

REQUEST FOR EXPRESSION OF INTEREST

For

**Selection of Agency to
Supply, Installation, Operation & Management of
Electric Vehicle Charging Stations in Dehradun under FAME II Guidelines**



DEHRADUN SMART CITY LIMITED (DSCL)

777, Saatvik Tower, Rajender Nagar,
Kaulagarh Road, Dehradun, 248001, Uttarakhand, India
Ph: 0135-270894, Fax: 0135-2750817

EOI No: 01/DSCL/20-21/NCB/ECS

Issued on: 23/11/2020

DISCLAIMER

The information contained in this Request for Expression of Interest ("**REOI**") document or subsequently provided to Bidders, whether verbally or in documentary form by or on behalf of Dehradun Smart City Limited or any of its employees or Consultants/ advisors, is provided to Bidders on the terms and conditions set out in this REOI document and any other terms and conditions subject to which such information is provided.

This REOI document is not an Agreement and is not an offer or invitation to any other party. The purpose of this REOI document is to provide the Bidders with information to assist the formulation of their Expression of Interest submission. This document does not purport to contain all the information each Bidder may require. This REOI document may not be appropriate for all persons and it is not possible for DSCL and their employees or Consultants/Advisors to consider the investment objectives, financial situation and particular needs of each Bidder. Certain Bidders may have a better knowledge of the proposed Project than others. Each recipient must conduct its own analysis of the information contained in this REOI document or to correct any inaccuracies therein that may appear in this REOI document and is advised to carry out its own investigation into the proposed Project, the legislative and regulatory regimes which applies thereto and by and all matters pertinent to the proposed Project and to seek its own professional advice on the legal, financial, regulatory and taxation consequences of entering into any agreement or arrangement relating to the proposed Project.

DSCL and their employees and Consultants/Advisors make no representation or warranty and shall incur no liability under the Law of Contract, the Principles of Restitution or unjust enrichment or otherwise for any loss, expense or damage, accuracy, reliability or completeness of the REOI document, which may arise from or be incurred or suffered in connection with anything contained in this REOI, any matter deemed to form part of this REOI document, the award of the Project, the information and any other information supplied by or on behalf DSCL or their employees, any consultants or otherwise arising in any way from the selection process for the Project.

DSCL may in its absolute discretion, but without being under any obligation to do so, can amend or supplement the information/clauses/articles in this REOI document. The information that DSCL is in a position to furnish is limited to this document only. The information contained in the REOI document must be kept confidential.

NOTICE INVITING EXPRESSION OF INTEREST - IMPORTANT DATA

Sl. No.	Activity	Duration
1.	Bid Ref No.	<u>01/DSCL/20-21/NCB/ECS</u>
2.	Availability of REOI	The REOI for this work shall be available from website http://smartcitydehradun.uk.gov.in/ from 23/11/2020 at 1100 Hours to 07/12/2020 up to 1100 Hours.
3.	Pre-Bid Meeting	30/11/2020 at 1500 Hours onwards. Bidder shall have to email their queries to agmproc-dscl@uk.gov.in on or before the pre-bid meeting date. The Pre-Bid Meeting shall be conducted online for which the link shall be shared in the website http://smartcitydehradun.uk.gov.in/ before the Pre-Bid Meeting.
4.	Pre-Bid Meeting Coordinator	Mr. Surya Kotnala, Asst. General Manager (Procurement & Contract Management), Mob: +91 7060033338
5.	Last date for down loading of REOI from the website http://smartcitydehradun.uk.gov.in/	07/12/2020 up to 1100 Hours
5.	Last date and time for Expression of Interest (EOI)	The EOI can be sent through Speed Post, Courier, Registered Post or By-Hand on or before 07/12/2020 up to 1130 Hours to the below address: Dehradun Smart City Limited, 777, Saatvik Tower, Rajender Nagar, Kaulagarh Road, Dehradun, 248001, Uttarakhand, India, Ph: 0135-2750894, Fax: 0135-2750817
6.	Joint Venture	Not Allowed

REQUEST FOR EXPRESSION OF INTEREST

Dehradun Smart City Ltd.

Assignment Title: Selection of Agency to Install, Operate and Transfer Electric Charging Stations in the City of Dehradun under FAME II Guidelines

Reference No.: 01/DSCL/20-21/NCB/ECS

Date: 23/11/2020

1. **INTRODUCTION**

The objective of the Smart Cities Mission, is to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a **clean and sustainable environment and application of 'Smart' Solutions**. The focus is on sustainable and inclusive development and the idea is to look at compact areas, create a replicable model which will act like a light house to other aspiring cities. The **Smart Cities Mission of the Government is a bold, new initiative**. It is meant to set examples that can be replicated both within and outside the Smart City, catalysing the creation of similar Smart Cities in various regions and parts of the country.

It hopes to help promote cities as engines of economic growth through improvement in the quality of urban life by facilitating creation of quality urban infrastructure, with assured service levels and efficient governance and for creating economically vibrant, inclusive, efficient and sustainable urban habitats.

Dehradun, the capital city of Uttarakhand state is strategically located in the Doon valley with major air, rail and road connectivity. It serves as gateway for the key tourist destinations of state. Dehradun, has been successful in the competition for implementation of smart solutions in the first phase on the basis of its Smart City Proposal (SCP) and is part of the 100 cities chosen for implementation of the program.

