
**Selection of Charge Point Operators (CPO) among
empanelled CPOs for allocation of Locations for Setting
up of Electric vehicle charging stations across
Telangana State under PPP Model**

Expression of Interest

Last Date of Submission:

| | |
|---|-------------------|
| For Group A Locations (Surveyed & Agreement Entered by TSREDCO with LPA) | 02/06/2023 |
| For Group B Locations (To be Surveyed & Agreement to be Entered by TSREDCO with LOA) | 28/06/2023 |



Telangana State Renewable Energy Development Corporation Ltd., - TSREDCO
(A State Government Company)

**Regd. Office Cum Corporate Office: D.No. 6-2-910, Visvesvaraya Bhavan
The Institution of Engineers Building, Khairatabad, Hyderabad - 500 004. Telangana
State, India**

Tel Nos. 040 - 2320 1502, 2320 1503, Fax No. 040 - 2320 1504

Email: pdprojects@tsredco.telangana.gov.in, pdprojects@tsredco.telangana.gov.in

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1. BID Information Sheet

| | | |
|------|--|--|
| 1.0 | EOI No. | TSREDCO/EVI/68/Installation of EVCS/2023-24. Dated: 22.05.2023 |
| 2.0 | Name of the work | Selection of Charge Point Operators (CPO) among empanelled CPOs for allocation of Locations for Setting up of Electric vehicle charging stations across Telangana State under PPP Model |
| 3.0 | Type of tender | Sealed tender through offline to TSREDCO Head Office |
| 4.0 | Bid Document Fee | (Rs. 10,000/- + 18% GST) to be paid Online from any Scheduled Bank to M/s TSREDCO, Account no: 09540100026192, Bank of Baroda, Khairathabad, Hyderabad) IFSC Code: BARB0KHAIRA (fifth character is 0 'zero'). The copy of acknowledgement is to be submitted to TSREDCO. |
| 6.0 | Security Deposit (SD) | Security Deport at Rs 50,000 (Per Location for 2 chargers). This Security Deposit amount shall be paid Online from any Nationalized Bank/Scheduled Bank to M/s TSREDCO, Account no: 09540100026192, Bank of Baroda, Khairathabad, Hyderabad) IFSC Code: BARB0KHAIRA (fifth character is 0 'zero'. The copy of acknowledgement is to be submitted to TSREDCO. No interest shall be paid by TSREDCO on the amount of Performance Security deposit. |
| 7.0 | Validity of Bids | Bids shall be valid for 90 (Ninety) Days from the date of opening of technical bids. |
| 8.0 | Calendar of Events | |
| 8.1 | Availability of documents in website | 22.05.2023 from 17:00Hrs |
| 8.2 | Last Date & Time for Receipt/clarification of queries from Group A | 01.06.2023 upto 17:00Hrs |
| 8.3 | Last Date & Time for receipt of tenders for Group A | 02.06.2023 upto 17:00 Hrs |
| 8.4 | Last Date & Time for Receipt/clarification of queries from Group B | 22.06.2023 Up to 15:00hrs |
| 8.5 | Last Date & Time for receipt of tenders for Group B | 28.06.2023 Up to 15:00hrs |
| 9.0 | Currency | Indian National Rupees only (INR) |
| 10.0 | Schedule of requirements | As mentioned in the EOI |
| 11.0 | General Terms and Conditions | Enclosed herewith in EOI |
| 12.0 | Scope of the work | Enclosed herewith in EOI |
| 13.0 | Contact person (Technical) | Project Director (EV), TSREDCO, Hyderabad. |

2. Objective

India is among the fastest growing countries in transportation sector with one of the lowest motorization rates in the world (22 cars per 1,000 people). From 2011 to 2020, India's domestic vehicle sale (2W, 3W, Passenger Vehicle, Commercial Vehicle) has grown at ~4% CAGR¹.

Road transportation industry is among the highest consumers of natural gas and high-speed diesel in India. During FY19, only 12% of overall crude oil demand and 64% of natural gas demand was met from domestic production and balance was met through imports. The import dependency of India on crude oil has been increased from 84% in FY13 to 88% in FY19². International crude oil prices have had significant impact on India's current account balance because of imports. To avoid import dependency, India needs to move away from conventional vehicle technology.

