



**INSTITUTE OF ROAD TRANSPORT
100 FEET ROAD, TARAMANI, CHENNAI – 600 113**



**Global Invitation for submitting Expression of Interest
(EOI) for supply and deployment of Electric Buses
(battery operated electric vehicle) along with Charging
Infrastructure for Metropolitan Transport Corporation,
Chennai, Tamil Nadu**

IRT reference no. 17/EOI-EB/CP/IRT/2022

KFW reference No: BMZ209919234/KfW508477

June, 2022



KFW

Disclaimer

Institute of Road Transport (IRT) has prepared this Expression of Interest (EOI) document solely to sensitize the potential bidders and understand market perspective with respect to functional requirement of e-bus procurement and deployment in Chennai. While IRT has taken due care in the preparation of information contained herein and believes it to be accurate, neither IRT or Metropolitan Transport Corporation (MTC) or any of its authorities or agencies nor any of their respective officers, employees, agents or advisors give any warranty or make any representations, express or implied as to the completeness or accuracy of the information contained in this document or any information which may be provided in association with it.

This information is not intended to be exhaustive and interested parties are required to make their own inquiries and do site visits that it may require to submit the EOI. The information is provided on the basis that it is non-binding on IRT, any of its authorities or agencies, any of their respective officers, employees, agents or advisors.

IRT reserves the right not to proceed with the EOI process at any stage without assigning any reasons thereof, or to alter the timetable reflected in this document or to change the process or procedure to be applied. It also reserves the right to decline to discuss the EOI further with any party submitting an EOI.

No reimbursement of any cost of any type will be paid to persons or entities submitting the EOI.

The invitation for EOI is an open for all, unpriced and non-binding process, issued by IRT, purely to solicit insight and understanding of the cutting edge, affordable, sustainable and feasible e-bus technology from prospective bidders. Non- submission of the EOI from any prospective bidder/interested party shall not be considered as disqualification for the RFP stage.

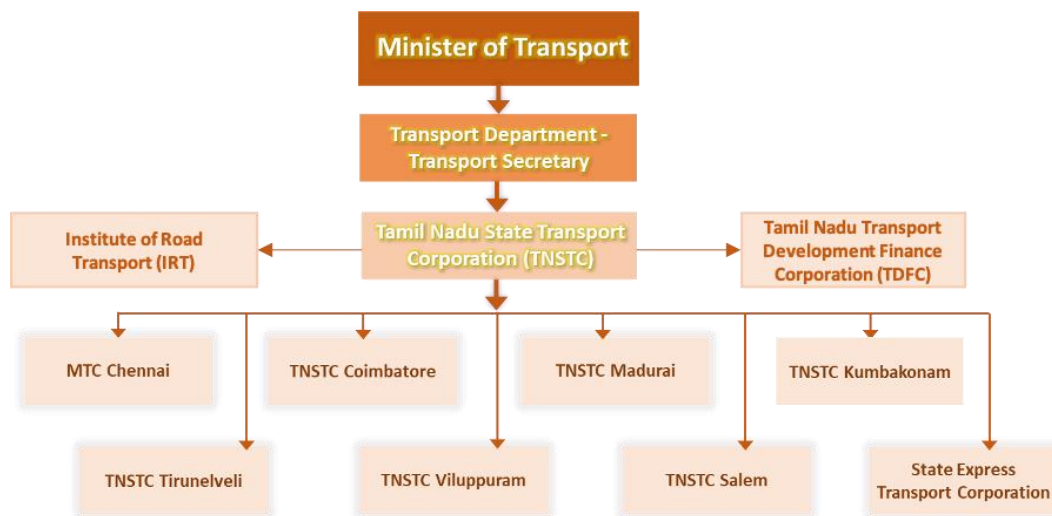
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1. Background and Project Scope

Tamil Nadu is spread across a geographical area of 1.3 lakh square kilometres with a population of ~72 million people as per 2011 census. The Tamil Nadu Transport Department is responsible for regulating and operating intra-city bus transportation in major cities as well as inter-city and rural transport services in some regions. The Transport Department provides urban and mofussil bus services through eight State Transport Undertakings (STUs), collectively referred as the Tamil Nadu State Transport Cooperation (“TNSTC”) hereinafter. Following is the organogram of TNSTC.

