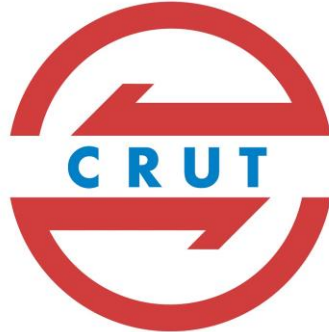


Tender No.1072 /CRUT

Date: 08.05.2025



**Capital Region  
Urban Transport**

**REQUEST FOR PROPOSAL (RFP)**

**FOR**

**SELECTION OF BUS OPERATOR FOR PROCUREMENT, OPERATION  
AND MAINTENANCE OF 200 MIDI ELECTRIC BUSES AND ALLIED  
INFRASTRUCTURE ON GROSS COST CONTRACT BASIS IN  
KEONJHAR, BARIPADA, ANGUL, JHARSUGUDA, SAMBALPUR AND  
BRAMHAPUR FOR (10+2) YEARS**

**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/>

## **DISCLAIMERS**

Though adequate care has been taken in the preparation of this Request for Proposal (hereinafter referred to as "RFP") document, the Bidders should satisfy themselves that the document is complete in all the respect and the information provided is correct. In case of discrepancy, if any, intimation should be given to Capital Region Urban Transport (CRUT) immediately or before the due date specified in the Schedule of Bidding Process. If no intimation is received by the CRUT within the date as mentioned in Schedule of Bidding process as mentioned in this document, it shall be deemed that the bidder is satisfied that the Proposal document is complete in all respects.

Neither CRUT nor its employees make any representation or warranty as to the accuracy, reliability, or completeness of the information in this Request for Proposal (RFP) and it is not possible for CRUT to consider the investment objectives. CRUT encourages all the prospective bidders to conduct their own due diligence, investigations & analysis and check for accuracy, reliability, and completeness of this RFP. The bidders are free to obtain independent advice from the sources as considered appropriate by them.

Neither CRUT nor its employees will have any liability to any prospective bidder or any other person under the law of contract, tort, the principles of restitution or unjust enrichment or otherwise for any loss, expenses or damage which may arise from or be incurred or suffered in connection with anything contained in this RFP, any matter deemed to form part of this RFP, the award of the project, the information and any other information supplied by or on behalf of CRUT or their employees or their consultant or otherwise arising in any way from the selection process of this project. Bidders are advised to follow all public announcements/ communications (Corrigendum, Minutes of Meetings etc.), related to the captioned RFP, on the CRUT website (<http://www.capitalregiontransport.in>).

CRUT reserves the right to reject any or all the bids submitted in response to this Proposal at any stage without assigning any reasons thereof and without any liability to CRUT in any manner. CRUT also reserves the right to hold or withdraw or cancel the process at any stage under intimation to the bidders, who submit the Proposal, without assigning any reasons thereof.

CRUT reserves the right to modify or amend or add to any or all of the provisions of this RFP or annul the bid process. Such change would be uploaded in the concerned website. Neither CRUT nor their employees will have any liability in case addition, modification, amendment, alteration, cancellation and /or of non-receipt or delayed receipt of any correspondence from them to the bidders due to the postal delays.

The Applicable laws for the purpose will be as applicable in the State of Odisha/ Govt. of India.

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*RFP for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.*

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## Volume-I: Project Information Memorandum

### 1. Bid Datasheet

Sr. No.	Key Information	Details
1.	Tender Reference Number & Date	Tender No-1072/CRUT 08/05/2025
2.	Tender document available	Soft copy can be downloaded from the following website: <a href="https://capitalregiontransport.in/">https://capitalregiontransport.in/</a> Date: 09/05/2025
3.	Assignment Details	<b>Selection of Bus Operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.</b>
4.	Last date for submission of Queries for clarifications	Date: 16/05/2025 Time: Till 4.00 PM
5.	Pre-bid meeting	Date: 17/05/2025 Time: 12:00 PM Location: Conference Hall, Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024
6.	Response to Pre-Bid Queries by uploading in website	Date: 19/05/2025 website: <a href="https://capitalregiontransport.in/">https://capitalregiontransport.in/</a>
7.	Address for Submission of Proposals & mode of submission	<u>Address:</u> Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024. Registered Post, Speed Post & Courier
8.	Last date and time for submission of Proposals (Proposal Due Date)	Date: 26/05/2025 Time: Till 4:00 PM

Sr. No.	Key Information	Details
9.	Place, Date, and time of opening of Technical Proposals	Date:28/05/2025 Time: 12:00 PM Location: Conference Hall, Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024
10.	Place, Date and Time for opening of Price Proposals	Date & Time will be communicated later to the technically qualified bidders at Email ID provided by bidders. Location: Conference Hall, Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024
11.	Cost of the Tender Document	Rs. 11,800/- (Rupees Eleven Thousand Eight Hundred Only ) inclusive of 18% GST. As Demand Draft from any scheduled commercial bank/ nationalized bank in drawn in favour of " <b>Capital Region Urban Transport, Bhubaneswar</b> ", payable at Bhubaneswar.
12.	Cost of E.M.D.	Rs. 50,00,000/- (Rupees Fifty Lakhs Only) As Demand Draft from any scheduled commercial bank/ nationalized bank in drawn in favour of " <b>Capital Region Urban Transport, Bhubaneswar</b> ", payable at Bhubaneswar.
13.	Performance Security payable by the Preferred Bidder	The Preferred Bidder shall furnish to Authority a Compliance Performance Security deposit equivalent to 5% of Annual project cost in the form of a Bank Guarantee valid during the Contract period and six month after the end of the contract period.
14.	Bid Validity Period	180 days from Opening of the Financial Bid
15.	Method of Selection	Lowest One (L1) basis
16.	Joint Venture	Not Allowed
17.	Point of Contact	The General Manager, Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024 Email: <a href="mailto:crutbbsr@gmail.com">crutbbsr@gmail.com</a>
18.	Website address	<a href="https://capitalregiontransport.in/">https://capitalregiontransport.in/</a>



## 2. Letter of Invitation

### **Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.**

Bidders will be selected as prescribed in the tender Document in accordance with the procedures prescribed here.

1. Interested bidders fulfilling eligibility conditions as mentioned in this tender can submit their proposals Physically (Hard Copies in properly binded and Indexed With Page Number) addressed to The General Manager, Capital Region Urban Transport, Patia Station Road, Kalarahanga, Bhubaneswar, Odisha 751024 through Registered Post, Speed post or Courier.
2. A bidder can participate in either Package VIII or Package IX. The bid will be awarded to the Lowest One (L1) bidder of the respective packages.
3. The proposal should be submitted in hardcopy two parts/ envelope as follows:
  - Part 1: Qualifying Proposal- Envelope A (Tender Fee, EMD Fee, Supporting Documents for qualification & bid proposal of the bidder).
  - Part 2: Financial Proposal- Envelope B (Financial proposal)
4. Evaluation of the proposals shall be made as per the evaluation criteria mentioned in the tender.
5. In the event, any of the instructions mentioned herein have not been adhered to Capital Region Urban Transport may reject the proposal.
6. The proposal, complete in all respect as specified in the tender Document, must be accompanied with a Non-refundable Bid Tender Fee and a Refundable EMD of paid as prescribed in the tender failing which the bid will be rejected.
7. The last date and time for submission of proposal, complete in all respect, is as per the Bid Datasheet and the date of opening of the qualifying proposal is as mentioned in the Bid Datasheet, which will be done in the presence of the bidder's representative at the specified address as mentioned in the Bid Datasheet. Representatives of the bidders may attend the meeting with due authorization letter and identity proof on behalf of the bidder.
8. While all information/data given in the tender are accurate within the consideration of scope of the proposed assignment, however the Authority holds no responsibility for accuracy of information, and it is the responsibility of the bidder to check the validity of information/data included in this tender. Authority reserves the right to accept/reject any/all proposals/cancel the entire selection process at any stage without assigning any reason thereof.

General Manager (P&A)  
Capital Region Urban Trasport

### 3. Introduction

Capital Region Urban Transport (CRUT) Capital Region Urban Transport (CRUT) is seeking proposals from qualified bus operators for the procurement, operation, and maintenance of 200 midi electric buses and associated infrastructure. The project has been divided into 2 packages and will cover 6 cities. The contract will be awarded on a Gross Cost Contract (GCC) basis for a period of 10 years, with an option to extend for an additional 2 years.

The selected operator will be responsible for:

Procurement and delivery of 200 midi electric buses, Operation and maintenance of the buses, Provision of allied infrastructure, such as charging facilities, Ensuring efficient and reliable public transportation services.

The objective of this project is to promote clean and green shared mobility, reducing the environmental impact of transportation in the region. CRUT invites interested and qualified bidders to submit their proposals through an open competitive bidding process.

### 4. RFP in Three Volumes

The Request for Proposal (RFP) shall be in three Volumes as follows:

- i. Volume I: Project Information Memorandum (PIM)
- ii. Volume II: Instruction to Bidders (ITB)
- iii. Volume III: Scope of work, Technical Specifications of the E-Bus and Annexures

#### **This Volume I: Project Information Memorandum (PIM)**

This volume provides brief information in respect of the project details, bidding mechanism and duties & responsibilities of the bidders, etc. are detailed in subsequent sections of the Project Information Memorandum.

#### **Volume II: Instructions to Bidders (ITB):**

This volume provides detailed instructions and guidelines for bidders, outlining the eligibility criteria , bidding process, requirements, Evaluation criteria and SLAs. It includes information on bid preparation, submission, and evaluation procedures to ensure a transparent and competitive bidding process.

#### **Volume III: Scope of Work and Specification of the E-Bus**

This volume outlines the specific requirements and technical specifications for the electric buses (E-Buses), including the scope of work, technical parameters, performance standards and all required Annexures. It provides a detailed description of the project's technical requirements, ensuring that bidders understand the expectations and deliverables.

The Selected Bidder(s)/ Operator(s) will be responsible to operate the bus service as per these parameters and provisions of Bus Operator Agreement.

## 5. Project Details

Capital Region Urban Transport (CRUT) is planning to start E-Bus operation in gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years . The Contracted Buses have been categorized into 02 (two) Packages for bus operation. Detailed specifications of the new buses are provided in Volume-II of the RFP.

- a. Package VIII: 100 nos of Midi E-buses
- b. Package IX: 100 nos of Midi E-buses

### 5.1. Details of Package VIII:

The selected Operator shall provide services of Procurement, Operate and maintain new buses of along with allied infrastructure following type and quantity.

Sr. No	Bus Type	Nos. of Buses	Location	AC/ Non-AC
1.	Midi E-Buses as per specification	25	Keonjhar	AC
2.	Midi E-Buses as per specification	25	Mayurbhanj	AC
3.	Midi E-Buses as per specification	50	Berhampur	AC

*Detailed specifications of the above new buses are provided in Volume-III of the RFP.*

### 5.2. Details of Package IX

The selected Operator shall provide services of provision, own, operate and maintain new buses of following type and quantity.

Sr. No	Bus Type	Nos. of Buses	Location	AC/ Non-AC
1.	Midi E-Buses as per specification	25	Angul	AC
2.	Midi E-Buses as per specification	25	Jharsuguda	AC
3.	Midi E-Buses as per specification	50	Sambalpur	AC

*Detailed specifications of the above new buses are provided in Volume-III of the RFP.*

## 6. Project Timelines

### 6.1. Procurement of Buses

- i. The Bidder selected through the Bid Process shall be issued an LOA by CRUT.
- ii. Within 7(seven) days from the issuance of the LoA, the Selected Bidder shall accept the LoA and deposit the Performance Security. On completion of these activities, the Operator shall execute the Bus Operator Agreement with CRUT. This date of execution of the Bus Operator Agreements will be referred to as the Appointed Date.

- iii. The Commercial Operations Date (COD) shall be the date of deployment of Contracted Buses as per the bus delivery schedule. The Deployment shall be considered achieved after the completion of the Training Period as defined in the Operator Agreement.
- iv. The operator needs to Procure the buses during this period as per the following schedule ("Bus Delivery Schedule").

<b>Bus Delivery Schedule</b>	
<b>Activity</b>	<b>Timeline</b>
Release of Letter of Award (LoA)	M
Delivery of 50 % of tendered vehicle	M + 30 Days
Completion of delivery of all (100%) tendered vehicle	M + 50 Days

- v. The "Operations Period" shall begin from COD and end in Ten (10) years from the COD ("Contract Period/ Agreement Period"), provided that the Authority, at its sole discretion, may extend the Operations Period by additional Two (2) years based on operator performance and condition of the Buses.

## 7. Payment Mechanism

### 7.1. Calculation of Kilometres of Buses

- a. The Authority shall pay the kilometer charges through Escrow Account for the actual effective kilometres at the rate determined through the tender process.
  - i. Distance operated for making payment will be reckoned from the appointed terminus for plying vehicles as per the kilometres of the trip distance as per time table.
  - ii. Distance travelled by the Contracted Bus from the Bus Depot/Parking Space to the first point of loading passengers at the commencement of its service on a day and Distance travelled by the Contracted Bus from its last passenger stop as per the Operating Plan to the Bus Depot/Parking Space at the end of the day's service shall be considered if operated as per schedule provided by the Authority.
  - iii. Distance travelled by Contracted Bus, which is outside the Operating Plan but approved by the Authority for specific and special requirements, shall be considered.
- b. The Operator shall make available the bus for a minimum of 16 hours a day. In case a bus is not made available for minimum 16 hours a day, it will not be counted as a day for the purpose of reckoning the number of days operated in a month and such calculations shall be made for deduction of the lapsed Kilometers from the Assured Kilometers on daily basis.
  - i. In case of loss of kilometers trips on any day for any reason, payment shall be made for actual km operated on that day.  
Bus Kilometres shall not constitute the following:
    - ii. Any kilometres travelled by the Contracted Bus to a maintenance facility set up by the

- Operator at the Bus Depot/Parking Space provided by Authority or for any travel not authorized by Authority.
- iii. Distance travelled by a Contracted Bus for charging facility set up by the Operator at the Bus Depot/Parking Space provided for by Authority.
  - iv. Kilometres from the point of the breakdown to the destination point in case of breakdown wherein Authority can divert the passengers to any other contracted bus of Authority.
- c. Increase in route kilometer due to enforcement of law and order shall be reckoned for kilometer charges after due certification by the respective Depot Incharge.
  - d. Operator is free to keep spare electric buses for smooth running of contracted Electric Buses. The Operator shall at all times during the contract period maintain 95% of the fleet for bus operational purpose. If it fails to provide, additional penalty will be charged as mentioned in Annexure of this bus operator agreement for Deficiency and Incident Wise Damages/ Fines.
  - e. In case of an accident where the bus is detained by police authorities or impounding of vehicle by any other statutory authority, penalty will be imposed for the period for which the vehicle is detained or impounded by the authorities as per mentioned in Annexure of this bus operator agreement for Deficiency and Incident Wise Damages/ Fines.

## 7.2. Payment of Bills

The Authority shall compute and provide payment to the Operator through Escrow Account, for every Payment Period, from when the first of the Contracted Buses commences service. The data of total number of kilometres that the Contracted Buses have travelled for the aforesaid period will be collected from all Depot Managers at Traffic Manager Level. Such calculation shall be made using actual survey manually with the supervision of the Authority staff / Global Positioning System (GPS).

## 7.3. Basis for Payments

The Base Kilometer Charge Payment to the Operator by the Authority for the Bus Services rendered shall be as per the provisions described hereinafter

The Base Per Kilometer Charge quoted by the Bus Operator in the Price Proposal for the Contracted Buses and accepted by the Authority in the LOAs as follows:

Sl. No.	Package	Bus Type	Quantity (Nos)	Quoted Rate Rs/Km
1	Package-VIII	New Midi AC Electric Buses	100 nos.	
2	Package-XI	New Midi AC Electric Buses	100 nos.	

The Base year price of Electricity per Unit, Base year Wholesale Price Index (WPI) and CPI-IW/applicable Minimum Wages which shall be used for determining the Applicable Kilometer Charge throughout the agreement period as follows:

- i. Base Year Price of Electricity/Unit: is the prevailing price of electricity as available with the competent authority on the bid due date.
- ii. Base Year Wholesale Price Index(WPI) for all commodities: is the WPI as on the bid due date, published by the Office of Economic Advisor to the Government of India, Ministry of Commerce and Industry: Website: <http://eaindustry.nic.in>.

- iii. Base Year Consumer Price for Index Industrial Workers (CPI-IW): is the CPI-IW as on the bid due date, published by the Office of the M/o Labour & Employment: [www.labourbureau.gov.in](http://www.labourbureau.gov.in) (or) [www.pib.gov.in](http://www.pib.gov.in)

## 7.4. Payment Terms

### 7.4.1. Invoicing Period

- i. Fortnightly Bills for the payment of Kilometer charges as per provision laid in 25.1 above shall be prepared by the Operator and submitted with receipt along with certificate of authorized official of the Authority on every 20th day of current month for the First Fortnight and bill for
- ii. second fortnight can be submitted on every 5th day of succeeding month. The Operator shall submit an invoice specifying:
- iii. Registration number of each Contracted Bus and the type of bus that has travelled as part of the Bus Service,
- iv. Bus Kilometres travelled by each Contracted Bus as part of the Bus Service in the relevant payment period (clearly identifying the Contracted Bus)
- v. Applicable Kilometre Charge for the period for the particular type of Contracted Bus.
- vi. GST tax, and any applicable surcharge or cess on it, if any, payable on the amount as per provision of sub clause below.
- vii. The Operator shall submit invoice strictly for the operated kms for the payment period provided by Authority. (here in together referred as "Invoice Amount")

### 7.4.2. Payment Period

- i. The Authority shall, within a period of 30(Thirty) days of the receipt of invoice, will check AUTHORITY Internal record and make payment of the total invoiced amount through Escrow Account. In case of expiry of the agreement in the normal course of time, complete payment of last month of operation shall be made by the last day of the Agreement.
- ii. All payments shall be made by the Authority to the Operator after making any tax deductions at source under Applicable Law, deductions under SLA clauses as per contract.

### 7.4.3. Method for Calculation of Payment

The Escrow payment for Bus Kilometres for actual Bus Kilometres per each Contracted Bus deployed shall be calculated as

Payment = Applicable Kilometre Charge for Contracted Bus x Operated KM

(Where Operated KM is Bus Kilometres Operated by the contracted buses as part of the Operating Plan during the relevant Payment Period)

- Any Fines levied, Excess Electricity Charges than assured shall be adjusted from the Payment subject to provisions of this Agreement.
- Any applicable surcharge or cess on payment for services rendered by the Operator, if any, shall be levied and billed over and above the payment amount based on the number of operated kilometres in the given period multiplied by the Applicable

Kilometre Charge. The Authority is liable to pay this additional amount on the Invoice Amount.

- The GST (if applicable) shall be payable by the Authority.
- The bidder shall quote his rate per kilometre charge in "INR per km." for operation of buses to be given to AUTHORITY "on per Kilometer charges" as per the terms and conditions specified in the contract. The charges quoted will be effective for the contractual period from the commercial date of operation under the contract with the provision for revision in the per kilometer Charges to cover the upward price escalation half yearly for every six months from the COD of the fleet.

#### 7.4.4. Revision of Fee:

- The Parties agree that the Fee shall be revised every 6 (six) month on the basis of variation in electricity tariff for the Charging Infrastructure and CPIIW and WPI in accordance with the terms of this Agreement ("Fee Revision").
- The Operator shall submit to the Authority, no later than 30 (thirty) days prior to the expiry of the aforesaid period of 6 (six) months, a statement of the input cost of the electricity consumed at the Charging Infrastructure, as provided in Clause, in the format provided in Annexure along with copies of electricity bills clearly segregating the consumption of electricity for the Charging Infrastructure.
- if in any event the CPIIW, WPI and electricity charge varies by more than 4% (four per cent) between the last bill and subsequent changes in every 6 months thereafter, the per kilometer charges shall be paid as per formula mentioned below.
- The Parties agree that the formula for revision of fee shall be: For the 1st revision after 3rd year of COD:

Payable Fee = Final Quoted Price\* [1 + **(0.2 \* ((CPI IW on the date of submission of the statement – CPI IW on the Base Index Date)/ CPI IW on the Base Index Date)) + (0.6 \***

**0.4 \* ((WPI on the date of submission of the statement – WPI on the Base Index Date)/ WPI on the Base Index Date)) + (0.2 \* ((price per kWh of electricity on the date of submission of the statement - price per kWh of electricity on the Base Index Date)/ price per kWh of electricity on the Base Index Date))]**

For subsequent revisions:

Payable Fee = Final Quoted Price \* [1 + **(0.2 \* ((CPI IW on the date of submission of the statement – CPI IW on the preceding Fee Revision Date)/ CPI IW on the preceding Fee Revision Date)) + (0.6 \* 0.4 \* ((WPI on the date of submission of the statement – WPI on the preceding Fee Revision Date)/ WPI on the preceding Fee Revision Date)) + (0.2 \* ((price per kWh of electricity on the date of submission of the statement - price per kWh of electricity on the preceding Fee Revision Date)/ price per kWh of electricity on the preceding Fee Revision Date))]**

- The Parties agree that the Fee shall stand revised pursuant to any amendment in accordance with this Clause and shall become the base Fee payable to the Operator under this Agreement.



For the avoidance of doubt, it is clarified that in the event of any dispute or difference in calculation of the consumption of electricity or the CPIIW and WPI hereunder, the Dispute Resolution Procedure in the appropriate Court of Law under the jurisdiction of Bhubaneswar.

#### 7.4.5. Guarantee to operate particular number of kilometres

The Authority hereby assures the Operator that the Operating Plan will be formulated so as to ensure that the Bus Kilometres travelled by each of the Contracted Buses, in a continuous period of 6 (six) months, commencing from COD and then onwards half yearly basis, shall be no fewer than 32,400 kms / contracted bus. The assured kms shall be calculated as per the fleet availability as mentioned in the clause of this bus operator agreement.