Transportation, however, has contributed significantly to India's overall GHG emission also. During year 2016, transport sector contributed to 270.6 MT CO₂e of GHG emission, third highest, only after power industry and industrial manufacturing. Within transportation, road transport has been the highest contributor to the GHG emission. India was ranked 5th in World's most polluted countries in 2019. 6 of the World's 10 most polluted cities were in India in 2019. Thus, adopting sustainable mode of transportation like use of Electric Vehicles (EVs) will be very much beneficial for India for a healthier environment and also saving import bills.

To promote and encourage people to adopt zero emission EVs, Central Government have launched several schemes to achieve sustainable transportation goals. Ministry of Power, Government of India, launched "GO ELECTRIC" Campaign with the objective of creating awareness among masses on benefits of adopting Electric Vehicles (EVs). This initiative is intended to encourage consumers to switch over to EVs thereby, reducing dependency of our country on imported fuel.

Department of Heavy Industries (DHI), Ministry of Heavy Industries & 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 CPO's 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.

Department of Heavy Industries (DHI), Ministry of Heavy Industries & Public Enterprises under its Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME-

¹ https://niti.gov.in/sites/default/files/2021-04/FullReport_Status_quo_analysis_of_various_segments_of_electric_mobility-compressed.pdf

² https://niti.gov.in/sites/default/files/2021-04/FullReport_Status_quo_analysis_of_various_segments_of_electric_mobility-compressed.pdf

India) Scheme has sanctioned 2,877 public EV charging stations across 68 cities and is also in the process of sanctioning public EV charging stations across 25 major highways / express ways in India to enhance the outlook of EVs among masses and accelerate their adoption in the country. Apart from this, several government/private CPO's 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 address the perception of range anxiety among the consumers.

In order to promote the Electric Vehicles and its eco system in the State of Telangana, Govt of Telangana has issued Telangana State Electric Vehicle and Energy Storage Systems 2020-2030 policy vide G.O MS No.12 Dated: 29.10.2020 and entrusted the responsibility for installation of Electric Vehicle Public Charging Stations in all Public locations under PPP model. Accordingly TSREDCO has decided to install 600 no. of Electric Vehicle Charging Stations across the state in all the public places like oil companies retail outlets, municipal parking places, on all highways (State & National) etc. The Charging Stations in the urban areas will be setup in 3 km by 3 km span and in the highways in 25 km by 25 km span on both sides of the highways 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

In the above context, for large scale EV adoption enhancing the charging infrastructure network is necessary. Thus, it is proposed to empanel CPO's with TSREDCO for installation of public charging stations across Telangana State.

3. Definitions

SNA: State Nodal Agency

TSREDCO: Telangana State Renewable Energy Development Corporation Ltd

CPO: Charge Point Operators

Selected agency: Bidders who has been Selected as charge point operators for installation, commissioning, operating and maintaining of Electric Vehicle Public Charging Stations (PCS) for the locations provided by TSREDCO 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 purpose of battery charging.

Public Charging 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 restriction for any EV user.

Slow Charger: A slow 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

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 has to ensure that the downtime cannot be more than 5% 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 minutes 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.

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

Cost of Service: 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 have unrestricted access to the charging station and are able to 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 [I] & Annexure-[II]**

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 TSREDCO 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.

LPA : Land Provided by various Government agencies

4. Scope of Work

The purpose is to Select the Charge Pont Operators (hereafter referred as CPO's) among CPOs empanelled with TSREDCO for installation, commissioning, and operation of EV charging stations at locations provided by TSREDCO on Public Private Partnership (PPP) model as per the description of work stated below:

- a) Selected CPOs shall be responsible for Survey, installation, commissioning, and operation & maintenance of EV charging station (Slow/ Fast) at locations provided by TSREDCO. 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 TSREDCO.
- b) Selected CPO's shall procure, install, and commission the One No. of 60KW Duel Gun CCS-2 Type Fast Charger and One No. of AC001 Combo 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.
- c) The Successful CPO's shall also be responsible for Operations, Maintenance, Security & Insurance (Including 3rd party liability insurance) of all charging stations allotted to them for the value as decided by TSREDCO.
- d) The Selected CPO's is responsible for obtaining new Electrical Supply connection from DISCOM under LT IX/HT IX Category for the allotted Charging Stations.
- e) Wherever TSREDCO takes Electricity connection from DISCOM on its name, duly with its own investment towards upfront electrical infrastructure cost, then TSREDCO will take the suitable revenue share towards the investment accordingly and will pass on the applicable revenue share as per the investment applicable to CPO.
- f) Paying of electricity bills of charging stations will be the responsibility of Selected CPO's even for those locations where electrical connection are in the nameof TSREDCO.
- g) For the entire operational period, essential services are to be provided by the Selected CPO's. (Essential services constitute but not limited to toilets, drinking water, dustbins, food court/refreshment stalls etc. as per the feasibility of the site).
- h) The Selected CPO's shall also be responsible for construction of civil works including Construction of compound wall, laying & maintaining the concrete paving or providing paver blocks including the beautification & marking etc. at charging stations.
- i) The safety and security of the vehicles that are utilizing the charging facility will be the responsibility of the Selected CPO's.
- j) The Selected CPO's shall submit the details of sales happened from the respective charging stations on fortnight basis to finalize and confirm the revenue share income to the respective stake holders. TSREDCO will carry out the frequent site inspections and random inspections at the charging stations with regards to the implementation of TSREDCO guidelines.
- k) No additional commercial activity at the premises will be allowed. If required, written

permission for the same would need to be sought from TSREDCO after settling the commercial terms.

- l) Selected CPO's shall not be allowed to sale the rights to any other person or entity without the approval of TSREDCO. In this regard the decision of TSREDCO is final.
- m) All the project and statutory related approvals are in the scope of Selected CPOs only.
- n) Location assessment will be responsibility of Selected CPO's 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)
 - 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.

4.1 Responsibility of TSREDCO

- a) TSREDCO to request the land-owning agencies such as fuel retail outlets, municipal corporations, DISCOMs etc. to provide land for installation of public EV charging stations across the Telangana State, such that at least one charging station is available in a grid of 3 km x 3 km (as per MoP guidelines) in the city limits and at least one charging station is available in a grid of 25 km x 25 km on highways.
- b) TSREDCO will Sign the Revenue Sharing Agreement with Land Owning Agencies and CPO as per the Terms and conditions accordingly.
- c) If the successful bidder fails to complete the work allotted in the stipulated time, the security deposit will be forfeited and TSREDCO reserve the right to allot to next CPO or as decided by TSREDCO without assigning any reason and the decision of TSREDCO in this regard is final.

4.2 Project Site

- TSREDCO 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 TSREDCO and the land-owning agency. The handing over of the sites is based on financial and technical evaluation criteria 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.

- TSREDCO on confirming that upon the location/Locations being handed over pursuant to the preceding para, the successful CPOs shall have the right to enter upon, occupy and use the location/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 TSREDCO & as per this Agreement. The successful CPOs shall not without prior written consent or approval from TSREDCO use the Project Site for any purpose other than for the purposes of the Project / the Project Facility.
- Selected CPOs must share to TSREDCO a revenue Share of Rs. 1.50/Kwh Plus applicable GST to TSREDCO share for the land provided. CPOs must share the revenue for any additional infrastructure/services provided by TSREDCO, or as decided by TSREDCO from time to time.

4.3 Public Charging Infrastructure – Mandates

- Each location should have a Fast Charger & slow charger at every location mandatorily as decided by TSREDCO as per above guidelines. However the allotted location is capable of accommodating more number of EV DC Fast/Moderate/Slow Chargers, TSREDCO will mandate the required number of additional DC Fast/Moderate/Slow 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 TSREDCO keeping in view of the occupancy from time to time.

