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**OFFICE OF THE MANAGING DIRECTOR  
ASSAM STATE TRANSPORT CORPORATION,  
PALTANBAZAR, PARIBAHAN BHAWAN, GUWAHATI-781008**

Ref. No. ASTC/HO/CE (A&T)/Procurement of EV/024/Vol-2/2021-22/ 0781

Date: 10/06/2022

**Corrigendum-I**

In reference to the tender notification no. ASTC/HO/CE/Proc of EV/024/2021-22/0726 dated 21.05.2022 for “Purchase of 100 Nos 9 meter AC Electric bus (High Range) from Original Equipment Manufacturer/ Authorized Dealer by Assam State Transport Corporation”, certain amendments enclosed as Annexure-A, have been incorporated in the bid document. Bidders are requested to take the note of these amendments prior to the submission of bid.

Annexure B contains the replies to the pre-bid queries sent by prospective bidders.

**Enclosed: Annexure-A**

**Annexure-B**

(Rahul Ch. Das, ACS)  
Managing Director,  
A.S.T. Corporation, HO

Memo. No. ASTC/HO/CE (A&T)/Procurement of EV/024/Vol-2/2021-22/ 0781-A Date: 10/06/2022

Copy to:-

1. The Secretary, Transport Deptt., GoA, Dispur for favor of information.
2. Office Copy.

(Rahul Ch. Das, ACS)  
Managing Director,  
A.S.T. Corporation, HO.



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**Annexure-A of Corrigendum-I**

**RFB No.:**ASTC/HO/CE/Proc of EV/024/2021-22/0725

**Dated:** 21<sup>st</sup> May, 2022

**Purchase of 100 Nos 9 meter AC Electric bus (High Range) from Original Equipment Manufacturer/ Authorized Dealer by Assam State Transport Corporation**

S. No.	Tender Clause No. & Page No.	Description of Clause as per RFB	Modified Clause								
1.	<b>Important Dates</b> Page No.3	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Last date and time for Bid Submission</td> <td style="width: 50%;">20<sup>th</sup> June, 2022 upto 4:00 P.M.</td> </tr> <tr> <td>Date and time for opening of Technical Bids</td> <td>20<sup>th</sup> June, 2022 4:30 P.M.</td> </tr> </table>	Last date and time for Bid Submission	20 <sup>th</sup> June, 2022 upto 4:00 P.M.	Date and time for opening of Technical Bids	20 <sup>th</sup> June, 2022 4:30 P.M.	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Last date and time for Bid Submission</td> <td style="width: 50%;">27<sup>th</sup> June, 2022 upto 2:00 P.M.</td> </tr> <tr> <td>Date and time for opening of Technical Bids</td> <td>27<sup>th</sup> June, 2022 2:30 P.M.</td> </tr> </table>	Last date and time for Bid Submission	27 <sup>th</sup> June, 2022 upto 2:00 P.M.	Date and time for opening of Technical Bids	27 <sup>th</sup> June, 2022 2:30 P.M.
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Date and time for opening of Technical Bids	27 <sup>th</sup> June, 2022 2:30 P.M.										
2.	<b>Pre-qualification criteria</b> Page No.2& <b>16.Eligibility Criteria</b> Page No.17	<p><b><u>Past Experience:</u></b> The bidder or its OEM {themselves or through reseller (s)} should have supplied minimum 150 electric buses to one or more PSUs/Corporations/ STUs under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII.</p>	The bidder or its OEM {themselves or through reseller (s)} should have supplied minimum 150 electric buses to one or more PSUs/Corporations/ STUs <b>in India</b> under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII.								
3.	<b>Pre-qualification criteria</b> PageNo.2& <b>16.Eligibility Criteria</b> Page No.17	<p><b><u>Financial Turnover &amp; Net Worth:</u></b> Average annual turnover of the manufacturer during any three financial years i.e. 2018-19, 2019-2020, 2020-21 &amp; 2021-22 shall not be less than Rs 5000.00 lakhs and have a positive net worth. As per Annexure-VI.</p>	Financial Turnover & Net Worth: Average annual turnover of the <b>OEM</b> during any three financial years i.e. 2018-19, 2019-2020, 2020-21 & 2021-22 shall not be less than Rs 5000.00 lakhs and have a positive net worth. As per Annexure-VI.								
4.	<b>Pre-qualification criteria</b> Page No.2& <b>16.Eligibility Criteria</b> Page No.17	<p><b><u>Blacklisting/Debarring Undertaking:</u></b> Bidder should not be currently blacklisted or banned by any Govt./Govt. Department/ Govt. Agency/PSU in India for corrupt or fraudulent practices or non-delivery or non-performance in last 5 years. As per Annexure-V.</p>	<b><u>Blacklisting/Debarring Undertaking:</u></b> Bidder/OEM or its Parent/ Associate Company should not be currently blacklisted or banned by any Govt./Govt. Department/ Govt. Agency/PSU in India for corrupt or fraudulent practices or non-delivery or non-performance in last 5 years. As per Annexure-V.								
5.	<b>5. Key Requirements of the Bid</b> Page No. 5	<p>ii. Earnest Money Deposit (“EMD”) of amount INR 1,00,00,000/- (Rupees One Crore) is to be submitted by the bidder in hard copy in form of Bank guarantee in the format specified in Clause 60, Appendix I issued by a Nationalized/Scheduled Indian bank in favour of "Assam</p>	ii. Earnest Money Deposit (“EMD”) of amount <b>INR 50,00,000/- (Rupees Fifty Lakhs)</b> is to be submitted by the bidder in hard copy in form of Bank guarantee in the format specified in Clause 60, Appendix I issued by Nationalized / Scheduled Indian bank in favour of "Assam State Transport Corporation" payable at "Guwahati" and should be valid								



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		State Transport Corporation" payable at "Guwahati" and should be valid for 12 months from the last date of submission of the Bid.	for 12 months from the last date of submission of the Bid.
6.	<b>14.b. Technical Specification</b>	N.B: Bidders have to submit their commercial bids for the electric buses with the same technical specifications as specified in Clause-14 with the variation of inclusion of Wheelchair accessibility with lifting mechanism as per AIS-153 (Type Approval of ARAI). Other variations due to inclusion of wheelchair accessibility like: seat capacity, door aperture, etc. (Approved by Competent Authority-ARAI/ICAT) will be accepted by the authority. All relevant documents relating to the variant of electric buses with wheelchair accessibility like type approval certificates, approved drawings, approved seat layout etc. to be submitted by bidder in their technical bids	N.B: Bidders have to submit their commercial bids for the electric buses with the same technical specifications as specified in Clause-14 with the variation of inclusion of Wheelchair accessibility with lifting mechanism as per AIS-153 (Type Approval of ARAI). Other variations due to inclusion of wheelchair accessibility like: seat capacity, door aperture, etc. (Approved by Competent Authority-ARAI / ICAT) will be accepted by the authority. All relevant documents relating to <b>any one model of base/offered variant of 9 m electric buses</b> with wheelchair accessibility like type approval certificates, approved drawings, approved seat layout etc. to be submitted by bidder in their technical bids
7.	<b>14.b. iii Technical Specification</b>	iii. The bidder shall comply with all latest applicable Central, State and local laws (including Acts, & Regulations). Homologation of base/offered model to be provided with bid documents and homologation of the offered model to be submitted at the time of prototype inspection.	iii. The bidder shall comply with all latest applicable Central, State and local laws (including Acts, & Regulations). Homologation of <b>any one model of base/offered variant of 9 m electric buses</b> to be provided with bid documents and homologation of the offered model to be submitted at the time of prototype inspection.
8.	<b>xvii. Warranty: Page No. 14</b>	The fully built bus shall be covered under standard Warranty for all assemblies and sub-assemblies, aggregates, body, chassis, accessories etc and min 5 years warranty for the high voltage battery pack from the date of starting the bus operation after registration. All the assemblies, sub-assemblies, fitments, components, would be covered under warranty period to be borne by the OEM. Apart from this the warranty for the high voltage battery pack should be provided for minimum 5 years. Any premature failure of aggregates and accessories of these buses within the warranty period shall be replaced free of cost.	The fully built bus shall be covered under standard Warranty for all assemblies and sub-assemblies, aggregates, body, chassis, accessories etc and min 5 years warranty for the high voltage battery pack from the date of starting the bus operation after registration. All the assemblies, sub-assemblies, fitments, components, would be covered under warranty period to be borne by the OEM. Apart from this the warranty for the high voltage battery pack should be provided for minimum 5 years. Any premature failure of aggregates and accessories of these buses within the warranty period shall be replaced free of cost. <b>Only the wear and tear items such as rubber materials components, brake lining, clutch disc, wiper blade, window glass rubber channel, electrical bulbs, tyres and body (accidental damage) will be excluded from the warranty.</b>