Figure 1 Organisational Structure of TNSTC



TNSTC moves more than 16.5 million commuters per day in entire Tamil Nadu. The STUs operates collective fleet of 21,000 diesel buses through 321 depots and over 100 workshops/other facilities, making it India’s largest public sector bus operator.

The Institute of Road Transport (IRT) was established in 1976 under the Control of Government of Tamil Nadu (GoTN) and has been registered as a society under the Indian Societies Registration Act 1860. It functions as the institutional knowledge partner of the Transport Department. With regard to this project, it will be in charge of the procurement process as a procurement agency/ issuing agency on behalf of the Transport Department.

In order to improve attractiveness, the Government of Tamil Nadu has planned to overhaul the state’s delivery of bus transport by prioritising climate friendly modernisation and improved service quality of public bus services in major cities through fleet replacement and expansion, to cope with an increasing population and travel demand in the state.

With this context, Government of Tamil Nadu (GoTN) has signed a project-specific loan and grant financing agreement with the KfW and German Ministry for Economic Cooperation and Development in August 2019. KfW is a German State-owned investment and development bank established in 1948 in Frankfurt, Germany. KfW is

committed to improve economic, social and environmental living conditions across the globe. KfW will be providing the capital assistance to the Government of Tamil Nadu for procurement buses under the financial cooperation agreement.

This project is based on a modernisation and restructuring strategy for the STUs with four objectives:

- a) service quality and performance turnaround
- b) improved operational and financial performance
- c) increasing share of public transportation / customer satisfaction improved environmental outcomes
- d) ensure a sustainable performance turnaround of the STUs through organisation-wide reforms and stringent implementation of restructuring initiatives.

As part of the above project, GoTN is planning to procure and deploy one hundred (100) 12 m, low floor AC e-buses along with charging infrastructure ,bus repair and maintenance equipment and spares etc. to be setup by the Bus Supplier at allotted depot, in the city of Chennai and provide training for e-buses and charging infrastructure as part of Metropolitan Transport Corporation (MTC) Chennai operations on pilot basis ("Pilot e-bus Project").

The procurement shall be carried out as per Guidelines for the Procurement of Consulting Services, Works, Plant, Goods and Non-Consulting Services in Financial Cooperation with Partners (updated as on January 2021) published by KfW.

This purchase will be seen as a precursor to a much larger purchase of a further 400 units to be allocated to Chennai and other cities within Tamil Nadu based upon the success of the initial operational launch. The procurement of all 500 buses is planned to be completed by 2024.

MTC [Chennai] Limited is a Government of Tamil Nadu Undertaking registered under Companies Act, 1956 that currently serves an area of 3929 sq. km through urban and semi urban bus service, comprising a fleet of 3,454 buses, carrying more than 3 million passengers daily¹. The bus fleet includes ordinary, express, deluxe, AC and woman cum children special services operating from 31 depot spread across Chennai Metropolitan region.

The invitation for an EOI aims to 1) solicit the interest from potential bidders, 2) seek a market perspective on potential solution options considering the MTC baseline functional requirements below and broad specification (as provided in Annexure 1).

The interested parties may submit their views/proposal on the proposed Pilot Project through the EOI within the timelines and as per the formats provided in the document.

¹ MTC data for 2021 Operations

2. Outline of Proposed Operations

2.1. Operational and Technical Requirements

The operational requirements stated herein are end-use requirement-oriented specifications, with maximum make / model neutrality.