#### 7.4.6. Assured Payment after Reconciliation

##### 7.4.6.1 Payment for Unutilised Kilometres

In the event that the Authority is unable to provide the Operator the operations of the Contracted Bus trips such that the average number of kilometres operated per Contracted Bus is not equal to the Assured Bus Kilometres, Authority will pay to the Operator, in addition to the full payments made for Bus km operated based on invoices presented by the Operator, an amount which shall be determined as follows:

Assured Payment Amount for Unutilised Kms =  $0.35 \times (T_m - T_a) \times \text{Applicable Kilometre Charge}$

Where,

$T_m$  = Assured Bus Kilometres

$T_a$  = Actual Bus Kilometres Operated by the Contracted Bus during the relevant period that has triggered this provision.

It should be noted that the Assured Payment Amount will not be payable for any shortfall in Kilometres of the Fleet that arises due to:

- Default of the Operator under this Agreement
- Non-availability of Contracted Buses for reasons attributable to maintenance or accidents
- Breach of law by the Operator
- Occurrence of a Force Majeure Event.

##### 7.4.6.2 Payment for Excess Kilometres

If the Contracted Buses operated under this Agreement exceed the Assured Bus Kilometres, then the Kilometre Charge payable applicable for such additional kilometres in excess of the Assured Bus Kilometres shall be calculated as follows;

Assured Payment Amount for Excess Kms =  $0.65 \times (T_a - T_m) \times \text{Applicable Kilometre charge}$  where

$T_a$  = Actual Bus Kilometres Operated by the Contracted Bus during the relevant period that has triggered this provision

$T_m$  = Assured Bus Kilometres



- a. The Authority shall provide the Operator with a notice of the calculation with the supporting data (the kilometres travelled by each of the Contracted Buses comprising the Available Fleet).
- b. The Authority shall have right to compute on its own and verify the Assured Kilometres. The Authority shall compute and provide to the Operator, every quarter from the COD for the respective lot of buses, the total number of Kilometres that the Available Fleet has travelled for the aforesaid period. Such calculation shall be made manually or using GPS.
- c. With respect to sub clauses (c) and (d) herein above, the provision of Clause: Term of Payment shall be also used to determine Assured kilometres.
- d. Any dispute regarding kilometers operated/payments received shall be taken up with the Depot Manager of respective depot within one month from date of receipt of payment. Claims raised after one month shall be treated as null and void. The disputes shall be heard and settled by Traffic Manager.
- e. Income tax at source would be deducted from the payment made to the Operator as per rules in force from time to time.
- f. The Operator shall submit invoice strictly for the operated kms for the payment period provided by Authority along with monthly compliance checklist as per the Annexure of the Bus Operator Agreement. (here in together referred as "Invoice Amount")

## **7.5. Limitations to Liability of Authority for Operations and Maintenance**

The Authority shall not be liable to make any other payments other than the payments described in this Clause.

## **7.6. Liabilities arising from negligent driving and accidents**

- i. Any damages arising due to negligent driving, malfunctioning of bus or accidents of the Contracted Buses on the street and within the Authority premises shall be the liability of the Operator.
- ii. The Operator shall be responsible for all claims that may arise due to statutory violations and negligence etc. arising out of the operation of its bus on road and within the Authority premises, like claims and damages due to accidents, providing relief and emergency medical care to persons or property of fatal or injury or any loss/damage to any property, etc. payable under the provisions of M.V. Act/Rules or any other Acts. The Authority under no circumstances shall be made liable or responsible to pay any compensation that may be imposed by the Statutory Authorities, in respect of accidents and injuries involved.
- iii. It shall be the responsibility of the Operator to make arrangements on behalf of the Authority for proper prosecution of proceedings before the Motor Accident Claim Tribunal (MACT), Regional Transport Authority (RTA), State Transport Authority (STA), Hon'ble High Court, Hon'ble Supreme Court, etc. in respect of the claims as stated herein at its own cost and consequences.
- iv. In case of accident, Operator himself shall make arrangement to bail out his employee (driver) from police custody following the applicable law and also to deal with further litigations arising out of the said accident, as per the applicable law.

## 7.7. Fines and Compensation

- i. The Authority shall determine the quantum of passenger fare that will be charged from the users/passengers of the Contracted Buses or persons who avail the Bus Service.
- ii. The Authority retains the right to collect Passenger Fare either by itself or through a third party using any technology or methodology it deems appropriate.
- iii. The Operator shall not directly or indirectly collect Passenger Fare or any portion thereof. The Operator shall not in any way cause any interference in the process of collection of Passenger Fare and shall fully co-operate and facilitate the process of Passenger Fare collection undertaken by the Authority.

## 8. Statutory Compliance

- i. The agency must ensure that all statutory dues, including EPF, ESIC, and other applicable payments, are deposited before submitting the monthly invoices to guarantee compliance with government regulations.
- ii. The agency will be responsible for accurately deducting and maintaining records of Gratuity, PF, and ESIC in accordance with government rules.
- iii. Deposits for EPF and ESIC must be completed by the 15th of every month or the due date of the respective statute, strictly adhering to statutory deadlines.
- iv. Monthly invoices submitted by the agency must include EPF and ESIC challans to ensure full transparency.
- v. Salaries of the employees must be paid on or before 5th day of succeeding month, with a maximum allowable grace period of 5 days i.e.10th day.

### 8.1. Annual Assured Fleet Availability

- i. The Operator is expected to always make available "Annual Assured Fleet" (a particular proportion of the fleet in good condition for operations) during the Agreement Period.
- ii. This proportion ("Annual Assured Fleet Availability") shall be as follows:

Type of Buses	Year 1	Year 2	Year 3	Rest of the Contract Period
Midi E-Buses	95%	95%	95%	95%

- iii. In case the Operator is unable to make available the "Annual Assured Fleet", it shall attract Liquidated damages as defined in the Operator Agreement.

### 8.2. Advertisement on the Buses

- i. The Authority shall reserve the right to display advertisements of all types of media on the Contracted Buses as well as to collect and retain revenue generated from the above activity.
- ii. The Operator shall be responsible for security and cleanliness of advertisement material and equipment.

### **8.3. Operation and Maintenance Standards**

- i. The Operator shall maintain the minimum service standards for operations and maintenance of Contracted Buses as provided in the Operator Agreement.
- ii. The Operator shall operate and maintain the Contracted Buses in accordance with the Fleet Deployment Plan and shall at all times ensure that the frequency is maintained as specified under the Fleet Deployment Plan or as per the instructions of the Authority from time to time.

## **9. Condition In Case of Default**

### **9.1. Authority's Default**

- i. Any of the following events shall constitute an Event of Default by the Authority (Authority's Event of Default) unless such event has occurred because of a Force Majeure Event:
- ii. The Authority is in Material Breach of any of its obligations under this Agreement and has failed to cure such breach within 60 (sixty) days of occurrence thereof.
- iii. The Authority has unlawfully repudiated this Agreement or otherwise expressed its intention not to be bound by this Agreement (for example: Authority fails to renew stage carriage license/permit, demands withdrawal of the Contracted Buses etc.)

### **9.2. Operator's Default**

- i. Any of the following events shall constitute an Event of Default by the Operator ("Operator's Event of Default") unless such event has occurred because of a Force Majeure Event.
- ii. Operator is in breach of any of its obligations under this Agreement and the same has not been remedied for more than [60 (sixty)] days.
- iii. Operator stands incapable of supply of single fully built bus as per the specifications and fails to adhere to the timelines set forth in the Agreement.
- iv. Operator suspends or abandons the operations of Contracted Buses without the prior consent of Authority.
- v. The Operator failed to make any payments/damages/damages due to Authority within the period specified in this Agreement or indicated by Authority without any valid reason.
- vi. Operator fails to maintain the Performance security as per the terms of this Agreement.
- vii. Any representation made or warranties given by the Operator under this Agreement or under the RFP document is found to be false or misleading.
- viii. The operator creates an Encumbrance over the Contracted Buses, Bus Depot, Terminals, or Parking Spaces.
- ix. The Operator fails to repay any debt / loan raised by the Operator for the purpose of financing the Bus Body Building from institutional Lenders such as Banks.
- x. The Operator repudiates this Agreement or otherwise evidences an intention not to be bound by this Agreement.
- xi. Operator fails to comply with the Applicable laws, rules, and regulations Any act of winding up of Operator by its Shareholder or Court of competent jurisdiction or any relevant Authority.

## **10. Termination Due to Default**

- i. Pay any sum due and payable as the Operation Payment by the Authority till date of such termination.
- ii. Takeover peaceful possession without any Encumbrance of all Bus Depots, Computer software, electronic hardware, or any Intellectual Property, pertaining to Bus Operation and maintenance, provided to the Operator.
- iii. Refund/ release of performance security in full provided there are no outstanding dues of the Authority on the Operator.
- iv. Release bus(es) under operation from the duty in case of Packages provided there are no outstanding dues off the Authority on the Operator.
- v. In the event of termination for an Operator Event of Default, the Authority shall: In case such termination occurs due to non-supply of buses as per the agreement for these Packages.
- vi. In case such an event occurs after COD. Takeover peaceful possession without any Encumbrance of Bus Depots, Computer software, electronic hardware, or any Intellectual Property, pertaining to Bus Operation and maintenance, provided to the Operator.
- vii. Be entitled to invoke and retain the Performance Security amount in full Release bus(es) under operation from the duty in case of these Packages.
- viii. If termination occurs due to authority event of default of force majeure, the Authority shall give 3-month notice period to the Bus Operator to settle all dues and remove all assets as per the Contract or will pay 3 Months Kilometre Charges (average of last 4 invoice amounts) from the data of termination to the operator.

## **11. Other Terms and Conditions**

- i. Further, the Authority, at its sole discretion, during the agreement, may ask the Operator to provide additional buses equivalent to 30% of the total quantity of buses required under the Agreement. The Agreement period of such additional buses shall be decided in consultation with the Operator at the time of issuing the request for Additional buses by Authority. However, the Agreement Period for the additional buses shall not be higher than the agreement of period mentioned in this agreement.
- ii. In the event the Operator, within bus delivery period fails to deliver required number of buses and obtain Certificate of Acceptance from the Authority, then, the Authority shall have right to reduce the number of Contracted Buses which are to form part of the Contracted Buses by the number of buses remaining undelivered /unaccepted and it shall attract Liquidated damages as defined in the Operator Agreement.

## Volume II: Instruction to Bidders

### 1. Definitions and Interpretation

In this Volume II of the RFP, unless the context otherwise requires, capitalized terms shall have the meaning given below. Capitalized terms not defined below shall have the meaning given to them in the Bus Operator Agreement.

Term	Definition
<b>"Addendum or Addenda"</b>	Means an addendum or addenda to the RFP.
<b>"Annexure"</b>	Means an annexure to this Volume III of the RFP.
<b>"Authority"</b>	Means the <b>Capital Region Urban Transport</b> or its authorized representatives who has invited Proposals from competent and interested parties for Bus provision, operation, and maintenance of Buses on gross cost contract basis.
<b>"Applicable Law"</b>	Means all the laws, acts, ordinances, rules, regulations, notifications, guidelines, or byelaws, in force and effect, as of the date hereof and which may be promulgated or brought into force and effect hereinafter in India, including judgments, decrees, injunctions, writs or orders of any court of record, as may be in force and effect during the subsistence of this Contract, and applicable to the Project.
<b>"Appointed Date"</b>	Means the date of execution of the Bus Operation Agreement.
<b>"Associates"</b>	Means, in relation to a Bidder, a person who Controls, or is Controlled by, or is under the common Control of such Bidder, specified in this RFP
<b>"Authorized Signatory"</b>	Means the Person Authorized by the Bidding firm to sign the bid, correspond with the Authority, make representation to the Authority as part of bidding process and sign the contract on behalf of the bidding firm through valid Authorization document in his/her favour.

Term	Definition
<b>"Bus"</b>	Means a passenger New Bus unit to be provided by the operator and that meets the Technical Specification. In relation to this, <b>"Contracted Buses"</b> shall mean all the Buses for the Provision and operation and maintenance of which the Operator has been contracted
<b>"Bus Kilometre"</b>	Means a Kilometer travelled by a Contracted Bus as part of its operations as per the terms and Conditions of Bidding Documents
<b>"Bus Service"</b>	Means the service of provision, operating and maintaining the Buses as part of the Semi urban Bus Service inside and between semi-urban areas across the State on Gross Cost Contract (GCC) model, in accordance with this RFP and Bus Operator Agreement, including providing public carriage in accordance with the performance standards stipulated by Authority.
<b>"Bid / RFP Documents"</b>	Means document comprising <b>Volume- I, II &amp; III</b> its annexure, Addendum /corrigendum published thereof.
<b>"Bid Process/ Selection Process"</b>	Means the single stage bidding process adopted by CRUT to award the Project to the Selected Bidder on the terms and conditions set out in the RFP, which has commenced with the issuance of the RFP, and which will end on the date that the Bus Operator Agreement is executed for the Project.
<b>"Bid Security" or "Earnest Money Deposit (EMD)"</b>	Means Security to be furnished by the Bidder at RFP stage in accordance with provisions of RFP.
<b>"Bus Operator Agreement"</b>	Means the Agreement including, without limitation, any and all Annexure/Schedule thereto which will be entered into between Authority and the Successful Bidder through which Authority shall grant the rights to the Successful Bidder for provision, operate and maintain the Buses during the Contract Period against payment of consideration.
<b>"Clause"</b>	Means a clause of this Volume II of the RFP.
<b>"Commercial Operations Date" / "COD"</b>	Shall be the Commercial Operation Date as defined in the Clause of Volume III of this RFP

<b>Term</b>	<b>Definition</b>
<b>"Conflict of Interest"</b>	Shall have a meaning specified in this RFP.
<b>"Companies Act"</b>	Means the (Indian) Companies Act, 1956 and/or the (Indian) Companies Act, 2013, as amended from time to time, as the context may require.
<b>"Fleet"</b>	Means the total number of Buses that are contracted to Operator for Bus provision, operation and maintenance in accordance with the provisions of Bidding Documents.
<b>"Kilometre Charge"</b>	Refers collectively to the Base Kilometre Charge for Buses.
<b>"Letter of Acceptance" or "LOA"</b>	Means the letter issued by Authority to the Successful Bidder to provide its services as per Bus Operator Agreement in conformity with the terms and conditions set forth in the Bidding Documents.
<b>"Operator"</b>	Means the successful Bidder(s) selected under pursuant to competitive Bidding Process with whom Authority has entered into a Bus Operator Agreement
<b>"Package"</b>	Means the New Buses into a particular size of fleet.
<b>"Proposal" or "Bid"</b>	Means the Pre bid qualification, Technical, Financial Bid, EMD and any other document submitted by the Bidder(s) in response to RFP issued.
<b>"Proposer" or "Bidder"</b>	Means any firm, including a partnership firm or a company, who submits a Bid/ eligibility and qualification submission along with RFP document fees under this RFP within the stipulated Due Date and Time of submission.
<b>"Preferred Proposer / Bidder"</b>	Shall mean the Bidder who qualifies the RFP (meeting eligibility and qualification criteria and whose Proposal is responsive as per RFP and Financial Proposal turned out to be Lowest and responsive as per the provisions of RFP.
<b>"Routes"</b>	Means the routes within the Bus service area determined exclusively and notified by the Authority from time to time, and

<b>Term</b>	<b>Definition</b>
	the Contracted Buses under Bus Operator Agreement shall operate only on such Routes.
<b>"RTO/RTA"</b>	Means the Regional Transport Authority of concerned region / area.
<b>"Scope of Project/Work"</b>	Shall have a meaning specified in volume-III, Bus Operator Agreement
<b>"Website"</b>	means the web portal of CRUT <a href="https://capitalregiontransport.in/">https://capitalregiontransport.in/</a>



## 2. Interpretation

- i. In case of any discrepancy between the main body of the Information to Bidders and the formats set out in the Annexures of the ITB, the formats will prevail.

## 3. General Information & Instructions

- i. The "Instructions to Bidders (ITB)" and the bidding formats are being issued to Bidders as Volume II of the RFP.

This volume of the RFP sets out the bidding and evaluation process and provides necessary formats for Bidders to prepare their Technical Proposals and Financial Proposals for implementation of the Project – "RFP for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years"

- ii. The prescribed formats for the submission of Proposals are annexed to this Volume II.
- iii. The Bidders are advised to submit their Proposals complying with the requirements stipulated in this Volume II. Proposals may be disqualified in case the Proposals received are incomplete or are non-responsive or if the information is not submitted as per the suggested formats.

## 4. Conflict of interest

- i. A Bidder shall not have a conflict of interest (the "Conflict of Interest") that affects the Bidding Process. Any Bidder found to have a Conflict of Interest shall be disqualified. A Bidder may be considered to have a Conflict of Interest that affects the Bidding Process, if the relationship between two Bidders is established through common holding, either directly or through Associates, of at least 25% holding of equity/profit sharing in another company/firm, or in each other.
- ii. The Bidder, its member or Associate (or any constituent thereof) and any other Bidder, its member or Associate (or any constituent thereof) have common controlling ownership interest. Common controlling ownership interest for Company and Partnership Firm is defined as follows.
  - a. If **Bidder is a Company**: In such case, the Bidder (including its member or Associate or any share holder thereof of Bidder and/or its Associates) possessing over 25% of the paid up and subscribed capital in its own company, Member or Associate as the case may be, also holds.
    - More than 25% of the paid up and subscribed equity capital in the other Bidder, its member or Associate of such other Bidder, its member or Associates is Company; and/or
    - More than 25% of profit sharing in other Bidder, its member or associates such other Bidder, its member or Associates is a Partnership firm. and/or Other Bidder, its member or Associates which is a Proprietorship Firm.
  - b. If **Bidder is a Partnership Firm**: In such case, the Bidder or its Partners or Associate having a profit sharing of more than 25% of such Bidder or its Partners or Associate also holds:
    - More than 25% of the paid up and subscribed equity capital in the other Bidder, its member or Associate of such other Bidder, its member or Associates is Company; and/or
    - More than 25% of profit sharing in other Bidder, its member or associates such other Bidder, its member or Associates is a Partnership firm, and/or

Other Bidder, its member or Associates which is a Proprietorship Firm.

- i. It is to be noted that this disqualification shall not apply to any ownership by a bank, insurance company, pension fund or a public financial institution referred to in section 2 of the Companies Act 2013.
- ii. A constituent of such Bidder is also a constituent of another Bidder; or
- iii. Such Bidders receives or has received any direct or indirect subsidy from any other Bidder/s, or has provided any such subsidy to any other Bidders; or
- iv. Such Bidders has the same legal representative for purposes of this Proposal as any other Bidders; or
- v. Such Bidders have a relationship with another Bidders, directly or through common third parties, that puts them in a position to have access to each other's information about, or to influence the Proposal of either or each of the other Bidders.

## 5. Fraud and Corrupt Practices

- i. Bidders and their respective officers, employees, agents, and advisors are required to observe the highest standards of ethics during the Bid Process. Notwithstanding anything to the contrary contained in the RFP, Authority may reject a Proposal without being liable in any manner whatsoever to the Bidder, if it determines that a Bidder has, directly or indirectly or through an agent, engaged in a corrupt, fraudulent, coercive, undesirable, or restrictive practice in or affecting the Bid Process.
- ii. Without prejudice to the rights of Authority under Clause above, in the event that a Bidder is found by Authority to have directly or indirectly or through an officer, employee, agent or advisor engaged or indulged in any corrupt, fraudulent, coercive, undesirable or restrictive practice during the Bid Process, such Bidder will not be eligible to participate in any tender or request for proposal issued by Authority either indefinitely or for a period of time specified by Authority, from the date such Bidder is found by Authority to have directly or indirectly or through an officer, employee, agent or advisor engaged or indulged in any of the activities mentioned above.
- iii. For the purposes of this RFP, the following terms will have the meaning given to them below:
  - a. **Corrupt practice means:**

offering, giving, receiving or soliciting, directly or indirectly, of anything of value to influence the actions of any person connected with the Bid Process (for the avoidance of doubt, offering of employment to, or employing, or engaging in any manner whatsoever, directly or indirectly, any official of Authority who is or has been associated in any manner, directly or indirectly, with the Bid Process or has dealt with matters concerning the Bus Operator Agreement or arising from it, before or after its execution, at any time prior to the expiry of 1 (one) year from the date that such official resigns or retires from or otherwise ceases to be in the service of Authority, will be deemed to constitute influencing the actions of a person connected with the Bid Process); or

appointing or engaging in any manner whatsoever, without Authority's prior approval, whether during or after the Bid Process or after the execution of the Bus Operator Agreement, as the case may be, any person in respect of any matter relating to the Project, the Bid Process or the Bus Operator Agreement, who at any time has been or is a legal, financial or technical advisor of Authority on any matter concerning the

Project. For the avoidance of doubt, this restriction shall not apply where such adviser was engaged by the Bidder or any of its Associates in the past, but his assignment expired or was terminated at least 18(eighteen) months prior to the date of issue of the RFP, nor will this restriction apply where such adviser is engaged after the expiry of the term of the Bus Operator Agreement.

- b. Fraudulent practice means any act or omission, including a misrepresentation, that knowingly or recklessly misleads, or attempts to mislead, a person to obtain a financial or any other benefit or to avoid an obligation.
- c. Coercive practice means impairing or harming, or threatening to impair or harm, directly or indirectly, any person or the property of the person to influence improperly the actions of a person.
- d. Undesirable practice means: (A) establishing contact with any person connected or employed or engaged by Authority with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the Bid Process; or (B) having a Conflict of Interest (as set out in RFP); and
- e. Restrictive practice means forming a cartel or arriving at any understanding or arrangement among Bidders with the objective of restricting or manipulating full and fair competition in the Bid Process.