Electric vehicles are about three times more energy efficient than vehicles with internal combustion engines. Because of the vast infrastructure needed to charge electric vehicles (EVs), utilities hold the keys to accelerating their deployment. By accelerating EV deployment, utilities can increase energy demand and revenue growth. Charging infrastructure will play a pivotal role on EV deployment, and, in the absence of a proactive plan and schedule, is a major impediment to mass market adoption. Infrastructure limitations are particularly pertinent to EVs due to their sole dependency on electricity. The charging infrastructure includes all of the hardware and software that ensures energy is transferred from the electric grid to the vehicle. Charging locations combined with an acceptable charging time strategy encourages better use of Electric Vehicles by general public.

Government of India approved Phase-II of the FAME India Scheme [Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India], for 3 years commencing from -1st April 2019 with a total budgetary support of Rs. 10,000 Crore. The main focus of this phase is electrification of

EOI for Electric Charging Stations in Dehradun City

the public & shared transportation. Under Phase-II of the FAME India Scheme, Government of India (GoI) intends to support the development of EV charging infrastructure by extending the capital grant to different organizations working with city government for the promotion of the use of Electric Vehicles (EVs).

DSCL applied for the subsidy under the above program of Govt. of India and has received approval for establishment of Charging Infra in the city of Dehradun as per the details given in the Table. DSCL would like to request for Expression of Interest from Manufacturers / Suppliers / Operators of Electric Charging Equipment for establishment and operation of the Charging Infrastructure at identified locations for a period of 10 years. General Guidelines for establishment of Electric Charging Station from Ministry of Power, Govt. of India is provided in Annexure C. Sanction letter from Department of Heavy Industries, Govt. of India to DSCL is provided in Annexure D.

Location and Type of Proposed Charging Stations

Type of Charging Stations	Number of Charging Stations	Category			Type of EV Chargers	No. of EV Chargers in each Charging Station	Total No. of EV Chargers
		A	B	C			
Slow	8	7	1	0	Bharat AC 001 (10 KW)	3	24
					Bharat DC 001 (15 KW)	1	8
Fast	2	1	1	0	CCSII + CHAdeMO AC Type 2 (122 KW)	2	4
Total							36

2. PURPOSE OF EOI PROCESS

The stage of EOI is undertaken as an industry consultation to determine credible Applicants having requisite capability for undertaking the Scope of Work, to provide Expression of Interest (Eoi) For “Supply, Installation, Operation and Management of Electric Vehicle Charging Station in Dehradun”, their inputs on the key parameters to be adopted by DSCL like procurement mode, revenue sharing model etc. which would help determining the terms and conditions of the RFP. The inputs received from the Interested Bidders shall be consolidated and shall be required for finalization of the RFP.

The information regarding the RFP made in this Eoi are indicative in nature and purely informative, and non-binding. DSCL reserves the absolute right to cancel, change, alter or replace the Eoi or the RFP Stage and its Bidding Process and/or the whole Project itself, without any reason thereof or providing any prior notice to any person including the Applicants or Bidders, as the case may be.

3. GENERAL INFORMATION

3.1 Scope of Application

DSCL intends to receive EOI from eligible entities for the project in order to finalize the RFP. The Applicant shall submit its application in the form and manner specified in this Eoi. The interested agencies shall submit their proposal and the mode of implementation of the project etc. as per this Eoi. Based on the response to this Eoi and discussions with the Interested Bidders, the RFP shall be prepared and shall be floated for the procurement through the National Competitive Bidding. The successful bidder emerging from such selection process shall be required to enter into an agreement with DSCL. The detailed scope of work shall be mentioned in the RFP which is expected to be published post completion of the Eoi process.

3.2 Eligible Applicants

The Applicants eligible for participating in the qualification process may be single entity only. No Joint Venture is allowed. For participation in the bidding process and submitting Proposals, Bidders should be of one of the following types of entities - Private, Public or Government owned legal entity.

A Bidder that is under a declaration of ineligibility by Government of Uttarakhand or any other Government authority in India at the date of submission of the Proposal or during evaluation of Proposals shall be disqualified. All Bidders shall provide an undertaking declaring continued eligibility satisfactory to DSCL.

The Applicant shall be a valid legal entity duly incorporated or registered as per the country of its incorporation / registration. It shall be legally competent to enter into contracts as per prevailing Indian law. The Applicant, if a resident of India, may be either:

- i. A company incorporated under the Indian Companies Law i.e. the Companies act 1956 or 2013 (as amended or re-enacted and restated and notified from time to time), (copy of certificate of incorporation, and charter documents including the most recent Memorandum and Articles of the Association of the Applicant should be submitted).
- ii. Limited liability partnership duly incorporated under the Limited Liability Partnership Act, 2008 (copy of registered partnership deed should be submitted, including any amendments or supplements thereto).
- iii. Partnership firm registered the Indian Partnership Act (copy of registered partnership deed should be submitted, including any amendments or supplements thereto).
- iv. A registered Proprietary firm in India

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The term Applicant used hereinafter would therefore apply to all the above-mentioned categories.

3.3 Criteria for Evaluation

Technical

- (a) The Applicant Firm should be registered with appropriate Authority/Authorities under Government of India prior to the Application Submission date (supporting documents to be provided).
- (b) The applicant must be fully conversant with the Government of India Guidelines and Standards for development of Charging Infrastructure developing issued vide Circular No. 12/2/2018-EV dated 14th December 2018 by Ministry of Power. Govt. of India, and must have a valid document, establishing their business. If the company/firm is based abroad they must have an office in India. A scanned copy of the aforesaid Guidelines and Standards is being appended along with this document.
- (c) The Applicants firm should have enough technical expertise and requisite infrastructure to execute similar assignment and should have successfully implemented at least one Public Charging Station in India. Applicant should furnish a list of assignments including similar nature of works, if any, performed by them with documentary evidence.