- a) Fully built air-conditioned e-bus
- b) Low-floor (400 mm floor height) 12 m length buses for Public Transport (PT) system in urban areas of Chennai
- c) Serviceable life of standard bus is 12 years or 12 lakh km whichever is earlier
- d) Energy efficient, environment friendly, safe; modern, aesthetic and reliable bus design is expected
- e) Meets all statutory, legal and other requirements of:
 - (i) all applicable Central, State and local laws (including Acts, Rules & Regulations),
 - (ii) the Central Motor Vehicles Rules (CMVR) of India / Safety Norms
 - (iii) Emission, noise & other norms
 - (iv) Compliance with Phased Manufacturing Programme (PMP) and Production Linked Incentives (PLI) Scheme issued by Govt. of India and any other similar applicable guidelines.
- f) Bus code AIS 052 / UBS II and other applicable Standards
- g) Ease of accessibility for Persons with Disabilities (PwDs), maximum passenger comfort, optimal driver's workplace, highest internal and external aesthetics, ease of repair, servicing and routine maintenance
- h) All urban buses are to be right-hand drive

2.2. Operating Conditions

The bus design is suitable for daily operation of 16 to 20 hours for MTC, Chennai for a minimum period of 15 years in service under the following prevailing conditions:

- a) Commercial speed between 15 - 25 kph with frequent starts/stops between 500 – 1,000 m
- b) Operating continuously in ambient temperatures of between 15° - 45°C
- c) Operating continuously in monsoon conditions and standing water
- d) Operating continuously over poor-quality road structures
- e) Typical peak loads of 70 passengers and crush loads of 100 passengers
- f) Uninterrupted operation in ambient conditions of 5-100% relative humidity
- g) Daily operating range and charging window under categories as follows:
 - i. Category 1: Daily Operating Range of 350 km with Depot Charging during the night and a Potential charging window during the day limited to a maximum of 4 slots of a maximum of 10 minutes each

- ii. Category 2: Daily Operating Range of 350 km with Depot Charging during the night and a potential charging window during the day limited to a single slot of a maximum of 30 minutes.
- iii. Category 3: Daily Minimum Operating Range of 250 km with Depot Charging during the night and a Potential charging window during the day limited to a maximum of 4 slots of a maximum of 10 minutes each
- iv. Category 4: Daily Minimum Operating Range of 250 Km with Depot Charging during the night and a potential charging window during the day limited to a single slot of a maximum of 30 minutes

Manufacturers may also make alternative proposals for consideration to achieve between 250 – 350 km per day range on the basis of the charging windows highlighted above

- h) Vehicles need to accept both Opp. Charge pantograph charging and CCS2 plug-in charging.

2.3. High Level Specification

Category	Specification	Description	Type of Request
Performance	Min. speed without speed limiter	80 kph	Mandatory
	Min. grade capability on pull away	20%	Mandatory
	Min constant speed capability on a 10% incline	30 kph	Mandatory
	Min acceleration from rest on a flat/level road	1.0 m/s ²	Mandatory
	Minimum acceleration time on a flat/level road from 0-30 kph	8 sec	Mandatory
	Certified UITP e-SORT energy consumption figures to be provided at RFP stage	SORT 1, 2 & 3	Mandatory
Dimensions	Maximum Length	12,000 mm	Preferred
	Maximum Height	3,300 mm	Preferred
	Maximum Body Width	2,600 mm	Preferred
	Floor Height	<400 mm for >60% of passenger saloon	Mandatory
	Min. Front Departure angle	8°	Mandatory
	Min. Rear Departure angle	8.5°	Mandatory
	Minimum breakover angle	4.8°	Mandatory
	Maximum swept turning circle	25,000 mm	Mandatory
Structure	Minimum design life	15 years	Mandatory
	Aluminium or galvanised or stainless steel design. Minimum structural warranty period	12 years	Mandatory
Passenger Capacity	Number of seats	35	Minimum
	Number of seats for wheelchair users	1	Mandatory
	Wheelchair ramps	1	Minimum
	Number of standees	35	Minimum
Drivetrain	Electric Motor(s) may be either single motor or hub motors direct or	To be proposed by manufacturer	Mandatory