## 6. Eligibility Criteria

Sl. No.	Basic Requirement	Specific Requirement	Documents required
1	Tender Document fees	Tender fee in shape of Banker's Cheque / Demand Draft to be made from any Nationalized Bank or Scheduled Commercial Bank in favour of Capital Region Urban Transport, Payable at Bhubaneswar.	Demand Draft
2	EMD	EMD in shape of Demand Draft to be made from any Nationalized Bank or Scheduled Commercial Bank in favour of Capital Region Urban Transport, Payable at Bhubaneswar.	Demand Draft
3	Legal Entity	The Bidder should be a Company/ LLP under Companies Act 1956/2013/Partnership firm.	<ul style="list-style-type: none"> <li>• Copy of Certificate of Incorporation/Registration/ Partnership deed signed by Authorized Signatory of the Bidder.</li> <li>• Copy of PAN</li> <li>• Copy of Valid GST Registration Certificate.</li> </ul>

Sl. No.	Basic Requirement	Specific Requirement	Documents required
4	Annual Turnover	Bidder must have Minimum Annual average turnover of the bidder must be INR 100 Crores from the last three (3) financial years (FY 2021-22, FY 2022-23 and FY 2023-24).	<ul style="list-style-type: none"> <li>Audited balance Sheet and Profit &amp; Loss account statement of the bidder for each of the last 3 audited financial years.</li> <li>GST Annual Return copy of the respective financial years.</li> <li>Average Turnover Certificate duly signed by Statutory Auditor/CA of the Bidder in the given format.</li> </ul>
5	Net worth	The Bidder should have minimum average net worth at least INR 25 Crores for last three (3) years. (FY 2021-22, FY 2022-23 and FY 2023-24)	Average Net worth Certificate duly signed by Statutory Auditor/CA of the Bidder in the given format
6	Relevant Experience	The bidder should have Ownership and Operational Experience of minimum 50 E-Buses & 50 Diesel under any Central Government State Government/PSU/ ULBs in India for at least a period of 1year from the date of release of RFP.	Document Required - Work order/ LoA/ Agreement
7	Authorized Representative from Bidder	A power of attorney / board resolution in the name of the person signing the bid.	Original Power of attorney on legal paper/ Board resolution copy.
8	Manufacture Authorization Form (MAF)	One (1) or more Manufacture Authorization Forms (MAFs) can be submitted by bidder who is participating individually other than OEM. *The right to select make & model/ MAF is retained by the Authority.	MoU/MAF
9	Statement of Deviation	Statement of Deviation from Technical Specifications	Bidders Undertaking on letter head.
10	Blacklisting	The Bidder should not be debarred / blacklisted by any State Government / Central Government / PSU Organization in India for Unsatisfactory performance, corrupt or fraudulent practices or any other unethical conduct either indefinitely	A self-certified letter signed by the Authorized Signatory of the Bidder.

Sl. No.	Basic Requirement	Specific Requirement	Documents required
		or for a period as on date of submission bid.	
11	Non-performance Declaration	A Bidder should, in the last 3 (three) years, have neither failed to perform on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award against the Bidder, as the case may be, nor has been expelled from any project or contract by any public entity nor have had any contract terminated any public entity for breach by such Bidder.	A self-certified letter signed by the Authorized Signatory of the Bidder in the stipulated format under in letterhead.

**Note:**

Consortium is not permitted to participate in the bidding and will be considered non-responsive and rejected.

A bidder can participate in either Package VIII or Package IX.

### 6.1. Other Eligibility Criteria

- i. If any company/partnership firm has or its Associates have been barred by any government or government instrumentality in India or in any other jurisdiction to which such entity or its Associates belong or in which they conduct their business, from participating in any project or being awarded any contract and the bar subsists on the Proposal Due Date, such company/partnership firm will not be eligible to submit a Proposal. If the Authority subsequently finds that abider is so barred, then Authority may disqualify the Bidder and reject its Proposal.
- ii. If any company/partnership firm has or its Associates have, in the 3 (three) years immediately preceding the Proposal Due Date:
  - Been expelled from any project or contract by any government or government instrumentality; or
  - Had any contract terminated by any government or government instrumentality for breach by such Bidder or its Associates, as the case maybe.

then such company/partnership/ proprietary firm will not be eligible to submit their Proposal.
- iii. If any company/partnership firm is affected by and has been affected by any of the following events, conditions, or circumstances in the 3 (three) financial years immediately preceding the Proposal Due Date:
  - a. The Bidder being subject to proceedings for declaration of or being declared bankrupt, being wound up, or having its affairs administered or conducted by any court, administrator, receiver.

- b. The Bidder having been declared by a court or other competent authority as being unable to pay its debts, or having made any composition or arrangements with creditors or having had the repayment of its debts suspended; or
- c. The Bidder being convicted or otherwise being found responsible (or having any of its directors, partners, trustees, officers, or managers convicted or being found responsible) by any court, tribunal, regulatory, public or other competent authority for a breach of any laws or regulations which:
  - Related to any act of fraud or dishonesty for which a fine, penalty, damages, compensation, or other payment was levied against the Bidder or any of its directors, partners, trustees, officers, or managers; or
  - Resulted in the permanent or temporary suspension of the rights of the Bidder to provide any service or carry on any type of business or operations.

Then such company/partnership/ proprietary firm will not be eligible to submit their Proposal.

- iv. The authority shall review the details of the litigation disclosed by a Bidder as per Annexure-IV to determine if such litigation, in the Authority's opinion, presently affects or which could have a material adverse effect on the eligibility of such Bidder. If the Bidder is party to any litigation (required to be disclosed as per Annexure IV), which, in Authority's opinion, presently affects or which could have a material adverse effect on the financial condition or prospects or business of such Bidder or Member in the fulfilment of its obligations under the Bus Operator Agreement, then the Proposal of such Bidder shall not be considered for further evaluation.

## 6.2. 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.

Sr. No	Descriptions	Maximum Marks	Supporting Documents
<b>TQ-1</b>	<p><b>Financial Capability:</b> The bidder must have an average annual turnover in India of at least Rs. 100 crores during the last three completed financial years (FY 2021-22, FY 2022-23 &amp; FY 2023-24):</p> <ul style="list-style-type: none"> <li>• at least Rs. 100 crores: 10 Marks</li> <li>• &gt;100.00 Crores and &lt; 120.00 Crores: 10 Marks</li> <li>• &gt; 120.00 Crores: 10 Marks</li> </ul>	30	Audited financial statements for last three Financial Years or CA's certificate clearly specifying the average annual turnover for the specified years.
<b>TQ -2</b>	<p><b>Net Worth:</b> The Bidder should have positive net worth at least <b>25 Crores</b> for last three (3) years. (FY 2021-22, FY 2022-23 and FY 2023-24)</p> <ul style="list-style-type: none"> <li>• at least Rs. 25 crores: 10 Marks</li> <li>• &gt;25.00 Crores to above: 10 Marks</li> </ul>	20	Audited financial statements for last three Financial Years or CA's certificate

Sr. No	Descriptions	Maximum Marks	Supporting Documents
<b>TQ-3</b>	<p><b>Experience of Operation of Buses:</b> The bidder should have experiences of O&amp;M of buses at least 50 buses for a period of 1 years to any State Government Department or State Public Sector Undertakings (PSUs) or any other Government (Central/ State) on the date of release of this tender.</p> <ul style="list-style-type: none"> <li>• at least 50 buses = 10 Marks</li> <li>• &gt;50 buses to 100 buses= 5 marks</li> <li>• More than 100 Buses= 5 marks</li> </ul>	20	Copy of Letter of Award/ Work Order/ PO
<b>TQ-4</b>	<p><b>Experience of Operation of E-Buses:</b> The bidder should have experiences of O&amp;M of buses at least 50 E-buses for a period of 1 years to any State Government Department or State Public Sector Undertakings (PSUs) or any other Government (Central/ State) on the date of release of this tender.</p> <ul style="list-style-type: none"> <li>• at least 50 E-buses = 10 Marks</li> <li>• &gt;50 E-buses to 100 E-buses= 10 marks</li> <li>• More than 100 E-Buses= 10 marks</li> </ul>	30	Copy of Letter of Award/ Work Order/ PO
	<b>TOTAL</b>	<b>100</b>	

**Note: A minimum Technical Score of 70 out of 100 is required to qualify for opening of financial Bid. Only those bids having minimum score would be considered 'Qualified' and eligible for opening of financial bids.**

### 6.3. Associate(s)

- i. In evaluating the Financial Capability Criteria and Technical Capability Criteria of the Bidder under sub-clauses herein above, aggregating the Financial Capability and Technical Capability of any Associates of the Bidder for the purpose of meeting the Financial Capability Criteria and Technical Capability Criteria shall **NOT** permitted.
- ii. For the purpose hereof, the word "**Associate**" shall mean, in relation to the Bidder, a firm which controls the Bidder (i.e., Parent) or is controlled by the Bidder (i.e., subsidiary), or is under the common control with the Bidder (i.e., sister concern).
- iii. As used here, the expression "control" means, with respect to bidding firm, which is a company, the ownership of common shareholders, directly or indirectly, of at least 50%of the voting shares / shareholding of the firm in question.
- iv. As used here, the expression "control" means, with respect to bidding firm, which is a partnership, the rights of common partners to at least 50% of the profits of the firm in question.
- v. Any claims of credit from Associate firm must be accompanied by a certificate from a registered chartered accountant clearly explaining how the Associate firm meets the above definition of the Associate firm.



## 7. Details of Bidding Process

- i. The bidding process shall be through offline (i.e., Technical Proposal & Financial Proposal).
- ii. Proposal shall remain valid for a period of 180 days after the Proposal Due Date.
- iii. The bidding parameter shall be "Aggregate Bus Operation Cost for Year One" for these Package of bus operation. The bidder quoting the lowest "Aggregate Bus Operation Cost for Year one" for these Packages of bus operation and fulfilling the eligibility criteria and responsiveness check shall be the "Preferred Bidder" for these Packages.

## 8. Fees and Charges

### 8.1. Cost of Bid Document (Non-refundable)

- i. The bidders are required to submit a non-refundable sum of INR 11,800/- (Rupees Eleven Thousand Eight Hundred only) including GST (18%) per Bid in shape of Banker's cheque / demand draft in favour of Capital Region Urban Transport, Bhubaneswar for participating in both the packages.

### 8.2. Earnest Money Deposit (EMD)

- i. The bidders are required to submit Rs. 50,00,000/- (Rupees Fifty Lakhs Only) As Demand Draft against the EMD from any scheduled commercial bank/ nationalized bank in drawn in favour of "Capital Region Urban Transport, Bhubaneswar", payable at Bhubaneswar.
- ii. The Proposal needs to be accompanied by bid security. The Bid Security shall be kept valid throughout the Proposal Validity Period and would need to be extended, if so, required by CRUT, for any extension in the Proposal Validity period.
- iii. The Bidder shall furnish as part of its Bid, Earnest Money Deposit (EMD) in the shape of Banker's cheque/ Demand draft/ Bank Guarantee to be made from any Nationalized or Scheduled Commercial Bank in favour of Managing Director CRUT, Bhubaneswar as per clause of this RFP.
- iv. The Bank Guarantee should have been issued by a Scheduled Nationalized Bank or Commercial Bank in India. For the avoidance of doubt, Scheduled Bank shall mean a bank as defined under Section 2(e) of the Reserve Bank of India Act, 1934.
- v. CRUT shall not be liable to pay any interest on the Earnest Money Deposit (EMD) so made and the same shall be interest free. EMD shall be non-transferable. Any Bid not accompanied by the Earnest Money Deposit (EMD) & Tender processing fee shall be rejected by CRUT as non-responsive\*.
- vi. The Bid Security shall stand forfeited in the following cases:
  - a. If any bidder withdraws his bid before the expiry of the validity period, or before the issue of letter of acceptance, whichever is earlier, or makes any modification in the terms and conditions of the bid which are not acceptable to CRUT.
  - b. If a bidder engages in corrupt, fraudulent, coercive, or undesirable practice or restrictive practice.
  - c. If bidder fails to comply the provisions of the LOA within the specified time and fails to sign the Agreement in the Terms and Conditions of this RFP
  - d. If the bidder fails to furnish the prescribed performance security within the prescribed



period, the bid security is absolutely forfeited to the CRUT automatically without any notice.

- e. In case of forfeiture of EMD as prescribed in "a" to "d" above, the bidder shall not be allowed to participate in the re-bidding process of the work.

## 9. Performance Security

- i. CRUT shall issue a letter of award (LOA) to the selected Bidder within 15 days from the opening of the financial proposals. Within 30 days of such issuance, the selected firm/agency is required to submit a Performance Security in the form of Bank Guarantee from Scheduled Commercial Bank for an amount equivalent to 10% of the annual contract value **{PBG calculation= (Nos of buses \*assured KM per year per bus \* rate offered per KM\*0.10) }** bus in favour of Capital Region Urban Transport and enter into the contract agreement with CRUT. The Performance Security shall be valid throughout the entire Contract period.
- ii. This bank guarantee shall be returned by CRUT within 60 days after successful completion of the contract or early termination of the contract.

## 10. Clarifications and Pre-Bid Meeting

- i. Any Bidder seeking clarification regarding the RFP may address the request in writing to the Authority, at [crutbbsr@gmail.com](mailto:crutbbsr@gmail.com) or raise its queries during the Pre-Bid Meeting. All e-mail queries or clarification requests should be received on or before the last date for receiving queries, as specified in the Bid Schedule.
- ii. The authority shall make reasonable efforts to respond to the queries or requests for clarifications on or before the date mentioned in the Bid Schedule. Authority's responses (including an explanation of the query but not identification of its source) will be made available to all the Bidders and shall be uploaded on Authority's Website. It shall be the responsibility of the Bidders to check Authority's Website for the responses to the queries or requests for clarifications. The authority may, but shall not be obliged to, communicate with the Bidders by e-mail, notice or any other means it may deem fit about the issuance of the clarifications.
- iii. The authority shall make reasonable efforts to respond to the queries or requests for clarifications on or before the date mentioned in the Bid Schedule. Authority's responses (including an explanation of the query but not identification of its source) will be made available to all the Bidders and shall be uploaded on Authority's Website. It shall be the responsibility of the Bidders to check Authority's Website for the responses to the queries or requests for clarifications. The authority may, but shall not be obliged to, communicate with the Bidders by e-mail, notice or any other means it may deem fit about the issuance of the clarifications.
- iv. Authority reserves the right not to respond to any query or provide any clarification, in its sole discretion, and nothing in this Clause shall be taken to be or read as compelling or requiring Authority to respond to any query or to provide any clarification. The authority may, of its own initiative, if deemed necessary, issue clarifications to all the Bidders. Verbal clarifications and information given by the Authority or any other person for or on its behalf shall not in any way or manner be binding on the Authority.

## 11. Amendment of RFP

- i. Authority, at its sole discretion, whether on its own initiative or in response to a query raised or clarifications requested by a Bidder in writing or at the Pre-Bid Meeting, may choose to modify the RFP and the draft Bus Operator Agreement by issuing an addendum before the Proposal Due Date.
- ii. Any modification to the RFP or the draft Bus Operator Agreement following the Pre-Bid Meeting will be made by the Authority only by issuing an Addendum.
- iii. Any Corrigendum/ Addendum issued before the Proposal Due Date shall form part of the RFP and shall be published on <https://capitalregiontransport.in>
- iv. Each Addendum shall be binding on the Bidders, whether or not the Bidders convey their acceptance of the Addendum and Authority will assume no responsibility for non-receipt of the Addendum by any Bidder.
- v. To give prospective Bidders reasonable time in which to take any Addendum into account in preparing their Proposals, Authority may, at its sole discretion, extend the Proposal Due Date.
- vi. Any oral statements made by Authority or its advisors regarding the Bid Process, the RFP, the draft Operator Agreement or on any other matter, including oral clarifications or information provided by or on behalf of Authority at the Pre-Bid Meeting or the minutes of the Pre-Bid Meeting shall not be considered as amending the RFP or the draft Bus Operator Agreement.
- vii. Authority may, but shall not be obliged to, issue the revised RFP (including the revised draft Bus Operator Agreement) reflecting all the amendments and changes agreed to by Authority on or before the date that is mentioned in the Bid Schedule. If issued by the Authority, the revised RFP shall be definitive, and binding and Authority shall not entertain any deviations from the revised RFP at the time of submission of the Proposal or thereafter.
- viii. Authorities will assume that the information contained in provisions of the revised RFP, if issued, will have been taken into account by the Bidder in its Proposal. The authority assumes no responsibility for the failure of a Bidder to submit the Proposal in accordance with the terms of the revised RFP or for any consequent losses suffered by the Bidder.

## 12. Form of Bid and Details of Proposal

- i. The authorities have adopted a two Stage tendering process for award of the Project. The Bidders are required to submit the bid for any one Package which will consist of two parts:
  - The Technical Proposal
  - The Financial Proposal
- i. The Technical Proposal submitted by a Bidder shall comprise the following:

Annexures (A)	Description
Annexure I	Covering letter
Annexure II	Description of the Bidding entity
Annexure III	Power of attorney for appointing the signatory

<b>Annexures (A)</b>	<b>Description</b>
Annexure IV	Information on Litigation
Annexure V	Format of Average Turnover and Average Net worth Certificate
Annexure VI	Vehicle Ownership or Operational Experience
Annexure VII	Statement of Deviation from Technical Specifications
Annexure VIII	Manufacture Authorization Form (MAF)
Annexure IX	Non-Blacklisting declaration
Annexure X	Self-declaration for Non-Performance
Annexure XI	Format of Bank Guarantee for EMD

- ii. It is clarified that all certificates to be issued by the statutory auditor of the Bidder/ Member/ Associate shall be issued on the letterhead of such statutory auditor.
- iii. The Technical Proposals are un-priced proposals to establish the eligibility and qualifications of Bidders and will contain no references to the Financial Proposals of Bidders or method for developing the Project. Technical Proposals containing such financial or other technical or commercial information will be rejected as non-responsive.

### 12.1. Financial Proposals check list

- i. The Bidder shall upload its Financial Proposals in the format set out at Annexure XII. The format must be completed as instructed in the RFP. The Financial Proposal format other than format given shall not be accepted.

### 13. Validity Of the Proposal

- i. Each Proposal shall indicate that it is a firm and irrevocable offer and shall remain valid for a period of not less than 180 (one hundred and eighty) days from the date of open of the financial bid. Nonadherence to this requirement may be a ground for declaring a Proposal as non-responsive.
- ii. In exceptional circumstances, prior to the expiry of the Proposal validity period, Authority may request the Bidders in writing to extend the Proposal validity period. Bidders who agree to extend the Proposal validity period shall also extend the validity of the Bid Security for an equivalent period. A Bidder may refuse to extend the Proposal validity period without forfeiture of its Bid Security. An extension of the Proposal validity period will not entitle a Bidder to modify its Proposal.

## 14. Preparation of Proposal / Bid

- i. Proposal / BID must be typed and should be signed by the Authorized Signatory.
- ii. All pages of Technical Proposal and Financial Proposal must be physically initialled by an authorized signatory of the Bidder. If any printed and published documents are being submitted, only the cover and the last page shall be initialled.
- iii. The Proposals shall contain no alterations, omissions, or additions, unless such alterations, omissions or additions are signed by the authorized signatory of the Bidder. Any interlineations, erasures, or overwriting will be valid only if they are signed by the authorized signatory of the Bidder.
- iv. While submitting the Proposals, if the space provided in the prescribed forms in the Annexures is insufficient, the Bidders may format the prescribed forms for making do provision for incorporation of the requested information.
- v. The Bidder shall be responsible for all the data provided in the Technical Proposal and Financial Proposal. The Proposals should be prepared in reasonable detail to enable the Authority or its nominated agencies/advisors to evaluate the Proposals for selection of the Bidder.
- vi. Each Bidder is advised to carry out necessary technical surveys, site visits, field investigations, market and demand assessment, etc. at its own cost and risk, before submitting its Proposal.

## 15. Submission of Proposal

**The bidders are required to submit separately Technical and financial proposal for each package.**

- i. The Bidders are required to submit the Technical Proposal and the Financial Proposal in separate sealed envelopes, clearly marked as follows:

### **Envelope A**

Technical Proposal for "**Selection of Bus Operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years**".

Submitted By: [Name of the Bidder]

AND

### **Envelope B**

Financial Proposal for "**Selection of Bus Operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years**".

Submitted By: [Name of the Bidder]

- ii. The Proposals shall be submitted to the following address:

**To**

**The General Manager(P&A)**

**Capital Region Urban Transport**

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

A Proposal submitted by a Bidder to any address other than the above-mentioned address will not be considered for evaluation.

## 16. Acknowledgement by the Bidder

- i. It shall be deemed that by submitting the Proposal, the Bidder has:
  - a. Made a complete and careful examination of the information provided in the RFP.
  - b. Received all relevant information requested from the Authority.
  - c. Accept the risk of inadequacy, error or mistake in the information provided in the RFP or furnished by or on behalf of Authority.
  - d. Satisfied with all things, matters and information, necessary and required for submitting an informed Proposal, development of the Project in accordance with the RFP and performance of its obligations thereunder.
  - e. Acknowledged and agreed that inadequacy, lack of completeness or incorrectness of information provided in the RFP or ignorance of any matter in relation to the Project shall not be a basis for any claim for compensation, damages, extension of time for performance of its obligations or loss of profits or revenue from Authority, or a ground for termination of the Bus Operator Agreement; and
  - f. Agreed to be bound by the undertakings provided by it under and in terms of the RFP and the Bus Operator Agreement.
- ii. Authority shall not be liable for any omission, mistake, or error in respect of any of the above or on account of any matter or issue arising out of or concerning or relating to the RFP or the Bid Process, including any error or mistake therein or in any information or data given by Authority.
- iii. It will be deemed that by submitting the Proposal, a Bidder agrees and releases Authority and its employees, agents and advisors, irrevocably, unconditionally, fully and finally from any and all liability for any claims, losses, damages, costs, expenses or liabilities in any way related to or arising from the exercise of any rights and/or performance of any obligations under the RFP and/or in connection with the Bid Process, to the fullest extent permitted by Applicable Law and waives any and all rights and/or claims it may have in this respect, whether actual or contingent, whether present or in the future.

## 17. Modifications or Withdrawals of Proposals

- i. No Bidder shall be allowed to modify its Proposal after the Proposal Due Date.
- ii. Any additional information supplied subsequent to the Proposal Due Date, unless the same has been expressly sought for by the Authority, shall be disregarded.
- iii. The modification or withdrawal notice shall be prepared, sealed, marked, and delivered in accordance with the provisions of the RFP with the envelopes being additionally marked "MODIFICATION" or "WITHDRAWAL", as appropriate.