Financial

- (a) The Applicant Firm/the Lead Partner should have a minimum average annual turnover of Rs. 200.00 Lakhs (Rupees Two Hundred Lakhs) in any of the last five Financial Years and a positive net worth.

3.3 Number of Applications

- (a) Each Applicant shall submit only one (1) Application for the Project. Any Applicant, who submits or participates in more than one Application for the engagement will be disqualified.

3.4 Acknowledgement by Applicant

It is desirable that each Applicant submits it's Application after collection of required information and analysis or any other matter considered relevant by it. It would be deemed by submission of the Application that the Applicant has:

- i. Made a complete and careful examination of the EoI Document;
- ii. Received all relevant information requested from DSCL; and
- iii. DSCL shall not be liable for any mistake or error on the part of the Applicant in respect of the above

4. EVALUATION AND SUBMISSION OF CONCEPTUAL BUSINESS MODEL & METHODOLOGY

The Respondent is free to propose a methodology and to recommend changes which they believe best meet the project purpose. Interested Parties are expected to submit their concepts (mode of implementation of the project) as per the format specified in the Annexure A latest by the date mentioned in the EOI Document at below mentioned address:

Title: ***Expression of Interest (Eoi) For "Supply, Installation, Operation and Management of Electric Vehicle Charging Stations in Dehradun, Utharakhand.***

To,
The General Manager (Technical)
Dehradun Smart City Limited
777, Saatvik Tower, Rajender Nagar,
Kaulagarh Road, Dehradun, 248001, Uttarakhand, India
Ph: 0135-270894, Fax: 0135-2750817

5. INSTRUCTIONS TO THE APPLICANTS

DSCL, invites reputed firms to submit their Applications for the Project in accordance with conditions and manner prescribed in this Expression of Interest (Eoi) document.

5.1 Availing of Eoi Documents

The Eoi Document can be downloaded from the website <http://smartcitydehradun.uk.gov.in/> up to the date and time mentioned in the Eoi Notice.

5.2 Completeness of the Eoi Response

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

5.3 Eoi Preparation Cost

The Applicant is responsible for all costs incurred in connection with participation in this process, including, but not limited to, costs incurred in conduct of informative and other diligence activities, participation in meetings/discussions/presentations, preparation of its Application, in providing any additional information required by DSCL to facilitate the Application process. DSCL will in no case be responsible or liable for those costs, regardless of the conduct or outcome of the bidding process.

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All materials submitted by the Applicant shall become the property of DSCL and may be returned at its sole discretion.

5.4 Sealing, marking and submission of Eoi

The Application should be submitted as per the timeline mentioned in the EOI. DSCL won't be responsible for any postal delays.

The Application including supporting documents and its duplicate shall be typed or written in indelible ink and the Applicant shall initial each page. All the alterations, omissions, additions, or any other amendments made to the Applicant shall be initialled by the Authorised Signatory of the Applicant.

Applicant should fill in information in prescribed formats for qualification as mentioned in the Eoi. The Applicants shall submit all supporting documents in the format as prescribed in the Eoi Document along with suggested documentary evidence with the Application.

The Application shall include the following requisite documents and necessary supporting documents as specified in EOI which contains –

- i. Details of the Firm
- ii. Project concept model in brief

Applicants should submit one copy of the Application including the information requested in the prescribed formats along with any supporting documents. The copy shall be sealed in an envelope and then be enclosed in an outer envelope marked **“Supply, Installation, Operation and Management of Electric Vehicle Charging Stations in Dehradun, Utharakhand”**.

If the envelopes are not sealed and marked as instructed above, the DSCL assumes no responsibility for the misplacement or premature opening of the contents of the application and consequent losses, if any suffered by the Applicant.

Each page of the above should bear the initials of the Applicant along with the seal of the Applicant in token of confirmation of having understood the contents.

The Application must be direct, concise, and complete. DSCL will evaluate Applicant's proposal based on its clarity and completeness of its response to the requirements of the project as outlined in this Eoi. The Secretary, DSCL reserves the right to accept or reject any or all the Applications without assigning any reason.

5.5 Late Proposal for Eoi

EOI response not reaching on or before the specified time limit will not be accepted.

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5.6 Language of Bids

The responses prepared by the Applicant and all correspondence and documents relating to the bids exchanged by the Applicant and DSCL, shall be written in English language. Any printed literature furnished by the Applicant in another language shall be accompanied by an English translation, in which case, for purposes of interpretation of the bid, the English translation shall govern. If any supporting documents submitted are in any language other than English, translation of the same in English language is to be duly attested by the Applicant.

5.7 Evaluation of Eoi

The information provided may be considered and may contribute to the formulation of the proposed RFP. DSCL may optionally invite Applicants to make a presentation on their Concept proposed in project brief and their inputs as part of the consideration. The feedback received may be considered for formulating the actual RFP. DSCL may require verbal/written clarifications from the Applicants to clarify ambiguities and uncertainties arising out of the information submitted.

5.8 Key Suggestions

Workable comments and suggestions on the Scope of Work that could overall improve the quality/effectiveness of this project shall be considered by DSCL at its own discretion.

5.9 No Obligation to Issue an RFP

DSCL shall be under no obligation to issue a Request for Proposals (RFP) for the Project described in this Eoi.