- The service charge levied on all slow chargers; moderate/fast charger should not exceed the price fixed by TSREDCO from time to time.
- The service charge on slow chargers and moderate / 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 TSREDCO to start the operations.
- The successful CPOs should provide the linkage to TSREDCO EV APP (TSEV) mandatorily to enable operation/advance remote/online booking of charging slots by EV owners. The CPOs can also have their own APP if required with approval from TSREDCO.
- All Electric Vehicle supply Equipment (EVSE) should have been type tested ARAI/CAT for testing and Calibration from time to time. And also these Electric Vehicle Supply Equipments 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).

- The operating time of the EV Charging Stations will be regulated by TSREDCO from time to time.

4.4 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
 - The EV user must be able to access these services through a mobile application (which is developed by TSREDCO), 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 TSREDCO's EV charging mobile platform, however TSREDCO shall give OCPI access through APIs to the bidder for making the chargers live on bidder's app, if any.
 - The EV Chargers should be made available always live in TSREDCO EV Mobile APP/ Web Link.
 - **Digital Communication between the Charger Management System and the TSREDCO-** The communication between EVSE and TSREDCO 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 TSREDCO .The Agency must have provision for the data to be made available for the TSREDCO or any agency as and when notified by TSREDCO

- **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 TSREDCO. 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 its respective DISCOM on a regular basis as agreed upon by TSREDCO.

- 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 (W or kW)
- 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

4.5 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 TSREDCO

Station level data:

- 4.5.1 Name of the charging station
- 4.5.2 Location (latitude, longitude)
- 4.5.3 Modes of payment accepted
- 4.5.4 Advance booking availability with available slots
- 4.5.5 Operating hours and days
- 4.5.6 Operating status (operational or non-operational)

Charging unit level data

- 4.5.7 Charging unit ID
- 4.5.8 Type of charging gun along with quantity of each and the capacity of each charging gun
- 4.5.9 Operating status (Connected or Available or Out of Service)
- 4.5.10 Maintenance alerts
- 4.5.11 Usage statistics- timestamps of charging usage

4.5.12 Power consumption- Separately for each charging point

4.6 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:

- 4.6.1 Safety provisions for charging stations, CEA (Technical Standards for Connectivity of Distributed Generation Sources) Regulations, 2019
- 4.6.2 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
- 4.6.3 All safety standards must be followed as mentioned in CEA guidelines dated 28 June 2019 and subsequent amendments
- 4.6.4 Protection against the overload of the charging supply and incoming supply fittings must be provided
- 4.6.5 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

4.7 Billing and payment requirements

a) Metering

- 4.7.1 Smart metering as per Indian standards must be ensured for power consumption by EVchargers at the EV charging station.
- 4.7.2 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

- 4.7.3 Billing must be as per service charge – finalized/approved by TSREDCO
- 4.7.4 The EV user must be provided with a bill stating the cost distribution & electricity consumption with charging time.

c) Payment

- BHIM, UPI, NFC, RFID and mobile wallet/mobile app based compliant mobile application payment.
- The payment towards service charges rendered at the Charging Stations will be collected to CPO account through Mobile APP (TSEV) and the amounts liable to be paid to TSREDCO will have to be made immediately through bank settlement within 3 to 5 working days after every transaction.

5. Project timeline

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 withland owning agency |
| 2. | Site Clearance/Security and applying of Electrical Connection | Within 1 week, after Handing over of locations from TSREDCO |
| 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 TSREDCO | Within 1 week, after installing the charging stations |
| 6. | Approval from the TSREDCO | Within 1 week |

Note * : The successful bidder needs to submit all the proof 's to TSREDCO from time to time.

6. Selection Process

6.1 Evaluation of Proposals

6.1.1 Financial & Technical Evaluation Sheet

TSREDCO will evaluate proposals and will give marks to all the successful bidders from preliminary scrutiny on following basis:

| S. No. | Criteria | | Total Marks = 100 | | | |
|--------|--|------------------------------|-------------------|-------------------|---|-----------|
| | Financial and Technical Experience | Level | Score | Bidder's Response | TSREDCO Response (to be filled by TSREDCO 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 (installing, commissioning & operation) 2020-21, 2021-22 & 2022-23 | Up to 2 Crore | 3 | | | 10 |
| | | Between 2 crores to 5 crores | 5 | | | |
| | | More than 5 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) | Up to 10 no. | 3 | | | 10 |
| | | 10 – 30 no. | 5 | | | |
| | | Above 30 no. | 10 | | | |
| 2. | Technical Experience | | | | | |
| A. | Experience in EV CS installation & upfront electrical work with Class A Contractor with years of operations (need with the type of Chargers installed in specific number – List to be enclosed as proof) | Up to 1 year | 3 | | | 10 |
| | | 1 to 2 years | 7 | | | |
| | | Above 2 years | 10 | | | |
| B. | No. of Projects completed | 1- 10 no. | 3 | | | 10 |

| S · N o · | Criteria | Total Marks = 100 | | | | |
|-----------------------|--|--------------------------|-------|-------------------|---|-----------|
| | Financial and Technical Experience | Level | Score | Bidder's Response | TSREDCO Response (to be filled by TSREDCO only) | Max Score |
| | (mention above) in last 3 years Rest of Telangana. (Other than Govt.) (need with the type of Chargers installed in specific number – List to be enclosed as proof) | 11-30 no. | 7 | | | |
| | | More than 30no. | 10 | | | |
| C | Experience in installation of only charging stations (fast & slow) specific to Telangana (Other than Govt.) (need with the type of Chargers installed in specific number – List to be enclosed as proof) | Up to 1 year | 3 | | | 10 |
| | | 1 to 2 years | 7 | | | |
| | | Above 2years | 10 | | | |
| I | No. of Projects completed or under progress of various Govt EVCS (need with the type of Chargers installed in specific number – List to be enclosed as proof) | 1-5 EVCS | 2 | | | 10 |
| | | 6-10 EVCS | 5 | | | |
| | | More than 10EVCS | 10 | | | |
| E | Experience in operation & maintenance of charging stations for a minimum period of at least one year (No. of charging stations) (need with the type of Chargers installed in specific number – List to be enclosed as proof) | 10 – 20 no. | 3 | | | 10 |
| | | 20 – 50 no. | 7 | | | |
| | | Above 50 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 2years | 10 | | | |
| G | Source of EV Chargers (need with the type of Chargers manufactured and place of manufacturing– | Sourced from Open market | 3 | | | 10 |
| | | Long term Tie-up with | 5 | | | |

| S. No. | Criteria | | Total Marks = 100 | | | |
|--------------------|---|-----------------------------------|-------------------|-------------------|---|------------|
| | Financial and Technical Experience | Level | Score | Bidder's Response | TSREDCO Response (to be filled by TSREDCO only) | Max Score |
| | List to be enclosed as proof). Preference will be given make in Telangana | manufacturer | | | | |
| | | Own Manufacturing (Non-Telangana) | 7 | | | |
| | | Own Manufacturing in Telangana | 10 | | | |
| Total Score | | | | | | 100 |

Note: Based on the marks obtained from the above evaluation criteria the Empaneled CPOs will be classified as below.

| Category | Marks obtained |
|------------|-------------------|
| Category-A | Between 80 to 100 |
| Category-B | Between 60 to 79 |
| Category-C | Between 40 to 59 |
| Category-D | Between 20 to 39 |
| Category-E | Upto 20 |

6.1.2 Locations Allotment Procedure adapted by TSREDCO

The Locations will be allotted as per below procedure:

- TSREDCO will fix the ceiling cost of service to be charged by the CPO on slow chargers and moderate / fast chargers. The service charge on slow chargers and moderate / fast chargers may be revised if necessary on year-on-year basis to account for inflation and increase in Electricity Tariff as may be decided by TSREDCO from time to time.
- Selected CPOs must share the revenue of Rs. 1.50/Kwh Plus applicable GST to TSREDCO for the land provided and TSREDCO service charge or as decided by TSREDCO from time to time.
- Empaneled CPO's will be presented with location list. The list of sites available is as mentioned in Annexure [A] & [B]
- All the empaneled CPOs will have to fill and submit the **Financial & Technical Evaluation Sheet** at section 6.1.1

- e. Based on the **Financial & Technical Evaluation Sheet** filled and submitted by the bidders the marks will be awarded by TSREDCO and the allotment will be carried out as per the below procedure shown in the table. The selected bidder will have to give the acceptance within 3 working days from the date of confirmation.

| Marks Obtained | Allotment of Bundles in Group A | Allotment of Bundles in Group B | Choice of Locations from the available List |
|----------------------------|--|--|--|
| Highest marks | Maximum 2 Clusters | Maximum 3 Clusters | Any 2 from Group A & any 3 from Group B of his choice. |
| 2 nd Highest | Maximum 1 Cluster | Maximum 2 Clusters | Any 1 from Group A & any 2 from Group B of his choice and allotment will be done if the same is available else allotment will be done from the left over |
| 3 rd Highest | Maximum 1 Cluster | Maximum 1 Cluster | Any 1 of his choice from Group A & B and allotment will be done if the same is available else allotment will be done from the left over |
| 4 th Highest | Nil | Maximum 1 Cluster | Any 1 of his choice from Group B and allotment will be done if the same is available else allotment will be done from the left over |
| 5 th Highest | Nil | Maximum 1 Cluster | Any 1 of his choice from Group B and allotment will be done if the same is available else allotment will be done from the left over |
| Startups and other bidders | 1 cluster is Reserved for Startups if any leftover | 2 Clusters will be allotted to the bidders available. If no bidder is available to take the same will be allotted to the above bidders | 1 Cluster from Group A & 2 Clusters from Group B will be allotted to the bidders available. If no bidder is available to take the same will be allotted to the above bidders |

- The decision of TSREDCO in this regard is final and reserves the right to accept or reject the bids without assigning any reason.
- The Cost of Service quoted will also be considered in combination of marks obtained and the selection of bidders will be decided i.e. if 2 bidders obtain the same marks then the cost of service quoted will be the selection criteria for selecting the bidder.
- TSREDCO 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 TSREDCO in respect of such proposals.

7. Payment Terms

- a) The Selected CPOs will sign a contract with TSREDCO & site owning agency detailing the payment terms. The revenue sharing shall be passed on to the land-owning agency through TSREDCO. As per the provisions of tripartite agreement all the disputes regarding land related matters shall be resolved mutually between the land-owning agency, TSREDCO and the bidding agency.
- b) Selected CPOs must share the revenue of Rs. 1.50/Kwh Plus applicable GST to TSREDCO share for the land provided. CPOs must share the revenue for any additional infrastructure/services provided by TSREDCO or as decided by TSREDCO from time to time
- c) The successful bidder has to pay a Security Deposit at Rs 50, 000 (Per Location for 2 chargers).
- d) All the rates quoted above are to be considered as excluding applicable taxes.

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 TSREDCO, TSREDCO 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 +AC). For Locations where more number of Chargers (2 DC FAST & 3 Slow) TSREDCO reserves right to recover from the Contractor by a way of demand notice a penalty at the rate of INR 25,000 for each site per week up to a maximum of INR 4,00,000/-.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 TSREDCO 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:

- 7.3.1 The successful bidder/s 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
- 7.3.2 Faulty charging equipment should be repaired and/or replaced within 24 hours of the complaint.
- 7.3.3 The successful bidder/s should take corrective actions for all discrepancies, violations, or deficiencies within 15 working days.
- 7.3.4 The successful bidder/s must replace malfunctioning firmware as well as provide any additional feature request at no extra cost
- 7.3.5 The successful bidder/s should provide system availability and response time report upon request by TSREDCO and or any authorized/designated institution

8. Commercial Proposal

| S.No | Clusters Quoted for Group A | Clusters Quoted for Group B | Cost of Service quoted (Excluding GST) |
|-------------|------------------------------------|------------------------------------|---|
| | | | |
| | | | |
| | | | |
| | | | |

SIGNATURE OF AUTHORISED SIGNATORY

BUSINESS ADDRESS

COMPANY SEAL/STAMP

DATE