- iv. If the Authority receives a withdrawal notice before the specified time on the Proposal Due Date, then Authority shall return the Proposal to such Bidder unopened, and the Bid Security, if any, submitted by the Bidder.
- v. If the Authority receives a substitution notice from a Bidder before the specified time on the Proposal Due Date, then the Bidder will be allowed to substitute its original Proposal, which shall be returned unopened.

## 18. Miscellaneous Instructions to Bidders

### **All Bidders should note the following:**

- i. Strict adherence to formats, wherever specified, is required. Non-adherence to formats shall be a ground for declaring a Proposal non-responsive.
- ii. All communication and information should be provided in writing and in English language.
- iii. All financial data shall be in Indian Rupees.
- iv. The metric system, except for description of land, shall be followed for units. All land-related information will be provided in Acres.
- v. All communication and information provided should be legible, and wherever the information is given in figures, the same should also be mentioned in words. In case of conflict between amounts stated in figures and words, the amount stated in words will be taken as correct.
- vi. No change in or supplementary information to a Proposal shall be accepted once submitted. However, the Authority or any of its agencies/consultants/advisors reserve the right to seek additional information from the Bidders, if found necessary, during the course of evaluation of the Proposal. Non-submission, incomplete submission or delayed submission of such additional information or clarifications sought by Authority or any of its agencies/consultants/advisors, within the time specified in the request, can be a ground for rejecting the Proposal. In case the Proposal is not rejected, Authority may proceed to evaluate the Proposal by construing the particulars requiring clarification to the best of its understanding, and the Bidder shall be barred from subsequently questioning such interpretation of Authority.
- vii. Any request for clarification(s) and all clarification(s) in response thereto shall be in writing. Any clarification submitted by a Bidder that is not in response to a request by the Authority will not be considered. No change in the quoted Aggregate Bus Operator Cost will be sought, offered, or permitted.
- viii. If any claim made or information provided by the Bidder in the Proposal or any information provided by the Bidder in response to any subsequent query by Authority or any of its agencies/consultants/advisors, is found to be incorrect or is a material misrepresentation of facts, then the Proposal will be liable for rejection. Mere clerical errors or Bonafede mistakes may be treated as an exception at the sole discretion of Authority or any of its agencies/consultants/advisors, and if Authority or any of its agencies/ consultants/ advisors, is adequately satisfied.

## 19. Document fee

- i. The bidders are required to submit a non-refundable sum of INR 11,800/- (Rupees Eleven Thousand Eight Hundred only) including GST (18%) per Bid in shape of Banker's cheque / demand draft in favour of Capital Region Urban Transport, Bhubaneswar for participating in

both the packages.

- ii. The bidders are required to submit Rs. 50,00,000/- (Rupees Fifty Lakhs Only) As Demand Draft against the EMD from any scheduled commercial bank/ nationalized bank in drawn in favour of "Capital Region Urban Transport, Bhubaneswar", payable at Bhubaneswar.

## 20. Opening and Evaluation of Proposals

### 20.1. Opening of Proposals

- i. The Authority shall open only those Proposals that are submitted on or before the specified time on the Proposal Due Date.
- ii. Authority shall open the Proposals at the time and on the date specified in Bid Schedule at the following address:

**The General Manager (P&A)  
Capital Region Urban Transport  
Plot No 548/1452, Patia, Kalarahanga,  
Bhubaneswar-751024, Odisha**

- iii. The Proposals shall be opened in the presence of the Bidders whose designated representatives choose to be present.
- iv. The names of all Bidders who have submitted Proposals will be read out, and such other details that Authority, at its sole discretion, may consider appropriate, will be announced at the opening of Proposals.
- v. The Technical Proposals will be opened on the date mentioned in the Bid Schedule and at the time and place specified above. The Bidders' representatives who are present will be requested to sign the record. The omission of a Bidder's representative's signature on the record will not invalidate the contents and effect of the record.
- vi. Once all the Technical Proposals have been opened, they will be evaluated for responsiveness and to determine whether the Bidders are qualified to undertake the Project. The procedure for evaluation of the Technical Proposals is set out in the RFP.
- vii. The eligible Bidders (which meet the Qualification Criteria and the eligibility criteria) for the Project will be informed of a date, time and place for opening of their Financial Proposals.
- viii. The Financial Proposals of only the eligible Bidders for the Project will be considered for evaluation on the date intimated by Authority. The Financial Proposals will be opened in the presence of the representatives of the eligible Bidders that choose to be present. The procedure for evaluation of the Financial Proposals is set out in the RFP.
- ix. Bidders are advised that the qualification of Bidders and evaluation of the Financial Proposals will be entirely at the discretion of the Authority. Bidders will be deemed to have understood and agreed that no explanation or justification on any aspect of the Bid Process or selection will be given.
- x. Any information contained in a Proposal will not in any manner be construed as binding on Authority, its agents, successors or assigns; but will be binding on the Bidder, in the event that the Bus Operator Agreement is subsequently awarded to it on the basis of such information.



## 20.2. General Conditions of Evaluation

- i. To assist in the examination and evaluation of Proposals, Authority or any of its agencies/consultants/advisors may utilize the services of any consultant or other advisor to assist in the examination, evaluation and comparison of Proposals.
- ii. The Authority or any of its agencies/ consultants/ advisors reserves the right to verify any information submitted by the Bidders. Authority's decision regarding any Bidder's eligibility or otherwise shall be final and binding and Authority and/or any of its agencies/consultants/ advisors would be under no obligation and/or responsibility to inform any Bidder of the grounds of such decision/rejection.
- iii. Bidders shall provide evidence of their continued eligibility, in accordance with their Proposals in a manner that is satisfactory to Authority and as Authority may reasonably request till signing of the Bus Operator Agreement. Specifically, Bidders may be required to update, at Authority's request, information in relation to evidence of access to project funding and its sources; and updated consolidated accounts. A Bidder may be disqualified if it is determined by the Authority at any stage of the Bid Process that the Bidder will be unable to fulfil the requirements of the Project or fails to continue to satisfy the qualification criteria.
- iv. Information relating to the examination, clarification, evaluation and comparison of Proposals and recommendations for the award of the Project shall not be disclosed to Bidders or any other persons not officially concerned with such process until the award to the Selected Bidder has been announced. Any effort by a Bidder to influence the Authority or any of its agencies/ consultants/ advisors in the processing of the Proposals for award shall result in the rejection of the Proposal of such Bidder.

## 20.3. Evaluation Stages

- i. The evaluation of the Proposals will be carried out in two sub-stages:
  - a. The first sub-stage will involve qualification of Bidders based on the evaluation of their Technical Proposals to determine compliance with the Qualification Criteria and the eligibility criteria in accordance with the RFP.
  - b. Only those Bidders who are found to meet the eligibility criteria and the Qualification Criteria will be qualified for the next sub-stage.
  - c. In the second and final sub-stage, the Financial Proposals of the eligible Bidders (as determined in accordance with (a) above) will be evaluated for identifying the Selected Bidder for the Project.
- ii. The Bidders meeting the Qualification criteria specified in the RFP and quoting the Lowest Aggregate Bus Operation Cost (for 1st year) as per the Financial Proposal format shall be considered Preferred Bidder for respective Package.
- iii. In case of the Proposal of the preferred Bidder (i.e., Lowest Bidder) is found seriously unbalanced by Authority in relation to the Market Rate or its Internal Estimate or Good Industry Practice, the Authority shall be entitled to solicit, at its sole discretion, detailed price analysis for any or all items specified in Financial Proposal, from the Preferred Bidder and/or all Bidder to demonstrate the internal consistency of those prices.
- iv. "Market Rate" shall mean prevailing Per Km rate for the Semi Urban buses with similar quality and specifications anywhere in India.
- v. "Internal Estimate" shall mean per km rate prepared by Authority through its internal



estimates.

- vi. "Good Industry Practice" shall mean the use of cost that would reasonably and ordinarily be expected from a skilled and experienced bus operator engaged in city bus operations anywhere in India.
- vii. In case of the Financial Proposal of the Preferred Bidder, which is unrealistically lower or unrealistically higher than internal estimate or market rate or Good Industry Practice and which could not be substantiated satisfactorily by the Bidder, may be rejected as non-responsive. In the RFP, the term Preferred Bidder shall mean the Bidder who (a) meets the Qualification Criteria and the eligibility criteria; and (b) quotes the Lowest Aggregate Bus Operation Cost in line with the provision of this RFP.

## 20.4. Evaluation of Proposals

- i. Determination of Responsiveness and Evaluation of Technical Proposals
  - a. The Technical Proposals will first be evaluated to determine responsiveness to the RFP. A Technical Proposal shall be considered responsive only if:
  - b. The Technical Proposal and all documents specified in the RFP are received in the prescribed format.
  - c. The Proposal is received by the Proposal Due Date, including any extension thereof.
  - d. It is signed, sealed and marked in accordance with the provisions of the RFP, including specifically, as per RFP.
  - e. It contains all the information and documents (complete in all respects) as requested in the RFP; and
  - f. It does not contain any condition or qualification.
- ii. The authorities shall evaluate and determine whether the Bidders who have submitted responsive Technical Proposals satisfy the eligibility criteria and the Qualification Criteria.
- iii. If any Bidder is found to be disqualified in accordance with the terms of the RFP or the Technical Proposal is found to be non-responsive or the Bidder does not meet the Qualification Criteria and the eligibility criteria, then the Proposal submitted by such Bidder will be rejected.
- iv. The authority or any of its agencies/consultants/advisors may ask for additional information from the Bidders, if found necessary, during the course of evaluation of the Proposal. Non-submission, incomplete submission or delayed submission of such additional information or clarifications sought by Authority or any of its agencies/consultants/advisors, within the time specified in the request, can be a ground for rejecting the Proposal. In case the Proposal is not rejected, Authority may proceed to evaluate the Proposal by construing the particulars requiring clarification to the best of its understanding, and the Bidder shall be barred from subsequently questioning such interpretation of Authority. Any request for clarification(s) and all clarification(s) in response thereto shall be in writing. Any clarification submitted by a Bidder that is not in response to a request by the Authority will not be considered.
- v. In order to determine whether the Bidder satisfies the eligibility criteria and the Qualification Criteria, Authority will examine the documentary evidence of the Bidder's eligibility and qualification submitted by the Bidder and any additional information which Authority receives from the Bidder upon request by Authority.
- vi. Where any information provided by a Bidder is found to be patently false or amounting to a material misrepresentation, the Authority reserves the right to reject the Proposal.

- vii. Upon completion of evaluation of the Technical Proposals, the Authority will notify all Bidders as to whether they are qualified and eligible for evaluation of their Financial Proposals. The Financial Proposals of those Bidders who do not qualify will not be opened.
- viii. The eligible Bidders (which meet the Qualification Criteria and the eligibility criteria) for the Project will be informed of a date, time and place for opening of their Financial Proposals.

## 20.5. Evaluation of Financial Proposals

### **Opening of Price Bids:**

- i. After the evaluation of Technical Bid/ Eligibility and Qualification Submissions has been completed, shall open the Price Bids of only those Bidders who have Technical Score of 70 or more than 70 out of 100.
- ii. The Bidder/s quoting the Lowest Financial quote (L1) shall be the Preferred Bidders. For avoidance of doubt, it is clarified that in the event of discrepancy in numeric and alphabetical manner, the lower of both shall be considered.
- iii. The bidding parameter for selection of the Bidder, subject to other Qualification Criteria and eligibility criteria being met, would be the Lowest Aggregate Bus Operation Cost to be quoted by the Bidder in INR, that the Selected Bidder requires from Authority to undertake the Project.
- iv. At the Financial Proposal Opening meeting, in the presence of representatives of the qualified Bidders that choose to be present, Authority shall open each Financial Proposal and announce Aggregate Bus Operation Cost quoted by each Bidder:
- v. Following the opening of the Financial Proposal, The Authority shall determine the responsiveness of each Financial Proposal. If any Financial Proposal is found
  - a. Not to be complete in all respects; or
  - b. Not duly signed by the authorized signatory of the Bidder; or
  - c. Not to be in the prescribed format; or
  - d. To contain alterations, conditions, deviations or omissions in the quoted Aggregate Bus Operation Cost; or
  - e. Not signed by the Bidder or its authorized signatory in case of any Alterations, omissions or additions in any part of Financial Proposal other than the quoted Aggregate Bus Operating Cost.then such Financial Proposal shall be deemed to be substantially nonresponsive.
- vi. The authority shall announce the names of those qualified Bidder whose Financial Proposal is found to be substantially non-responsive and, therefore, such qualified Bidder's Financial Proposal shall not be considered for award of the Project.
- vii. In the course of evaluation, if the Authority finds a discrepancy between words and figures quoted, then the amount written in words shall prevail.

## 21. Selection of Bidder

The Bidders meeting the Qualification criteria specified in RFP and quoting the Lowest Aggregate Bus Operation Cost as per the Financial Proposal format shall be considered Preferred Bidder.

If 2 (two) or more qualified Bidders quoted same amount (Aggregate Bus Operation Cost) in Financial Proposal, then bidder having higher technical score shall be the preferred bidder if

two or more bidder have same higher technical score, then the bidder having highest turnover shall be the preferred bidder.

If the Preferred Bidder is disqualified or rejected for any reason whatsoever, then the procedure set out in the RFP shall follow.

## 22. Award of Project and Other Miscellaneous Details

### 22.1. Award of Project

- i. After completing the evaluation of the Financial Proposals and identifying the Selected Bidder, Authority shall issue the Letter of Award (LOA) to Selected Bidder for each Package, indicating its intention for signing the Bus Operator Agreement.
- ii. The Selected Bidder shall execute the Bus Operator Agreement in the revised draft form issues by Authority, with minimal changes or amendments being made to reflect facts or to correct minor errors. The authority shall, after the acceptance of the LOA by the Selected Bidder, provide the Selected Bidder with the final execution draft of the Bus Operator Agreement.
- iii. Unless specified otherwise, within 7 (Seven) days upon issuance of such LOA to the Selected Bidder, the Selected Bidder shall be required to:
  - a. Submit the Performance Security in accordance with the RFP; and
  - b. Sign and stamp the LOA and send it to the Authority as acknowledgement of the LOA.
- iv. In the acknowledged copy of the LOA, the Selected Bidder shall indicate the date on which it proposes to execute the Bus Operator Agreement, which shall not be later than 7 (seven) days of the date of acknowledgement of the LOA. Authority and the Selected Bidder, as the case may be, shall execute the Bus Operator Agreement on the date specified by the Selected Bidder in the acknowledged copy of the LOA.
- v. The authority shall not entertain any request from the Selected Bidder for negotiations of or deviations to the final execution draft of the Bus Operator Agreement provided by Authority under RFP.
- vi. If the Selected Bidder seeks to materially negotiate or seeks any material deviations from the final execution draft of the Bus Operator Agreement, Authority may elect to disqualify the Selected Bidder and revoke the LOA issued to the Selected Bidder. If the Authority elects to disqualify such Bidder and revoke the LOA, then the procedure set out in RFP shall follow.
- vii. If the Selected Bidder fails to satisfy the conditions specified in the RFP above or fails to execute the Bus Operator Agreement on or before the date stipulated in the LOA, Authority may, unless it consents to an extension, without prejudice to any of its rights under the RFP or law, disqualify the Selected Bidder, revoke the LOA and forfeit the Bid Security. If the Authority elects to disqualify such Bidder and revoke the LOA, then the procedure set out in RFP shall follow.

### 22.2. Performance Security

- i. Performance Security: CRUT shall issue a letter of award (LOA) to the selected Bidder within 7 days from the opening of the financial proposals. Within 7 days of such issuance, the selected firm/agency is required to submit a Performance Security in the form of Bank

Guarantee from Scheduled Commercial Bank for an amount equivalent to 5% of the annual contract value {Annual contract value= (Nos of buses \*assured KM per year per bus \* rate offered per KM\*0.10) } in favour of CRUT and enter into the contract agreement with CRUT. The Performance Security shall be valid throughout the entire Contract period.

- ii. The Successful Bidder shall be required to furnish additional performance security, in proportion to the additional quantity of buses ordered by the Authority pursuant to the provisions of the RFP.
- iii. If the Bidder, fails to furnish the Performance Security in the stipulated time limit, it shall be lawful for Authority to forfeit the EMD and cancel the Agreement or any part thereof.
- iv. The Authority shall be entitled to forfeit the amount of the Performance security in whole or in part in the event of any default, failure, or neglect on the part of the Operator in the fulfilment or performance and obligation in all respects of the Operator as per the provision set forth in the Bus Operator Agreement.
- v. If the contract is terminated for reasons other than which can be attributable to the Operator, the Performance Security, shall, subject to the Authority's right to receive amounts, if any, due from the Operator under this contract, be duly discharged and released to the Operator.
- vi. The Performance Security shall remain in full force and effect during the Contract period and 60 days thereof that would be taken for satisfactory performance and fulfilment in all respects of the contract. If required, the Performance Security may be extended to a mutually agreed period. On the performance and completion of the contract in all respects, the Performance Security will be returned to the Operator without any interest.

### **22.3. Signing of Contract**

- i. After receiving the acceptance of the LOA and PBG from the successful bidder, Capital Region Urban Transport (CRUT) shall enter into a contract, incorporating all clauses, pre-bid clarifications and the proposal of the bidder with the successful bidder.

### **22.4. Failure to Agree with the Terms and Conditions of the Agreement**

- i. Failure of the successful bidders to agree with the terms and conditions of draft agreement and tender shall constitute sufficient grounds for the annulment of the award, in which event Capital Region Urban Transport (CRUT) may award the contract to the next most responsive bid or call for new proposals from the interested bidders.
- ii. In such a case, Capital Region Urban Transport (CRUT) shall forfeit the PBG of the successful bidder.

## **23. Rights of Authority / CRUT**

- i. Authority, in its sole discretion and without incurring any obligation or liability, reserves the right, at any time, to:
  - a. Suspend the Bid Process and/or amend and/or supplement the Bid Process or modify the dates or other terms and conditions relating thereto prior to the issuance of the LOA to the Selected Bidder.
  - b. Consult with any Bidder in order to receive clarification or further information.

- c. Retain any information, documents and/or evidence submitted to Authority by and/or on behalf of any Bidder.
- d. Independently verify, disqualify, reject and/or accept any and all documents, information and/or evidence submitted by or on behalf of any Bidder, provided that any such verification or lack of such verification by Authority shall not relieve the Bidder of its obligations or liabilities, or affect any of the rights of Authority.
- e. Reject a Proposal, if:
  - At any time, a material misrepresentation is made or uncovered; or
  - The Bidder in question does not provide, within the time specified by Authority, the supplemental information sought by Authority for evaluation of the Proposal.
- ii. Accept or reject a Proposal, annul the Bid Process and reject all Proposals, at any time prior to the issuance of the LOA to the Selected Bidder, without any liability or any obligation for such acceptance, rejection or annulment, without assigning any reasons whatsoever to any person, including the Bidders and without any obligation to inform the affected Bidders.
- iii. In the event that the Authority annuls the Bid Process and rejects all Proposals, it may, in its sole discretion, invite fresh Proposals from all Bidders.
- iv. If Authority exercises its right under the RFP to reject a Proposal and consequently, the Preferred Bidder for the Project gets disqualified or rejected, then Authority reserves the right to:
  - a. Select the second Preferred Bidder as the Selected Bidder for the Project; or
  - b. Take any such measure as may be deemed to fit in with the sole discretion of the Authority, including inviting fresh Financial Proposals from the qualified Bidders or annulling the entire Bid Process.
- v. If it is found during the Bid Process, at any time before signing the Bus Operator Agreement or after its execution and while it is in force, that one or more of the Qualification Criteria and/or the eligibility criteria have not been met by a Bidder, or a Bidder has made material misrepresentations or has given any materially incorrect or false information to Authority, then:
  - a. The Bidder will be disqualified if not declared as the Selected Bidder by the issuance of the LOA; and
  - b. The LOA shall be cancelled if the Bidder has been declared as the Selected Bidder and if the Bus Operator Agreement has been executed with the Selected Bidder, then the Bus Operator Agreement shall be liable to be terminated forthwith.
- vi. Upon any disqualification, cancellation, or termination in accordance with this Clause, Authority will not be liable in any manner whatsoever to the Bidder. Additionally, Authority will have the right to forfeit and appropriate the Bid Security or, as the case may be, the Performance Security if the Operator Agreement has been executed, as a mutually agreed genuine pre-estimate of the loss suffered by Authority for, amongst others, Authority 's time, cost and efforts in conducting the Bid Process. Such forfeiture will be without prejudice to any other right or remedy that Authority may have under the RFP or Applicable Law.
- vii. The Authority will select one operators for a single Package as per requirement.

## 24. Service Level Agreement (SLA)

### 24.1. Penalty Parameters: Lost Kilometers

For any missed Trip or Trip not completed, deductions shall be made in the following manner:

Sl.No.	Extent to which a Trip is missed	Deductions
1	A Trip, which either does not commence or does not complete even 25% of the scheduled kilometers for the Trip.	100% of the payment payable for the trip will be applied as performance deductions for the trip. In addition, payment for the lost kilometers of the round trip, shall not be payable.
2	A Trip, which has completed more than 25% but less than 60% of the kilometers for the Trip.	75% of the payment payable for the kilometres for the trip will be applied as performance deductions for the round trip. In addition, payment for the lost kilometers of the round trip, shall not be payable.
3	A Trip, which has completed more than 60% but has not completed 100% kilometers for the Trip.	50% of the payment payable for the kilometres of the trip will be applied as performance deductions for the round trip. In addition, payment for the lost kilometers of the round trip, shall not be payable.

Lost Kilometrage Classification & Causes – Deductible and Non-deductible

#### Staff (Deductible)

In service kilometres not operated due to staff causes may include (but is not limited to):

- a) Insufficient staff to cover the service including shortage, sickness or absence, industrial action etc.
- b) Sickness on duty (part loss).
- c) Suspension of driver (with-out replacement).

#### Mechanical (Deductible)

In service kilometers not operated due to mechanical causes may include (but is not limited to):

- a) Insufficient buses to cover the service.
- b) Non-serviceable bus.
- c) Breakdowns en-route.

#### Other Deductibles

In service kilometers not operated due to something over which the Operator has an element of control but which is not covered by staff or mechanical causes may include (but is not limited to):

- a) Staff error or unauthorized curtailments by staff.

- b) A bus blocked in the garage and unable to depart on time.
- c) A bus running got discharged en-route.
- d) Where a bus in service has to be withdrawn due to a defective PIS/ GPS.
- e) Where the reason for the lost Kilometers is unknown or is in doubt.

**Traffic (Non-Deductibles)**

- a) In service kilometers not operated due to traffic causes may include (but is not limited to) Curtailments or lost journeys arising from the effect of traffic congestion whatever the cause.
- b) Losses arising from conductor (STU staff) being late in reaching changeover points must not be included.
- c) Losses arising from road traffic accidents involving the Operator’s vehicle, when there is no fault of operator’s driver.

**Other Non-Deductibles**

In service kilometers not operated due to something beyond the Operator’s reasonable control but which is not covered by traffic causes may include (but is not limited to):

- a) Incidents
  - Any kilometers losses resulting from incidents reportable to Service Area.
  - In case of strike / Bandh if bus and driver are available for duty but bus could not be operated.
  - Non-deductible losses apply only to the day the incident occurred and should not exceed the remainder of the duty in question unless exceptional circumstances are explained. For road traffic accidents or vandalism whilst in service it must be demonstrated that action was taken as quickly as possible to render the vehicle(s) fit for service. Evidence must be readily available to show the number of vehicles affected,
  - incident times, the extent of the damage, engineers action etc.
- b) Disasters
  - Where a major occurrence requires a fundamental change to the planned operation, for example accidents or explosions.
  - Losses arising from traffic congestion caused by these events will be classified as non deductible.
- c) Road Closed/Blocked
  - Where vehicles are ‘turned back’ or prevented from completing part of the route, for example security alerts, floods, diversions or roads blocked.
  - Losses arising from traffic congestion caused by these events should be classified as non deductible.

**25. Vehicle – Penalty per deficiency/incidents per Contracted Bus**

**25.1. Deficiency And Incident Wise Damages/ Fines**

**Vehicle – Fine per deficiency per bus**

Sr. No.	Deficiencies	Fine in Terms of Km Charges per day per bus
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1.	Modification of the design destination board or paintwork of the exterior or interior of the bus without the authorization of Authority	50
2.	Missing bus body panels on the exterior/interior of the bus	50
3.	Defective or malfunctioning headlights, rear lights, brake light, turning indicators and parking lights, broken mirrors at the time of Bus Operations	50
4.	Dirty vehicle (i.e. dusty handrails, chairs and floor, litter of any kind on floor, foul odour; dirty windows and glass panels, Spots) inside or outside, at the time of start of first shift in the morning	50
5.	Broken/damaged windows, fixed glass, front windshield or rear windshield	25
6.	Fire Extinguisher missing or beyond expiry date	25
7.	Malfunctioning passenger door	50
8.	Broken/Loose/Missing Passenger Seat	25
9.	Loose or missing handrails, roof grab rails and/or with Sharp edges	25
10.	Visible dents more than 6" beyond 1 week on the bus exterior	25
11.	Malfunctioning/Broken Light in the passenger compartment	25
12.	Placing any decorative article/religious figure or symbol or political symbol inside or outside the bus without prior approval of the Authority	25
13.	Placing any poster/advertisement/stickers or similar items inside or outside the bus which may or may not generate any revenue for the Operator unless authorized by Authority	25
14.	Damage to the any vehicle tracking equipment or any Intelligent Transit Management System installed by Authority	200
15.	Deterioration of Bus Speed or AC Performance due to inefficiency/ malfunctioning of Battery Pack AND /OR Any other System, sub	



	system, part	100
16.	Defective brake	50
17.	Damaged Tyre	100
18.	ACs not running up to design capacity and /or any stoppages and/or leakages of water.	25

## 25.2. Bus Operation – Fine shall be applied per incident

Sr. No.	Incidents	Fine in Terms of Km Charges per day per bus
1.	Arriving for a shift more than 10 min late than as given in Operating Plan for a given route for a given bus for Buses as per Assured Fleet Availability	25
2.	Delay of more than 20 min beyond the end of shift.	10
3.	Driver not responding to more than 3 consecutive directions sent by Authority Control Centre.	25
4.	Stopping at Bus Station for longer than authorized by Authority	25
5.	Improper Docking of the Buses	25
6.	Letting passengers access bus at locations other than Bus Station and Terminals or as designated by Authority	25
7.	Not stopping at Station designated as per Operating Plan unless authorized by Authority	25
8.	Stopping at Station not designated as per Operating Plan unless authorized by Authority	25
9.	Changing bus route without authorization of Authority	25
10.	LED TV display not working (in bus)	50
11.	Bus breakdown during operating hours	25
12.	Abandoning bus during operating hours on the roads (not limited to Bus Stations, Terminals and Bus Lane)	200

13.	Operating bus with Defective/Broken Headlights, Rear lights, Brake lights, Turning indicators, Parking lights	25
14.	Use of electronic equipment like Radio or Music system unless authorized by Authority	25
15.	Use of Cell phone by Driver while driving	25
16.	Driver not wearing clean uniform as designed by Authority	25
17.	Driver in drunken state	100 (Operator shall change driver immediately)
18.	Misbehavior by driver with Authority officials and with passengers	25
19.	Default due to irresponsible driving	50
20.	Drive above speed limit set by Authority	25
21.	Withdrawal of bus for one day (i.e., of different days in a month) without permission (Penalty per day)	225
22.	Non-performance of schedule trips without valid reasons	50
23.	Deliberate non-adherence of the schedule timings including late running	25 (Operator should change the driver before next working day)
24.	Penalty for strike by the Drivers	Rs.25,000/-per day
25.	"Fatal Accidents" means any incident in which bus involved on road / inside depot / parking premises, which causes death to passengers / pedestrian / commuter	2,00,000 + Actual expenses to be borne by the operator.
26.	Permanent disability means any incident in which bus involved on road / inside depot / parking premises, which causes permanent disability to passengers / pedestrian / commuter	1,00,000 + Actual expenses to be borne by the operator.
27.	Partial disability means any incident in which bus involved on road / inside depot / parking premises, which causes partial disability to passengers / pedestrian / commuter	75,000 + Actual expenses to be borne by the operator.

Sr. No.	Incidents	Fine in Terms of Km Charges per day per bus
1.	Deliberate non-reporting to duty on time	50 (Operator should change the driver before next working day)
2.	Any other offence	As fixed by the Managing Director or officer empowered by him/her except overloading
3.	Insurance policy not in force	10000 (Liable for termination of agreement)
4.	Any bus provided for operation during the contractual period found deficient	The bus shall be terminated for operation of the Authority
5.	Parking buses in undesignated areas without prior permission	25

Note: The Authority may add Incidents and Deficiencies as and when required with notice to the Operator.

## 26. Miscellaneous

- i. The Bid Process, the RFP and the Proposals shall be governed by, and construed in accordance with, the laws of India.
- ii. The competent courts at Bhubaneswar shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or in connection with the Bid Process and the RFP.
- iii. All documents and other information provided by the Authority or submitted by a Bidder to Authority will remain or become the property of the Authority, as the case may be. Bidders are required to treat all information provided by Authority in the RFP as strictly confidential and will not use them for any purpose other than for preparation and submission of their Proposals.
- iv. Authority will treat all information, submitted as part of a Proposal in confidence and will require all those have access to such material to treat it in confidence. Authority may not divulge any such information or any information relating to the evaluation of the Proposals or the Bid Process unless:
  - a. Such publication is contemplated under these RFP; or
  - b. Such publication or disclosure is made to any person who is officially involved or concerned with the Bid Process or is a retained professional advisor advising Authority or the Bidders on matters arising out of or concerning the Bid Process; or
  - c. It is directed to do so by any statutory authority that has the power under law to require its disclosure; or
  - d. Such publication is to enforce or assert any right or privilege of the statutory authority and/or Authority or as may be required by law (including under the Right to Information Act, 2005); or
  - e. In connection with any legal process.
- v. Authority shall not be required to return any Proposal or part thereof or any information provided along with the Proposal to the bidders, other than in accordance with provisions of

the RFP.

## **27. Hand back on Termination**

- i. The Operator shall retain the title and ownership of Contracted Buses in relation to the Project under this Agreement during the Agreement Period.
- ii. After successful completion of agreement period, Operator shall hand over all transformers, Chargers, entire Electrical and civil infrastructure including Electrical and civil systems, its sub systems, its parts used for Project, hardware, software, firmware, and deliverables under the Project in sound and operating conditions condition to the Authority, besides any equipment's, parts, installed by the Authority in sound condition.
- iii. In case of any early termination of the Agreement before its normal expiry with the efflux of time, for whatever reason, the Operator shall handover all transformers, Chargers, entire Electrical and civil infrastructure including Electrical and civil systems, its sub systems , its parts used for Project , hardware, software, firmware, and deliverables under the Project in sound and operating conditions condition to the Authority , besides any equipment's, parts, installed by the Authority in sound condition.
- iv. In case of any early termination of the Agreement before its normal expiry with the efflux of time, for whatever reason, the Operator shall handover free from
- v. Encumbrances the peaceful possession of all awarded/allotted space within Bus Depots, Parking Spaces, Terminals, and any other assets installed or developed by Authority including without limitation any and all hardware, software, firmware, and deliverables in sound condition.
- vi. The Operator shall have no right to seek the transfer of the Bus Parking Spaces or any other Movable or immoveable asset that may be provided by the Authority to the Operator, and the Authority shall retain the title, and ownership in relation to such assets at all times.
- vii. Any immovable infrastructure, which may be constructed by the Operator shall be transferred by the Operator to the Authority in sound condition.

## **28. Indemnity**

- i. The Operator shall at all times, i.e. during the Contract Period and at any time thereafter, defend, indemnify and hold the Authority harmless from and against all claims (including without limitation claims for infringement of intellectual property, breach of contract, death or injury to person or injury to property, or other tort claims) and expenses (including costs incurred in defending itself in court proceedings) arising out of or relating to the breach by Operator of any covenant representation or warranty or from any act or omission of the Operator or his agents, employees or sub-contractors.
- ii. The Operator shall be liable for and make good any damages which may be caused to Authority or to third parties, for non-compliance of any of its statutory/ contractual obligations and responsibilities with respect to any party.
- iii. The Operator shall be liable and make good to Authority any damages or statutory claim like Motor Accident Claim which may be caused to Authority for any negligence on the part of Operator or its employees.

## **29. Dispute Resolution & Jurisdiction**

- i. Either Party may require the Dispute to be referred to the Managing Director, Capital Region Urban Transport for amicable settlement. Upon such reference, both the Operator and Managing Director, Capital Region Urban Transport shall meet at the earliest mutual convenience and in any event within 15(fifteen) days of such reference to discuss and attempt to amicably resolve the dispute. If the Dispute is not amicably resolved within 15(fifteen) days of such meeting, either Party may take the matter to the court of law in the Bhubaneswar/Cuttack jurisdiction only.

### 30. Formats for Technical Proposal

**(To be Enclosed in Envelope A)**

Contents:

<b>Annexures (A)</b>	<b>Description</b>
Annexure I	Covering letter
Annexure II	Description of the Bidding entity
Annexure III	Power of attorney for appointing the signatory
Annexure IV	Information on Litigation
Annexure V	Format of Average Turnover and Average Net worth Certificate
Annexure VI	Vehicle Ownership or Operational Experience
Annexure VII	Statement of Deviation from Technical Specifications
Annexure VIII	Manufacture Authorization Form (MAF)
Annexure IX	Non-Blacklisting declaration
Annexure X	Self-declaration for Non-Performance
Annexure XI	Format for Bank Guarantee for EMD
Annexure XII	Technical Specification of Buses

## Volume III: Scope of work, Technical Specifications of the E-Bus and Annexures

### 1. Scope of Work

Capital Region Urban Transport (CRUT), constituted under the Housing and Urban Development Department, Government of Odisha ("GoO") has been mandated to undertake various urban transport projects in the State. Being the nodal agency, CRUT is responsible for planning, execution, and management of City Bus Services ("CBS") including policy reforms for Sustainable Urban Transport System at City level. The actions seek to promote affordable public transport services, develop related urban transport infrastructure and reduce the use of private vehicles through policy interventions. One of such policy interventions - to promote green and hybrid vehicle technology, to ensure sustainable growth and to reduce pollution in the State further intends deployment of electric buses using operational cost model.

In the first phase CRUT proposes to procure 200 E buses of 9mtr. Type II buses (as per AIS: 052).

Sl. No.	City Name	Packages	Lot Size (no. of Buses)	Daily assured Kms/Bus (indicative)	Contract Period
1	Berhampur	Package-VIII	50	180	10+2 years
2	Keonjhar		25	180	10+2 years
3	Mayurbhanj		25	180	10+2 years
4	Angul	Package-IX	25	180	10+2 years
5	Jharsuguda		25	180	10+2 years
6	Sambalpur		50	180	10+2 years

As part of this endeavour, CRUT has decided to invite Bids from interested Bidders for selection of Operator/s who shall inter-alia be responsible for finance, procurement, supply, operation and maintenance of Contracted Buses; provide Bus Service in the Bus Service Area along with planning, designing, installation, operation and maintenance of Charging Infrastructure on Gross Cost Contract Basis as per the Standards, Specifications and terms provided herein in the RFP ("Project").

The assessment of actual costs including procurement & delivery of Contracted Buses and procurement & installation of charging equipment for Charging Infrastructure etc will have to be made by the Bidders. The Operator shall ensure procurement, supply, operations and maintenance of identified number of Electric Buses of given Specifications ("Buses" or "Contracted Buses") on business lines with "Good Industry Practice" providing acceptable quality services on a

sustainable basis as per the defined Key Performance Indicators and other indicative parameters of the RFP.

The cost for setting up of the Maintenance Depots along with upstream infrastructure i.e. electricity connection of requisite power load (11 KV or as per requirement), water supply, approach road etc. shall be borne by CRUT.

The scope of the Agreement (the "Scope of Services") shall mean and include, during the Agreement Period, the following:

### **1.1. Responsibilities during "Bus Procurement"**

The Operator shall before the deployment of Contracted Buses undertake and complete the following tasks:

- i. Setting up of required Charging Infrastructure for operation and maintenance of the Contracted Buses.
- ii. Procure and Deliver 200(100+100) numbers of Contracted Buses as per Bus Specifications, types and Bus Delivery Schedule mentioned in the RFP.
- iii. Keep the Authority informed at all stages and progress of bus procurement, bus building and delivery.
- iv. Ensure that at the time of supply of Contracted Buses, all the Contracted Buses should satisfy minimum technical eligibility criteria notified under FAME II and also should satisfy Phased Manufacturing Programme (Localisation) as notified by Ministry of Heavy Industries from time to time.;
- v. Ensure Bus Body, Chassis, Batteries, Charging Infrastructure and all other Bus components shall be built as per "Good Industry Practices" and as per the Specifications provided in the RFP. The Operator shall not be permitted to make any changes in the Specifications until specifically authorised by the Authority in writing.
- vi. Deploy Contracted Buses subject to approval of Prototype by the Authority.
- vii. Facilitate the Authority or Representatives of the Authority, for inspections and testing with regards to Prototype Bus and other Contracted Buses i.e. the structure, material used, bus body building, electric battery and related components as per the Standards and Specifications as part of Agreement at any of stages before pre dispatch stage at Operator's/OEM's premises.
- viii. Pre-install the Contracted Buses with ITS including VTS, GPS, CCTV etc. as mentioned in the RFP and other devices as per UBS-II and other Specifications mentioned in the RFP for monitoring of the Contracted Buses through the Command Control Centre.
- ix. Obtain prior approval of Bus Colour, logo etc. from the Authority; j) Procure all Operator clearances including RTO registration, safety and fitness, Pollution under Control Certificate, insurances (both Contracted Buses and Passengers), claim and liabilities etc. in accordance with Table I, at his own cost and expenses for the purposes of providing Bus Services as per the terms of the Agreement and also thereafter shall bear all charges for remaining years of Agreement;
- x. Establish maintenance facility, plants and equipment and other infrastructure; at Maintenance Depot provided by Authority for preventive and routine maintenance of



Contracted Buses, and for periodic overhaul at its own cost and expense, and staff it with trained professionals for the purposes of maintenance of Contracted Buses.

- xi. Satisfy the Authority regarding the terms of the purchase/manufacture, supply and particularly the cost, being the most competitive as being comparable to market price for same Bus sold to other customers.
- xii. Provide Prototype for Trail Run as per Bus Delivery Schedule and adhere to the Bus Delivery Schedule for other Contracted Buses as specified in this Agreement.

## 1.2. Responsibilities during "Operations Period"

The Operator, on and after COD, and during the Operations Period shall undertake the following responsibilities:

- i. Provide Bus Service within the Bus Service Area (i.e. in the areas and/ or routes in the city), as specified in the Agreement;
- ii. Operate the Contracted Buses in compliance with terms contained herein including but not limited to the routes, frequency and schedules as may be specified by the Authority from time to time on the routes as specified in Fleet Deployment Plan;
- iii. Ensure availability of trained, disciplined, duly licensed drivers, maintenance staff and other personnel through pro-active human resource management for continued and uninterrupted Bus Service in accordance with the terms of this Agreement;
- iv. Provide enough Drivers to man the Contracted Buses as per Fleet Deployment Plan. Additional Drivers need to be provided to meet requirement of holidays, absence of drivers or for any other reasons;
- v. Ensure that all Applicable labour Laws and any other Laws including but not limited to the Minimum Wages Act, 1948 are complied with in relation to appointment, hire, recruitment, of any personnel (whether on temporary, contractual or permanent basis by the operator) required in relation to the operation and maintenance of Bus Service;
- vi. Develop a training program driving, maintenance, charging, safety, behaviour and hygiene aspects; which ensures training to newly recruited drivers, staff and personnel and refresher training to the existing staff already deployed in the operations;
- vii. Bear all taxes as may be levied under Applicable Law in relation to the Bus Services, save and except those taxes which are the responsibility of the Authority as per the terms of Operator Agreement and Applicable Law;
- viii. Maintain the Contracted Buses, Charging Infrastructure along with Maintenance Depot in good operable conditions in accordance with Good Industry Practices and Operation and Maintenance Requirements set forth in the Agreement;
- ix. Prepare the Contracted Buses for service including internal and external cleaning, charging, daily repairs and technical inspection;
- x. Supply and maintain adequate consumables as required for regular upkeep of Contracted Buses;
- xi. Ensure highest standards of safety and security of Users and any third person on the Contracted Buses is maintained at all times;

- xii. Maintain LED display system on Contracted Buses, improved passenger responsiveness through PIS, CCTV, GPS etc.;
- xiii. Ensure any equipment installed on the Contracted Buses or within the maintenance Depot including any monitoring device or equipment that is installed by the Authority is not tampered with in any manner;
- xiv. Maintain a detailed daily log of performance of each Contracted Bus;
- xv. Redress Passenger complaints and issues;
- xvi. Submit to Authority, monthly reports in formats as required by the Authority;
- xvii. Improved operations through Management Information Systems/ERP for improved planning (crew and bus scheduling, inventory management, vehicle health monitoring diagnostics, performance monitoring in Maintenance Depots.
- xviii. Any other obligations provided in the RFP;
- xix. Carry out all activities necessary for the effective implementation of the provisions of this RFP.
- xx. The Bids to be inclusive of electricity cost (inclusive of fixed charges, cess, surcharges, any other charges levied by DISCOM) as per local DISCOM charges of the cities/states in each Service Area. The operator is responsible for the payment of electricity charges to the local DISCOM for operation of buses under the concessionaire agreement (and power consumption from operations of the maintenance depot and use of equipment and machinery). The Authority will not be responsible for payment of any electricity charges related to operations and maintenance of buses.

### **1.3. Responsibilities for "Charging infrastructure"**

The Operator, and during the Agreement Period shall undertake the following responsibilities:

- i. Procure, supply, install, operate and maintain the required Charging Infrastructure of standard specifications for day-to-day operation of the Contracted Buses on business lines with "Good Industry Practice" providing acceptable quality services on a sustainable basis.
- ii. All the Charging Infrastructure to be installed shall comply with "Charging Infrastructure for Electrical Vehicles – Guidelines and Standards" issued vide Notification No. 12/2/2018-EV dated December 14, 2018, by Ministry of Power, Government of India and as amended from time to time;
- iii. Explore various technology available for charging of Contracted Buses subject to above. The entire cost of Charging Infrastructure including cost of charging equipment and installation shall have to be incurred by Operator.
- iv. Charge the batteries at Maintenance Depot only without affecting the Fleet Deployment Plan. The decision on number of chargers to be installed is left to the Operator according to his solution.
- v. Pay for the power/energy consumed for charging and other activities.

- vi. Present the best solution in terms of Contracted Bus, capacity of batteries, Charging Infrastructure required, charging time etc. looking to the operational requirements of Bus Services;
- vii. Minimum daily run of Contracted Bus: 180 - 200 Kms. or more on actual conditions with AC (with passengers and considering the traffic).
- viii. Make available trained and qualified technical staff for any solutions, challenges and fine tuning.

#### 1.4. Variation of Scope of Contract:

At its sole discretion, during the course of the agreement, may ask the Operator to provide additional buses equivalent to 25% of the total quantity of buses required under the Agreement. The Agreement period of such additional buses shall be decided in consultation with the Operator at the time of issuing the request for Additional buses by Authority. However, the Agreement Period for the additional buses shall not be higher than the agreement of period mentioned in this agreement.

#### 1.5. Other Conditions

- i. Operate and maintain the Contracted Buses on Gross Cost Contract basis during the Agreement Period;
- ii. Co-operate with the Authority to ensure collection of User Fares. The collection of fares shall be undertaken vide a Revenue Collection Agency (RCA) by the Authority;
- iii. Non Fare Revenue generated from the display of advertisement on Contracted Buses or other means would be of the authority only,
- iv. Buses shall be enabled with a uniform ITMS that is integrated between Authority, ICCC, vehicles and Operators

#### 1.6. Applicable Permits

Sl. No.	Permission/Clearances	Responsibility
1.	Vehicle Registration	Operator
2.	No Objection Certificate from State Transport Authority or RTA or from State Transport Undertaking as applicable	CRUT
3.	Insurance for Contracted Buses, Charging infrastructure and assets like Maintenance Depot	Operator
4.	Stage Carriage Permit (if applicable)	CRUT
5.	Certificate of Fitness/ Road Worthiness Certificate	Operator
6.	Pollution Under Control Certification	Operator

7.	Fare Notification	CRUT
8.	MV Tax / Addl. MV Tax	Operator
9.	Bus Insurance	Operator
10.	Toll Tax (if applicable)	CRUT

### 1.7. For Maintenance Depot

Any civil and electrical work executed by the operator to support operations and maintenance of buses is required to be submitted to the Authority for approval. Post the approval of the Authority, the operator is required to identify the applicable permits required for execution of the works and fitments. The operator will be required to complete the applicable permission from the concerned State and local authorities with support in documentation and submission from the Authority. The cost of applicable permits is to be borne by the Operator.

- i. Permits for Building Plan in accordance with the applicable State Act and by-laws
- ii. Fire safety clearance from Fire Department
- iii. Insurance for Depot, Electrical & Civil Infrastructure and other Authority owned assets
- iv. Permission of State Government for drawing water from nearby river/reservoir (if needed)
- v. Clearance of Pollution Control Board for installation of diesel generator sets
- vi. Permission of State Government for cutting of trees
- vii. License from Inspector of factories or other competent authority for setting up of Batch Plant (if needed)
- viii. Clearance of Pollution Control Board for Asphalt Plant (if needed)

[Any other permits or clearances required under Applicable Laws]

### 1.8. List of equipment

The operator shall install the following list of equipment to ensure majority of the periodic and unscheduled maintenance activities are carried out at the maintenance depots. The equipment required to be installed at the depot must include the list of equipment provided below. The list is inclusive and not exhaustive and operator shall install additional tools/equipment to ensure maintenance activities of the bus may be undertaken at the depots.

1. Depot yard lighting - high mast type, search lights, etc.
2. Fully automatic three brushes bus washing machine with simultaneous chassis and wheel washing arrangement and complete with waste water treatment and recycling system [Effluent Treatment Plant (ETP)]
3. Heavy duty vacuum cleaner
4. Fire safety equipment set
5. Air compressor
6. Paint booth complete with environment control, paint drying system, etc.

7. Lathe machine complete with general tools, jigs and fixtures
8. Radial drilling machine
9. Brake drum turning / re-boring machine
10. Hydraulic press
11. Brake efficiency assessment system
12. Wheel alignment
13. Head light beam aligner
14. Grease pump (Air operated)
15. Hand held grease pump
16. Pedestal mounted and portable digital, with auto cut-off, tire inflation system
17. Nitrogen tire inflation
18. Tire - wheel rim dismantling and assembling system / tyre changer
19. Wheel balancing equipment
20. Auto electrical test bench
21. AC gas charger with AC gas cylinders
22. Battery charger auto cut-off system
23. Battery tester
24. Multi-function tester
25. Hydraulic jack
26. Hydraulic pallet trolley
27. Battery operated forklift truck
28. Break down relief van
29. Power cutter
30. Pneumatic impact tools kit
31. Portable electric welding machine
32. Portable gas welding machine
33. Full set of hand tools, including torque wrench, measuring instruments, gauges
34. Riveting tools, hand drills, riveting guns / equipment
35. Sheet metal / tubing / structural items cutting, forming facilities / equipment; plywood and upholstery cutting and fabrication facilities
36. Work benches, bench vices. Hand drills, jigs and fixtures, clamping devices,
37. Commercial washing machine
38. Washing pumps with guns

39. Storage facilities for:

- new materials, spares, aggregates, tyres, oils and lubricants
- repairable as above
- scrapped and disposable items as above

40. Vehicles for transportation of materials, stores and spares

41. Basic Control Centre equipment including those related to IT, ITS, communication, display, etc.

42. hardware and software

43. Simulators for driver training

44. Capacity building /training facilities and equipment

45. Complete set of workmen cupboards, rest room facilities

46. Office furniture, cup boards, all other office requirements

47. All utilities- phones, fax, mobile phones, printers, etc. for workshop and other offices

48. Vehicles for officers, checking, attending to alerts /emergencies

49. Safety and security equipment / facilities

50. Water cooler with water filter / purifier

51. Desktops and laptops, printers, related hard ware and software

52. Break down relief van

## 2. Technical Specifications

Technical Specification for Contracted Buses along with provisioning and installation of Charging Infrastructure

### 2.1. General

- i. These specifications are to outline a bus design that shall be energy efficient, environment friendly, safe and efficient and shall meet the following standards:
  1. Excellent passenger comfort;
  2. Ergonomically designed driver's work area;
  3. Ease of repair and maintenance;
  4. Aesthetically designed interiors and exteriors;
  5. Ease of boarding and alighting for all passengers;
  6. Ease of accessibility to persons with disabilities
- ii. In view of absence of any prototype/commercial vehicle, the technical specifications provided are suggestive in nature. Further, these specifications are subject to trial of the Prototype and success thereof. Accordingly, the Operator shall comply with all latest applicable Central, State and local laws (including Acts, & Regulations).
- iii. The Contracted Bus shall meet all applicable Central Motor Vehicles Rules (CMVR) of India/Government Safety Norms, Emission & other norms applicable at the date of supply.

Further, all the Contracted Buses should satisfy minimum technical eligibility criteria notified under FAME India Scheme Phase II and also should satisfy Phased Manufacturing Programme (Localisation) as notified by Ministry of Heavy Industries from time to time.

## 2.2. General Design Features of the Contracted Bus

- i. Contracted Buses shall be designed and manufactured in accordance with the standard specifications & 'Code of Practice for Bus Body Design and Approval' (AIS 052) hereinafter referred to as the "Bus Code", as applicable to buses in India and CMVR rules. The Contracted Buses shall be designed to carry commuters in the urban /municipal area with ease of boarding and alighting especially for ladies, senior citizens and Persons with Disabilities (PWDs).
- ii. The Bus Design shall be eco-friendly and energy efficient.
- iii. The Contracted Bus shall be of a proven design suitably modified to the climatic & operational conditions, infrastructure and road conditions as available in the urban /municipal areas of Odisha.
- iv. The Bus Design shall meet all statutory requirements applicable for the state of Odisha in all respects.
- v. The Bus Structure shall meet the requirements of structural strength, stability, deflection, vibration etc.
- vi. The Bus body Design shall be a proven design duly evaluated by the agencies authorized as per CMVR / Central Institute of Road Transport, Pune (CIRT) using Finite Element Analysis for the above loads / performance requirements for values for the above loads / conditions / performance parameters as given in subsequent paragraphs.
- vii. The Bus, loaded to Gross Vehicle Weight (GVW), with crush load and under static conditions, shall not exhibit deflection or deformation that impairs the operation of the steering mechanism, doors, windows, passenger escape mechanisms and service doors.
- viii. Bus Design would be suitable for daily operation of 16 to 18 hours with peak loading as per AIS 052, average journey speed of about 15-25 Kms per hour with frequent starts/stops, say, after every 500 to 1000 mtrs. The maximum attainable speed of the bus would be in range of 75 (70  $\pm$  5) kmph without Speed limiter and maximum 50 kmph with speed limiter.
- ix. The material used in the construction of Contracted Buses shall be as per Bureau of Indian Standards (BIS) /Automotive Industry Standards (AIS) / specifications and/or other international specifications meeting/surpassing the performance & other requirements as given in the Bus Code. In the absence of the above specifications, Association of State Road Transport Undertakings (ASRTU) specifications could be followed. Wherever Indian standards are not available, internationally acceptable standards may be referred. Specifications/standards followed shall conform to the Specification/Standards as amended /updated or the latest published by the concerned agencies.
- x. Any other provisions/fitments required for safe and efficient operation and/or for fulfilling statutory requirements must be provided in the bus.
- xi. The Contracted Bus shall be so designed to maintain operational stability requirement as per Bus Code. Interior noise and pass by noise of the vehicle shall conform to BIS: 12832:1989 or latest and BIS: 3028:1998, 10399: 1998 or latest respectively.

### **2.3. Power Train**

- i. The Contracted Buses shall have adequate horse power to obtain desired performance with respect to its adequacy of power, acceleration levels, etc.
- ii. The Contracted Bus should be able to operate efficiently at ambient temperatures of approximately 0 to 50 degree temperatures, humidity level from 5% to 100%, and altitude levels of identified cities, generally operating in the climatic condition as prevailing in the area.
- iii. The Contracted Bus shall be suitably designed to operate optimally under peak summer heat and dust.
- iv. Cooling system: To be provided as per the CMVR norms & ARAI/ CIRT.
- v. Other Specifications for body and transmission: Body should be as per specifications given in the RFP, MoUD Guidelines (UBS-II) and bus body code (AIS-052).

### **2.4. Air Conditioning**

- i. The Contracted Buses shall have pre-installed AC unit.
- ii. Air conditioning (AC) system is to be roof mounted.
- iii. AC unit must maintain a temperature inside the Contracted Bus which shall be as per UBS II Guidelines, permitted under continuous operation of vehicle for 16 -18 hrs in a day with doors closed and loaded etc.
- iv. The relative humidity inside the Contracted Bus shall be a max of 65% and a minimum of 35%.
- v. Ducting for air conditioning shall be so placed such that there is even cooling along the entire length and width of the bus interior.
- vi. The noise levels of AC system shall be as required under the Central Motor Vehicle Rules (CMVR)/AIS/any other Indian standards.
- vii. In case of AC failure, proper air ventilation shall be provided as per Good Industry Practices.

### **2.5. Battery Packs**

- i. Electrically propelled vehicles must meet and satisfy all requirements of "Code of Practice for Electric Propulsion system Vehicles", safety, and type approval and other requirements as per relevant AIS standards (AIS 038, AIS 049), and as per any other applicable standard and procedures; regulatory requirements as per CMVR and any other applicable regulations for operation in the State of Odisha.
- ii. Battery packs of requisite capacity would be appropriately mounted on to the Contracted Bus keeping in mind convenience of battery maintenance /charging / replacement etc, safety of system and its maintainability and operation.
- iii. Battery packs and other components of electrically propelled vehicles should conform to applicable AIS / BIS standards or International Specs / standards in absence of AIS /BIS specs. Battery packs and other components / units of Electric Propulsion system be tested and certified to conform to CMVR standards.



- iv. All requirements of AIS / BIS / CMVR etc. for Battery packs, Electric Propulsion system / sub-systems and components, etc be fully met and test certificate for the same be provided.

## 2.6. Charging Infrastructure

- i. The Contracted Buses shall be operated throughout the day with minimum daily run of 180 - 200 Kms. on actual conditions with AC (with passengers and considering the traffic). The Operator shall work out the system of Charging Infrastructure depending on the solution and technology worked out. The Operator is required to install and operate adequate charging stations at the Depot provided by the Authority.
- ii. Under No circumstances should the performance of the Contracted Buses suffer in case of low battery charge status.
- iii. Bidder/Operator must provide details of proposed solution in terms of charging time, charging stations and space requirements, scheduling and charging plan etc.
- iv. All the Charging Infrastructure to be installed shall comply with "Charging Infrastructure for Electrical Vehicles – Guidelines and Standards" issued vide Notification No.12/2/2018-EV dated December 14, 2018 by Ministry of Power, Government of India and as amended from time to time.

## 2.7. Seats

All passenger seats shall be as per UBS -II specifications.

## 2.8. Interiors

Should be easily washable with proper drainage and adequately sealed to prevent ingress of dust, gases, water.

## 2.9. Paints

All the structural members of the bus shall be treated for corrosion prevention internally as well as externally and painted wherever required. Polyurethane (PU) paint conforming to BIS: 13213-1991 or latest/ international standards as applicable shall be used for exteriors painting of the bus including interiors wherever required. Colour shade shall match the shades as per BIS: 5-1978 or latest. Details of paints used, surface treatment & preparation, corrosion prevention treatment, base primer coatings, number of paint coats to be applied etc shall be supplied.

## 2.10. Colour Scheme

Exterior, interior colour schemes including floor colour and logo/graphics shall be painted as directed by the Authority. Information, on the seats, for their reservation for persons with disabilities, ladies, senior citizens, shall be marked as per the details provided by the Authority.

## 2.11. Windows

The window shall be as per the standard specifications and design. Windows shall have

provision of suitable sealing to avoid ingress of dust and water and shall have proper/ efficient drainage system. Visual light transmittance should be 50% Minimum (CMVR 11(2)). The size and shape of the glasses shall enable even the standees to have maximum outside view without kneeling.

## 2.12. Emergency Exit

Emergency exits would be provided in the Contracted Bus as per the provisions of Bus Code – AIS 052 / CMVR.

## 2.13. Provisions for Persons with Disabilities

The Operator would provide for ease of accessibility, guidance, anchorage of wheel chairs on-board, positioning of aids etc. system for Persons with Disabilities (PwDs) that meets the requirements as given in the Bus Code and CMVR.

## 2.14. Warranty/Guarantee

As per FAME II Guidelines.

## 2.15. Quality Assurance

As approved under FAME II

## 2.16. Intelligent Transport Management System (ITMS)

- i. All the Contracted Buses to be fitted with CCTV, GPS/any other ITS device (based on Authority specification) as per industry standard. Further, the Display system should be compatible with the ITS. Indigenization and Component Wise Manufacturing and Origin Information
  - Passenger Information System (PIS) - LED based Display Boards and Speaker
  - System for announcement (There shall be four PIS boards one each at Front, Rear, Side and Inner)
  - GPS/GPRS based Vehicle Tracking / Single Controller Unit, Bus Driver Console and Driver Feedback System
  - Panic Alarm/ Panic Button {enabled to raise alarm at 112 (Emergency Response Support System)}
  - Automatic Vehicle Location System (AVLS)
  - Advance Driving Assistance System (ADAS)
  - Driver Fatigue and Monitoring System (DFMS)
  - Integration with Command Control Centre as per the requirement of the Authority.
- ii. Electronic route destination display system: Alphanumeric Dual Display Technology LED based electronic route display system of high intensity illumination with automatic brightness control along with audio-video display system in English, Hindi and Odia shall be installed at the front, rear and side of bus as per the following details.

### **a) Front Destination Board**

There shall be a display of destination with options in Odia, Hindi & English along with route numbers. The display system shall be accommodated within the minimum size specified in the bus code. The display should be fixed type. The pitch of the LEDs shall be optimized to cover the maximum possible area along the length for displaying the maximum number of letters. The display shall be clearly visible in all weathers at a distance of up to 50 metres.

**b) Side Destination Board**

There shall be a scrolling display of destination in Odia, Hindi & English alternating with fixed route numbers. Simultaneously, the route number and destination shall be announced so as to be audible to the passengers at the bus stop. The system shall be operated with in-built software for the above purposes, to enable the driver to change the destination when needed. Exterior loudspeakers integrated and synchronized with the display system be fitted, one at the front

door and another speaker at the rear door. The display system shall be accommodated within the minimum size specified in the bus code. The pitch of the LEDs shall be optimized to cover the maximum possible area along the length for displaying maximum number of letters. The audio messages and the video display shall be clearly audible/ visible in all weathers at a distance of up to 5 metres.

**c) Rear Destination Board**

There shall be a scrolling display of destination in Odia, Hindi & English alternating with fixed route numbers. Simultaneously, the route number and destination shall be announced so as to be audible to the passengers at the bus stop. The system shall be operated with in-built software for the above purposes, to enable the driver to change the destination when needed. Exterior loudspeakers integrated and synchronised with the display system be fitted, one at the front door and another speaker at the rear door. The display system shall be accommodated within the minimum size specified in the bus code. The pitch of the LEDs shall be optimized to cover the maximum possible area along the length for displaying maximum number of letters. The audio messages and the video display shall be clearly audible/ visible in all weathers at a distance of up to 5 metres.

**d) Inside Display Board (behind the driver partition)**

There shall be display of the name of approaching bus stops in Odia, Hindi & English alternatively, duly synchronized with announcement system. The system shall be operated with in-built software for above purpose with provision available for driver to trigger the display for each stop. The system should be able to store onboard up to a minimum of 100 messages of 50 characters each on an average. The messages should be capable of rolling, flashing (fully or selectively) in Odia/English/symbols as per pre-programmed system. The message shall be visible to all the passengers standing/sitting up to the last seat of the bus. The micro-processor-based announcement shall be made for both current and next bus stop/destination synchronized with the display alternatively in Odia and English. The illumination system will be of modular display type. The display panel shall have multiple rows for higher coverage. The display shall be mounted behind the driver at an appropriate height for clear visibility to all passengers in the bus from all angles. Present and next stop

details shall be highlighted with flashing in modern different commuter-friendly colours. The display time, frequency and sequencing of advertisements/messages shall be programme controlled. The display system shall have the provision of flashing/highlighting information in pre-programmed mode and through an intervention by the driver/conductor.

**e) CCTV Cameras**

CCTV cameras of hi-resolution shall be installed in the buses. These hi-resolution CCTV cameras will be installed in the front of the passenger compartment & other in the rear of the passenger compartment. Other cameras shall be installed throughout the vehicle in such positions and configuration so as to capture images in all areas, from access doors to passengers seating areas. These cameras should be capable of sending live data over the wireless network (IP) to the centralized control station/centre. So that same could be used for emergency response system.

**f) GPS based Tracking Device**

GPS Units of approved specifications (AIS-140 compliance) shall be provided for Contracted Buses. The Operator shall provide the ARAI certificate for this product before initiating the procurement of this product to Authority for approval.

**g) Advance Driving Assistance System**

The ADAS system to provide features such as Collision Prevention Early Warning System (CPEWS) means a system can automatically detect an unintentional potential collision of the vehicle, Moving Off Information System (MOIS) means a system to detect and inform the driver of the presence of pedestrians and cyclists in the close-proximity forward blind-spot of the vehicle and warn the driver of a potential collision, Blind Spot Information System (BSIS) means a system to inform the driver of a possible collision with a bicycle or any obstacle near side. The actual conditions and features in the real world should not result in false warnings to the extent that they encourage the driver to switch the system off.

**h) Driver Fatigue Monitoring System**

The DFMS system to provide real-time driving safety & surveillance that tracks driver alertness and assists drivers by providing real-time driving assistance, driver fatigue & behaviour monitoring to improve Road Safety.

The DMFS must generate alerts by monitoring the Driver's Facial Positions and Eye movements. The live DFMS & ADAS recordings shall be transmitted to back-end solution and cloud-based storage for back up without any interruption using the Internet over SIM cards. The Solution should have an inbuilt algorithm to analyse the DMFS/ADAS data feed and issue predefined alerts/raise alarm as per set parameters. The alerts / alarm response time should be less than 1 seconds.

### 3. Operation and Maintenance Standards

#### 3.1. Repair and Maintenance

- a. Bus repair and maintenance generally calls for following activities amongst others at varying intervals/ periodicity / Kms operated by each Bus, requirements varying with bus make, model, etc.:
  - Daily washing and cleaning of Contracted Buses;
  - Periodic inspections and rectifications as required;
  - Preventive maintenance as prescribed by Bus Manufacturer in form of maintenance
    - i. schedules at certain time intervals / Kms operation - such maintenance generally varies with period / Kms operation by various sub- systems of a Bus. As an example periodicity of some such maintenance schedules and main activities therein are illustrated as under:
    - ii. Daily maintenance: charging stations, batteries, fuel/power, oils / lubricants, coolant, air pressure, air inflation, loose fasteners, fitments etc. – check, top up, tighten, as required;
    - iii. Monthly / bi-monthly: All activities of earlier schedules, checking for exhaust emission, tyre condition necessary for corrective/preventive actions, engine tuning, etc.;
    - iv. Quarterly: All activities of earlier schedules and brake system maintenance including but not limited to inspection, servicing, brake lining change / replacement, servicing of other brake system items, greasing etc.; vehicle electrical, lighting, alignment, etc.
    - v. Six monthly: All activities of above schedules, and activities related to steering, axles, transmission, tyres, drive line, etc.
    - vi. Yearly: All above activities and full checking / inspection of bus chassis, bus bodies and their fitments, and taking necessary corrective / preventive actions
    - vii. Bi-annual / annual –Certification of road worthiness of buses – Initial periodicity being after two years for up to certain age then annually;
    - viii. Replacement of in-use bus aggregates at about Mean Time Between Failures (MTBF) to prevent failures and consequent costs and inconvenience.
  - Running repairs upon Driver complaints / report etc.;
  - Break down repairs on-site of Bus failures;
  - Towing of failed Bus to a Depot workshop and repairing the bus failures;
  - Accidental vehicles' towing and or repairs;
  - Preparation of Contracted Buses for periodic roadworthiness certification which includes all types of denting / painting of bus bodies / bus body items and operational functionality of chassis items and the bus as a whole;
  - Bus body and related items repairs/replacements etc. on the basis of periodic inspections/crew reports/general presentation aspects/ operational problems reported by commuters / any other stake holders, etc.;

- Major repairs /calibrations of bus aggregates such as engines, gear box, rear axle etc.; Replacement of failed aggregates with new / serviceable ones; Removal, dismantling, repairing, assembling and re-fitment of tyres and rims to buses;
  - Repair, replacement of electrical, electronic, ITS, lighting, etc. items, subsystems etc.;
  - Removal, replacement of items failing due to operational wear and tear, such as brake and clutch lining, etc.;
  - Repair / replacement of seats, upholstery; cleaning, dusting and washing upholstery;
  - Denting / painting of buses as per requirement;
- b. Charging stations, Batteries and other charging system management;
- c. Reconditioning of Bus aggregates such as engines, transmission, axles, steering system, electrical, etc.
- d. Retrieval of spare parts during / for above processes;
- e. Repair and re-treading of tyres / repair of tubes;
- f. Major accidental repair of buses including chassis, bus body and related items;
- g. Acquisition, storage, inventory management, distribution, scrapping and disposal of spares / items / materials / vehicles etc.;
- h. Any other activity related to operation and maintenance of buses;
- i. Infrastructure and other requirements for repair and maintenance functions of Contracted Bus;
1. Maintenance Depot duly equipped with requisite plant and equipment, machinery, tools, jigs and fixtures, etc.
  2. A few other facilities as under:
    - i. Washing facilities complete with washing machine, water storage and treatment facilities, etc.
    - ii. Charging Infrastructure;
    - iii. Service pits / ramps etc.;
    - iv. Painting facilities;
    - v. Welding – electric arc and oxy-acetylene gas based;
    - vi. Tyre repair facilities;
    - vii. Air compressor and air inflation facilities;
    - viii. Utilities, administrative, accounts, stores, and other related facilities;
    - ix. Breakdown van / recovery / towing vehicle etc
  3. Control Centre facilities duly equipped with microprocessors, communications and other related facilities;
  4. Trained staff for various trades and shifts of work;

5. Documents, schedules, manuals etc. for maintenance activities; specifications of spares, etc.

### **3.2. Safety Management**

### **3.3. General Safety Requirements**

- I. The Operator shall be responsible for all safety matters related to the performance of the Project and shall manage on behalf of the Authority all safety requirements related to the Bus Service in accordance with all Applicable Laws.
- II. The Operator shall bear full responsibility for the safety of the Bus Services throughout the Contract Period in accordance with the Contract.
- III. Without prejudice to the Operator's obligation to ensure the safety of the Bus Service, the Operator shall:
  - a. comply with Applicable Laws;
  - b. provide all appropriate measures in the providing Bus Service and maintenance of the Project Facilities to ensure, so far as reasonably practicable, the safety of all passengers, contractors, staff and the general public;
  - c. consult with Authority and adopt the requirements of the emergency services;
  - d. take particular care to ensure safety for all passengers at accesses and exits, while waiting, boarding or alighting and when moving along the Buses; and
  - e. have due regard for the safety of third parties, in particular pedestrians and other road users, in the operation and maintenance of Project Facilities.

### **3.4. Safety Planning**

The Operator shall participate in any safety and emergency planning forum together with relevant third parties, which shall include, as a minimum, the Authority and the emergency services. This forum will consider and agree the safety matters and safety risks presented by the Project, consult relevant internal and external stakeholders and examine these risks in a thorough manner and plan the appropriate contingencies.

### **3.5. Safety Management**

The Operator shall develop safety procedures for the Project and shall implement the safety procedures throughout the Contract Period.

### **3.6. Applicable Laws**

- i. The Operator shall, after prior consultation with the Authority, implement all alterations to the Bus Service which are required by any Applicable Laws which comes into force after the Effective Date relating to safety.
- ii. The Operator shall comply and shall procure that Sub-Contractors shall comply with the requirements of all relevant Government Authorities

### 3.7. Response to Emergencies

- i. The Operator shall react safely and quickly to emergencies in all aspects of the Project.
- ii. The Operator shall co-operate with relevant Fire Services, Police, and any other Government Instrumentalities wherever necessary.
- iii. The Operator shall develop an Emergency Management Plan that sets out its predetermined actions to providing a response to a major crisis or emergency occurring at Maintenance Depots, and en-Route Buses ("Emergency Management Plan").
- iv. In developing the Emergency Management Plan, the Operator shall consult with all relevant Government Instrumentalities, emergency services and local authorities.
- v. All personnel designated to carry out specific responsibilities under the Emergency Management Plan are expected to know and understand the policies and procedures outlined in the Plan. The response to any major crisis or disturbance shall always be conducted within the framework of the Plan.
- vi. The Operator shall ensure that all staff are given clear instructions in line with the Emergency Management Plan, including training to deliver public address announcements in a way that avoids causing alarm and that instils confidence in passengers that the matter is under control.

### 3.8. Reporting of Incidents

The Operator shall comply with all Applicable Laws relating to the reporting of accidents, incidents, fatalities, injuries, and dangerous occurrences. The Operator shall liaise with the Authority in relation to the reporting of any incident and the future measures to be taken to prevent the recurrence thereof.

## 4. Data Monitoring System

#### On Board Devices

In compliance with the obligations set forth of this RFP, the Operator shall install the on-board devices on each bus in accordance with the specifications listed in below.

#### Data Monitoring System

In compliance with the obligations set forth in this RFP, the Operator shall install the data monitoring system comprising of all equipment and services listed in below.

### 4.1. On Board Devices

The Bidder shall procure buses as defined by the Authority which shall also include various but not limited to ITS System as defined by UBS II, AIS 140 Specifications and any amendments issued thereof. Some of the equipment's and their quantities are listed below:

Sl.No.	Type of Equipment	Qty	Remark
1	Passenger Display Boards	4	



2	Speaker	4	
3	Amplifier	1	
4	Single Control Unit (SCU) / On Board Unit (OBU)	1	
5	Driver Display Unit (DDU)	1	
6	CCTV with MDVR	4	Internal and External with 7 days backup storage
7	Panic Button {enabled to raise alarm at 112 (Emergency Response Support System) & Police Control Room		As per AIS 140 Specifications
8	Controller Area Network (CAN) Bus Data	1	As defined by ISO 11898 standard

- i. The OBITS equipment installed in the buses should provide accuracy upto last 3 -4 meters from the standing location and not beyond
- ii. The equipment of the OBITS shall be integrated to each other and the Bus CAN for transmitting all the bus data, vehicle tracking data and the any other data as required by the Authority. The Cost of such integration should be the responsibility of the Contractor.
- iii. The Authority shall provide all the route information for along with Passenger Information System to the Contractor to upload into the OBITS.
- iv. The common minimum requirement of vehicle health monitoring and diagnostics (VHMD) parameters will be-SOC level, Motor speed in RPM, Vehicle Speed. The OEM should provide minimum 10 – 15 VHMD parameters through CAN Bus Data.
- v. Security Camera Network (CCTVs) minimum three numbers and display screen should meet the specification for IP based cameras and NVR as per Detailed specification document for CCTV devices as per IS 16833:2018 CCTV system with integrated emergency System (with 2 megapixel camera, SSD hard disc, 4G/5G, Wifi for data transfer). Responsibility of APIs based integration with Backend System.
- vi. Rear View Camera System to display the zone behind the vehicle shall be provided along with display on or near dash board. The Reverse Parking Alert System (RPAS) shall comply with provisions of AIS 145. The indirect vision system shall get activated upon engagement of reverse gear. RPAS should give audio warning on reaching the critical distance available for reverse parking.

#### 4.2. Data Monitoring System

- i. The bidder shall procure buses in compliance with AIS-140: Intelligent Transportation Systems (ITS) - Requirements for Public Transport vehicle operation and set up data

- monitoring systems for on board ITS: Vehicle Location Tracking, Camera Surveillance System and Emergency Request Button. The bidder shall set up systems for monitoring operations and managing incidents.
- ii. The bidder shall share real time data from on-board devices using standard communications protocols defined by AIS 140 with the Authority. The bidder shall give the Authority access to real time feed from buses through Advanced Programming Interface (APIs) and support the Authority in integrating feed from the buses procured under the concession to existing Intelligent Transport Management Systems (ITMS) set up by the Authority to ensure monitoring of services and KPIs set out under this RFP.
  - iii. Electric bus (eBus) performance and safety are directly linked with the battery performance. The usage of eBus battery under sub-optimal conditions can directly influence the performance as well as life of the battery. Analysis of the impact of different stress factors (Battery temperature, C-rate, DOD, and SOC) on the battery can help in getting more insights into the degradation mechanism and battery aging (i.e. Calendar and Cyclic aging). Monitoring and analysis of some of the battery parameters during eBus operation is important to ensure optimal battery life and eBus performance along with a high level of safety. As the Battery Management System (BMS) of the eBus battery monitors all the critical parameters of the battery during eBus operation, the availability of these data with the Authority will help in better planning of eBus operation and charging strategies and ensure safety of operations.
  - iv. The bidder shall share data related to the technical specification of the battery, performance, State of Charge (SoC) and State of Health (SoH) of the battery pack of each bus procured under the concession.
  - v. The bidder shall support the Authority in setting up and integration of Battery Monitoring module under existing ITMS or newly developed monitoring system. The following parameters from the BMS and vehicle tracking unit shall be shared by the bidder for monitoring battery health and safety of buses.

Sl.No.	Parameters	Frequency
1	<b>Technical Specification of Battery Pack</b> Lithium-Ion battery type Battery pack capacity Optimum operational temperature Optimum C-rate charging / discharging Optimum Depth of Discharge (DOD) Voltage and Current rating. Vehicle specification (Expected Full Charge Range) Battery Management System details (Cell Balancing type) Thermal Management System details (Cooling mechanism)	every 10 sec
2	<b>Vehicle Telematics data</b> Trip parameters (GPS data and Map coordinates)	every 10 sec

Sl.No.	Parameters	Frequency
	Vehicle speed Odometer reading Charging data (rate and time) A/C consumption	
3	<b>Battery Management System (BMS) Data</b> State of Charge (SoC) Battery Pack Temperature State of Health (SoH) Terminal Voltage (Pack/Module) * Battery Current*	every 10 sec

\* indicates optional data.

## **Annexure I: Covering Letter**

(On Bidder's Letterhead)

Date: \_\_\_\_\_

To  
The General Manager (P&A)  
Capital Region Urban Transport  
Plot No 548/1452, Patia, Kalarahanga,  
Bhubaneswar-751024, Odisha

Ref: RFP for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years

Sir,

1. The Proposal is being submitted by M/s. (name of the Bidding company/ partnership/ proprietary firm), who is the bidding company/partnership/ proprietary firm, in accordance with the terms and conditions stipulated in the RFP.
2. Having examined the 'Instructions to Bidder', Scope of Services, terms and conditions, Annexure and Content of the RFP, we undersigned, hereby submit our unconditional Proposal with regard to the captioned RFP.
3. We understand that our Financial Proposal would be opened only if we are able to demonstrate that we meet the qualifications for the Package/s we have applied for.
4. We acknowledge that the Authority will be relying on the information provided in the Proposal and the documents accompanying such Proposal for pre-qualification of the Bidder for the aforesaid project, and we certify that all information provided in the Bid/Eligibility and Qualification Submission is true and correct; nothing has been omitted which renders such information misleading; and all documents accompanying such Proposal are true copies of their respective originals.
5. We shall make available to the Authority any additional information it may find necessary or require supplementing or authenticating the Qualification statement.
6. We acknowledge the right of the Authority to reject our Proposal without assigning any reason or otherwise and hereby waive, to the fullest extent permitted by applicable law, our right to challenge the same on any account whatsoever.
7. We understand that you may cancel the Bidding Process at any time and that you are neither bound to accept any Proposal that you may receive nor to invite the Bidders to bid for the Project, without incurring any liability to the Bidders.
8. We undertake that in case due to any change in facts or circumstances during the Bidding Process, we are attracted by the provisions of disqualification in terms of the provisions of this RFP, we shall intimate the Authority of the same immediately.

9. We hereby irrevocably waive any right or remedy which we may have at any stage at law or howsoever otherwise arising to challenge or question any decision taken by the Authority in connection with the selection of the Bidder, or in connection with the selection/ Bidding Process itself, in respect of the above-mentioned Project and the terms and implementation thereof.
10. We acknowledge the right of CRUT not to award the Project without assigning any reason or otherwise and we hereby waive, to the fullest extent permitted by applicable law, our right to challenge the same on any account whatsoever.
11. We certify that in the last 3 (three) years, we or our Associates have neither been expelled from any project or contract by any government or government instrumentality or have had any contract terminated by any government or government instrumentality for breach on our part.
12. We certify that we or our Associates have not been barred by any government or government instrumentality in India or in any other jurisdiction to which such entity or its Associates belong or in which they conduct their business, from participating in any project or being awarded any contract and no such bar subsists on the Proposal Due Date.
13. We understand that CRUT may cancel the Bid Process at any time and that you are neither bound to accept any Proposal that you may receive nor to invite the Bidders to submit a Proposal for the Project, without incurring any liability to the Bidders, in accordance with the RFP.
14. In the event of us being declared as the Selected Bidder for the Project, will enter into a Bus Operator Agreement in the draft form set out at Volume III of the RFP, as may be revised in accordance with the RFP. We agree not to seek any changes in or deviations from the aforesaid draft and agree to abide by the same.
15. We have studied all the RFP and all the information carefully. We understand that except to the extent expressly set forth in the Bus Operator Agreement, we shall have no claim, right or title arising out of any documents or information provided to us by CRUT or in respect of any matter arising out of or concerning or relating to the Bid Process including the award of the Project.
16. A Power of Attorney from the Bidder authorizing the undersigned as the authorized representative, signatory and contact person who is authorized to perform all tasks including, but not limited to providing information, responding to enquiries, entering contractual commitments on behalf of the Bidder etc., in respect of the Project is included as a part of the Proposal.
17. We have enclosed a Demand Draft/ Pay Order of INR 10,000/- plus GST @18% (non-refundable) in favour of "CRUT" payable at Bhubaneswar (DD No. drawn on \_\_, Bank) as cost of the RFP document.
18. We agree and understand that the Proposal is subject to the provisions of the RFP. In no case shall we have any claim or right against CRUT if the Project is not awarded to us or our Proposal is not open.
19. We agree and undertake to abide by all the terms and conditions of the RFP document. Our Proposal remains valid for a period of not less than 180 (one hundred and eighty) days from

the Proposal Due Date.

For and on behalf of:

Signature

*(Authorized Representative and Signatory)*

Name of the person:

Designation:

Enclosures: EMD, Power of Attorneys, RFP Document cost & other information as per RFP requirements

**Annexure II: Description of the Bidder**

<b>Sr. No</b>	<b>Subject</b>	<b>Details</b>
1	Name and address of the Bidding Entity	
2	Address of the Bidding entity, contact person, Phone, E-Mail Address	
3	Main lines of business of the Bidding entity	
4	Details of the Authorized Signatory/Point of Contact Name – Designation – Email Address – Address for Communication – Mobile No. -	

Signature:

(Authorized Representative and Signatory)

Name of the person:

Designation:

**Annexure III: Format of Power of Attorney for Appointing Signatory**  
(On Requisite Stamp Paper)

KNOW ALL MEN by these presents that we, [name of the company/partnership/ proprietary firm], a company/ partnership/ proprietary firm incorporated under the [Insert relevant act], having its Registered Office at .....  
(Hereinafter referred to as "Company/ Partnership/ Proprietary firm"):

WHEREAS in response to the **RFP for "Request for Proposal (RFP) for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years."** ("Project"), the company/partnership/ firm is submitting its Proposal for the Project issued by the CRUT and is desirous of appointing an attorney for the purpose thereof.

Whereas the company/partnership/ proprietary firm deems it expedient to appoint

Ms./Mr. ----- Daughter/son of -----  
-----

-----resident of -----, holding the post of  
-----as the Attorney of the Company.

NOW KNOW ALL MEN BY THESE PRESENTS, that -----  
----- [name of the Company] do hereby nominate, constitute and appoint [name & designation of the person] son/daughter/wife of -----as its true and lawful Attorney so long as she/ He is in the employment of the company/partnership/ proprietary firm to do and execute all or any of the following acts, deed and things for the company/partnership/ proprietary firm in its name and on its behalf, that is to say:

- To act as the company/partnership/ proprietary firm official representative for submitting the Technical Proposal and Financial Proposal for the Project and other relevant documents in connection with the RFP
- To sign all documents in relation to the Proposal (including clarifications and queries to the RFP) and participate in bidders and other conferences, respond to queries, submit information/documents, sign and execute contracts and undertakings consequent to acceptance of the Proposal.
- To submit documents, receive and make inquiries, make the necessary corrections and clarifications to the Project documents, as may be necessary.
- To sign and execute contracts relating to the Project, including any variations and modifications thereto.
- To represent the company/partnership/ proprietary firm at meetings, discussions, negotiations and presentations with Authority, Government Authorities, Independent Engineer and any other Project related entity.
- To receive notices, instructions and information for and on behalf of the company/partnership



firm.

- To execute all necessary agreements or documents for implementation of the Project, including the Bus Operator Agreement for and on behalf of the company/partnership/proprietary firm; and
- To do all such acts, deeds and things in the name and on behalf of the company/partnership/proprietary firm as necessary for the purpose aforesaid.

And we hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the power hereby conferred shall always be deemed to have been done by us.

<p>The common seal of [name of the company/partnership/ proprietary firm] was here unto affixed pursuant to a resolution passed at the meeting of Committee of Directors held on the day of -----,2025.</p> <p>in the presence of [name &amp; designation of the person] and countersigned by [name &amp; designation of the person] of the company/partnership/ proprietary firm of [name of the company/partnership/ proprietary firm]</p>	<p>-----</p> <p>[name &amp; designation of the person]</p> <p>-----</p> <p>[name &amp; designation of the person]</p>
--	---

**Instructions:**

- The mode of execution of the power of attorney should be in accordance with the procedure, if any, laid down by the 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.*
- Wherever required, the Bidder should submit for verification the extract of the charter documents and documents such as a board or shareholders' resolution/ power of attorney in favour of the person executing this power of attorney for the delegation of power hereunder on behalf of the Bidder.*
- For a power of attorney executed and issued overseas, the document will also have to be legalized by the Indian Embassy and notarized in the jurisdiction where the power of attorney is being issued. However, the power of attorney provided by Bidders from countries that have signed the Hague Legislation Convention, 1961 are not required to be legalized by the Indian Embassy if it carries a conforming Apostille certificate.*

**Annexure IV: Format of Information on Litigation**

(To be provided by the Bidder)

<b>Sl. No.</b>	<b>Name</b>	<b>Forum and Counterparty</b>	<b>Brief Description of the matter</b>	<b>Estimated financial liability</b>	<b>Current Status of Litigation</b>	<b>Orders passed against the Bidder</b>

Signature:

(Authorized Representative and Signatory)

Name of the person:

Designation:

## Annexure V: Format of Average Turnover Certificate and Average Net worth Certificate

Date:

(The average Net worth Certificate and Average Annual Turnover Certificate should be certified by Statutory Auditor)

Sl. No.	Financial Year	Average Annual Turnover (INR Crores)	Net worth (in INR Crores)
1	2021-22		
2	2022-23		
3	2023-24		
4	<b>Average</b>		

### Instructions:

- The Bidder should provide details of its own Financial Capacity specified in the Tender.
- The Bidder shall attach copies of the financial statements and Annual Reports for 3 (three) years preceding the Bid Due Date. The financial statements shall:
  - Reflect the financial position and turnover of the Bidder.
  - Be audited by a statutory auditor.
  - Be complete, including all notes to the financial statements; and
  - Correspond to accounting periods already completed and audited (no statements for partial periods shall be requested or accepted).

Dated this .....day of 2025.

-----  
**Name of the CA:**

-----  
**Signature of Certifying CA:**

**Membership No.**

**UDIN-**

## Annexure VI: Vehicle Ownership and Operational Experience

(On Bidder's letterhead)

We hereby declare that our company/firm has experience of operation of following no of Buses through ownership or contractual right.

### FOR OWNERSHIP/ASSOCIATES EXPERIENCE FOR REQUIRED NO OF BUSES/. FOR LAST THREE YEARS:

Sr. No	Vehicle Registration No	Period of Ownership (Year to Year)	Period of Operation	Client (Central Government State Government/PSU/ULB)	Relationship with the Associate	Supporting Documents in place at page No ___ to ___

### Supporting Documents

- ❖ Copy of RC books for owned vehicles are to be attached here with.
- ❖ RTO ownership certificate.
- ❖ Document showing relationship of Bidder with the Associate.
- ❖ The copy of contract document/Letter of Award / Letter of Intent
- ❖ Completion certificate / Interim Satisfaction Certificate from the client for respective contract if available
- ❖ Document showing relationship with the Associate as per the definition given in the Technical Qualification criteria.
- ❖ In case operation contract is held in partnership, the partnership agreement copy specifying the share of each partner must be submitted.

### (Signature and name of Authorized Representative)

Designation: -

Date:

### **Annexure VII: Statement of Deviation from Technical Specifications**

We hereby state the deviations from the Technical Specifications in our offer. We understand that the CRUT has the right to discuss these deviations with us before finalization of Technical Bid and before final bid aware. We understand and accept that in the event of material deviation, our bid is likely to be rejected.

<b>Sr. No</b>	<b>Technical Specification Clause Reference and Provision</b>	<b>Deviation proposed</b>	<b>Rationale thereof</b>

Signature and Seal of the Bidder

Designation: -

Date:

## **Annexure VIII: Manufacture Authorization Form (MAF)**

(To be submitted by bidder who is participating individually other than OEM)

{This letter of authority should be on the letterhead of the OEM and should be signed by a person competent and having the power of attorney to bind the manufacturer.}

**To**

**The General Manager (P&A)  
Capital Region Urban Transport  
Plot No 548/1452, Patia, Kalarahanga,  
Bhubaneswar-751024, Odisha**

**Ref: RFP for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.**

Dear Sir,

We, who are established and reputable \_\_\_\_\_having factories / development facilities at (address of factory / facility) do hereby authorize M/s (Name and address of OEM) to submit a Bid and accept the Purchase Order against the above Bid Invitation. We hereby extend our full guarantee and warranty for the Bus along with its associated services offered by the Bus Operator as per the terms of this Bid Invitation. Additionally, we pledge to provide unwavering support to the supplier in terms of necessary spare parts and maintenance throughout the entire duration of the contract. We hereby extend our undertaking to supply \_\_\_ nos. of buses (Applicable nos. of buses under Package) as specified timeline of RFP.

We hereby grant full authorization to the mentioned firm to represent us in fulfilling all the necessary responsibilities related to the Bus, including technical support and maintenance obligations required for the Project.

- A. The OEM shall be responsible for the entire contract period, as per the Concession Agreement to be entered in between CRUT & the party of First part and shall abide by the following:
1. Shall be responsible for manufacture and Supply of 9m Ac/Non-Ac Buses [its related equipment and compact sub-stations] as per the specifications offered in the Bid against the RFP.
  2. Shall be responsible for all Type Approvals related to the Bus [compact sub-stations]
  3. Shall be responsible for fulfilling the guidelines of Government.
  4. Shall be responsible for technical support, supply of materials/ spare parts/ units/ aggregates related to the buses supplied.
  5. Shall be responsible for providing maintenance throughout the Contract.

[In case of suspension/termination of Bus Operator, the OEM shall continue its obligations the aforementioned service.]

Yours faithfully,

(Name) and Seal

## **Annexure IX: Non-Blacklisting Declaration**

(On Bidder's Letterhead)

Format of self-certificate stating that the Entity/Promoter/s / Director/s of Entity are not blacklisted. Anti-Blacklisting Certificate

M/s..... (Name of the bidder), (the names and addresses of the registered office) hereby certify and confirm that we or any of our promoter(s)/ director(s) are not barred by State Government / any other Government entity or blacklisted by any state government or central government / department / Local Government / agency in India or from abroad from participating in Project/s, either individually or as member of a Consortium/JV as on the .....(Last date of submission of bid).

We further confirm that we are aware that our application for the "**Request for Proposal (RFP) for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.**" would be liable for rejection in case any material misrepresentation is made or discovered with regard to the requirements of this RFP at any stage of the bidding process or thereafter during the agreement period. Dated this ..... Day of..... 2025.

---

Name of the bidder

---

Signature of the Authorized person

---

Name of the Authorized Person

**Annexure X: Self-declaration for Non-Performance**

I/ We ..... hereby declare that my / our firm M/S..... have successfully executed the work order assigned by the State Government / any other Government entity or any state government or central government / department / Local Government / agency in India. There is no remark of non- performance or non-compliance in any of our past projects, or any contractual dispute / litigation / arbitration in the recent past. Dated this ..... Day of .... 20.....

\_\_\_\_\_  
Name of the bidder

\_\_\_\_\_  
Signature of the Authorized person

\_\_\_\_\_  
Name of the Authorized Person



## **Annexure XI: Format of Bank Guarantee for EMD**

**To**

**The General Manager (P&A)  
Capital Region Urban Transport  
Plot No 548/1452, Patia, Kalarahanga,  
Bhubaneswar-751024, Odisha**

In accordance with the provisions of the RFP document, ..... (Name and Address of the Operator) here by deposits with the ..... (Name of the purchaser).

We the ..... (Bank or Financial Institution) agree that the Operator shall have right to demand, not exceeding, full or part of the amount of ..... (amount of guarantee) ..... (In words).

It is one of the terms of said Request for Proposal that the Bidder shall furnish a Bank Guarantee for a sum of Rs. xxxxxxxxxx/- (in words) as Earnest Money Deposit.

M/s. .... (Hereinafter called as Bidder, who are our constituents intends to submit their Bid for the said work and have requested us to furnish EMD in respect of the said sum of Rs. xxxxxxxxxx/- (in words) without any demur, merely on a demand in writing from the Authority stating that the amount claimed is due and payable by the Operator. Any such demand made on the Bank shall be conclusive as regards the amount due and payable by the Bank under this Guarantee. We, the Bank, further undertake to pay to the Authority any money so demanded notwithstanding any dispute raised by the Operator in any manner whatsoever and our liability under these presents is absolute, unconditional, unequivocal and irrevocable.

We, the Bank, further agree that the Guarantee herein contained shall remain in full force and effect during the period that would be taken for the EMD of the said agreement.

This EMD is valid for a period of ..... (Duration in days (months) in figures and words) from the date of bidding. (The initial period for which this EMD will be valid must be for at least days/months longer than the anticipated expiry date of the Bus Operator RFP (as the case may be) as stated in the 'RFP'. We undertake not to revoke this EMD during its currency without the written consent of the Authority.

The Guarantee hereinbefore contained shall not be affected by any change in the Constitution of the Bank or of the Operator.

We, the Bank, undertake not to revoke this EMD except with the previous consent of the Authority in writing. This EMD shall be valid up to ..... and we undertake to

renew/extend this EMD from time to time till the completion of Bidding process by the Operator of its obligations under the Contract and/or as demanded by the Authority.

The expressions "the Authority", "the Bank" and "the Operator" hereinbefore used shall include their respective successors and assignees.

In witness whereof I/We of the Bank have signed and sealed this EMD on the ..... day of 20 ..... being herewith duly authorized.

For and on behalf of the ..... Bank

Signature of authorized Bank official

Name: .....

Designation: .....

Stamp/Seal of the Bank: .....

Signed, sealed and delivered For

and on behalf of the Bank

by the above named .....

in the presence of: .....

Witness 1.

Witness 2.

Signature:

Signature:

Name:

Name:

Address:

Address:

## Annexure XII: Format for Financial Proposal

(Enclosed in Envelope B)  
(On the letter head of Bidder)

Date: .....  
Place: .....

To

The General Manager (P & A)  
Capital Region Urban Transport (CRUT)  
Plot No-548/1452, Patia, Kalarahanga,  
Bhubaneswar, Odisha (INDIA), Pin- 751024

Ref: Submission of Financial proposal for "**Request for Proposal (RFP) for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.**

Dear Sir,

[Being duly authorized to represent and act on behalf of (name of the Bidder)], having reviewed and fully understood all the requirements of the Request for Proposal dated [.....] (RFP) issued by CRUT "**Request for Proposal (RFP) for Selection of bus operator for procurement, operation and maintenance of 200 midi electric buses and allied infrastructure on gross cost contract basis Keonjhar, Baripada, Angul, Jharsuguda, Sambalpur and Bramhapur for (10+2) Years.**

We understand that the services shall be provided as per the terms and conditions specified in the Bus Operator Agreement and Applicable Laws.

The Financial proposal for the Project has been quoted by us after taking into consideration all the terms and conditions stated in the RFP, the draft Bus Operator Agreement, our own estimates of costs and after a careful assessment of all the conditions that may affect the Proposal.

It is a firm and irrevocable offer and shall remain valid and open for a period of not less than 180 days from the Proposal Due Date. We acknowledge and agree to the submission of an unconditional proposal.

We acknowledge that, Authority takes no responsibility for ensuring such an exemption and the operator will have to deal with the GST issue by itself.

We acknowledge that the Authority shall not be liable to make any payment to our vendors providing supporting services for Bus Operations.

The authority retains the right to explore tax-friendly options and arrangements with us as permitted under law.

We have quoted the Aggregate Bus Operating Cost for 1st year after through reading of this RFP document, Draft Bus Operator Agreement and Response to Queries/Amendment documents, breakup between variable and fixed cost, detailed due diligence of the site, GPs, Blocks, District conditions, passenger load and likely wear and tear of the buses.

Our Financial Proposal, as part of the Bidding Option that we have selected, is as follows:

Financial Proposal for 100 Electric Buses for each packages. The bidder shall quote for any one package out of two packages.

Aggregate Bus Operating Cost :

Sl. No.	Item	Rate (Rs per KM) (Excluding GST)
1.	Capital Cost (Bus Provision /Depot equipment's and other upfront investments)	
2.	Labour	
3.	Driver Salary	
4.	Other Admin staff	
5.	Maintenance Staff	
6.	Lubricants	
7.	Tyre Tubes	
8.	Battery	
9.	Repair and Maintenance except AC	
10.	Repair and Maintenance of AC	
11.	Insurance	
12.	Cleaning	
13.	Vehicle registration charges	
14.	Motor Vehicle Tax / Additional MV Tax	
15.	Financing/Interest Cost	
16.	Other Cost (Water, Electricity and other overhead cost etc pl specify)	
17.	Any other Maintenance	

Sl. No.	Item	Rate (Rs per KM) (Excluding GST)
18.	ROI (Return On Investment)	
19.	Base Rate (Total of 1 to 18 / last Serial number of add rows)	
20.	GST, if any (It will not be considered for price comparison between different bids)	
21.	No. of Bus (Quantity)	100
22.	Assured Km Per annum per bus	64,800
23.	Total Value of Payment for First year of Operation (before GST, if any) (19 x 21 x 22)	
24.	Total Value of Payment per Annum (Total values in Row 23) (In figures) (Aggregate Bus Operating Cost)	

Cost of Bus Provision:

Bidder must submit estimated cost of Bus in the following manner for information purposes. This will not be used in Price comparison of different bids.

Bus Provision Cost	
Rs. Per Bus (Exclusive of all taxes) 100 Nos of Electric Buses	
(In Words)	

Name of the bidder

Signature of the Authorized person

(Seal and Signature of the bidder)

Date:

Place:



**Annexure XIII: Technical specifications of Electric bus Compliant with the requirements of CMVR AIS:052 (Type– II, AIS:153+ UBS II +& AIS:140 of 9m electric bus)**

SI.No.	Parameter	Specification
1	<b>Regulations</b>	CMVR, AIS-052, AIS140, AIS049, AIS038, AIS153 & IP 65 Requirements
2	Type/Category	Type II
	Length (mm)	9200
	Width (mm)	2600 ± 50
	Height (mm)	3800 ± 50
	Front Overhang (mm)	2100
	Wheelbase (mm)	4800
	Rear Overhang (mm)	2300
	Floor Height (mm)	900
	Wheel Track(mm)	Front - 2079
		Rear - 1905
	Seating Capacity & Layout	32+D+WC
	Standing Capacity	As per AIS 052
	GVW(Kg)	13100
	FRONT AXLE - ( FAW IN KG )	4980
	REAR AXLE - ( RAW IN KG )	8120
	Ground Clearance from Axle at front in MM	227
	Ground Clearance between WB in MM	280
	Kerb weight(Kg)	10350
	Driver cabin	RHD
	Approach angle (°)	≥9°
Ramp over angle (°)	≥4.8 °	
Departure angle (°)	≥9°	
Min. Turning Diameter (m)	≤18	

SI.No.	Parameter	Specification	
	Max Speed (km/h)	75+/-5	
	Grade ability from stop at GVW	17%	
	Acceleration 0-30 kmphr	≥ 0.8	
	Attain bus speed of 0-30 kmph in seconds	≤ 10.5	
	Entry Step (mm)	400 mm	
	RANGE @ 80 % SOC with single charge	140 km 1ith 10% contingency	
	Internal Height (mm)	1900 minimum	
	Gangway (mm)	350 minimum	
3	Chassis Details	Construction Type	Monocoque (Tubular Frame Type);Bus body as per AIS 052
		Drive Motor	Type: Permanent magnet synchronous motor ( PMSM)
			Power (kW) - 213
		HV Battery	200-240 kWh, Lithium Iron Phosphate ( LFP)
			Cooling type: Liquid cooled
			Minimum 5 years warranty
		Front axle	Front Axle with Disc Brake
		Rear Axle	Rear Axle with Disc brake
		Front Suspension type	Air suspension
		Rear Suspension type	Air suspension
		Steering system	Electro Hydraulic power steering with height and angle adjustment
		Steering Column	Tilt & Telescopic
		Brake system	Front Disc & Rear Drum
		EBS/ABS	As per AIS 143
ECAS	NA		
Shock Absorber	Hydraulic (2/4 at front and 2/4 at rear)		



SI.No.	Parameter	Specification	
	Tyre Size	255/70 R22.5 - Steel Radial tubeless	
	Tyre Configuration	2 wheels at front & 4 wheels at Rear	
	Rims size	7.5x22.5 - 275 PCD	
	Vehicle Control Unit	Yes	
	Electric Vehicle Charging Controller(EVCC)	Yes	
	High Voltage Power Distribution Unit (HVPDU)	Yes	
	DC-DC Converter	Yes	
	E- Air Compressor	Yes	
	Aux Inverter	Yes	
	Charger Type	DC Fast charging, 1Port, CCS2	
	Electrical Propulsion System	Electrically Propelled Bus using Electric Propulsion System	
4	Vehicle Body	Body Structure	Tubular Structure on chassis frame
		Floor	3mm Antiskid Vinyl Plywood 12 mm (High Density of 0.95-1.25 gms/cc_BIS:710-1976, AIS 052)
		Escape Hatch	2 No- As per AIS 153
		Service Door	J&K Door having Front with double door
		Sunvisor	Windshield sun visor- Roller type (Full width with Good Quality Material And Roller Padded Type)
		Stanchion/Handrails	Yes
		Roof grab rail (Stanchion pipe to be provided)	Yes
		Hanging Straps	Yes
		AC Duct with Hatrack	Yes
		Safety hammer	Yes
		Emergency exit	Yes

SI.No.	Parameter		Specification
5	<b>Exterior Paneling</b>	Front	FRP
		Rear	FRP
		Roof panel	GFRP
		Stretch Panel	NA
		Skirt panel	Aluminum
6	<b>Interior paneling</b>	Sides Panel	ACP
		Window Pillar	ABS
		Roof Panel	ACP
		Front & Rear Dome	ABS
		Plywood	Plywood 12 mm (High density of 0.95-1.25 gms/cc_BIS:710-1976)
		Floor finishing	3 mm thick anti-skid type silicon grains ISO 877/76 for colour, IS: 15061 :2002 for FR grade.
		Decorative Aluminum Extruded Section	As per manufacturers design and meeting std of IS:733
7	<b>Body insulation</b>	Roof	Sealing with FR grade material glass wool, PU foam or thermocol: Confirming to IS:15061 of 2002
		Sides	Sealing with FR grade material glass wool, PU foam or thermocol: Confirming to IS:15061 of 2002
		Front Interior Area	Sealing with FR grade material glass wool, PU foam or thermocol: Confirming to IS:15061 of 2002
8	<b>Dashboard</b>	Dashboard & Cluster Area	FRP/ABS
9	<b>Passenger door</b>	No of door	1
		Type of door	JK Door Front
		Operation - Manual/Pneumatic	Pneumatically operated with Sensitivity
		Width of aperture	Front 800mm (min)
10	<b>Driver door</b>	Door	Full length hinged type door with sliding glass window (85 deg max opening required)

SI.No.	Parameter		Specification
		Driver work area & Steps	As per AIS 052 & AIS:047
11	<b>Passenger Seat</b>	No of Seats	32 + D + WC
		Seat Layout	2X2 (front facing)
		Type of seats	Type approved Standard High Head Rest as per AIS:023
		Seat width	As per AIS 052 regulation
		Leg Space	280 mm min
		Seat Pitch	350 mm min as per AIS 023
		Seat upholstery - (fire retardent)	As per AIS 023
		Arm Rest	As per AIS 052
		Lap belts	As per AIS 005/2000
12	<b>Driver Seat</b>	Driver seat	Mechanical suspended seat
13	<b>Driver Safety belt</b>	Driver Safety belt	ELR recoil type, 3 point mounting as per CMVR & AIS 052 conforming to AIS 005 & 015
14	<b>Emergency Exits</b>	Emergency door nos & Location	As per manufacturers design to be provided at driver side behind rear axle with proper rubber sealing to avoid ingress of water and dust. Also 2 to 4 both side windows should be declared as an emergency exit with provision of hammer & stickers.
		Emergency stickers	To be provided as per AIS 052
		Hammers for Driver & Co-Driver	02 Nos to be provided at Driver Cabin.
15	<b>Front Windshield</b>	Front Windshield	Single piece laminated safety glass, plain, flat/curved with curved corners with PVB film IS 2553 (Part-2)1992/latest. Standard designs for each variant of buses to be followed Total Thickness= 8.76± 0.2mm Clear Interlayer-Pasted Glass with Dotted pattern ceramic
16	<b>Rear Windshield</b>	Rear Windshield	Single piece Pasted Glass toughened.

SI.No.	Parameter		Specification
17	<b>Side Windows</b>	Type of windows	Single piece flat /curved pasted toughened glass as per IS:2553 (Part-2)- 2019/latest revision of Thickness = 5 mm
		Ventilation Window	NA
		Color of window glass	Tinted Gray/Bronze colour (Tinted & Clear Glass with visibility Percentage as per CMVR Rules)
		Size of window	As per AIS 052
18	<b>Rear view Mirrors</b>	Type of RVM	Manual overhang
		Passenger saloon area mirror	1 No in driver cabin area with digital clock
19	<b>Wiping system</b>	Type	Double arm Heavy Duty wiping system bottom mounted
		No of speeds	Dual
20	<b>Partition</b>	Driver's partition	As per AIS 052
		Step well partition	As per AIS 052
		Decency/Frame/Step Partition	Near Passenger step suitable size and space hand holds to be provided for boarding the passengers
		Hand Holds	Hand holds should be provided as per AIS:052 Bus Body Code Norms. LH side foremost seat and seat near rear emergency door should have belt and Hand Holds for safety of passenger
23	<b>Steps</b>	First step height	As per AIS 063
		Second & Third step height	As per AIS 063
		Steps depth	As per AIS 063
24	<b>Bumpers</b>	Front	FRP bumper- Integrated with Parting line
		Rear	FRP bumper - Integrated with Parting line

SI.No.	Parameter		Specification
25	<b>Low Voltage Electrical configuration</b>	LV Storage battery	Maintenance -free battery, 2 X12v, 120 Ah capacity
		Demister	No
		Surveillance system	Cameras to be provided
		CAN Bus	Equipped
26	<b>Lamps/Lightings</b>	<b>Internal lamps</b>	
		Passenger saloon lamp type	Led type
		Nos.	As per AIS 052
		Foot Step lamp	to be provided
		Night Lamp	2 Nos LED night lamps to be provided
		Driver Cabin	Sufficient LED Lights should be provided.
		Charging Socket	Concealed type Safety Socket or USB of sufficient capacity for each row of passenger seat to be provided.
		ETIM Charger	Provision for ETIM charger should be provided in Driver Cabin to be provided.
		PA System	Mike, Amplifier, 4 Nos. Speaker of reputed mike viz. Ahuja, Carbon or its equivalent manufacturers, as per AIS:153.
		Warning Device for Emergency Door	Good quality as per requirements of CMVR & with suitable sound level.
		<b>External lamps- 24V</b>	
		Headlamps	As per CMVR.
		Front direction Indicator	Type approved with amber Reflector as per AIS:052 requirements.
Side direction indicator	As per CMVR and AIS:052		

SI.No.	Parameter	Specification	
	Side marker lamp	4 nos to be provided each side at a height between 250-1500 mm as per AIS 052	
	Height Marker lamp	2 nos. white at front and 2 nos of red at Rear with proper fitment.(Type Approved).	
	Tail lamp & Stop Lamp	To be provided	
	Reversing Lamp	To be provided	
	Rear Direction Indicator Lamp	To be provided	
	Number Plate lamp	To be provided	
	Fog lamp (Front)	To be provided	
	Spare wheel area lamp	To be provided	
	Battery Box Lamp	To be provided	
27	<b>Fully ITS Compliant</b>	ITS Compliant+PA system As per Tender requirement (Refer Shared Tender Copy)	
28	<b>HVAC</b>	Air conditioner+BCS	28 kW (Cooling and Heating)
		Type and Model	As per AIS 052
29	<b>Additional Fitments</b>	Mud flap	To be provided
		Drivers Mobile charger point	1 no in dash board USB type with Mobile Holder.
		Sapre Tyre position	To be provided
		Decals	CRUT Branding and Decals
		Speed limiter Sticker	To be provided
		Retro reflective 50mm tape	White at front, yellow on sides, red at rear.AIS:090 (Tyre Approved)
		CC Camera	3 (As per AIS 140, IS:16833)
		Reverse Camera at rear with 7" screen at Dash board	1

SI.No.	Parameter		Specification
		Reverse Parking Assistance	RPAS to be provided
		GPS	Mandatory as per AIS 140 ,VTS to be provided
		Wifi	Optional
		Vehicle Location Tracking Device	AIS 140 compliant
		Digital clock	Provided in IRVM
		Destination board	LED Digital Display Destination Board 1 No. at Front, 1 No. at rear, 1 No. at left side and 1 No inside as per AIS:052 Bus Body Code.  Manual destination board with holder
		Emergency/Panic switch	Mandatory as per AIS 140; to be provided for driver and passenger
		Fire Detection & Suppression System (FDSS)	Fire Detection & Suppression System (FDSS)
		Towing hook	Front bolt on arrangement with Heavy duty 1.2 times (minimum) the kerb weight
		Battery box	Fixed Type Battery tray with flap & lock, LH side Behind front axle
		Tool box	Behind Driver Seat
		First Aid box	One no. to be Provided in the driver cabin with medicines
		Colour Scheme	2K Metallic Paint.(Base Coat +clear coat with P.U. painting system. Colour scheme will be finalized by the CRUT
		Fire extinguisher	3 nos of 2kgs each fire extinguisher provided in near front door & last 2nd Row LH & RH,1Nos. Of 4kg is near Driver LH side.
		Reverse horn/Alarm	To be provided as per AIS 052/140

SI.No.	Parameter	Specification
	Driver Fan	1 Nos,200mm fan with single speed as per provision of CMVR, matching interiors
	Bell switch/stop request	Stop request switch to be provided As per AIS-052
	Electrical Battery cut off switch	Provided in Battery box, Operating switch provided near Driver Seat.
	Amplifier	<b>Yes</b>
	Retractable Foot Step	NA
	Speaker	<b>To be provided (4 Nos)</b>
	Diver & Co- Driver Luggage booth	<b>NA</b>
	Provision for Disabled person	Provision for disabled person as per CMVR,AIS:052 and AIS:153.
	Spare Wheel	Must be provided and shall be as per OEM design.
	Registration No. Plate	Registration No. plate should be High security Registration plate (HSRP) as per CMVR.
	Sticker	Seat Nos, CRUT Monogram, various instructions as per CMVR rules should be displayed with proper stickers of good quality.
	Tool Box	Standard Tool Box to be provided at appropriate space with light arrangements.
	Wheel Cap	As per OEM Design
	Document Box	1 No. to be provided
	Tools for Tyre Repairing	1)Hydraulic Jack.-1 No of suitable capacity. 2)Spanner for spare wheel bracket-1 No. or as required. 3)Suitable Tommy Bar-1No. 4)Wheel Spanner for Tyre Removal To be placed at right side last row seat.



SI.No.	Parameter		Specification
		List CMVR Kit Items (in Tool box)	1) Choke Block (Without bracket)-2Nos. 2)Warning Triangles-2 Nos. 3)Spare fuse as per requirement of chasis-2Nos.each. 4) Spare Bulb for Head Lamp as per CMVR-2Nos. 5) Operation & maintenance manual 6)Any other CMVR Kit-if required as per amendments from time to time
		Noise Level	Noise level shall be as per requirements of CMVR & AIS:052 & Its amendments from time to time, applicable at the time of delivery of the chassis.
		KNEELING System	As per AIS 153 for specially abled passenger
		Tyre pressure monitoring system(TPMS)	NA
		Wheel chair Area	Yes
		Hooter	As per requirements of CMVR and AIS 052