5.10 Right to Cancel the Eoi Process

Notwithstanding anything contained in this EOI Document, DSCL reserves the right to accept or reject any Application or to annul the Shortlisting Process or reject all Applications at any time, without assigning any reasons thereof and without any liability or any obligation, of any nature whatsoever, for such rejection or annulment. DSCL reserves the right to reject any Application if:

- a. At any time, a material misrepresentation has been made or discovered;
- b. The Applicant does not respond promptly and diligently to requests for additional information or clarification required for evaluation of the Application.

DSCL may cancel this EOI process at any stage without assigning any reasons whatsoever and will not be liable to compensate any Applicant on any grounds whatsoever. The Applicants shall not be entitled to refund of cost of documents or other costs if any in case the EOI is cancelled for whatsoever reason or without assigning any reason.

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5.11 Amendment of Eoi Document

At any time prior to the Application Due Date, DSCL may, for any reason, whether at its own initiative or in response to clarifications requested by an Applicant, modify the EOI Document by the issuance of Addenda posted on the website: <http://smartcitydehradun.uk.gov.in/>. In order to provide the Applicants a reasonable time to examine the Addendum, or for any other reason, DSCL may, at its own discretion, extend the Application Due Date.

5.12 Clarifications

An Applicant requiring any clarification on the EOI Document may request DSCL online through mail at Email: agmproc-dscl@uk.gov.in. The Applicants may send their queries as mentioned in the data sheet above. DSCL would endeavour to respond to the queries on or before 7 days of bid due date. The responses will be uploaded on the website only.

6. NODAL OFFICER

For any additional information/queries pertaining to this Eoi, the following Officer may be contacted:

Mr. Surya Kotnala

Assistant General Manager (Procurement & Contract Management),

Dehradun Smart City Limited

777, Saatvik Tower, Rajender Nagar,

Kaulagarh Road, Dehradun, 248001, Uttarakhand, India

Ph: 0135-270894, Fax: 0135-2750817

Mob: +91 7060033338

Email: agmproc-dscl@uk.gov.in

Letter Comprising the Qualification Proposal

Ref: _____
.....

Dated:

To,

The General Manager (Technical)

Dehradun Smart City Limited (DSCL),

777, Saatvik Tower, Rajender Nagar,

Kaulagarh Road, Dehradun, 248001, Uttarakhand, India

Sub: Expression of Interest (Eoi) For “Supply, Installation, Operation and Management of Electric Vehicle Charging Station in Dehradun, Utharakhand.

Dear Sir,

With reference to your Eoi document dated _____, I/we, having examined the Eoi document and understood its contents, hereby submit my/our Bid for the aforesaid project.

- (1) The Bid is unconditional and unqualified.
- (2) I/ We acknowledge that the Authority will be relying on the information provided in the Bid and the documents accompanying such Bid for selection of the Agency for the aforesaid project, and we certify that all information provided in the Bid and in Annexes is true and correct; nothing has been omitted which renders such information misleading; and all documents accompanying such Bid are true copies of their respective originals. This statement is made for the express purpose of our selection as an Agency for the management of the aforesaid Project.
- (3) I/ We shall make available to the Authority any additional information it may find necessary or require to supplement or authenticate the Bid.
- (4) I/ We acknowledge the right of the Authority to reject our Bid without assigning any reason or otherwise and hereby waive to the fullest extent permitted by applicable law our right to challenge the same on any account whatsoever.
- (5) I/ We certify that in the last five years have neither failed to perform on any contract, as evidenced by imposition of a penalty by an arbitral or judicial authority or a judicial pronouncement or arbitration award, nor been expelled from any project or contract by any public authority nor have had any contract terminated by any public authority for breach on our part.
- (6) I/ We declare that:

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- (a) I/ We have examined and have no reservations to the Bidding Documents, including any Addendum issued by the Authority;
- (b) I/ We do not have any conflict of interest in accordance with the Eoi document;
- (c) I/We have not directly or indirectly or through an agent engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice, in respect of any tender or request for proposal issued by or any agreement entered into with the Authority or any other public sector enterprise or any government, Central or State; and
- (7) I/ We hereby certify that we have taken steps to ensure that in conformity with the provisions of the Eoi document, no person acting for us or on our behalf has engaged or will engage in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice and; the undertakings given by us along with the Bid in response to the Eoi for the Project are true and correct as on the Bid Due Date and we shall continue to abide by them.
- (8) I/ We understand that the Authority may cancel the Bidding Process at any time and that the Authority is neither bound to accept any Bid that it may receive nor to invite the Bidders to Bid for the Project, without incurring any liability to the Bidders, in accordance with the Eoi document.
- (9) I/ We believe that we satisfy(s) the Technical Capacity and Financial Capacity criteria and meet(s) all the requirements as specified in the Eoi document and are/ is qualified to submit a bid.
- (10) I/We certify that in regard to matters other than security and integrity of the country, we have not been convicted by a Court of Law or indicted or adverse orders passed by a regulatory authority which could cast a doubt on our ability to undertake the Project or which relates to a grave offence that outrages the moral sense of the community.
- (11) I/We further certify that in regard to matters relating to security and integrity of the country, we have not been charge-sheeted by any agency of the Government or convicted by a Court of Law.
- (12) I/We further certify that we are not barred by the Central Government/ State Government or any entity controlled by it, from participating in any project and no bar subsists as on Bid Due Date
- (13) I/ We undertake that in case due to any change in facts or circumstances during the Bidding Process, we are attracted by the provisions of disqualification in terms of the

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provisions of this Request for Proposal; we shall intimate the Authority of the same immediately.

(14) I/ We undertake that in case due to any change in facts or circumstances during the Bidding Process, we are attracted by the provisions of disqualification in terms of the guidelines referred to above, we shall intimate the Authority of the same immediately.

(15) I/ We hereby irrevocably waive any right or remedy which we may have at any stage at law or howsoever otherwise arising to challenge or question any decision taken by the Authority in connection with the selection of the Bidder, or in connection with the selection/ Bidding Process itself, in respect of the above-mentioned project and the terms and implementation thereof.

(16) I/ We agree and undertake to abide by all the terms and conditions of the Eoi document.

In witness thereof, I/we submit this Bid under and in accordance with the terms of the Eoi document.

Yours Faithfully

Signature

Name

Designation of Authorised Signatory

Date:.....

Place :

Formats for submission of Request for Expression of Interest**Schedule 1: Details of the Firm**

Name of the Firm	
Registered office	
Postal address	
Tel./Fax/e-mail	
Type of Firm (Work area that the firm is involved in)	
Details of directors, etc.	
Details of registration of firm / company etc.	
Authorized Signatory Name: Designation: Qualification: With the company since: Line of experience/ expertise:	
Submit the Audit account details for the last five financial years	
Copy of PAN, GST registration, certificate should be submitted	

Signature of Authorized Representative*² (with seal)

Note: The form has to be submitted by the Person who is Authorized by the Firm and have the Power of Attorney. Attached certified copies of relevant documents below this form only

Schedule 2: Project details in brief

1. Possible methodology of implementation and proposed business plan (with tentative proposed locations)

Signature of Authorized Representative (with seal)

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Schedule 3: Financial Capacity of the Bidder

(In INR Lakhs)

Form 3A

Annual turnover data	
Year	Amount in INR
2019-20	
2018-19	
2017-18	
2016-17	
2015-16	
Average Annual Turnover *	

Financial Situation and Performance

Information from Balance Sheet					
	2019-20	2018-19	2017-18	2016-17	2015-16
Total Assets (TA)					
Total Liabilities (TL)					
Net Worth (NW)					
Current Assets (CA)					
Current Liabilities (CL)					
Working Capital (WC)					
Total Revenue (TR)					
Profits Before Taxes (PBT)					
Profits After Taxes (PAT)					
Cash Flow from Operating Activities					

NOTE: THE FIGURES FILLED BY THE BIDDER IN THE ABOVE TWO FORMATS SHOULD ALSO BE CERTIFIED BY THE CHARTERED ACCOUNTANT.

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Schedule 4: Technical Capacity of the Bidder

1	Project Name:	
2	Name of Bidder:	
4	Project Location:	
5	Capacity of Charging Station	
6	Start Date (Month/Year):	
7	Whether ongoing (Yes / No):	
8	If completed, date of completion: (DD/MM/YYYY)	
9	Detailed Narrative Description of Project:	
11	Value of Services (INR) per year:	
12	Name of Client:	
13	Client Contact Details:	

Instructions:

1. Bidders are expected to provide information in respect of each Eligible Project. Information provided in this section is intended to serve as a backup for information provided in the Application. Bidders should also refer to the Instructions below.
2. A separate sheet should be filled for each Eligible Project/Location.

GOI Guidelines Dated 14.12.2018

Government of India
Ministry of Power
Shram Shakti Bhawan, Rafi Marg,

New Delhi, the 14th December, 2018

To,

1. The Secretaries of all the Ministries/Departments of Government of India.
2. The Chief Secretaries of the States/UTs.

Sub: Charging Infrastructure for Electric Vehicles – Guidelines and Standards -reg.

Sir/Madam,

Government of India have undertaken multiple initiatives to promote manufacturing and adoption of electric vehicles in India. With support of the Government, electric vehicles have started penetrating in the Indian market. However, availability of adequate Charging Infrastructure is one of the key requirements for accelerated adoption of electric vehicles in India. It is proposed to encourage this by laying down an enabling framework.

Objectives

- To enable faster adoption of electric vehicles in India by ensuring safe, reliable, accessible and affordable Charging Infrastructure and eco-system
- To promote affordable tariff chargeable from EV owners and Charging Station Operators/Owners
- To generate employment/income opportunities for small entrepreneurs
- To proactively support creation of EV Charging Infrastructure in the initial phase and eventually create market for EV Charging business
- To encourage preparedness of Electrical Distribution System to adopt EV Charging Infrastructure.

In light of the above, it has been decided as follows:

1. Private charging at residences / offices shall be permitted. DISCOMs may facilitate the same.
2. Setting up of Public Charging Stations (PCS) shall be a de-licensed activity and any individual/entity is free to set up public charging stations, provided that, such stations meet the technical as well as performance standards and protocols laid down below as well as any further norms/standards/specifications laid down by Ministry of Power and Central Electricity Authority from time to time.



1

- 2.1 Any person seeking to set up a Public Charging Station may apply for connectivity and he shall be provided connectivity on priority by the Distribution Company licensee to supply power in the area.
- 2.2 Any Charging Station/ Chain of Charging Stations may also obtain electricity from any generation company through open access.

3. Public Charging Infrastructure (PCI)- Minimum Requirements:

- 3.1 Every Public Charging Station (PCS) shall have the following minimum infrastructure:
 - i. An exclusive transformer with all related substation equipment including safety appliance.
 - ii. 33/11 KV line/cables with associated equipment including as needed for line termination/metering etc.
 - iii. Appropriate civil works.
 - iv. Adequate space for Charging and entry/exit of vehicles.
 - v. Current international standards that are prevalent and used by most vehicle manufacturers internationally are CCS and CHadeMO. Hence, Public Charging Stations shall have, one or more electric kiosk/boards with installation of all the charger models as follows:

Charger Type	Charger Connectors*	Rated Voltage (V)	No. of Charging Points/No. of Connector guns (CG)
Fast	CCS (min 50 kW)	200-1000	1/1 CG
	CHAdEMO (min 50 kW)	200-1000	1/1 CG
	Type-2 AC (min 22 kW)	380-480	1/1 CG
Slow/Moderate	Bharat DC-001 (15 kW)	72-200	1/1 CG
	Bharat AC-001 (10 kW)	230	3/3 CG of 3.3 kW each

*In addition, any other fast/slow/moderate charger as per approved BIS standards whenever notified.

- vi. The kiosk/board may have options for installation of additional chargers if required.
- vii. The Public Charging Station Providers are free to create Charging Hubs and to install additional number of Kiosk/Chargers in addition to the minimum number of chargers prescribed above.
- viii. Tie up with at least one online Network Service Providers (NSPs) to enable advance remote/online booking of charging slots by EV owners. Such online information to EV owners should also include information regarding location, types and numbers of chargers installed/available etc.
- ix. Share charging station data with appropriate DISCOM and to maintain appropriate protocols as prescribed by such DISCOM for this purpose. CEA shall have access to this database.
- x. Appropriate public amenities.

xi. Where, in addition to the above, fast charging facility is also planned to be provided at the PCS by the PCI provider, the following additional infrastructure must be provided:

- a. Appropriate Liquid Cooled cables if High Speed Charging Facility for onboard charging of Fluid Cooled Batteries (FCBs) is also planned.
- b. Appropriate Climate Control Equipment for Fast Charging of Batteries to be used for swapping (i.e. not onboard)

3.2 Every Public Charging Station (PCS) shall be operational only after inspection and clearance as communicated by a suitable clearance certificate, by the concerned electrical inspectors/technical personnel designated specifically by the respective DISCOM for this purpose. DISCOMs may also empanel one or more third party authorized technical agencies for this purpose.

3.3 Electric Vehicle Service Equipment (EVSE) shall be type tested by an appropriate reputed authority.

3.4 The above minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).

3.5 Captive charging infrastructure for 100% internal use for a company's own/leased fleet for its own use will not be required to install all type of chargers and to have NSP tie ups.

3.6 Public Charging Station can also have the option to add Standalone battery swapping facilities in addition to the above mandatory facilities, provided space/other conditions permit.

4. **Public charging Infrastructure (PCI) for long distance EVs and/or heavy duty EVs:**

4.1 Public charging stations for long distance EVs and/or heavy duty EVs (like trucks, busses etc.) shall have the following minimum requirements:

- i. At least two chargers of minimum 100 kW (with 200-1000 V) each of different specification (CCS & Chademo) and with single connector gun each in addition to the minimum charging infrastructure requirements as mandated for Public Charging Stations in para 3.
- ii. Appropriate Liquid Cooled Cables for high speed charging facility for onboard charging of Fluid Cooled Batteries (currently available in some long range EVs).
- iii. In addition to 4.1 (i) and (ii) above, the Fast Charging Stations (FCS) for Long Distance EVs and/or Heavy Duty EVs may also have the option of swapping facilities for batteries for meeting the charging requirements as per para 3 and para 4.1(i)&(ii) above. It is notable that Fluid Cooled Batteries (FCBs) are generally necessary for Fast Charging / Long Distance use of EVs and/or for Heavy Duty Vehicles like buses/trucks etc. FCBs will have higher charging rate and longer life.

4.2 Such Fast Charging Stations (FCS) which are meant only for 100% in house/captive utilisation, for example buses of a company, would be free to decide the charging specifications as per requirement for its in- house company EVs.



5. Location of Public Charging Stations:

- 5.1 In case of Public Charging Stations, the following minimum requirements are laid down with regard to density/distance between two charging points:
- i. At least one Charging Station should be available in a grid of 3 Km X 3 Km. Further, one Charging Station be set up at every 25 Km on both sides of highways/roads.
 - ii. For long range EVs (like long range SUVs) and heavy duty EVs like buses/trucks etc., there should be at least one Fast Charging Station with Charging Infrastructure Specifications as per para4.1 at every 100 Kms, one on each side of the highways/road located preferably within/alongside the stations laid in para3 above. Within cities, such charging facilities for heavy duty EVs shall be located within Transport Nagars, bus depots. Moreover, swapping facilities are also not mandatory within cities for Buses/trucks.
- 5.2 Additional public charging stations shall be set up in any area only after meeting the above requirements.
- 5.3 The above density/distance requirements shall be used by the concerned state/UT Governments/their Agencies for the twin purposes of arrangement of land in any manner for public charging stations as well as for priority in installation of distribution network including transformers/feeders etc. This shall be done in all cases including where no central/state subsidy is provided.
- 5.4 The appropriate Governments (Central/State/UTs) may also give priority to existing retail outlets (ROs) of Oil Marketing Companies (OMCs) for installation of Public EV Charging Stations (in compliance with safety norms including 'firewalls' etc.) to meet the requirements as laid above. Further, within such ROs, Company Owned and Company Operated (COCO) ROs may be given higher preference.
- 5.5 Any deviation from above norms shall be admissible only after specific approval of State Nodal Agency in consultation with the Central Nodal Agency.

6. Database of Public EV Charging Stations:

Central Electricity Authority (CEA) shall create and maintain a national online database of all the Public Charging Stations through DISCOMs. Appropriate protocols shall be notified by DISCOMs for this purpose which shall be mandatorily complied by the PCS/BCS. This database shall have restricted access as finalised between CEA and Ministry of Power.

7. Tariff for supply of electricity to EV Public Charging Stations:

- 7.1 The tariff for supply of electricity to EV Public Charging Station shall be determined by the appropriate commission, provided however that the tariff shall not be more than the average cost of supply plus 15 (fifteen) percent.
- 7.2 The tariff applicable for domestic consumption shall be applicable for domestic charging.

8. Service charges at PCS/BCS:

- 8.1 Charging of EVs is a service as already clarified by Ministry of Power vide letter No. 23/08/2018-R&R dated 13.04.2018.



8.2 The State Nodal Agency shall fix the ceiling of the Service Charges to be charged by the Public Charging Stations.

9. **Priority for Rollout of EV Public Charging Infrastructure:**

After extensive consultations with State Governments and different Department/Agencies of Central Government, phasing as follows are laid down as national priority for rollout of EV Public Charging Infrastructure:

9.1 **Phase I (1-3 Years):**

All Mega Cities with population of 4 million plus as per census 2011, all existing expressways connected to these Mega Cities & important Highways connected with each of these Mega Cities shall be taken up for coverage. A list of these Mega Cities and existing connected expressways is attached at Annexure 1.

9.2 **Phase II (3-5 Years):**

Big cities like State Capitals, UT headquarters shall be covered for distributed and demonstrative effect. Further, important Highways connected with each of these Mega Cities shall be taken up for coverage.

9.3 The above priorities for phasing of rollout shall be kept in mind by all concerned, including, different agencies of Central/State Governments while framing of further policies/guidelines for Public Charging Infrastructure of EVs, including for declaring further incentives/subsidies for such infrastructure and for such other purposes.

10. **Implementation Mechanism for Rollout:**

10.1 Ministry of Power shall designate a Central Nodal Agency for the rollout. All relevant agencies including Central electricity Authority (CEA) shall provide necessary support to this nodal agency.

10.2 Every State Government shall nominate a Nodal Agency for that State for setting up charging infrastructure. The State DISCOM shall generally be the Nodal Agency for such purposes. However, State Government shall be free to select a Central/State Public Sector Undertaking (PSU) including Urban Local Bodies (ULBs), Urban/Area Development Authorities etc. as its Nodal Agency.

11. **Selection of Implementation Agency for Rollout:**

11.1 The Central Nodal Agency shall finalize the cities and expressways/highways to be finally taken up from the above phasing, in consultation with the respective State Governments.

11.2 An Implementation Agency shall be selected by the respective State Nodal Agency and shall be entrusted with responsibility of installation, operation and maintenance of PCS/FCS/BCS/BSF for designated period as per parameters laid down in this document and as entrusted by the concerned Nodal Agency. The Implementation Agency can be an Aggregator as mutually decided between Central and State Nodal Agencies. However, they can also decide to choose different PCS/FCS providers for bundled packages or for individual locations as mutually decided. Further, whenever bundled packages are carved for bidding, such packages shall necessarily include atleast one identified expressway/highway or part thereof to prepare a



cohesive regional package; the selected identified cities may be divided into one or more parts as necessary for such purposes.

- 11.3 Where Implementing Agency is selected by bidding, all bidding shall be conducted by the State Nodal Agency.
- 11.4 There shall be an upper cap on the Service Charges declared by the State Nodal Agency as per para 8.2 above. Subsidy, if admissible from Central/State governments, shall be suitably factored in such calculations of Upper Cap/Bid Variable.

This issues with the approval of Hon'ble Minister of State (IC) for Power and New & Renewable Energy.



(Anoop Singh Bisht)

Under Secretary to the Govt. of India

Tel:23766236

Email:anoopsingh.bisht@nic.in

Copy to:

1. Prime Ministers Office/Cabinet Secretariat.
2. CEO, NITI Aayog
3. The Secretaries of the CERC/State Commissions/JERCs.



(Anoop Singh Bisht)

Under Secretary to the Govt. of India

Tel:23766236

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Letter of Award Dated 30.01.2020



GOVERNMENT OF INDIA
MINISTRY OF HEAVY INDUSTRIES AND PUBLIC ENTERPRISES
DEPARTMENT OF HEAVY INDUSTRY

Udyog Bhavan
NEW DELHI-110011

F.No. 1(06)/2019-NAB-II(Auto) (20261)

Dated the 30th January 2020

To,

Dr. Ashish Kumar Srivastava
Chief Executive Officer,
Dehradun Smart City Limited
777, Saatvik Towers, Kaulagarh Road, Rajender Nagar,
Dehradun- 248 001

Subject: Letter of award for EV charging stations sanctioned under
FAME India Scheme Phase-II.

Sir,

With reference to the proposal submitted by your organization bearing no. 3120/DSCL/19-20/EV in response to Expression of Interest (Eoi) issued by the Department of Heavy Industry dated 28th August 2019 for deployment of EV charging infrastructure within cities, the undersigned is directed to convey approval of the competent authority to extend financial support for deployment of following number of EV charging stations under Phase-II of FAME India Scheme to Dehradun Smart City Limited (DSCL) for below mentioned city as per terms & conditions stipulated in the said Eoi:

1

EOI for Electric Charging Stations in Dehradun City

Sr. No	Name of State	Name of City	Number of Charging Stations	Type of EV Charging Stations	Category			Type of EV Chargers	No. of EV Chargers at each Charging Station	Total Number of EV chargers
					A	B	C			
1	Uttarkhand	Dehradun	8	Slow	7	1	0	Bharat AC 001 (10KW)	3	24
								Bharat DC-001 (15 KW)	1	8
			2	Fast	1	1	0	CCSII + CHAdeMO & AC Type 2 (122 KW)	2	4
Total			10		8	2	0			36

The locations for deployment of EV charging stations as per the proposal submitted by the organization are mentioned in **annexure-A**

2. The said approval to extend financial support for deployment of these EV charging stations is, however, further subject to satisfaction of following conditions;

- i. The selected organisation is required to initiate the procurement process in a time bound manner for deployment of sanctioned EV charging stations so as to ensure issue of supply order to selected supplier/bidder, on or before 30th April 2020, failing which this offer is liable to be cancelled. The Selected organization needs to follow the timelines, as detailed in Para 13 of the EoI issued by Department of Heavy Industry on 28th August 2019 failing which this offer is liable to be cancelled. Some of the important timelines to be followed by the selected organization are mentioned below:

S.No	Activity	Timeline
1	Issue of tender by shortlisted organizations for inviting bids for procurement of EV Chargers	3 weeks from issue of sanction letter by DHI
2	Finalization of bidding process & Issue of Supply order to shortlisted EV charger bidder/supplier	30 th April 2020
3	Procurement, installation and commissioning of EV chargers	9 months from issue of supply order

- ii. **As mentioned in the EOI**, the selected organization will need to deploy the approved number of EV charging stations through a transparent and competitive bidding process.
- iii. All charging stations under this scheme need to follow MoP guidelines dated 01st October 2019 and all chargers procured under this scheme need to be type approved from recognised test agencies like ARAI.
- iv. Selected organization is required to ensure that minimum 10 and 6 numbers of EVs should be charged simultaneously at each Slow and Fast Charging Station respectively as mentioned in the EoI.
- v. Department of Heavy Industry will extend the incentive as stated in para 10 of Expression of Interest subject to maximum incentive as stated in para 6 (f) and reproduced below:

Maximum demand incentive available from DHI under FAME India Scheme Phase II will be as given below:

- *Category A: 70% of the cost of EVSE*
- *Category B: 100% of the cost of EVSE*
- *Category C: 50% of the cost of EVSE*

Maximum demand incentives will be further subject to cost of EVSE benchmark price to be communicated separately for each type of charger.

- vi. Selected organization needs to strictly follow bidding mechanism as stated in Para 9 of EoI issued by the department dated 28th August 2019 in letter and spirit.
- vii. The organization is encouraged to use GeM portal for bidding purpose for procurement of EV chargers under this scheme.
- viii. Selected organization to ensure that all EV chargers which are procured under this scheme shall carry atleast 3 years of comprehensive warranty.
- ix. In case of change in the locations of EV charging stations as mentioned in **Annexure-A**, the organization shall obtain prior approval from DHI. However it does not have any bearing on the timelines mentioned in para 2 (i) of the Letter of Award (LoA).
- x. The cost of upstream electrical infrastructure, including the cost of transformer required for bringing power supply to the charging infrastructure and other cabling & civil work required have to be incurred by the organization and will not be covered as part of the incentive under the scheme.
- xi. The organization shall develop an online app to enable advance remote/online booking of charging slots by EV owners. Such real time information to EV owners should also include information regarding location, types, the number of chargers installed, cost of charging, available slots, etc. The online app would be connected to a centralized server to be developed by D/o Heavy Industry for ease of usage and monitoring purpose.
- xii. Upon placement of LoI and signing of the agreement with charger manufacturer/supplier, 1st instalment, equivalent to 20% of total



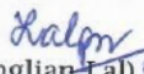
eligible incentives as per EoI, would be disbursed by the Department of Heavy Industry. Remaining instalments would be disbursed as per timeline stated in para 10 of the EoI.

xiii. The selected organization will open a separate Bank Account for FAME-Incentives to be received from DHI and also ensure the implementation of EAT Module of PFMS for reporting purpose as per the guidelines of the Department of Expenditure. The detailed guidelines for implementation of EAT Module of PFMS will be shared separately at the time of release of the first instalment.

3. It is requested to nominate a nodal officer from the respective organization for coordination with the Department of Heavy Industry on regular basis to keep track of progress of deployment of EV charging infrastructure within cities sanctioned under the FAME India Scheme Phase-II. The contact details of the nodal officer is to be submitted to the Department for all further communications.

4. This issues with approval of the competent authority.

Yours faithfully


(Thanglian Lal) 30/11/20

Under Secretary to Govt. of India

Tel.No. 23061531

Email : thanglian.lal@gov.in

CC: Municipal Commissioner, Municipal Commission, Patel Road, New Rd, near Doon Hospital, Dehradun, Uttarakhand 248001

List of locations mentioned in the proposal submitted by Dehradun Smart City Limited (DSCL) for deployment of EV charging infrastructure in the city of Dehradun

EV Charging Stations under Category A		EV Charging Stations under Category B	
Slow	Fast	Slow	Fast
1. Parking ISBT	Raipur Road - Near Blind School	Nagar Nigam remises	Secretariat Premises
2. Chakarata Road Near FRI			
3. Landsdown Chowk Parking			
4. Saharanpur Road Near Petroleum University			
5. Sudhowala Near Uttarakhand Technical University			
6. Raipur - Near Stadium			
7. Garhi Cantt			