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9.	<b>14.b. xxiii Page No. 15</b>	xxiii. The bidders who fulfil the technical specifications as delineated under clause 14b are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical specifications. The trial run must be conducted of the offered Electric bus or its base model variant for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee during the trials. <b>Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated.</b>	xxiii. The bidders who fulfil the technical specifications as delineated under clause 14b are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical bid documents. <b>For the bidders who have already given trial run for electric bus with same specification as per RFB in Guwahati City and have requested exemption from trial run; are exempted subject to the condition that they were declared technically qualified earlier. Bidder/OEM is allowed to give the trial run of the EV in urban areas where the bidder/OEM already has buses in service in case the bidder/OEM is unable to bring the buses for trial to Guwahati City.</b> The trial run must be conducted for any one model of base/offered variant of 9 m electric buses for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee for the trials. <b>Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated.</b>
10.	<b>21. Delivery Period Page No. 19</b>	Bidder shall adhere with the delivery schedule as given below: i. The 100 (One hundred) numbers fully built 9 Meter AC Electric buses shall have to delivered by the selected bidder within 180 days after the issue of "Letter of Award". Delivery Schedule: <ul style="list-style-type: none"> <li>• M - Issue of LOA/PO</li> <li>• M + 1 Month -For Supply of Prototype</li> <li>• M + 3 Months -For Supply of 50% of Order volume</li> <li>• M + 6 Months -For Supply of 100% of Order volume.</li> </ul>	Bidder shall adhere with the delivery schedule as given below: i. The 100 (One hundred) numbers fully built 9 Meter AC Electric buses shall have to delivered by the selected bidder within 270 days after the issue of "Letter of Award". Delivery Schedule: <ul style="list-style-type: none"> <li>• M - Issue of LOA/PO</li> <li>• M + 3 Month -For Supply of Prototype</li> <li>• M + 6 Months -For Supply of 50% of Order volume</li> <li>• M + 9 Months -For Supply of 100% of Order volume.</li> </ul>
11.	<b>35. Inspection Page No. 23</b>	The bidders whose buses comply as per the technical specification articulated under clause 14b are required to conduct trial run of the offered Electric bus or its base model variant for a period of minimum 2-3 days within the routes as may be finalized by bid evaluation committee during the trials. Based on the successful trial run and technical compliance, a bidder shall be declared as technically qualified. Prototype inspection: - Prototype inspection of the EV's will be carried at the selected bidder's or its OEM's facility within 4 months after issue of LOA by a special technical team as designated by ASTC. "Final Inspection" of buses means inspection of the buses to be carried out at any place in Guwahati as desired by the Authority.	The bidders whose buses comply as per the technical specification articulated under clause 14b are required to conduct trial run of <b>any one model of base/offered variant of 9 m electric buses</b> for a period of minimum 2-3 days within the routes as may be finalized by bid evaluation committee during the trials. <b>For the bidders who have already given trial run for electric bus with same specification as per RFB in Guwahati City and have requested exemption from trial run; are exempted subject to the condition that they were declared technically qualified earlier. Bidder/OEM is allowed to give the trial run of the EV in urban areas where the bidder/OEM already has buses in service in case the bidder/OEM is unable to bring the buses for trial to Guwahati City.</b> Based on the successful trial run and technical compliance, a bidder shall be declared as technically qualified. Prototype inspection: - Prototype inspection of the EV's will be carried at the selected



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			bidder's or its OEM's facility <b>within 3 months</b> after issue of LOA by a special technical team as designated by ASTC. <b>"Final Inspection"</b> of buses means inspection of the buses to be carried out at OEM's manufacturing facility as desired by a special technical team/third party as designated by ASTC.
12.	<b>38. Delays in the bidder's performance Page No. 24</b>	In case of any Force Majeure event, Authority will not impose any penalty. More details on this point is provided on Clause 41	In case of any Force Majeure event, Authority will not impose any penalty. More details on this point is provided on Clause <b>39</b>
13.	<b>39. Force majeure Page No. 25</b>	Notwithstanding the provision of clauses 39, 40 and 41, the Bidder shall not be liable for forfeiture of his performance security, pre-estimated liquidated damages or termination if and to the extent that delay in performance or other failure to perform its obligations under the contract is the result of Force Majeure.	Notwithstanding the provision of clauses <b>37, 38 and 39</b> the Bidder shall not be liable for forfeiture of his performance security, pre-estimated liquidated damages or termination if and to the extent that delay in performance or other failure to perform its obligations under the contract is the result of Force Majeure.
14.	<b>56. Technical Bid Details Page No. 29</b>	4. Percentage of Localization of the EV (Refer clause no 20)	4. Percentage of Localization of the EV (Refer clause no 19)
15.	<b>56. Technical Bid Details Page No. 30</b>	22. Type approval(ARAI certificate) certificate from ARAI with necessary drawings	22. Type approval(ARAI / ICAT / CIRTcertificate) certificate from ARAI / ICAT / CIRT with necessary drawings
16.	<b>49. Payment Terms</b>	10% payment as advance against bank guarantee of 110% of value and remaining net payable amount payment as per value of lots of 20 Nos vehicles on delivery, inspection and certification of receiving authority as per the above timeline.	<b>10% payment as advance against bank guarantee of 110% of value and the balance payment within 15 working days against invoice on supply of lots of 20 Nos buses on delivery, inspection and certification of receiving authority as per the above timeline after recovery of proportionate advance.</b>
17.	<b>16.4 Eligibility Criteria</b>	Bidder should have a positive net worth in each of the 3 financial years. 3 financial years of FY 2018-19, 2019-2020, 2020-21 & 2021-22.	OEM should have a positive net worth in each of the 3 financial years. 3 financial years of FY 2018-19, 2019-2020, 2020-21 & 2021-22.
18.	<b>16.2 Eligibility Criteria</b>	Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM{themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt. Organization / PSU / Public Listed Company for last 3(three) Financial years before the bid opening date. Copies of relevant contracts to be submitted along with bid in support of having supplied some quantity during each of the Financial year. In case of bunch bids, the category of primary product having highest value should meet this criterion.	Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM {themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt. Organization / PSU / Public Listed Company <b>in India</b> for last 3(three) Financial years before the bid opening date. Copies of relevant contracts to be submitted along with bid in support of having supplied some quantity during each of the Financial year.



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19.	<b>36.Liquidated Damages (LD)</b>	[(Performance Security/180 days) x delayed days] Liquidated Damages (LD) for Delay in Project Implementation: a)If the bidder fails to commission the sanctioned project within specified time, Liquidated Damages (LD) on per day basis calculated for the Performance Security on a 6 months period would be levied. After 6 months, the project will get cancelled and the total performance security amount shall be forfeited without any capping.	[(Performance Security/270 days) x delayed days] Liquidated Damages (LD) for Delay in Project Implementation: a)If the bidder fails to commission the sanctioned project within specified time, Liquidated Damages (LD) on per day basis calculated for the Performance Security on a 9 months period would be levied. After 9 months, the project will get cancelled and the total <b>performance security amount shall be forfeited without any capping and the bidder/OEM shall be blacklisted by authority.</b>
20.	<b>14.b.xiii Branding</b>	Branding of the project: In addition to the above, any other directions from ASTC or an agency designated by ASTC for the exterior and interior appearance towards branding and identity of the project will be in the scope of the bidder for the initial commissioning of the electric buses.	Branding of the project: In addition to the above, any other directions from ASTC or an agency designated by ASTC for the exterior and interior appearance towards branding and identity of the project will be in the scope of the bidder for the initial commissioning of the electric buses. The existing electric buses of ASTC plying in Guwahati City may be taken as a reference with an addition of Guwahati Smart City Limited logo on both side panels. Bidder may survey the electric buses running in the Guwahati City for clarity.
21.	<b>14.b.xxi Technical Specifications</b>	The bidders should confirm adequate availability of spare parts and after sales services for buses offered in the bid with the self-declaration.	The bidders or its OEM should confirm adequate availability of spare parts through their dealers and after sales services for buses offered in the bid with the self-declaration. In case of authorized dealer participation, the declaration of the OEM for the availability of spares and after sale services to ensure operation as per RFB conditions shall have to be submitted.
22.	<b>14.b. Technical Specifications</b>	2 doors provided (Front & Middle) as per AIS norms. Middle door must be minimum 800 mm, with an unilateral tolerance of upper limit & lower limit to 100 mm	As per Type Approval of competent authority(ARAI). <b>In the offered electric bus variant with wheelchair accessibility second door should preferably be in the middle.</b>
23.	<b>14.b. Technical Specifications</b>	High Range – Power pack of min 230 kWh [considering a power consumption of 1.1 kWh per km]	High Range – Power pack of min 230 kWh [considering a power consumption of max 1.1 kWh per km]
24.	<b>14.b. Technical Specifications</b>	AC Compressor: TM43	AC Compressor: <b>The specifications of AC Compressor to be in terms of cooling load (i.e. min 32 kW) of the cabin.</b>
25.	<b>14.b. Technical Specifications</b>	Reverse Horn: 1No. to be provided.	Reverse Horn/buzzer <b>(80-90 decibels):</b> 1No. to be provided.
26.	<b>14.b. xvii Technical Specifications</b>	On site free services to be provided by bidder during warranty period.	On site free services to be provided by bidder during warranty period for breakdowns due to failure of any aggregates covered under warranty.
27.	<b>Electrical : Battery Pack Rating, Energy/Power</b>	Charging time <= 2hrs	Charging time ≤ 2hrs to 2.5 hrs
28.	<b>14.b.</b>	Seating Capacity-31+D	As per Type Approval of competent authority (ARAI).



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	<b>Technical Specifications</b>		
29.	<b>14.b. Technical Specifications</b>	Compatibility with the charger type : The Electric buses to be quoted for by the bidder must support 120 kW GB/T / CCS2 connector	Compatibility with the charger type : The Electric buses to be quoted for by the bidder must support 120 kW GB/T connector / CCS2 connector
30.	<b>15. Performance Security/ Performance Bank Guarantee (PBG)</b>	a. On receipt of Letter of Award (“LoA”) from ASTC, the successful Bidder will furnish a bank guarantee, by way of performance security, equivalent to 10% of the total project cost defined in this RFB on or before the signing of the subsequent Contract, within 15 days from notification of the LoA, unless specified to the contrary.	a. On receipt of Letter of Award (“LoA”) from ASTC, the successful Bidder will furnish a bank guarantee, by way of performance security, equivalent to <b>5% of the total project cost</b> defined in this RFB on or before the signing of the subsequent Contract, within 15 days from notification of the LoA, unless specified to the contrary.
31.	<b>16. Eligibility Criteria</b>	b) Bidder or its OEM should be incorporated/registered in India under the Companies Act 1956 for at least 5 years* or LLP Act 2008 or the Partnership Act 1932.	b) Bidder or its OEM should be incorporated/registered in India under the Companies Act 1956 or Companies Act 2013 or LLP Act 2008 or the Partnership Act 1932.
32.	<b>14.b. xvii Warranty</b>	The vehicle should be attended and rectified immediately or within 4 hours from the time of intimation depending on the nature of the breakdown.	The vehicle should be attended and rectified immediately or within 4 hours from the time of intimation depending on the location and nature of the breakdown.
33.	<b>20. Financial Qualification, Page No. 20</b>	A bidder should submit any three financial year balance sheet and IT return shall be reckoned as F.Y. 2018-19, 2019-20, 2020-21 and 2021-22.	A bidder should submit any three financial year balance sheet and IT return shall be reckoned as F.Y. 2018-19, 2019-20, 2020-21 and 2021-22. <b>The CA-certified provisional balance sheet for the FY 2021-22 will be accepted in case the audit is not completed.</b>

Sd/-  
(P.K. Agarwalla)  
CAO,ASTC

sd/-  
(R.D. Nath)  
SE,ASTC

sd/-  
(Balin Das)  
CE(A&T),ASTC

Annexure-B of Corrigendum No. I

RFB No.: ASTC/HO/CE/Proc of EV/024/2021-22/0725

Dated: 21<sup>st</sup> May, 2022

Reply to Pre-bid Queries for Purchase of 100 Nos 9 meter AC Electric bus (High Range) from Original Equipment Manufacturer/ Authorized Dealer by Assam State Transport Corporation

S. No.	Tender Clause No. & Page No.	Description of Clause as per RFB	Pre-bid Queries from Bidders	Response from the procuring authority
1	<b>Pre-qualification criteria Page No.2&amp; 16.Eligibility Criteria Page No.17</b>	<b><u>Past Experience:</u></b> The bidder or its OEM {themselves or through reseller (s)} should have supplied minimum 150 electric buses to one or more PSUs/Corporations/ STUs under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII.	<b><u>A. Past Experience:</u></b> The bidder or its OEM {themselves or through reseller (s)} should have supplied minimum 150 electric buses <u>in India</u> to one or more PSUs/Corporations/ STUs under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII. For better clarity. <b>B.</b> The bidder or its OEM {themselves or through reseller (s)} should have supplied minimum 150 electric buses to one or more PSUs/Corporations/ STUs in India or Global under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII. <b>C.</b> should have supplied minimum 150 electric buses to one or more PSUs/Corporations/STUs under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied. As per Annexure-VII	Refer to Corrigendum-I, Annexure-A



Or The bidder or its OEM {themselves or through re seller(s)}are exempted for manufacturer which registered under GOI AUTO PLI scheme or under GOI MSME.

- D. a)** Eligibility of bidders and allocation of orders to be ensured strictly on manufacturing capabilities, scaling capacity, service network & Infrastructure and technological collaborations.
- b)** Maximum participation to be enabled in order to bring global expertise and technology, Deterrent riders to be excluded such as Minimum eligibility for EV supplies in past by established Commercial Vehicle OEM's, as EV Bus technology is nascent & barely 3-4 years old in India. Eligibility criterions to be modified for Domestic OEM's on basis of Capabilities in Diesel / CNG / EV bus production.

2	<p><b>Pre-qualification criteria Page No.2&amp; 16.Eligibility Criteria Page No.17</b></p>	<p><b><u>Financial Turnover &amp; Net Worth:</u></b> Average annual turnover of the manufacturer during any three financial years i.e. 2018-19, 2019-2020, 2020-21 &amp; 2021-22 shall not be less than Rs 5000.00 lakhs and have a positive net worth. As per Annexure-VI.</p>	<p><b><u>A. Financial Turnover &amp; Net Worth:</u></b> Average annual turnover of the manufacturer during any three financial years i.e. 2018-19, 2019-2020, 2020-21 &amp; 2021-22 shall not be less than Rs 5000.00 lakhs and have a positive net worth of Rs 5000.00 lakhs in each of the last 3 Financial years. As per Annexure-VI. This Project is a Investment Project and the Bidders are required to have good financial strength to execute the Project. <b>B.</b> Average annual turnover of the manufacturer or its holding/sister/parent companies during any three financial years i.e. 2018-19, 2019- 2020, 2020-21 &amp; 2021-22 shall not be less than Rs 5000.00 lakhs and have a positive net worth. As per Annexure-VI. 1)EV is new technology in India so request your good office to allow holding /sister/parent companies credential to meet up the financial eligibility criteria. 2)Other STUs allowing holding company credentials (copy attached). <b>C.</b> Request you to kindly Consider: Since an audit of the balance sheet and turnover of the current financial year has not been done, Instead, a CA-certified copy of the provisional balance sheet and turnover can be provided.</p>	Refer to Corrigendum-I, Annexure-A
3	<p><b>Pre-qualification criteria Page No.2&amp; 16.Eligibility Criteria Page No.17</b></p>	<p><b><u>Blacklisting/Debarring Undertaking:</u></b> Bidder should not be currently blacklisted or banned by any Govt./Govt. Department/ Govt. Agency/PSU in India for corrupt or fraudulent practices or non- delivery or non-performance in last 5 years. As per Annexure-V.</p>	<p><b><u>A. Blacklisting/Debarring Undertaking:</u></b> Bidder / OEM or its Parent / Associate Company should not be currently blacklisted or banned by any Govt./Govt. Department/ Govt. Agency/PSU in India for corrupt or fraudulent practices or non- delivery or non-performance in last 5 years. As per Annexure-V. Kindly consider since details of OEM or his Principal is being requested in Annexure VII</p>	Refer to Corrigendum-I, Annexure-A

4	<p><b>5. Key Requirements of the Bid</b> <b>Page No. 5</b></p>	<p>ii. Earnest Money Deposit (“EMD”) of amount INR 1,00,00,000/- (Rupees One Crore) is to be submitted by the bidder in hard copy in form of Bank guarantee in the format specified in Clause 60, Appendix I issued by a Nationalized/Scheduled Indian bank in favour of "Assam State Transport Corporation" payable at "Guwahati" and should be valid for 12 months from the last date of submission of the Bid.</p>	<p><b>A.</b> ii. Earnest Money Deposit (“EMD”) of amount INR <del>1,00,00,000/- (Rupees One Crore)</del> <b>50,00,000/- (Rupees Fifty Lakhs only)</b> is to be submitted by the bidder in hard copy in form of Bank guarantee in the format specified in Clause 60, Appendix I issued by a Nationalized/Scheduled Indian bank in favour of "Assam State Transport Corporation" payable at "Guwahati" and should be valid for 12 months from the last date of submission of the Bid. Ministry of Finance, Government of India vide its Memorandum dated 12th November 2020 had advised the Departments to take a “Bid Security Declaration” from the bidders. Considering this, we request you to reduce the EMD Amount in view of the financial crunch on Bidders due to COVID. Also, this helps the Authority in wider participations. <b>B.</b> Please consider 50 k per bus Due to the current, cash flow in the market place, the request is been made. <b>C.</b> We request to please reduced the BID security to Rs.50 Lacs or allow the bidder to submit BG of Rs.1 Crore from two banks</p>	<p>Refer to Corrigendum-I, Annexure-A</p>
5	<p><b>Clause No. 14.b</b> <b>Page No. 12</b></p>	<p><b><u>Warranty:</u></b> Standard Warranty for all aggregates of the electric buses and minimum 5 years warranty for the high voltage battery pack. In addition to above, standard warranty will be applicable on all proprietary items fitted in the vehicle.</p>	<p><b><u>A. Warranty:</u></b> Standard Warranty for all aggregates of the electric buses and minimum <b>53</b> years warranty for the high voltage battery pack. In addition to above, standard warranty will be applicable on all proprietary items fitted in the vehicle. Each Battery manufacturer has its own warranty conditions. Kindly consider. <b>B.</b> Request to revised to 5 year on battery and rest to be covered under AMC</p>	<p>As per RFB.</p>

6	<p><b>Clause No. 14.b</b> <b>Page No. 12</b></p>	<p>N.B: Bidders have to submit their commercial bids for the electric buses with the same technical specifications as specified in Clause-14 with the variation of inclusion of Wheelchair accessibility with lifting mechanism as per AIS-153 (Type Approval of ARAI). Other variations due to inclusion of wheelchair accessibility like: seat capacity, door aperture, etc. (Approved by Competent Authority-ARAI/ICAT) will be accepted by the authority. All relevant documents relating to the variant of electric buses with wheelchair accessibility like type approval certificates, approved drawings, approved seat layout etc. to be submitted by bidder in their technical bids</p>	<p>A. N.B: Bidders have to submit their commercial bids for the electric buses with the same technical specifications as specified in Clause-14 with the variation of inclusion of Wheelchair accessibility with lifting mechanism as per AIS-153 (Type Approval of ARAI). Other variations due to inclusion of wheelchair accessibility like: seat capacity, door aperture, etc. (Approved by Competent Authority-ARAI/ICAT) will be accepted by the authority. All relevant documents relating to the variant of electric buses with wheelchair accessibility like type approval certificates, approved drawings, approved seat layout etc. to be submitted by bidder <b>at the time of Prototype Inspection in their technical bids.</b> <b><u>Also, if Authority requires Buses with Wheelchair, the following will be changed:</u></b> <b><u>1. Door Width in Middle shall be Min 1000mm</u></b> <b><u>2. No. of Seats shall be 24+WC+D</u></b> 1. Kindly consider to submit the Type Approval certificates at the time of Prototype Inspection 2. As mentioned by Authority, we will submit the ICAT/ARAI approved design in case of Wheelchair option. <b>B.</b> Authority is requested to consider Wheel chair accessibility &amp; respective provisions are not applicable for 900mm floor height buses as per AIS-052 &amp; AIS-153. Request to accept bus as per AIS052,AIS153 &amp; CMVR <b>C.</b> Any one model of Base variant of Electric buses (9M / 12M) having the Wheel chair accessibility type approval certificate, approved drawings etc. would be submitted at the time of Bid submission. For the offered model, the type approval certificates of Wheel chair accessibility bus would be submitted at the time of Proto inspection. Request authority to kindly accept for the above</p>	<p>Refer to Corrigendum-I, Annexure-A</p>
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7	<b>Clause No. 14.b Page No. 12&amp;13</b>	iii. The bidder shall comply with all latest applicable Central, State and local laws (including Acts, & Regulations). Homologation of base/offered model to be provided with bid documents and homologation of the offered model to be submitted at the time of prototype inspection.	please. <b>A.</b> iii. The bidder shall comply with all latest applicable Central, State and local laws (including Acts, & Regulations). Homologation of <del>base/offered</del> <b>any one 9m Electric Bus</b> model to be provided with bid documents and homologation of the offered model to be submitted at the time of prototype inspection. We have 9m Type Approval certificate but with present scenario, upgradation of technology in terms BMS, Traction Motors, etc. are under process. Kindly consider for any one model Homologation Certificate along with the bid.	Refer to Corrigendum-I, Annexure-A
8	<b>xvii. Warranty: Page No. 14</b>	The fully built bus shall be covered under standard Warranty for all assemblies and sub-assemblies, aggregates, body, chassis, accessories etc and min 5 years warranty for the high voltage battery pack from the date of starting the bus operation after registration. All the assemblies, sub-assemblies, fitments, components, would be covered under warranty period to be borne by the OEM. Apart from this the warranty for the high voltage battery pack should be provided for minimum 5 years. Any premature failure of aggregates and accessories of these buses within the warranty period shall be replaced free of cost.	<b>A.</b> The fully built bus shall be covered under standard Warranty for all assemblies and sub-assemblies, aggregates, body, chassis, accessories etc and min <del>5</del> <b>3</b> years warranty for the high voltage battery pack from the date of starting the bus operation after registration. All the assemblies, sub-assemblies, fitments, components, would be covered under warranty period to be borne by the OEM. Apart from this the warranty for the high voltage battery pack should be provided for minimum <del>5</del> <b>3</b> years. Any premature failure of aggregates and accessories of these buses within the warranty period shall be replaced free of cost. Each Battery manufacturer has its own warranty conditions. Kindly consider. <b>B.</b> 1) We request authority to insist bidders to provide 10 years at site AMC for maintenance of the buses. AMC contracts and obligations may be referred	Refer to Corrigendum-I, Annexure-A

from similar tenders floated across india.  
AMC payments to be paid to the bidder on monthly basis.

2) Request authority to consider the vehicle standard warranty shall be 2 years or 2,00,000 Kms. Apart from this for the proprietary items will be covered as per the vendor warranty terms. Warranty for High voltage battery pack will be for 5 years.

3) Request authority to kindly clarify the Warranty inclusions and exclusions as they are not clear.  
Please clarify what are all included and excluded in Warranty.

**C. Query :** Does it mean 5 years of warranty for whole vehicle (all aggregates) including HV Battery warranty?

**Remarks-1:** Currently as per our STD WTY Policy and terms for EV Vehicles, there is 2 years (Incl Motor) standard Vehicle warranty and 5 years for HV Battery.

**Remarks-2:** As per Warranty terms, wear and tear items, consumables, accidental cases, concerns due to maintenance lapses, damage due to natural disasters are not covered under warranty

**Remarks-3 :** Any warranty claim settlement during standard warranty shall be as per the OEM's standard warranty policy/Terms and conditions.

**Remarks-4:** Any breakdown during Warranty period will be attended by OEM service team to ensure vehicle is on road as early as possible either by replacing the part (if required) or by repairing, hence any penalties should not be imposed.

9	<p><b>Page No. 15</b></p>	<p>xxiii. The bidders who fulfil the technical specifications as delineated under clause 14b are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical specifications. The trial run must be conducted of the offered Electric bus or its base model variant for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee during the trials. <b>Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated.</b></p>	<p><b>A.</b> xxiii. The bidders who fulfil the technical specifications as delineated under clause 14b are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical specifications. The trial run must be conducted <del>of the offered Electric bus or its base model variant</del> <b>any one 9m Electric Bus</b> for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee during the trials. Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated.</p> <p>We have 9m Type Approval certificate but with present scenario, upgradation of technology in terms BMS, Traction Motors, etc. are under process.</p> <p>Kindly consider for any one model Homologation Certificate along with the bid.</p>	<p>Refer to Corrigendum-I, Annexure-A</p>
10	<p><b>15. Performance Security/ Performance Bank Guarantee (PBG)</b> <b>Page No. 16</b></p>	<p>a. On receipt of Letter of Award (“LoA”) from ASTC, the successful Bidder will furnish a bank guarantee, by way of performance security, equivalent to 10% of the total project cost defined in this RFB on or before the signing of the subsequent Contract, within 15 days from notification of the LoA, unless specified to the contrary.</p>	<p><b>A.</b> a. On receipt of Letter of Award (“LoA”) from ASTC, the successful Bidder will furnish a bank guarantee, by way of performance security, equivalent to <del>10%</del> <b>3%</b> of the total project cost defined in this RFB on or before the signing of the subsequent Contract, within 15 days from notification of the LoA, unless specified to the contrary.</p> <p>Ministry of Finance, Government of India vide its Memorandum dated 12th November 2020 had advised the Departments to take 3% of the Contract Value as Performance Security from the successful bidders in view of the financial crunch on Bidders due to COVID. Considering this, we request you to reduce the PBG Amount.</p> <p>Kindly consider.</p> <p><b>B.</b> As per the Govt. of India, Ministry of Road Transport and Highways Transport Bhawan Circular No: F.No.G- 20016/01/2020-TF-II dated.17.11.2020 and Ministry of Finance, Department of Expenditure, Procurement Policy</p>	<p>Refer to Corrigendum-I, Annexure-A</p>

			<p>Division Circular Dated.12.11.2020 performance Security has been reduced to 3% of Contract Value. It is therefore requested to reduce the Performance Security amount to 3% of the total value of the Contract.</p> <p><b>C.</b> We request to performance security furnish a bank gurantee, equivalent to 3% of the total project cost defined in the this RFB</p>	
11	<p><b>21. Delivery Period</b> <b>Page No. 19</b></p>	<p>Bidder shall adhere with the delivery schedule as given below:</p> <p>i. The 100 (One hundred) numbers fully built 9 Meter AC Electric buses shall have to delivered by the selected bidder within 180 days after the issue of “Letter of Award”.</p> <p>Delivery Schedule:</p> <p>M - Issue of LOA/PO  M + 1 Month -For Supply of Prototype  M + 3 Months -For Supply of 50% of Order volume  M + 6 Months -For Supply of 100% of Order volume.</p>	<p><b>A.</b> Bidder shall adhere with the delivery schedule as given below:</p> <p>i. The 100 (One hundred) numbers fully built 9 Meter AC Electric buses shall have to delivered by the selected bidder within <del>180</del><b>270</b> days after the issue of “Letter of Award”.</p> <p>Delivery Schedule:</p> <p>M - Issue of LOA/PO  M + <del>1</del><b>4</b>Month -For Supply of Prototype  M + <del>3</del><b>6</b>Months -For Supply of 50% of Order volume  M + <del>6</del><b>9</b>Months -For Supply of 100% of Order volume.</p> <p>Kindly consider.</p> <p><b>B.</b> Requesting the Authority for following deviation in the clause:</p> <p>M + 6 Months -For Supply of 50% of Order volume  M + 9 Months -For Supply of 100% of Order volume.</p> <p><b>C.</b> Request you to kindly consider:</p>	Refer to Corrigendum-I, Annexure-A



M - Issue of LOA/PO  
M + 4 Month -For Supply of Prototype  
M + 6 Months -For Supply of 50% of Order volume  
M + 12 Months -For Supply of 100% of Order volume.

**D.** We request authority to kindly amend the Delivery Schedule as below:

M - Issue of LOA/PO  
M + 4 Months - For Supply of Prototype  
M + 9 Months - For Supply of 50% of Order Volume  
M + 12 Months - For Supply of 100% of Order Volume

Considering the high lead times for procuring batteries and various key EV aggregates, we request authority to kindly amend the delivery schedule as above. This was also recommended by the DHI, Govt of India, for the FAME II scheme.

**E.** We request to accept the following Delivery Schedule:

M - Issue of LOA/PO  
M + 3 Month -For Supply of Prototype  
M + 6 Months -For Supply of 50% of Order volume  
M + 9 Months -For Supply of 100% of Order volume.

12	<b>35. Inspection</b> <b>Page No. 23</b>	The bidders whose buses comply as per the technical specification articulated under clause 14b are required to conduct trial run of the offered Electric bus or its base model variant for a period of minimum 2-3 days within the routes as may be finalized by bid evaluation committee during the trials. Based on the successful trial run and technical compliance, a bidder shall be declared as technically qualified.	<b>A.</b> The bidders whose buses comply as per the technical specification articulated under clause 14b are required to conduct trial run of <b>any one 9m Electric Bus</b> <del>the offered Electric bus or its base model variant</del> for a period of minimum 2-3 days within the routes as may be finalized by bid evaluation committee during the trials. Based on the successful trial run and technical compliance, a bidder shall be declared as technically qualified. We have 9m Type Approval certificate but with present scenario, upgradation of technology in terms BMS, Traction Motors, etc. are under process. Kindly consider for any one model Homologation Certificate along with the bid. <b>B.</b> Trial run of the bus should be done at the time of Prototype inspection.	Refer to Corrigendum-I, Annexure-A
13	<b>38. Delays in the bidder's performance</b> <b>Page No. 24</b>	In case of any Force Majeure event, Authority will not impose any penalty. More details on this point is provided on Clause 41	<b>A.</b> In case of any Force Majeure event, Authority will not impose any penalty. More details on this point is provided on Clause <del>41</del> <u>39</u> . Typographical Error. Kindly consider	Refer to Corrigendum-I, Annexure-A
14	<b>39. Force majeure</b> <b>Page No. 25</b>	Notwithstanding the provision of clauses 39, 40 and 41, the Bidder shall not be liable for forfeiture of his performance security, pre-estimated liquidated damages or termination if and to the extent that delay in performance or other failure to perform its obligations under the contract is the result of Force Majeure.	<b>A.</b> Notwithstanding the provision of clauses <del>39, 40 and 41</del> <u>37,38 and 39</u> , the Bidder shall not be liable for forfeiture of his performance security, pre-estimated liquidated damages or termination if and to the extent that delay in performance or other failure to perform its obligations under the contract is the result of Force Majeure Typographical Error. Kindly consider	Refer to Corrigendum-I, Annexure-A
15	<b>56. Technical Bid Details</b> <b>Page No. 29</b>	4. Percentage of Localization of the EV (Refer clause no 20)	<b>A.</b> 4. Percentage of Localization of the EV (Refer clause no <del>20</del> <u>19</u> ) Typographical Error. Kindly consider	Refer to Corrigendum-I, Annexure-A

16	<b>56. Technical Bid Details Page No. 30</b>	22 Type approval (ARAI certificate) certificate from ARAI with necessary drawings	<p><b>A.</b> 22 Type approval (ARAI /<a href="#">ICAT</a> / <a href="#">CIRT</a> certificate) certificate from ARAI /<a href="#">ICAT</a> / <a href="#">CIRT</a> with necessary drawings Kindly consider from any Govt approved Testing Agencies</p> <p><b>B.</b> Type Approval to be submit at the time of Proto Inspection.</p>	Refer to Corrigendum-I, Annexure-A
17	<b>49. Payment Terms</b>	10% payment as advance against bank guarantee of 110% of value and remaining net payable amount payment as per value of lots of 20 Nos vehicles on delivery, inspection <b>and certification of receiving authority as per the above timeline.</b>	<p><b>A. 25 %</b> payment as advance against bank guarantee of 110% of value and remaining net payable amount payment as per value of lots of 20 Nos vehicles on delivery, inspection and certification of receiving authority as per the above timeline This will support proper supply, maitainence of the buses.</p> <p><b>B.</b> Requesting the authority to revise the clause by removing the 10% advance payment clause .</p> <p><b>C.</b> Request authority to kindly modify this clause as below as these are high value buses and most of the aggregates are made to order against a PO confirmation: Payment Terms: Payment for the 100 (One hundred) numbers fully built 9 Meter AC Electric buses to the selected bidder will be made as follows: -50% payment as advance against bank guarantee of 110% of value and remaining net payable amount payment as per value of lots of 20 Nos vehicles on delivery, inspection and certification of receiving authority as per the above timeline.</p> <p><b>D.</b> We request to payment terms as below for 100 numbrs of buses:</p> <ol style="list-style-type: none"> <li>1. 50% payment as advance against bank guarantee of 110% of value and</li> <li>2. Balance remaining net payable amount payment as per value of lots of 20 Nos vehicles on delivery, inspection and certification of receiving authority as per the above timeline.</li> </ol>	Refer to Corrigendum-I, Annexure-A

18	<b>16.4 Eligibility Criteria</b>	Bidder should have a positive net worth in each of the 3 financial years. 3 financial years of FY 2018-19, 2019-2020, 2020-21 & 2021-22.	<b>A.</b> Request you to kindly Consider: Since an audit of the balance sheet and turnover of the current financial year has not been done, Instead, a CA-certified copy of the provisional balance sheet and turnover can be provided.	Refer to Corrigendum-I, Annexure-A
19	<b>16.2 Eligibility Criteria</b>	Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM{themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt. Organization / PSU / Public Listed Company for last 3(three) Financial years before the bid opening date. Copies of relevant contracts to be submitted along with bid in support of having supplied some quantity during each of the Financial year. In case of bunch bids, the category of primary product having highest value should meet this criterion.	<b>A.</b> Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM{themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt. Organization / PSU / Public Listed Company <b>in India or Global</b> for last 3(three) Financial years before the bid opening date.	Refer to Corrigendum-I, Annexure-A
20	<b>36. Liquidated Damages (LD)</b>	[(Performance Security/180 days) x delayed days] Liquidated Damages (LD) for Delay in Project Implementation: a)If the bidder fails to commission the sanctioned project within specified time, Liquidated Damages (LD) on per day basis calculated for the Performance Security on a 6 months period would be levied. After 6 months, the project will get cancelled and the total performance security amount shall be forfeited without any capping.	<b>A.</b> We request Liquidated Damages (LD) for Delay in Project Implementation as below: a)If the bidder fails to commission the sanctioned project within specified time, Liquidated Damages (LD) on per day basis calculated for the Performance Security on a 12 months period would be levied. After 6 months, the project will get cancelled and the total performance security amount shall be forfeited with capping.	Refer to Corrigendum-I, Annexure-A
21	<b>14.b. xiii Branding</b>	Branding of the project: In addition to the above, any other directions from ASTC or an agency designated by ASTC for the exterior and interior appearance towards branding and identity of the project will be in the scope of the bidder for the initial commissioning of the electric buses.	<b>A.</b> Requesting clarity	Refer to Corrigendum-I, Annexure-A

22	<b>18 . 2 Eligibility Criteria</b>	<p>OEM/ local authorized dealer of an OEM having set up in Assam may bid against the tender and all warranties/CMC are to be extended by the OEM. In case of dealer participation, dealer shall have to submit the authorization letter issued by the OEM in their favor for participating in the tender along with their bid. Bidder must submit their (OEM's in case of dealer participation) experience details related to supply of EV vehicles in India.</p> <p>Past Performance: The bidder or its OEM {themselves or through re-seller(s)} should have supplied minimum 150 electric buses to one or more PSUs/Corporations/STUs under GCC or CAPEX model as on bid due date. Copies of relevant contracts (proving supply of cumulative order quantity) to be submitted along with bid in support of quantity supplied.</p> <p>Experience Criteria: In respect of the filter applied for experience criteria, the Bidder or its OEM {themselves or through reseller(s)} should have regularly, manufactured and supplied same or similar Category Products to any Central / State Govt. Organization / PSU / Public Listed Company for last 3(three) Financial years before the bid opening date. Copies of relevant contracts to be submitted along with bid in support of having supplied some quantity during each of the Financial year. In case of bunch bids, the category of primary product having highest value should meet this criterion.</p>	<p><b>A.</b> Request authority to kindly allow the Subsidiary / Associate criteria clause as mentioned below, where the Bidder can use the credentials of the Subsidiary / Associate / Parent company for the qualification purpose of the tender. This will enable wider tender participation.</p> <p><b><u>Subsidiary/Associate Criteria:</u></b> Aggregating the financial, technical, manufacturing and operational experience capability of any Subsidiary /Associates / Parent of the Bidder for the purpose of meeting the respective Qualifications Criteria required by the Bidder shall be permitted.</p> <p>For the purpose hereof, the word “Parent / Subsidiary /Associate” shall mean, in relation to either Party {and/or consortium members}, a person who controls, is controlled by, or is under the common control with such Party {or consortium member} (as used in this definition, the expression “control” means, with respect to a person which is a company or corporation, the ownership, directly or indirectly, of more than 50% (fifty per cent) of the voting shares of such person, and with respect to a person which is not a company or corporation, the power to direct the management and policies of such person, whether by operation of law or by contract or otherwise);</p>	As per RFB.
23	<b>14.b.xxi Technical Specifications</b>	The bidders should confirm adequate availability of spare parts and after sales services for buses offered in the bid with the self-declaration.	<b>A.</b> Requesting clarity	Refer to Corrigendum-I, Annexure-A

24	<b>14.b. Technical Specifications</b>	2 doors provided (Front & Middle) as per AIS norms. Middle door must be minimum 800 mm, with an unilateral tolerance of upper limit & lower limit to 100 mm	<b>A.</b> Deviation Required. Requesting the location of Door in FOH & ROH	Refer to Corrigendum-I, Annexure-A
25	<b>14.b. Technical Specifications</b>	High Range – Power pack of min 230 kWh [considering a power consumption of 1.1 kWh per km]	<b>A.</b> Requesting the Authority to revise the same to” As per OEM’s specification” however meeting the desired range requirement. <b>B.</b> All OEMs have different battery technology. The battery used by PMI gives a range of 1.1 Kwh. We are operating more than 500 buses for more than 1,00,000 km per day we can also provide the data for the same. We hereby request the authority to not fix the battery pack size as this will increase the cost and dead weight. Our Buses are capable enough to meet the range requirements even with a smaller battery pack making our buses more financially and operationally viable. <b>C.</b> Battery size should be as per OEM design . We request to keep the required range of 140 KM at 80% SOC.	Refer to Corrigendum-I, Annexure-A
26	<b>14.b. Technical Specifications</b>	Automatic transmission	<b>A.</b> Requesting to revise it to – as per OEM’s specific	As per RFB.
27	<b>14.b. Technical Specifications</b>	AC Compressor: TM43	<b>A.</b> Deviation requested TM31 as per application. <b>B.</b> TM43 AC Compressor is used in CNG or Diesel buses, will not be same in Electric buses. Authority to change this requirement to "As per OEM Design".	Refer to Corrigendum-I, Annexure-A
28	<b>14.b. Technical Specifications</b>	Reverse Horn	<b>A.</b> Deviation requested. Reverse buzzer will be provided	Refer to Corrigendum-I, Annexure-A
29	<b>14.b. Technical Specifications</b>	Annual maintenance cost Service	<b>A.</b> Clarification requested on Annual maintenance cost	AMC is not a part of this RFB.
30	<b>14.b. xvii Technical Specifications</b>	Avg. Kms covered per day: 150 kms per day per bus	<b>A.</b> Clarification on Minimum assured running/Kms	As per RFB.
31	<b>14.b. xvii Technical Specifications</b>	Application/routes	<b>A.</b> Clarification Requested	Application: for public transport services in urban city area. Routes: Guwahati City and sub-urban areas adjacent to Guwahati as per the range specified in the RFB.

32	<b>14.b. xvii Technical Specifications</b>	The successful bidder's technical team shall visit each operating depots for conducting	<p>A.a) Clarity on Minimum Number of Depots b) No of buses per depot (with depot names)Clarification Requested <b>B.</b>Request the Authority to share the exact depot locations in the city of Guwahati to be allotted for electric bus operations. <b>C.</b> Request authority to kindly inform the No. of depots in which buses will be operated and the address of the maintenance location?</p>	Two major depots: Central Workshop, ASTC, Rupnagar and ISBT, Betkuchi, Guwahati
33	<b>14.b. xvii Technical Specifications</b>	a) Operation data: Avg. Kms covered per day: 150 kms per day per bus. 25 days operation per month.	<p><b>A.</b> a) Clarity on Number of shifts and operation timings b) Clarity required on any uptime requirements Propose 90% c) Clarity required on any service and uptime related penalty - with clear SLA, basis, amount. Need clarity on SLA/basis/coverage</p>	As per RFB.
34	<b>14.b. xvii Technical Specifications</b>	On site free services to be provided by bidder during warranty period.	<p>A. a) Clarity on events of free service b) Scope – washing/cleaning/tyre etc Clarity on events of free service c) Details/availability - Infra/equipment's/land/parts storage space etc. at depots. Clarification in regards to AMC, Amount to be provided by the authority.</p>	Refer to Corrigendum-I, Annexure-A
35	<b>Technical Specification 14.b. xxiii. &amp; 35. Inspection</b>	<p>xxiii. The bidders who fulfill the technical specifications as delineated under clause 14b are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical specifications. The trial run must be conducted of the offered Electric bus or its base model variant for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee during the trials. Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated. &amp; 35. Inspection The bidders whose buses comply as per the technical specification articulated under clause 14b are required</p>	<p><b>A.</b> Trial run should be done at the time of prototype inspection. <b>B.</b> The bidders who fulfill the technical specifications are required to conduct trial run as per the terms and conditions as ascertained by the bid evaluation committee which will be notified to the bidders in writing after the scrutiny of the technical specifications. The trial run must be conducted of the offered Electric bus or its base model variant for a period of minimum 4-5 days within the routes as may be finalized by bid evaluation committee during the trials Or evaluation committee will visit OEM Location for trial . Successful trial run of the EV is mandatory to be declared as technically qualified and the financial bids of only the technically qualified bidders shall be evaluated. This will be faster and easlier for the Committee</p>	<p><b>Refer to Corrigendum-I, Annexure-A</b> Regarding the availability of charging infrastructure for trial run, authority will provide charging infrastructure for the GB/T connector compatible buses, for the CCS2 connector compatible buses the bidders shall have to arrange the charging infrastructure at their own cost. Electricity will be provided by authority on chargeable basis as per actual @Rs.9.50 per unit consumed.</p>

		<p>to conduct trial run of the offered Electric bus or its base model variant for a period of minimum 2-3 days within the routes as may be finalized by bid evaluation committee during the trials. Based on the successful trial run and technical compliance, a bidder shall be declared as technically qualified.</p>	<p>and subsequently, they will be able to see the plant facility.</p> <p><b>C. a)</b> To enable wider tender participation, we request authority to Delete the Trial run as Electric vehicle technology is Proven In India and if required the bidders could take the authority to cities where the bidders vehicles are running commercially and take feedback from officials inline with major Electric bus tenders such as BMTC 300 Nos.</p> <p>To enable wider tender participation we request authority to conduct the Performance Trials for the successful bidder at the time of customer prototype inspection stage on the offered model.</p> <p><b>b)</b> Request authority to confirm if they will Provide Charging Infrastructure for trial run?</p> <p>Irequest authority if the Electricity consumption for trial run chargable?, if so at what unit rate (Rs./ Kwhr)</p> <p><b>D.</b> We request to Conduct the trial run for the successful bidders only with the prototype manufactured for ASTC.</p>	
36	<p><b>Technical Specifications</b> <b>14.b.</b> <b>Power consumption per km</b></p>	<p>Max 1.1 kWh per km (POC to be established during the trial run)</p>	<p><b>A.</b>Request the Authority to increase the limit of max SEC during trial run (POC) from 1.1 to <b>1.2 kWh/km.</b></p> <p><b>Justification :</b> we would like to make a humble submission that while the Electric buses can meet the given requirements, Specific Energy Consumption (KWHR/KM) and Range per charge on any given day depends significantly on the Route Traffic conditions, Ambient temperature, Passenger load &amp; Auxiliary load consumption across the trip schedules. Especially during summer months when if instance if POC trial run is to be carried out, bus will have higher power consumption due to higher AC load than winter months and higher ambient temperature on road as well i.e SEC observed during trial run will be higher than overall annual avg SEC calculated over entire year (12 month period) as</p>	<p>As per RFB.</p>



			SEC is sensitive to temperature conditions and AC load, amongst other factors.	
37	<b>Range (Distance covered in a single run at 80% SOC) to be maintained throughout first 5 years of operation.</b>	165 kms at 80% SOC. The kms performance as per requirement will be checked during the trial runs in loaded condition	<b>A.</b> Request the Authority to declare the number of passengers on board the bus or the equivalent weight of such no. of passengers as sandbags/cans during POC trial run of bus. Loading same nos. of PAX / equivalent weight will ensure all OEMs have level competition. For POC, suggestion to have PAX nos. in line with average expected occupancy as indicated by past city buses' data. <b>B.</b> We request Authority to keep the required range of 140 KM at 80% SOC.	Trial run loading conditions will be notified to bidders whose technical bids are found responsive for the trial run.
38	<b>Electrical : Battery Pack Rating, Energy/Power</b>	Charging time <= 2hrs	<b>A.</b> Request the Authority to increase time to the full charge from 2 hrs to 2.5 hrs.	Refer to Corrigendum-I, Annexure-A
39	<b>Technical Specification 21. Electrical : Battery Pack Rating, Energy/Power</b>	7. Safety–Short circuit/ Over Temperature / Lightning Protection is mandatory.	<b>A.</b> Provision for Safety from short circuit and protection from over temperature will be provided . Request Authority to remove mandatory requirement on Lightning protection. <b>B.</b> Safety–Short circuit/ Over Temperature & other safety requirements as per AIS038 & AIS048 applicable for Electric buses. Authority is requested to remove requirement of Lightning Protection.	As per RFB.

40	<b>Technical Specification 14.b.</b>	Suspension type: Air suspension at front and rear	<p><b>A.</b>Suspension type: <b>Electronic Controlled</b> Air Suspension at front and rear. More Safe and responsive</p> <p><b>B.</b> Request authority to permit Weveller (mechanical) / Air suspension as per CMVR/AIS052 at Front and Rear to enable enable wider tender participation.</p>	As per RFB.
41	<b>Technical Specification 14.b.</b>	Battery Pack type: Li-ion with chemistry of Li-NMC or Li-LFP.	<p><b>A.</b> As each OEM has its Own Battery Technology, we request the Authority to allow the OEM to select the technology which they believe is most suitable.</p>	As per RFB.
42	<b>Technical Specification 14.b.</b>	<p>xxiv. The bidder shall have local dealership support at Guwahati, Assam capable of after sale service support, inspection (PDI), delivery etc. of the fleet of ordered quantity of vehicles. If the bidder have not yet established local dealership and support center in Guwahati, Assam, then the bidder must provide an undertaking (on non-judicial stamp paper of Rs. 100/- as per Stamp Act relevant to place of execution) that necessary dealer and service support center capable of supporting the fleet of ordered quantity of vehicles will be established at Guwahati within 2 months after the issue of LOA, if selected. Bidders must note that the “presence of local dealership and support in Assam” / “Undertaking for establishment of local dealer and service support center” (either of the two) from the bidders is a must and it would form an intrinsic part to be declared as technically qualified. In this matter it is to be noted that no further extension will be given after the 2 months time period has elapsed in case undertaking is submitted by the selected bidder for set up of local dealership support in Guwahati, Assam. Subsequently, the LOA is liable to be cancelled and the PBG shall be forfeited.</p>	<p><b>A.</b> Request authority to allow the local dealership presence and support at Guwahati of the Bidder's parent / subsidiary company for the after sale service support, inspection (PDI), delivery etc.</p> <p><b>B.</b> We request the authority to consider the time limit of 4 months instead of 2 months (after the issue of LOA) for setting up of Local Dealership Service Support Center in Guwahati Assam.</p>	As per RFB.
43	<b>Technical Specification 14.b.</b>	Seating Capacity-31+D	<p><b>A.</b> Seating Capacity : 31+Wheel Chair+Driver For physically enabled.</p> <p><b>B.</b>Request you to kindly Consider: Seating Capacity-30+D as this is the standard requirement in many tenders floated under Fame-II Scheme for 9m Buses</p>	Refer to Corrigendum-I, Annexure-A

44	<b>Technical Specification 14.b.</b>	Floor Height : 900 mm	<b>A.</b> Floor Height : 900 /650 mm This is convinient for the passengers	As per RFB.
45	<b>Technical Specification 14.b.</b>	Brake system : Dual circuit full air brakes, with preferably disc/drum type arrangement for front and disc/drum at rear brakes. Graduated hand controlled, spring actuated parking brakes acting on rear wheels (As per AIS norms)	<b>A.</b> Brake system : Dual circuit full air brakes, with preferably disc/ <del>drum</del> type arrangement for front and disc/ <del>drum</del> at rear brakes. Graduated hand controlled, spring actuated parking brakes acting on rear wheels (As per AIS norms) More Safe for passenger	As per RFB.
46	<b>Technical Specification 14.b.</b>	Compatibility with the charger type : The Electric buses to be quoted for by the bidder must support 120 kW GB/T / CCS2 connector	<b>A.</b> Compatibility with the charger type : The Electric buses to be quoted for by the bidder must support 120 kW <del>GB/T</del> / CCS2 connector As CCS2 is interchangeable .. GB/T is exclusive. <b>B.</b> Bus will be compatible with CCS2 connector	Refer to Corrigendum-I, Annexure-A
47	<b>Technical Specification 14.b.</b>	Fire Detection & Suppression System (FDSS) : As per AIS : 135 & AIS : 153	<b>A.</b> FDSS not applicable for Electric Buses as per AIS153 & AIS 135. If required we can provided FDAS as per manufacturer design, Authority is requested to ammend requirement accordingly.	As per RFB.
48	<b>16. Eligibility Criteria</b>	b) Bidder or its OEM should be incorporated/registered in India under the Companies Act 1956 for at least 5 years* or LLP Act 2008 or the Partnership Act 1932.	<b>A. Request authority to kindly modify the clause as below:</b>  Bidder or its OEM should be incorporated/registered in India under the <b>Companies Act 1956 (or) Companies Act 2013</b> or LLP Act 2008 or the Partnership Act 1932 to enable wider tender participation.  Request authority not to mandate the incorporation of the Bidder company for atleast 5 years as it will restrict wider tender participation.	Refer to Corrigendum-I, Annexure-A

49	<b>19. Documents establishing bidder's Technical eligibility</b>	The bidders shall along with the bid, provide satisfactory evidence acceptable to the authority as given below: The bidder or its OEM should be a registered Bus Manufacturer based in India and must be a company under Indian Companies Act. In addition the OEM must have minimum 35% localization. The declaration or certification for localization from registered CA must be submitted. Also the warranty certification/declaration for standard period for the complete bus shall need to be submitted separately along with warranty certification/declaration for the battery pack which should be provided for minimum 5 year.	<b>A.</b> Request authority to accept <b>Phased Manufacturing Program(PMP) FAME II eligibility certificate to be submitted for Any one model of Base variant of Electric buses (9M / 12M)</b> . This program already mandates a component wise phase wise localization and minimum warranty requirements that is practically possible from an Electric bus manufacturer or its parent/subsidiary in India.	As per RFB.
50	<b>19. Documents establishing bidder's Technical eligibility</b>	The OEM will be responsible for the disposal of the high voltage battery packs after the end of the usable life of the battery packs of the buses. The OEM shall submit the disposal norms for the used battery packs along with the bids. The disposal of the used battery packs will be in the scope of the OEM and the authority shall not be liable in any way for the same. Undertaking regarding the same to be submitted by bidder with bid documents.	<b>A.</b> Request authority to kindly delete this clause as once the bus is procured and authority owns the eBuses it will be the scope of responsibility of the authority	As per RFB.
51	<b>35. Inspection</b>	Prototype inspection: - Prototype inspection of the EV's will be carried at the selected bidder's or its OEM's facility within 4 months after issue of LOA by a special technical team as designated by ASTC.	<b>A.</b> Request authority to remove the contradiction on "M+1 months" for prototype delivery with the delivery schedule mentioned in Cl.No 21.1 Delivery period. <b>B.</b> In clause no. 21.i., Supply of Prototype is mentioned as one month after the issue of LOA/PO whereas Clause No. 35 says otherwise. We recommend that prototype inspection should take place after 4 months of LOA.	Refer to Corrigendum-I, Annexure-A

52	<b>18. General Conditions of Contract (GCC)</b>	The scope of work as intended in the RFB includes: a. Supply of 100 (One hundred) numbers of fully built 9-meter AC Electric buses meeting norms & requirements Of CMVR 1989 and ARAI with standard warranty for all aggregates and 5 year warranty for the high voltage battery pack.	<b>A.</b> Request Electric buses are already integrated with few different brand DC Fast chargers . So we request if bidder quote for Supply of <b>40 DC Fast Chargers of 120 KW</b> also ASTC to confirm;	Charger is not in the scope of this RFB.
53	<b>Warranty - Technical Specifications 14(b) Continued...(XVII)</b>	The successful bidder shall be required to station required number of Engineers/ Supervisors along with necessary spare parts during commissioning of Buses at his cost.	<b>A.</b> Request authority whether the DC Fast Charger required for Commissioning of buses will be arranged by themselves , if so kindly request to share specifications	Charger is not in the scope of this RFB.
54	<b>Warranty - Technical Specifications 14(b) Continued...(XVII)</b>	The successful bidder's technical team shall visit each operating depots for conducting preventive maintenance and repair / overhauling during the warranty period.	<b>A.</b> Request authority if Storage spaces for bidder will be provisioned inside the depot.	Storage space will be provided by authority.
55	<b>Warranty - Technical Specifications 14(b) Continued...(XVII)</b>	The vehicle should be attended and rectified immediately or within 4 hours from the time of intimation depending on the nature of the breakdown.	<b>A.</b> Request authority to increase the response time for reaching the breakdown spot will be immediately or within <b>4-8</b> hours from the time of intimation. The time for making the vehicle on-road will be depending on the nature of the breakdown.	Refer to Corrigendum-I, Annexure-A
56	<b>General</b>	Annual Maintenance Contract	<b>A.</b> Request Authority to please clarify the Annual Maintenance Contract (AMC) terms and conditions as warranty could be null & void without AMC. Currently in the tender AMC terms are not provided. We recommend to have 10 years AMC with monthly quarterly advance payment for AMC. Also, authority to kindly provide the AMC inclusions and exclusions please.	AMC is not a part of this RFB.
57	<b>General</b>	General	<b>A.</b> There is no clarity on supply of Chargers, Charging time, Charger AMC and scope of Electrical infrastructure development. Request authority to kindly clarify the same.	Chargers, Charger AMC and Electrical infrastructure development is not in the scope of this RFB.

58	<b>General</b>	General	<p><b>A.</b> Maintenance of Electric buses require following facilities at depot premises, There is no clarity on Service and maintenance infrastructure Development, request authority to confirm who will develop the same.</p> <ul style="list-style-type: none"> <li>• Hard standing concrete floor throughout depot yard, Depot Space</li> <li>• Workshop Area</li> <li>• Pits &amp; Bays</li> <li>• High Mast tower light providing adequate lighting</li> <li>• Scrap Room, office Room</li> <li>• Lube Room, Store Room, Toilets (Workers), Toilet (Staff) including separate Ladies toilet</li> <li>• Tyre Room, Battery Room, Tool Room, Training Room, Mini Conference Room</li> <li>• Warranty Parts Room, Accidental Part Room, Workers rest room/Pantry</li> <li>• Car Washer Room, Washing Staff Room, Air Compressor Platform with shed</li> <li>• Ancillary Room (Hydraulic Press, Riveting machine etc.), Driver rest.</li> </ul> <p>We request authority to provide above facilities, Only Allied Electric Infrastructure will be in the scope of Bidder/OEM.</p>	ASTC will provide the necessary infrastructure for the smooth operation of the fleet of electric buses at two major depots.
59	<b>General</b>	General	<p><b>A.</b> Request authority to clarify on the Vehicle owning, plan for at site preventive maintenance and charging of vehicles as they are not mentioned in the Tender currently.</p>	<p>Vehicle will be owned by authority. Preventive maintenance will be carried by OEM during warranty period as per terms of warranty specified in RFB. Vehicle charging will be in the scope of authority.</p>
60	<b>General</b>	General	<p><b>A.</b> Request the Authority to share the exact routes where electric buses is planned to operate.</p> <p><b>Justification:</b>Required for understanding vehicle performance based on routes</p>	All city routes of Guwahati City and sub-urban areas adjacent to Guwahati.

61	General	General	<p>A. Consumables to be used as per the OEM recommendation. Incase of any other non-authorized consumables used, Warranty and AMC will be void.</p> <p>Request authority to kindly note and accept the above which is a standard industry practice.</p>	<p><b>All consumables will be used as per the recommendations of the OEM excluding tyres and low voltage batteries i.e. 150 Ah batteries which are used to supply power to other low voltage components excluding the drive-train.</b></p>
62	General	General	<p>A. Warranty decision will be OEMs responsibility.</p> <p>Differential warranty will be applicable for wear and tear items, perishable and vendor warranty parts.</p> <p>Request authority to kindly note and accept the above please.</p>	<p>As per warranty terms of the RFB.</p>
63	General	General	<p>A. Request authority to kindly clarify the AMC inclusions and exclusions as they are not clear. Please clarify what are all included and excluded in AMC.</p>	<p>AMC is not a part of this RFB.</p>
64	General	<b>Bid submission Due date</b>	<p>A. Request authority to kindly provide the Bidder <b>atleast 2 weeks time for the Bid submssion due date from the date of release of the Prebid responses Corrigendum.</b></p> <p>This would enable the Bidder to study the prebid respones completely, prepare the necessary bid submission documents, legal and bank related documents &amp; transactions and workout &amp; review internally on the Commercials.</p>	<p>Refer to Corrigendum-I, Annexure-A</p>
65	<b>Clause 20. Financial Qualification, Page No. 20</b>	A bidder should submit any three financial year balance sheet and IT return shall be reckoned as F.Y. 2018-19, 2019-20, 2020-21 and 2021-22.	<p>A. Request you to kindly Consider: Since an audit of the balance sheet and turnover of the current financial year has not been done, Instead, a CA-certified copy of the provisional balance sheet and turnover can be provided.</p>	<p>Refer to Corrigendum-I, Annexure-A</p>

Sd/-  
(P.K. Agarwalla)  
CAO,ASTC

sd/-  
(R.D. Nath)  
SE,ASTC

sd/-  
(Balin Das)  
CE(A&T),ASTC