

VISAKHAPATNAM METROPOLITAN REGION DEVELOPMENT AUTHORITY

NOTICE INVITING SEALED TENDERS

Bid Rc.No.17025/4/2024

Sub: Selection of charge point operators (CPO) for allocation of locations for setting up of electric vehicle charging stations across geographical area covered by Visakhapatnam Metropolitan Region Development Authority (VMRDA) under Revenue Share basis.

Table of Contents

1. Bid Information Sheet
2. Objective
3. Definitions
4. Scope of Work
5. Project Timelines
6. Selection Process
7. Payment Terms

1. Bid Information Sheet

Notice Inviting Tender Details Bid Document No./EC/VMRDA/VSP/CPO/01/2024-25

Sl. No.	Description	Details
1	Department Name	Visakhapatnam Metropolitan Region Development Authority
2	Office Address	Metropolitan Commissioner, 8 th floor, Udyog Bhavan Complex, Siripuram, Visakhapatnam-530003
3	Bid Number	Rev/EC/VMRDA/VSP/CPO/01/2024-25
4	Tender Subject	Selection of charge point operators(CPO) for allocation of locations for setting up of electric vehicle charging stations across Geographical Area covered by VMRDA region under Revenue share basis.
5	Period of work	Within 6 months from the date of LOA.
6	Tender Type	Sealed tender – The bidder to quote an open price (EPC type) with two stage bidding as per AP Govt. guidelines
7	Tender Category	Products
8a	ECV (Estimated Contract Value)	--
8b	Bid Security (INR)	<p>Bid Security: Rs.50,000/- (Rupees Fifty thousand only).</p> <p>As per Rule 170 of GFR 2017, Micro and Small Enterprises/ Start- ups are exempted from paying bid security provided on submission of valid documentary evidences such as MSEs/Start-up certificate from DIPP. Accordingly Bid security of Rs.50,000/- is exempted for MSEs/ Start-ups.</p> <p>For claiming this exemption, MSE must, along with their offer, provide proof of their being registered as MSE (indicating the terminal validity date of their registration) for the item tendered, with any agency mentioned in the notification of Ministry of MSME, indicated below:-</p> <p>(a) District Industries Centres; (b) Khadi and Village Industries Commission; (c) Khadi and Village Industries Board; (d) Coir Board; (e) National Small Industries Corporation; (f) Directorate of Handicraft and Handloom; (g) Ugyog Aadhar Memorandum issued by Ministry of MSE; or (h) Any other body specified by the Ministry of MSME.</p>
8c	Bid Validity	90 Days
9	Bid security-Mode of payment	In the form of MICR DD / pay order on any Nationalized/ Scheduled bank payable at Visakhapatnam drawn in favour of the Metropolitan Commissioner, VMRDA Visakhapatnam.
10	Schedule sale opening date	15.11.2024 at 10:30Hrs.
11	Last Date & Time for Receipt / clarification of queries	24.11.2024 at 17:00 HRS.

12	Schedule sale closing date	28.11.2024 at 15:00 Hrs.
13	Bid submission closing date	28.11.2024 at 17:00 Hrs.
14	Pre-Qualification & Technical bid opening date	29.11.2024 at 17:00 Hrs.
15	Price bid opening date (financial bid stage)	03.12.2024 at 16:00 Hrs.
16	Place of Tender opening	8 th Floor , VMRDA, Udyog Bhavan Complex, Visakhapatnam
17	Officer inviting bids	Metropolitan Commissioner
18	Address &Email.Id	Metropolitan Commissioner, 8 th floor, Udyog Bhavan Complex, Siripuram, Visakhapatnam-530003 E-mail mcvmrda@gmail.com
19	Contact details	+91-6309911119 (Mobile)
20	Procedure for bid submission	<ul style="list-style-type: none"> • Bidders shall visit https://vmrda.gov.in to view the details of the tender and time schedule of the above works. • The bidders who are desirous of participating in sealed tender shall obtain the application form either from VMRDA website or from the Revenue Section of VMRDA Office (8th Floor), And shall pay application fee of ₹1,000/- each in the form of challan from Indian Overseas Bank (VUDA Branch) Siripuram and EMD of ₹50,000/- by way of DD in the name of The Metropolitan Commissioner, VMRDA each along with the application the filled application form, challan, D.D.s shall be submitted in the VMRDA office (8th floor).
21	Procedure for bid submission	To the Metropolitan Commissioner, VMRDA. If any of the certificates, documents, etc, furnished by the tender are found to be false/fabricated/bogus, the bidder will be disqualified, blacklisted, action will be initiated as deemed fit and the bid security will be forfeited.
22	Rights reserved with the department	VMRDA reserves the right to accept or reject any or all of the sealed tenders received without assigning any reasons therefore. The VMRDA also reserves the right to split the tender and place contract on more than one bidder at its discretion.
23	General Terms and Conditions	As per tender documents.

Metropolitan Commissioner
VMRDA, Visakhapatnam

**VISAKHAPATNAM METROPOLITAN REGION DEVELOPMENT
AUTHORITY: VISAKHAPATNAM
8th Floor, Udhyog Bhavan Complex, Siripuram Junction, Visakhapatnam**

Sealed Tender Notice

VMRDA is opting for sealed tendering from the eligible bidders for selection of Charge Point Operators (CPO) for allocation of vacant lands for setting up of Electric Vehicle Charging Stations under the jurisdiction of VMRDA on Revenue share basis.

.No	Name of the location	DIVISION	Name of the Location	Extent	Latitude	Longitude
1	Visakhapatnam Urban	Dwarakanagar,	Opp. to cemetery side Central park, Jail road Dwaraka nagar, Visakhapatnam	11169 Sft	17.72191	83.30736
2		Dwarakanagar,	Opp. to LIC Building Central park, Jail road Dwaraka nagar, Visakhapatnam	10697 Sft	17.72296	83.30367
3		Rednam Gardens,	Opp. to Women's College, Central park, Rednam gardens, Visakhapatnam	11469 Sft	17.72011	83.30663
4		Siripuram,	Car parking area Gurajada Kalakshetram, Siripuram, Visakhapatnam	300 Sq.yds	17.72128	83.31817
5		Jodugullpalem	Parking lot opp. To Tenneti Park	600 Sft	17°44'53.6	83°20'56.7
6.		MVP Colony	MVP new Sopping Complex	600 Sft	17°44'32.7	83°20'18.

Metropolitan Commissioner
VMRDA, Visakhapatnam

2. Objective

Growing concerns around GHG emissions, dependency on crude oil import, urbanization and population are external drivers propelling the transition from conventional mobility to electric mobility. The transition to electric mobility is a promising global strategy for decarbonising the transport sector. India is among the few of countries that support the global EV30@30 campaign, which targets to have at least 30% new vehicle sales be electric by 2030. This will in turn be an essential step towards achieving India's nationally determined contributions (NDCs) and net-zero emissions.

India's e-mobility industry is observing a phase of rapid growth and transformative action. In 2022, over 1 million EV's were sold in India across all segments (2W, 3W, 4W etc) accounting for 5% of total vehicle sales¹. This is generally considered as a tipping point, i.e., it signals the start of mass adoption of emerging technologies. This growth has come on the back of an increasingly facilitative policy and regulatory environment both at the central and state levels. At the subnational level, 24 states and Union Territories (UTs) of India have notified their EV policies which focus on areas such as the provision of demand incentives for the purchase of EVs, subsidies for the enhancement of charging infrastructure, among others, India's EV market is expected to grow at an impressive compound annual growth rate (CAGR) of 49% from 2022 to 2030. India is taking rapid strides towards achieving its target of 30% EV market share by 2030.²

Having surpassed the tipping point in EV penetration, India is gearing up for the next wave of reforms. The central and state governments have recognized the need to develop an extensive network of public charging infrastructure to catalyze large scale adoption of EVs.

To meet the charging demand for the increasing number of electric vehicles predominantly to address the problem of "Range anxiety" deployment of EV Public charging stations (PCS) is becoming inevitable. Department of Heavy Industries (DHI), Ministry of Heavy Industries and Public Enterprises under its Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME – India) Scheme, sanctioned 2,877 public EV charging stations across 68 cities and sanctioned 1,576 public EV charging stations across 25 major highways/expressways in India. Apart from this several government/private charge point operators (CPO) are also installing public EV charging stations on their own. With large scale adoption of EVs, the number of charging stations is certainly going to increase.

To promote the electrical vehicle adoption, Government of Andhra Pradesh has come up with "AP Electrical Vehicle Policy 2018" wherein it has announced several incentives and targets for prospering the EV ecosystem.

In this context, VMRDA is inviting requests for proposals from competent bidders to set up electric Vehicle public charging stations (PCS) across its designated substations under Revenue share basis.

3. Definitions

SNA: State Nodal Agency

VMRDA: Visakhapatnam Metropolitan Region Development Authority

CPO: Charge Point Operators.

Selected Agency: Bidders who has been selected as charge point operators for installation, commissioning, operating, and maintaining of Electrical Vehicle public charging stations (PCS) for the locations provided by VMRDA for the operational period as mentioned in the relevant section.

Electric Vehicle Supply Equipment (EVSE) : Electric Vehicle Supply Equipment (EVSE) is equipment or a combination of equipment, which provides dedicated functions of supplying electric energy, from a fixed electrical installation or supply network to an EV for the purposed of battery charging.

Public Charges stations (PCS): Consists of EVSE, associated electrical infrastructure, space for parking (with clearance), ingress/egress for vehicles and has open (unrestricted) access for the public. Additionally, PCS must not have any usage restrictions for any EV user.

Moderate/Fast charger: A moderate / fast charger rating will follow the rating as defined in revised guidelines and standards issued by ministry of power, Govt. of India. Vide ref.No.12/2/2018-EV (Comp No.244347) Dated: 14th January 2022.

Testing of EV Chargers: Electric Vehicle supply equipment (EVSE) should have been type tested by and agency /lab accredited by National Accreditation Board for testing and calibration Laboratories (NABL) from time to time. And also, these electric vehicle supply equipment should be as per Indian standards for EV charging notified by Bureau of Indian Standards (BIS) on 01.11.2021 and which is also mentioned in revised guidelines and standards issued by Ministry of Power, Govt. of India. Vide ref.No.12/2/2018-EV (Comp No.244347) dated: 14th January 2022 at (Annexure-III). The Electric Vehicle supply equipment (EVSE) to be installed by the charge point operators (CPO).

Downtime: Refers to the time duration when EV charger is non-operational due to disruption in power supply or disruption in IT service (server-side error) or both. In this context, the charge point operators have to ensure that the downtime cannot be more than (5s5) except non-operational due to disruption in power supply or disruption in IT service (server-side error) or both.

Monthly Uptime Percentage: means the total number of minute in a calendar month minus the number of minutes of Downtime suffered in a calendar month, divided by the total number of minutes in a calendar month.

Electrical Tariff: Refers to the cost of electricity as charged by the DISCOMs to the charge point operators.

Cost of Services: Refers to the total cost charged by the charge point operator on per kWh basis for the purpose of charging the electric vehicle battery. Cost of service is the fee, including electricity tariff, time-based penalty, and excluding GST which is charged extra as applicable from time to time, for charging an EV at a PCS irrespective of the charging criteria (per unit or as per subscription plan)

Operationalization: Means that EV user has unrestricted access to the charging station and can charge their vehicles.

Operating Time: Means the period during which charging can be carried out at a charging station

Site Locations: Refers to Locations mentioned in Annexure-1

Time based penalty: Refers to the penalty charged from an EV user for keeping the vehicle plugged beyond EV charging time without connected to a charger. The penalty is optional and can be levied by the CPO with the consent of VMRDA to discourage the EV user from occupying the charger for longer periods of time than required and thereby denying the opportunity for other EV users to charge their vehicles.

Operational period: 10 years initially unless terminated earlier or extended further.

4. Scope of Work

The purpose is to select the charge point operators(CPO) for allocation of Locations for setting up of Electric vehicle charging stations across Geographical Area covered by VMRDA under Revenue share basis as per the description of work stated below:

4.1 Responsibility of Selected bidder /CPO:

- a) Selected CPO shall be responsible for Survey, installation, commissioning and operation & maintenance of EV charging station (Fast) and related infrastructure at locations provided by VMRDA. The maximum time for completion of the installation and commissioning of all charging stations shall be 6 months from the date of site handing over from the VMRDA.
- b) Selected CPO shall procure, install, and commission at least one 30kW single gun CCS-2 type fast charger (mandatory) and any other DC or AC, Fast or Slow EV chargers which are ARAI/ICAT tested and certified with their own source of funds and operate these charging stations for the operating period described above. When there is a case of tie between 2 or more technically qualified bidders with same financial bid, the bidder who proposes more number of DC fast chargers will be given preference in selection. The successful bidder may install the number of chargers subjected to the availability of land at the proposed substation.
- c) The Successful CPO shall also be responsible for Operations, Maintenance, Security & Insurance including 3rd party liability insurance (Covering bodily

injury or death suffered by third parties including VMRDA personnel and loss of or damage to property occurring in connection with supply, installation and during operation of the facilities) of all charging stations allotted to them for the value mutually agreed by the Selected CPO and VMRDA.

d) The selected CPO is responsible for obtaining new Electrical supply connection from DISCOM under II-C category for the allotted charging stations. However, VMRDA extends its required assistance in prioritizing processing the applications as per SOP timelines. All costs pertaining to obtaining new connection to be borne by the selected bidder.

e) Payment of electricity bills of charging stations will be the responsibility of selected CPO.

f) For the entire operational period, essential services may be provided by the Selected CPO with the consent from VMRDA, but not mandatory (Essential services constitute but not limited to toilets, drinking water, dustbins, food court/refreshment stalls etc. as per the feasibility of the site).

g) Electrical earthing for charging units as per the standards and specifications of Ministry of power, DISCOMs, NREDCAP or any other related departments.

h) Participating bidders may undertake locational assessment of the published substations prior to participating in the tender.

i) The selected CPO shall also be responsible for construction of civil works including foundation for placing of charging units as per the relevant standards and specifications, construction of compound wall, laying & maintaining the concrete paving or providing paver blocks including the beautification & marking, entry gate arrangement etc. at charging stations.

j) Payment system for end consumer gateway as per standard guidelines is in the scope of selected CPO.

k) Central Management System is in selected bidder's scope.

l) Paint jobs required for charging stations as per colour code decided by concerned department.

m) Canopy if required for charging units, barricading, and demarking EV charging slots.

n) CPO must adhere to safety provisions for charging stations laid down by CEA.

o) The Selected CPO shall submit the details of sales (data/log details of chargers' utilization) happened from the respective charging stations on fortnight basis to finalize and confirm the revenue share income to VMRDA.

p) No additional commercial activity at the premises will be allowed. If required, written permission for the same would need to be sought from VMRDA after settling the commercial terms.

q) Selected CPO shall not be allowed to sale the rights to any other person or entity without the approval of VMRDA. In this regard the decision of VMRDA is final.

r) All the project and statutory related approvals are in the scope of Selected CPOs only.

s) Location assessment will be responsibility of Selected CPO only. Factors on which location assessment would depend are as follows:

- Availability of sufficient space for parking different vehicle segment (ex: 2W, 3W,
- 4W, Electric Buses)
- Civil works (site levelling, entry gate arrangement, etc.) assessment
- Feasibility for upstream electrical infrastructure
- Ease of access to power connection within limited time as per MoP guidelines
- Availability of populated areas like marketplaces, restaurants etc. nearby
- Average time spent by vehicle owners at a particular location. For example: where Vehicle users prefer to stay for longer duration, charging hub can be installed. However, fast chargers may be required at a location where vehicle users stay for a short duration

t) The project is intended for an operational period of 10 years. Successful CPO shall have the right to use the allotted locations land for 10 years from the date of signing the agreement. Post 10 years, Successful bidder shall handover the site back to VMRDA. However, based on the charger's life, locations lease can be extended beyond 10 years as decided by VMRDA

u) Maintain charging units and related infrastructure in a manner that does not cause any physical restriction of any kind on other stakeholder assets

v) Create awareness on public charging stations among general people

4.2 Responsibility of VMRDA

a) VMRDA to provide land for installation of public EV charging stations across its identified substations. Size of the allocated land in each substation shall be sufficient to establish 2 bays for charging e-cars (2.5m x 5m each), waiting area for 2 more e-cars, land for Installation of one 11 kV pole or plinth mounted DT and sufficient place for vehicle circulation.

b) VMRDA will sign the Revenue Sharing Agreement with successful CPO as per the Terms and conditions accordingly

c) VMRDA shall provide alternate new location in case of unavailability of the proposed location by any reasons pertaining to VMRDA and/or unavailability of a site after signing the contract

d) If the successful bidder fails to complete the work allotted in the stipulated time, the security deposit will be forfeited and VMRDA reserve the right to allot to next CPO or as decided by VMRDA without assigning any reason and the decision of VMRDA. in this regard is final

e) Create awareness on public charging stations among general people

4.3 Project Site

- VMRDA hereby undertakes to handover to the selected CPOs physical possession of the location (for charging station) free from encumbrance together with the necessary right of way leaves for the purpose of implementing the Project but subject to the rights of VMRDA. The proposed sites shall be handed over to the successful HI bidder as mentioned at section 6 of this document
- The CPO shall commence the project work within 15 days from the date of signing Agreement and the handing over of sites, and complete the project as per the timeline specified in Clause 5.
- VMRDA, on confirming that upon the locations being handed over pursuant to the preceding para, the successful CPO shall have the right to enter upon, occupy and use the locations and to make at CPO's costs, charges and expenses such development and improvements in the Project Site as may be necessary or appropriate to implement the Project and to provide the Project Facility subject to and in accordance with the provisions of Drawing/ or as directed by VMRDA& as per this Agreement. The successful CPOs shall not without prior written consent or approval from VMRDA use the Project Site for any purpose other than for the purposes of the Project/the Project Facility
- Selected CPOs must share to VMRDA a revenue share of quoted price plus applicable GST to VMRDA for the land provided. CPOs must share the revenue for any additional infrastructure/services provided by VMRDA, or as decided by VMRDA from time to time

4.4 Public Charging Infrastructure - Mandates

- Each location should have a Fast Charger mandatorily as decided by VMRDA. However, if the allotted location is capable of accommodating a greater number of EV DC Fast Chargers, VMRDA will mandate the required number of additional DC Fast Chargers and the Selected CPOs has to install the same
- The installed chargers should meet the standards defined as per Ministry of Power (MoP) Notification vide No 12/2/2018-EV dated 14th January 2022 titled "Charging infrastructure for Electric Vehicles Revised Guidelines and Standards" or as mandated by VMRDA keeping in view of the occupancy from time to time.
- The service charge on fast chargers may be revised, if necessary, on year-on-year basis to account for inflation and increase in Electricity Tariff from DISCOM.

- The failure to operationalize the mandates will lead to weekly penalty mentioned at relevant section
- EV Public Charging Stations should be made operational only after requisite Project & Statutory clearances as applicable are obtained, and with subsequent approval of VMRDA to start the operations.
- The successful CPOs should provide the linkage to any external or its own EV application mandatorily to enable operation/advance remote/online booking of charging slots by EV owners.
- All Electric Vehicle Supply Equipment (EVSE) should have been type tested ARAI/ICAT for testing and Calibration from time to time. And also, these Electric Vehicle Supply Equipment should be as per Indian standards for EV charging notified by Bureau of Indian Standards (BIS) on 01.11.2021 and which is also mentioned in revised guidelines and standards issued by Ministry of Power, Govt of India. Vide ref. No.12/2/2018-EV (Comp No.244347) Dated: 14th January 2022 The Electric Vehicle Supply Equipment (EVSE) to be installed by the Charge Point Operators (CPO)

4.5 Charging Station Functionalities

The agency must ensure the following:

- a) Charging station must support at least the following functionalities for EV users:
 - Location of charging station (Address of the charging station along with the GPS coordinates)
 - Charging station operating hours
 - Type of chargers (Slow/Moderate/Fast)
 - Availability of slots at charging station (Whether the EVSE is connected to an EV or not)
 - Waiting time and option for booking a slot in case of congestion (Whether the charger is available or booked for particular slots)
 - Cost to the consumer for all types of chargers
 - Authentication methods available (at least two methods: app-based and RFID cards)
 - Option to lodge a complaint for non-functioning charging station/charger
 - Payment methods available (Mobile applications, RFID cards, Contactless payment methods such as debit cards, credit cards, and UPI)
 - The EV user must be able to access these services through any popular mobile application or CPO's own application including the ability to make payment through the mobile Application.
- b) **Communication Requirements:**
 - **Digital Communication Between the EVSE and the EV-**
 - For AC/DC charging, the digital communication as described in IEC 61851-24 must be provided to allow the EV to control the EV supply equipment

- **Digital Communication between the EVSE and the Charger Management System-**
- The communication between any charger and the charger management system of the bidder must mandatorily use the communication protocol Open Charge Point Protocol (OCPP) - version 1.6 or higher, compatible with OCPP 1.6 or Open Charge Point interface (OCPI) - version 2.0 or higher, compatible with OCPI 2.0 or IEC 61850-90-8
- The interface between the charger and successful bidder/s must be reliable internet connectivity (Ethernet, 4G/5G). Telecommunication network or telecommunication port of the EV supply equipment, connected to the telecommunication network, must comply with the requirements for connection to telecommunication networks according to 6 of IS 13252 (Part 1): 2010,
- All the Chargers shall be made live on VMRDA's EV charging mobile platform, however VMRDA shall give OCPI access through APIs to the bidder for making the chargers live on bidder's app, if any.
- Selected CPO should furnish access (view rights) of the CPO'S EV application to VMRDA for the entire agreement period.
- **Digital Communication between the Charger Management System and the VMRDA-** The communication between EVSE and VMRDA shall be Open Smart Charging Protocol (OSCP) 1.0 or (Open ADR + IEEE 2030.5) or IEC 61850-90-8
- Protocol or higher version of these protocols as and when notified by VMRDA. The Agency must have provision for the data to be made available for the VMRDA or any agency as and when notified by VMRDA
- **Digital Communication between different Charging Stations:**

The Agency shall make provision for communication with other Charging Stations if required or as and when notified by VMRDA. The communication between the two Charging Stations shall be either Open Charge Point Interface (OCPI) 2.1 protocol or Open Clearing House Protocol (OCHP) direct 0.2 or higher version of these protocols as and when released.

- c) The Bidder must make provision that the following information would be made available to DISCOM/VMRDA on a regular basis
- Peak hours of EV charging
 - Real-time power consumption from charging from each charge point (using smart meters)
 - Session - Start & Stop for each charger (Timings & Duration)
 - Instantaneous current flow to EV
 - Instantaneous AC RMS supply voltage
 - Instantaneous active power imported by EV (Work)
 - Instantaneous reactive power imported by EV (KVA or KVAH)
 - Instantaneous power factor of total energy flow
 - Charger ID
 - Location (GPS coordinates)

- Emergency Stop (along with reasons), if any
- Frequency of any voltage fluctuation issue
- Tariff charged from consumer

4.6 Information to be submitted to open Database:

The licensee must make provision that the following information would be made available to the open database managed by VMRDA

Station level data:

- 1) Name of the charging station
- 2) Location (latitude, longitude)
- 3) Modes of payment accepted
- 4) Advance booking availability with available slots
- 5) Operating hours and days
- 6) Operating status (operational or non-operational)

Charging unit level data

- 1) Charging unit ID
- 2) Type of charging gun along with quantity of each and the capacity of each charging gun
- 3) Operating status (Connected or Available or Out of Service)
- 4) Maintenance alerts
- 5) Usage statistics-timestamps of charging usage
- 6) Power consumption- Separately for each charging point

4.7 Safety Norms

All EV PCS should be incorporated with suitable protection and monitoring devices for safe and reliable operation of charging stations. All PCS must follow the following safety norms:

- 1) Safety provisions for charging stations, CEA (Technical Standards for Connectivity of Distributed Generation Sources) Regulations, 2019
- 2) Bidder shall keep the records to an extent that the PCS installation have been carried out and maintained in accordance with safety norms as per the relevant CEA Regulation & manufacturer's installation and maintenance instructions
- 3) All safety standards must be followed as mentioned in CEA guidelines dated 28 June 2019 and subsequent amendments
- 4) Protection against the overload of the charging supply and incoming supply fittings must be provided

5) The bidder must ensure that the licensed space for PCS must not be misused due to actions such as intentional / unintentional blocking of parking space by vehicles which are not being charged

4.8 Billing and payment requirements

a) Metering

1) Smart metering as per Indian standards must be ensured for power consumption by EV chargers at the EV charging station

2) Separate metering must be ensured by the bidder for other associated purposes such as office of EV Charging station, public amenities, consumption of other equipment etc.

b) Billing

3) Billing must be as per service charge

4) The EV user must be provided with a bill stating the cost distribution & electricity consumption with charging time

c) Payment

5) BHIM, UPI, NFC, RFID and mobile wallet/mobile app based compliant mobile application payment

6) The payment towards service charges rendered at the Charging Stations will be collected to CPO account through mobile application and the amounts liable to be paid to VMRDA shall be settled and paid Monthly.

5. Project Timelines

Total duration for the project shall be 06 (Six) months. Project milestones are as under.

Sl. No	Activity	Timeline
1	Location occupied by successful bidders	Within 2 weeks, after assign the work and signing the agreement with VMRDA
2	Site Clearance/Security and applying of Electrical Connection	Within 1 week, alter Handing over of locations from VMRDA
3	Placement of Purchase order for procurement of EV Chargers	Within 2 weeks
4	Install and Commission the charging station with required approvals	Within 17 weeks, after occupying the location (detail schedule to be enclosed)
5	Handover the request letter for completion certificate from VMRDA	Within 1 week, after installing the charging stations
6	Approval from the VMRDA	Within 1 week

Note: The successful bidder needs to submit all the proofs to VMRDA from time to time

6. Selection Process

6.1 Refer below Enclosure 1

As part of the technical bid, the bidder needs to meet the below listed Technical and Financial Criteria requirements:

S. No.	Criteria		Total Marks: 100			
	Financial and Technical Experience	Level	Score	Bidder's Response	VMRDA Response (to be filled by VMRDA only)	Max Score
1.	Financial Experience					
A.	Annual turnover average of last Five preceding financial years i.e., 2019-20, 2020-21, 2021-22 & 2022-23	Up to 2 Crore	3			10
		Between 2 crores to 5 crores	5			
		More than 5 crores	10			
B.	Annual turnover by Charging station business only in last 3 financial years commissioning (installing, commissioning & operation) 2020-21, 2021-22 & 2022-23	Up to 1 Crore	5			10
		Between 1 crores to 3 crores	7			
		More than 3 crores	10			
C.	No. of locations, where charging station have been installed based on revenue sharing with landowner (need with the type of Chargers installed in specific number-List to be enclosed as proof)	1 to 10 no.	5			15
		10-30 no.	10			
		Above 30 no.	15			
2.	Technical Experience					
A	Experience of electrical work - Class A Contractor or outdoor advertising works along with electrical work installation projects	1 - 5 years	3			10
		6 - 10 years	7			
		Above 10 years	10			
B	No. of Projects completed (w.r.t. Point 2.A) in last 5 years	5 - 10 no's.	3			10
		11-20 no's.	7			
		Above 20 no's	10			
C	Experience in installation of charging stations (fast & slow)	Up to 1 year	3			10
		Above 1 year to 2 years	7			
		Above 2years	10			
D	No. of Projects completed (w.r.t. 2.C) in last 3 years	1-5 no's	3			10
		6-10 no's	7			
		More than 10 no's	10			
E	Experience in operation & maintenance of charging stations for a minimum period of at least one year (No. of charging stations)	1-10 no.	3			10
		11-20 no.	7			
		Above 20 no.	10			
F	Should have know-how of information technology, online platform etc. and should have trained IT manpower and IT infrastructure facilities	Up to 1 year	3			10
		1 to 2 years	7			
		Above 2 years	10			
G	CPO/CPD who have already		5			5

	empanelled with NERDCAP					
	Total Score					100

- The documentary evidence submitted by the bidder as part of technical and financial eligibility criteria shall be evaluated for Technical Bid
- The Bidders who achieve at least sixty (60) marks in the technical score out of 100 marks will be considered for evaluation of financial bids

6.2 Financial bid evaluation

- CPOs/ bidders who qualified in technical evaluation shall be considered for financial bid evaluation
- Bidders have to quote their financial bids over and above the basic per unit revenue sharing amount set by the VMRDA i.e., Rs.1 per kWh
- The bidder (H1) who quotes maximum revenue sharing with VMRDA over and above the basic per unit revenue sharing amount plus GST will be the successful bidder

6.3 Locations Allotment Procedure adapted by VMRDA

The Locations will be allotted as per below procedure:

- a.
 - a) The bidder who quotes maximum revenue sharing with VMRDA over and above base fixed Fee of Rs.1.00/kWh plus GST (H1) shall choose notified locations of their choice within 3 business days from communication of bid results.
 - b) After completion of locations selection by H1 bidder, the second highest revenue sharing bidder (H2), upon matching the H1 bidder's price, shall choose leftover locations of their choice from the list of remaining locations within 2 business days from H1 bidder's locations selection.
 - c) After completion of locations selection by H2 bidder, the third highest revenue sharing bidder (H3), upon matching the H1 bidder's price, shall choose leftover locations of their choice from the list of remaining locations within 1 business day from H2 bidder's locations selection.
 - d) VMRDA reserves the right to cancel the tender/ withdraw this invitation to bids in case of no participation of bidders or dissatisfied with the quotes received or for any other reason
- b. The selected bidder will have to give the acceptance within 3 working days from the date of confirmation.
 - The decision of VMRDA in this regard is final and reserves the right to accept or reject the bids without assigning any reason.
 - VMRDA reserves the right to reject any bid which is non-responsive and no request for alteration, modification, substitution or withdrawal shall be entertained by the VMRDA in respect of such proposals.

7. Payment Terms

7.1 Revenue Sharing

- a) The Selected CPOs will sign a contract with VMRDA detailing the payment terms. The revenue sharing shall be passed on to the VMRDA. As per the provisions of agreement all the disputes regarding land related matters shall be resolved mutually between the VMRDA and the bidding agency.
- b) Selected CPOs must share the revenue of quoted amount in Rs. /kWh Plus applicable GST to VMRDA share for the land provided. CPOs must share the revenue for any additional infrastructure/services provided by VMRDA or as decided by VMRDA from time to time
- c) The successful bidder has to pay a Security Deposit at Rs.50,000 per Location irrespective of the number of charges installed
- d) All the rates quoted above are to be considered as excluding applicable taxes.
- e) Any revenue generated from advertisements shall be shared between VMRDA and selected bidder in the ratio of 75:25 respectively

7.2 Penalty

In case of any delay in the execution of the order beyond the stipulated date of schedule/completion period including any extension permitted in writing by VMRDA, VMRDA reserves right to recover from the Contractor by a way of demand notice a penalty at the rate of INR 15,000 for each site per week up to a maximum of INR 2,00,000/- for locations allotted which can accommodate only 2 Chargers (DC Fast). The penalty charged from an EV user for keeping the vehicle plugged beyond EV charging time without connected to a charger. The penalty is optional and can be levied by the CPO with the consent of VMRDA to discourage the EV user from occupying the charger for longer periods of time than required and thereby denying the opportunity for other EV users to charge their vehicles.

7.3 Service Level Obligations:

- i. The successful bidder must ensure a Monthly Uptime Percentage of 98% (excluding for power failure related downtime and scheduled downtime) which means that charging services should be operational and available to the EV users at least 98% of the time in any calendar month
- ii. Faulty charging equipment should be repaired and/or replaced within 24 hours of the complaint
- iii. The successful bidder should take corrective actions for all discrepancies, violations, or deficiencies within 15 working days
- iv. The successful bidder must replace malfunctioning firmware as well as provide any additional feature request at no extra cost
- v. The successful bidder should provide system availability and response time report upon request by VMRDA and or any authorized/designated institution

7.4 Dispute resolution and Exit management:

vi. Termination, dispute resolution, and exit management terms and conditions will be as per Agreement entered between VMRDA and the successful CPO

SIGNATURE OF AUTHORISED

SIGNATORY BUSINESS ADDRESS

COMPANY SEAL/STAMP DATE

ANNEXURE-1

Below are the list of proposed locations/substations where PCS is to be established by selected CPOS for Coordinates and Contacts - Refer below enclosure 2:

S.No	Name of the location	DIVISION	Name of the Location	Extent	Latitude	Longitude
1	Visakhapatnam Urban	Dwaraka nagar,	Opp. to cemetery side Central park, Jail road Dwaraka nagar, Visakhapatnam	11169 Sft	17.72191	83.30736
2		Dwaraka nagar,	Opp. to LIC Building Central park, Jail road Dwaraka nagar, Visakhapatnam	10697 Sft	17.72296	83.30367
3		Rednam gardens,	Opp. to Women's College, Central park, Rednam gardens, Visakhapatnam	11469 Sft	17.72011	83.30663
4		Siripuram,	Car parking area Gurajada Kalakshetram, Siripuram, Visakhapatnam	300 Sq.yard	17.72128	83.31817
5		Jodugullpalem	Parking lot opp. To Tenneti Park	600 Sft	17°44'53.6	83°20'56.7
6.		MVP Colony	MVP new Sopping Complex	600 Sft	17°44'32.7	83°20'18.3

PRICE BID:

Name of the work: Selection of Charge Point Operators (CPO) for allocation of Locations for Setting up of Electric Vehicle Charging Stations across Geographical Area covered by Eastern Power Distribution Corporation of Andhra Pradesh Ltd (VMRDA.) under Revenue Share basis in Five Circles of VMRDA

S.NO	NAME OF THE LOCATION/ SUBSTATION	CIRCLE/POINT	Revenue sharing price per KWH
1			
2			
3			
4			
5			
6			
		Bid Price	