Category	Specification	Description	Type of Request
	single geared drive to the drive axle or wheel hubs		
	Regenerative braking from the electric motor to employed to put charge back into the traction batteries	To be proposed by manufacturer	Mandatory
Battery	Battery Type	To be proposed by manufacturer	
	Capacity (kwh)	To be proposed by manufacturer	
	Min. life time	8 years	Mandatory
	Max. drop on battery performance each year	To be indicated by manufacturer	Mandatory
	Maximum battery temperature rise when being charged at 600 kW for 10 minutes	< 20°C	Preferred
	Minimum range on a single charge (between 90% to 20% SoC)	> 100 km	Mandatory
	Battery certified safety standard	UN ECE R100	Mandatory
	Batteries and the battery management system water resistance standards	IP67	Mandatory
	Batteries and the battery management system fire suppression	To be proposed by manufacturer	Mandatory
	Manually operated isolation switch to disconnect power circuits from the traction supply	To be proposed by manufacturer	Mandatory
Charging System	Charging system	Depot charger and opportunity charger	Mandatory
	Full charging time with depot charger	60 - 120 minutes	Mandatory
	Maximum opportunity charging time at bus termini	10 minutes (category 1 and 3) / 30 minutes (category 2 and 4)	Mandatory
	The supplier will be expected to provide both flash and plug-in charging equipment (to be shared between all buses at locations designated by the customer). The nominated depots and termini will have power supply (typically up to 3.5 kVA) provided within 100m of the designated charging location. The supplier will arrange for all civil works between the grid access and the charging point as well as the charger installation and commissioning.	To be proposed by manufacturer	Preferred

Category	Specification	Description	Type of Request
	Charging solutions requiring a power supply greater than 3.5 MVA at a single location will be conditional until TANGEDCO confirms availability of power supply		
Suspension	Full air suspensions plus minimum kneeling capability	>75 mm	Preferred
Braking	All round disc braking with ABS	To be proposed by manufacturer	Mandatory
Doors	Front entrance glider doors with positive seal bottom edge to prevent water ingress	To be proposed by manufacturer	Mandatory
	Rear exit plug-slide doors	To be proposed by manufacturer	Mandatory
Driver's Cab	Ergonomic requirements	ISO 16121-1,2 & 3	Preferred
Air Conditioning	The air conditioning system performance should be able to bring the saloon environment within 15 minutes after vehicle start-up.	Temperature 25°C; humidity 55%	Mandatory
	As a minimum it is anticipated that the air conditioning system should have cooling capacity	27.5 kW	Mandatory
	A saloon airflow minimum of	4,000 m³/h	Mandatory
	Separate adjustable vents for the driver's cab	Minimum 4-off	Mandatory

3. Bidding Process

Deployment of electric buses in Tamil Nadu especially in Chennai requires special deliberation on the operational condition and functional specification. Prior to initiating the procurement of electric buses, IRT wishes to understand the best possible electric bus and charging technology solution available in the market that meet the functional requirements of MTC specified in the EOI.

Though this EOI, participants who already have electric vehicle manufacturing facilities and experience in deployment of electric buses and charging solutions in India and globally are invited to present their credentials and proposed technological solutions with respect to technical and functional requirements of electric bus operations in Chennai for Pilot Project as specified in this document.

The EOI should also contain experience of the participants including relevant technical and financial strength to undertake the project, proposed technical solution including battery chemistry and charging type to meet the MTC functional requirements, broad timeline of delivery of e-buses, charging infrastructure any other requirement for hassle free deployment of e-buses.

The invitation for EOI is an open for all, unpriced and non-binding process, issued by IRT, purely to solicit insight and understanding of the cutting edge, affordable, sustainable and feasible e-bus technology from prospective bidders. Non- submission of the EOI from any prospective bidder/interested party shall not be considered as disqualification for the RFP stage.

IRT or its representatives may hold a one-to-one meeting or consultation workshop or presentation meeting with any or all participants to understand their respective proposals in further detail, if required. The Authority shall maintain confidentiality of the information and submissions made as part of the EOI by the Bidders/ Participants.

