included.}

Period	Employing organization and your title/position. Contact for references	Country	Summary of activities performed relevant to the Assignment
[e.g., May 2005-present]	[e.g., Ministry of, advisor/ consultant to... For references: Tel...../ e-mail.....; Mr. Hbbbb, deputy minister]		

Membership in Professional Associations and Publications:

Language Skills (indicate only languages in which you can work):

Adequacy for the Assignment:

Role/Position in Key Expert/ Program Support Team:	Reference to Prior Work/Assignments that Best Illustrates Capability to Handle the Assigned Tasks
{List all deliverables/tasks as in TECH- 3 in which the Expert will be involved}	

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Expert's contact information: (e-mail....., phone.....)

Certification:

I, the undersigned, certify that to the best of my knowledge and belief, this CV correctly describes myself, my qualifications, and my experience, and I am available to undertake the assignment in case of an award. I understand that any misstatement or misrepresentation described herein may lead to my disqualification or dismissal by the Client, and/ or sanctions by the Bank.

{day/month/year}

Name of Expert

Signature

Date

{day/month/year}

Name of authorized

Signature

Date

Representative of the Bidder

(Authorized signatory)

Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.

Annexure 6: Financial Bid Format

Date

To

Managing Director
Capital Region Urban Transport
Plot no-548/1452, Patia, Kalarahanga, Bhubaneswar, Odisha 751024
Phone: 0674-3501580
Email: crutbbsr@gmail.com
Website: <https://capitalregiontransport.in/>

Subject: Financial Bid: RFP for Selection of agency for Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.

Sir,

Having gone through the tender document and having fully understood the Scope of Work; we are pleased to quote the following Professional Fees for conducting survey.

Sr. No	Name of the assignment	Total Fees (Excluding Taxes) (In Numbers)	Professional (Excluding Taxes) (In Words)
1.	Preparation of Detailed Project Report for Operation of City Bus Services in Six (6) selected Cities in Odisha.	_____	_____

We/I declare that We/I have read the "tender" as set out conditions and confirm that the above financial price shall be fixed for entire tenure of the project (if selected).

Sign and Seal of the Consultancy Firm

Authorized Signatory Name:

Designation:

Signature:

Date: