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To,

Interested Vehicle Chassis Manufacturer(with fully built bus body)/ OEM

Sub: Request for rate quotes for specific bus types

Dear Sir,

As you may be aware, State Government of Assam has announced "Uberization Scheme" to encourage entrepreneurship among local youth in the Budget 2019-20. A brief description about the scheme is enclosed with this letter for your perusal.

For the execution of the scheme, ASTC has been appointed as the Implementing agency. In this regard, we are reaching out to various bus OEMs, to know the rates of buses (final rate in the state of Assam) for a specific category type of bus. The requirements and bus category type has been annexed with this letter in Annexure A.

The rates that are arrived at, for different category types from different OEMs will be noted. The chart thus prepared will be open for selected beneficiaries approved by ASTC, under Uberization Scheme. The beneficiary can use the rate for a chosen bus type from a particular OEM, while purchasing of the bus.

Therefore, we request you to furnish the rates (inclusive of taxes) for different bus category types as provided in Annexure B in the format given in the Annexure C. It would be highly appreciable if you can provide the quotations by 6th September 2019.

Yours faithfully,

Chief Engineer,
Assam State Transport Corporation

Enclosed:

1. **Description of Uberization Scheme**
2. **Bus Category Types & Corresponding Specifications**
3. **Format For Submission Of Rate Quotes**



ANNEXURE A

DESCRIPTION OF UBERIZATION SCHEME

1. Background

Road transport is the life line of the emerging society. For rapid growth of economic and social development of the state, an effective and healthy road transport system is required. At present Bus density in Assam is less than 3 per 1, 00, 000 population against a national average of 40 per 1, 00,000. On the other hand road density in Assam per 1,000 sq. km is 3,624 km, which is well above the national average of 1,427 km. In spite of having better road network in Assam, the number of buses in Assam per 1, 00, 000 population is far less. At present ASTC has only 850 number of buses, which is much less than the essential requirement to meet national average of bus population ratio. Hence, state government has announced purchase of 1000 new buses as mentioned in Budget speech of Finance minister, Government of Assam.

2. Objectives

Following are the high level objectives of this scheme:

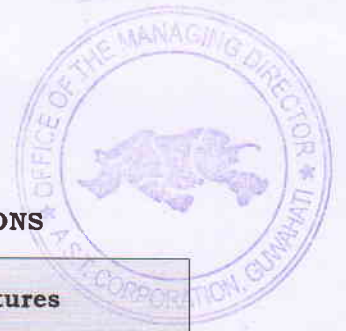
- Increase the availability of public transport services throughout Assam especially in rural areas
- Promote local entrepreneurs to enter the public transport service
- To minimize the operational cost of running the bus

The outcome of this scheme may be as follows:

- To add at least 1000 additional buses to the existing fleet
- To create entrepreneurship opportunities in bus service industry among residents of Assam

3. Scope of Scheme

It is a beneficiary oriented scheme where any residents of Assam who is creditworthy to get a loan from the bank for purchase of bus is eligible to apply. The selected beneficiary will be given up to 25% of the total cost of purchased bus, not exceeding a fixed cap; partly as subsidy and partly as interest free loan. 10% of cost of bus will be subsidy while 15% of cost of bus will be given in form of interest free loan by government of Assam through implementing agency i.e Assam State Transport Corporation. The interest free loan needs to be deposited to the Bank account of ASTC every month from the starting month for five years in equal monthly installments.



ANNEXURE B

BUS CATEGORY TYPES & CORRESPONDING SPECIFICATIONS

Sl. No.	Category of Bus	Specifications and features
1	(25-35) seater AC District type City service (double door)	i) Double door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Air conditioning iii) 2X2 seating layout iv) Seat capacity of 25 - 35 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
2	(25-35) seater Non-AC District type City service (double door)	i) Double door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Non - Air conditioning iii) 2X2 seating layout iv) Seat capacity of 25 - 35 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
3	(25-35) seater AC District type (single door)	i) Single door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Air conditioning iii) 2X2 seating layout iv) Seat capacity of 25 - 35 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
4	(25-35) seater Non-AC District type (single door)	i) Single door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Non - Air conditioning iii) 2X2 seating layout iv) Seat capacity of 25 - 35 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
5	(17-27) seater AC district type (single door)	i) Single door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Air conditioning iii) 2X2 seating layout iv) Seat capacity of 17 - 27 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
6	(17-27) seater Non-AC district type (single door)	i) Single door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Non - Air conditioning iii) 2X2 seating layout iv) Seat capacity of 17 - 27 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.
7	(17-27) seater AC District type City service (double door)	i) Double door (preferably electro- pneumatic in-swing, Jack knife edge) ii) Air conditioning iii) 2X2 seating layout iv) Seat capacity of 17 - 27 v) Length of the bus to be 8.5m - 9.0m vi) Wheel base to be 4200 mm vii) Engine Power between 70 to 200 H.P.



8	(17-27) seater Non-AC District type City service (double door)	<ul style="list-style-type: none">i) Double door (preferably electro- pneumatic in-swing, Jack knife edge)ii) Non - Air conditioningiii) 2X2 seating layoutiv) Seat capacity of 17 - 27v) Length of the bus to be 8.5m - 9.0mvi) Wheel base to be 4200 mmvii) Engine Power between 70 to 200 H.P.
9	(25-35) seater AC Super deluxe bus (reclining seat)	<ul style="list-style-type: none">i) Single door (preferably electro- pneumatic in-swing, Jack knife edge)ii) Air conditioningiii) 2X1 seating layoutiv) Seat capacity of 25 - 35v) Length of the bus to be 12.0 mvi) Wheel base to be 5200 mmvii) Pushback chairs with Reclining type seats and adjustable backviii) Engine Power between 70 to 200 H.P.
10	(25-35) seater Non-AC Super deluxe bus (reclining seat)	<ul style="list-style-type: none">i) Single door (preferably electro- pneumatic in-swing, Jack knife edge)ii) Non - Air conditioningiii) 2X1 seating layoutiv) Seat capacity of 25 - 35v) Length of the bus to be 12.0 mvi) Wheel base to be 5200 mmvii) Pushback chairs with Reclining type seats and adjustable backviii) Engine Power between 70 to 200 H.P.
11	(25-35) seater AC Super deluxe bus (Non- reclining seat)	<ul style="list-style-type: none">i) Single door (preferably electro- pneumatic in-swing, Jack knife edge)ii) Air conditioningiii) 2X1 seating layoutiv) Seat capacity of 25 - 35v) Length of the bus to be 12.0 mvi) Wheel base to be 5200 mmvii) Non - reclining type seatsviii) Engine Power between 70 to 200 H.P.
12	(25-35) seater Non-AC Super deluxe bus (Non-reclining seat)	<ul style="list-style-type: none">i) Single door (preferably electro- pneumatic in-swing, Jack knife edge)ii) Non - Air conditioningiii) 2X1 seating layoutiv) Seat capacity of 25 - 35v) Length of the bus to be 12.0 mvi) Wheel base to be 5200 mmvii) Non - reclining type seatsviii) Engine Power between 70 to 200 H.P.



TECHNICAL SPECIFICATIONS & REQUIREMENTS

1. All the vehicles to be provided by firm must be ARAI, AIS-153 approved/ compliant.
2. All the vehicles must have in-built speed governor as per ARAI approval.
3. Standardization of all ITMIS (at least 2 nos. Front Camera and Rear Camera inside the bus with monitor, Audio system, Destination display) and should be inbuilt.
4. Different sensors should be covered and easily cleanable.
5. All windshield glass and window glass should be standardized.
6. Vehicle colour and ASTC branding in vehicles must be done as per standard which can be seen in ASTC website.
7. ASTC logo to be provided in each vehicle.
8. In all the sides of the vehicle, it should be clearly written as "UNDER ASTC OPERATION".
9. GPS Tracking system should be inbuilt with cloud based monitoring.
10. All vehicles must have provision and sufficient space inside for movement of "Wheelchair with person sitted". For specially abled persons, 2 (two) nos seats to be provided in the Front right side of the bus. The provisions are to be compliant with the "Right of persons with Disabilities Act, 2016 and Automotive Industry Standard AIS-153 compliant.
11. The vehicle should have fire detection and alarm device in addition to fire extinguishers and First aid materials with First aid box.
12. The Engine location should be at front of the bus.
13. The models should have roll over test compliance and bidders should have service set up at all the district head quarters of Assam, or they have to assure for providing on-site service for atleast five years.



ANNEXURE C
FORMAT FOR SUBMISSION OF RATE QUOTES

<NAME OF OEM>			
S.No	Category of Bus	Bus cost (exclusive of taxes)	Bus cost (inclusive of taxes)

N.B: The rate quotes provided by the bidder should be the lowest and the bidder should not provide the rate lower than quoted to ASTC to others anywhere in India.