However, any dealer/distributor/bus operator/finance company or any intermediary who is not an Electric Vehicle manufacturer or Original Equipment Manufacturer (OEM) are not permitted to participate in the EOI. Any submission from above parties shall be summarily rejected.

The IRT/ MTC may consider incorporating the inputs /suggestions received from the prospective bidders during EOI stage in the subsequent RFP document. No suggestions made in the EOI by prospective bidders/participants would however be binding to IRT.

MTC's functional requirements for deployment of electric buses are attached in Annexure 1 of this document.

4. EOI Documentation Requirements

Participants for the EOI are required to provide the following:

- a) Cover letter as per Annexure 1
- b) General Information of the Participant as per Annexure 2
- c) Financial statement as per Annexure 3 and Audited Annual reports for last 3 financial years.
- d) Performance statement as per annexure 4 along with detailed description of Daily e-bus operation plan and bus charging requirements
- e) E-bus and charging solution specifications – annexure 5 (including supporting evidence such as photographs/AV etc.)
- f) Concept cum brief proposal for Pilot Project as per annexure 6 including, but not limited to the following:
 - (i) E-bus and charging solution meeting technical and functional requirements of MTC (for Category 1, 2 3 and 4 as outlined in Section 3.2)
 - (ii) Support required from MTC in terms of access of bulk power, space requirement, approvals and any other ESHS or regulatory compliance.
 - (iii) Tentative timelines for delivery and deployment of e-buses and support infrastructure.

4.1. EOI Opening

- a) IRT will open the EOI on the date, time and place specified in the Key Dates Section.
- b) IRT shall verify whether EOI submitted by Participants are responsive with regards to timely submission, format of submission (as per EOI) and mode of submission (i.e. submitted through either Registered Post with Acknowledge Due (RPAD), Speed Post, courier or Hand delivery).

4.2. EOI Submission

The proposal for Expression of Interest (EOI) with details as specified in clause 4.1 and Annexure, Suggestions/inputs as specified in section 4.1 shall be submitted online only at <https://www.mstcecommerce.com/eproc/index.jsp>. The detailed process for online submission is provided in the section 4.3 below.

Proposal for EOI and other details shall be submitted online only at the portal specified above and submission format on or before the Due Date and time for EOI submission specified in Key Dates section.

The EOI shall be submitted in English only. Any certificate/documents printed in language other than English (except Tamil and Hindi) shall be translated to English by the Participants and self-attested by the Participants prior to submission of EOI.

In addition to above the EOI submitted online must be in the coloured, legible, high resolution PDF format. Online submission of single document/Single file in PDF version containing all the information as per the requirement of this document shall be appreciated.

The EOI shall be not be submitted through email, Registered Post with Acknowledge Due (RPAD)/ Speed Post/ Courier/ Hand delivery.

4.3. Online submission process

REGISTRATION: The process involves vendor's registration with MSTC e-procurement portal which is free of cost. Only after registration, the vendor(s) can submit his/their EOI electronically. Electronic Bidding for submission of EOI will be done over the internet. The Vendor should possess Class III signing type digital certificate. Vendors are to make their own arrangement for bidding from a P.C. connected with Internet. MSTC is not responsible for making such arrangement. (EOI will not be recorded without Digital Signature).

SPECIAL NOTE: The EOI has to be submitted online at <https://www.mstcecommerce.com/eproc/index.jsp> before due date without fail. Otherwise, tender will be summarily rejected.

- 1) Vendors are required to register themselves online with www.mstcecommerce.com → e-Procurement → common portal → Register as Vendor → Filling up details and creating own user id and password → Submit.
- 2) Vendors will receive a system generated mail confirming their registration in their email which has been provided during filling the registration form. In case of any clarification, please contact IRT/MSTC, (before the scheduled time of the e-tender).

Contact person (IRT):

1. Mr. M.Umamaheswaran – Assistant Director - 9176051472 –
e-mail irtcpo@gmail.com

Contact person (MSTC Ltd):

Mrs E. Babitha Rani, CM

Ph. No.9444976359, E-mail- babitha@mstcindia.co.in

Help desk

Ph. No.: 033-35013220, 033-35013221, 033-35013222

E-mail helpdeskho@mstcindia.in

Google hangout ID- (for text chat)- mstceproc@gmail.com

System Requirement:

- (i) Windows 7 or above Operating System
- (ii) IE-7 and above Internet browser.
- (iii) Signing type digital signature
- (iv) Latest updated JRE 8 (x86 Offline) software to be downloaded and installed in the system. To disable “Protected Mode” for DSC to appear in the signer box following settings may be applied.

Tools → Internet Options → Security → Disable protected Mode If enabled – (i.e., Remove the tick from the tick box mentioning “Enable Protected Mode”)

Other Settings: Tools → Internet Options → General → Click on Settings under “Browsing history/ Delete Browsing History” → Temporary Internet Files → Activate “Every time I Visit the Webpage”. To enable ALL active X controls and disable ‘use pop up blocker’ under Tools Internet Options → custom level (Please run IE settings from the page www.mstcecommerce.com once)

- 3) The EOI shall have to be submitted online at <https://www.mstcecommerce.com/eproc/index.jsp>. EOI will be opened electronically on specified date and time as given in the next section (Key Dates) of this document.
- 4) All entries in the EOI should be entered in online Formats without any ambiguity.
- 5) Information about corrigendum uploaded shall be sent by email only during the process till finalization of tender. Hence the vendors are required to ensure that their corporate email I.D. provided is valid and updated at the time of registration of vendor with MSTC. Vendors are also requested to ensure validity of their DSC (Digital Signature Certificate).
- 6) E-tender/ EOI cannot be accessed after the due date and time mentioned in NIT.
- 7) Submission in e-tender:
 - a) The vendor should allow running JAVA application. This exercise has to be done immediately after opening of Bid floor. Then they have to fill up EOI Forms and save the same. After that click on the EOI. If this application is not run then the vendor will not be able to save/submit his EOI.
 - b) After filling the EOI, vendor should click ‘save’ for recording their submission. Then once EOI has been saved, the vendor can click on the “Final submission” button to register their EOI.
 - c) Vendors are instructed to use Attach Doc button to upload documents. Multiple documents can be uploaded.

- d) In all cases, vendor should use their own ID and Password along with Digital Signature at the time of submission of their EOI.
 - e) During the entire e-tender process, the vendors will remain completely anonymous to one another and also to everybody else.
 - f) The e-tender floor shall remain open from the pre-announced date & time and for as much duration as mentioned above.
 - g) It is mandatory that all the EOI are submitted with digital signature certificate class III. Otherwise, the same will not be accepted by the system.
- 8) Vendors are requested to read the vendor guide and see the video in the page www.mstcecommerce.com/eproc to familiarize them with the system before bidding.

5. Key Dates

Dates for Downloading of EOI, Submission Date is specified in table below.

Event	Date and Time
Publication of EOI Document	GoTN Website: https://tntenders.gov.in , MSTC Website: https://www.mstcecommerce.com/eproc/index.jsp and GTAI Website: www.gtai.de
Download of EOI Document	EOI Document may be downloaded between 24/06/2022 to 22/07/2022 GoTN Website and MSTC Website as mentioned above.
Queries by Email.	Queries if any may be sent by Email to irttaramani@gmail.com and/or irtcpo@gmail.com by 04/07/2022 .
Due Date for EOI Submission (i.e. Last Date for EOI submission)	EOI complete in nature shall be submitted online only at https://www.mstcecommerce.com/eproc/index.jsp by 22/07/2022 up to 3:00 PM .
Date of Opening of EOI	The EOI shall be opened 22/07/2022 at 3:30 PM in the office of The Director, Institute of Road Transport.

6. Other Instructions

6.1. Cost of Submitting EOI

The Participant shall bear all costs associated with the preparation and submission of his EOI and the IRT will in no case be responsible or liable for those costs.

6.2. Site Visit

The Participants can visit the site at its own cost if required. IRT shall support site visit if the Participant so desires.

6.3. Amendment to EOI document

- a) Before the deadline for submission of EOI, the IRT may modify the EOI document by using addenda/Corrigendum.
- b) Any addendum thus issued shall be part of the bidding documents. The addendums shall be posted on GoTN Website: <https://tntenders.gov.in>, MSTC Website: <https://www.mstcecommerce.com/eproc/index.jsp> and GTAI Website: www.gtai.de. Participants are required to regularly check the website for such addendum.
- c) To give prospective Participants reasonable time in which to take an addendum into account in preparing their EOIs, the IRT may its sole discretion, extend as necessary the due date for submission of EOI.

6.4. Corrupt and Fraudulent Practices

- a) The IRT requires that Participants under this EOI observe the highest standard of ethics during the procurement and execution of this contract. In pursuance of this policy, the IRT defines, for the purpose of these provisions, the terms set forth below as follows:
 - (i) Corrupt practice means the offering, giving, receiving or soliciting of anything of value to influence the action of a public official in the procurement process or in contract execution; and
 - (ii) Fraudulent practice means a misrepresentation of facts in order to influence a procurement process.
- b) The IRT will reject an EOI proposal if he determines that the Participant has engaged in corrupt or fraudulent practices.

6.5. Clarification of Proposal Submitted for EOI

To assist in the examination, evaluation and comparison of EOIs, the IRT may, at his discretion, ask any Participant for authentication the correctness of the information/details furnished by him in his EOI or request for further clarifications/information as

may be required for Evaluation. Such request by the IRT and the response by Participant shall be in writing.

IRT reserves its right to amend, modify, cancel and or otherwise annul the EOI and or any of its contents at any time without assigning any reason whatsoever.

7. Annexures

Annexure 1: Cover Letter

Date:

To,
The Director, IRT
100 Feet Road,
Taramani, Chennai - 600113

Subject: Submission of Expression of Interest for supply and deployment of Electric Buses (battery operated electric vehicle) in Chennai, Tamil Nadu (**IRT reference no.** 17/EOI-EB/CP/IRT/2022 and **KfW reference No:** BMZ209919234/KfW508477)

Dear Sir,

With respect to above mentioned subject, we are pleased to submit the EOI. Our EOI proposal is subject to all terms and conditions contained in the EOI document. In additions to terms and conditions of this EOI, we are not given any written or oral promise from the IRT.

We are fully aware that the IRT has right to accept any EOI or reject any/all EOI as per the provisions of this invitation document without giving any reason and upon rejection of EOI, we shall not be entitled to any right with related to the IRT.

We have thoroughly read and understood all the terms and conditions of this EOI and we promise to observe all the terms and conditions of this EOI. We have signed and sealed each and every page of this EOI document.

(Signature and stamp of the Participant with date)

Annexure 2: General Information

{On Participant's letterhead}

S No	Details	To be filled in by the Bidder	Documents to be submitted by the Bidder
1	Name of the Firm & Registered Office Address		
2	Address:		
(a)	Factory with Telephone.		Registration Certificate of Factory and License for manufacturing Buses
(b)	Office with Telephone		
3	Status of the Firm		
(a)	Proprietary/ Partnership / Company/ Corporation.		Proprietorship Certificate, Partnership Deed/ Company Incorporation Certificate along with Memorandum of Association and Articles of Association
4	Name of the person authorised to sign Tender Document:		
5	Bus Design & Evaluation Facilities:		
(a)	In house facilities (Yes or No)		
(b)	If no, then Name & Address of the Firm to carry out the work Out-sourced		
(c)	Confirmation of being an authorized agency under CMVR or equivalent regulations		Certificate of authorization
6	Vehicle Manufacturing Capacity	1) Address of the Plant 2) Photographs of the plant 3) Installed Bus Manufacturing Capacity for the last 10 financial years.	A certificate from the statutory auditor of the bidder shall be submitted showcasing detailed plant wise certificate for 1. Installed Capacity 2. Utilized Capacity

S No	Details	To be filled in by the Bidder	Documents to be submitted by the Bidder
		4) Utilized Capacity	
7	Design Collaboration – Address & other details - Proof of Collaboration		
8	Manufacturing Collaboration – Address & other details - Proof of Collaboration		
9	Quality Certificate (from reputed/ recognized Firm) - Certificate No. - Date of Validity		Copies of Certificates.
10	Details of Safety Critical Items with their Type Approval Certificate No. and Date (wherever applicable)		Copies of Certificates.
11	Details of		
(a)	Quality Management System Certification (e.g., ISO: 9001-2000)		Copies of Certificates.
(b)	Quality System Certification (e.g., ISO: 16949-1999)		Copies of Certificates.
(c)	Environment Management Certification (ISO:14001-1996)		Copies of Certificates.
(d)	Occupational Health and Safety Certification (OHSAS 18001/ISO 45001)		Copies of Certificates.
(e)	Others, if any		Copies of Certificates.

Annexure 3: Financial Statement

I hereby declare that I have scrutinized and audited the financial statement of M/s_____. The annual turnover of the Company/ firm for the last three years from _____ is as follows;

Year	Annual Turnover (Rs. Crore) ²
2018-19	
2019-20	
2020-21	
2021-22 (If available)	
Average of above (Applicable for Annual Turnover only)	

- i. The above turnover includes income only from transportation service business. Other incomes such as interest, dividend and trade income are excluded from the above-mentioned turnover.
- ii. The Net worth* of the bidder (*name of the Bidder*) as on 31st March, 2021/ 2022 is Rs. _____.
(* for the purpose of Net worth Calculation, it is defined: Net worth*: = Equity Capital + Reserve and Surplus - Revaluation Reserve - Accumulated losses - Intangible assets)

(Signed and Sealed by the statutory auditor)

- iii. **Note:** In case Foreign bidder, the exchange rate of its respective foreign currency to Indian Currency as on last date of the financial year as available on the online archives of Reserve Bank of India at <https://rbi.org.in/home.aspx> shall be considered to compute the Turnover and Net worth in INR terms.

ENCL

1. Copy of Audited annual reports for the Last three years (As Specified by Authority)

² In case of foreign firms, millions may be used instead of crore (1 million = 1,000,000)

Annexure 4: Performance Statement

S No	Contract placed by (full name & Address of Authority)	Contract No. & Date	Description of Buses Supplied	Quantity of Buses Supplied	Value of Contract (In INR terms)	Date of Completion of Delivery (as per Contract)	Documentary evidences (Purchase Order/ Letter of Award / Bus Purchase Agreement/ work Completion certificate)	Contact details of the client (name, email id and contact number)
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)

Annexure 5: E-bus and charging solution specifications

(Enclosure: supporting evidence such as photographs/AV etc.)

Annexure 6: Concept cum brief proposal for Pilot Project

Including, but not limited to the following;

- a. E-bus and charging solution meeting technical and functional requirements of MTC (Which would include details in terms of area requirement for depot and charging infrastructure, operation and maintenance standards and procedures to be followed, inventory management for spare parts, key aggregates and critical components such as batteries)
- b. Detailed training programme for MTC's manpower.
- c. Support required from MTC in terms of access of bulk power, space requirement, approvals and ESHS or regulatory compliance and any other additional requirement.
- d. Tentative timelines for delivery and deployment of e-buses and support infrastructure.
- e. Limitations if any.

Note: IRT or its representatives may hold a one-to-one meeting or consultation workshop or presentation meeting with any or all participants to understand their respective proposals in further detail, if required. The Authority shall maintain confidentiality of the information and submissions made as part of the EOI by the Bidders/ Participants.