




**Ahmedabad Municipal Corporation**  
**Tender for setting up EV Public Charging Stations**  
**Tender No: AMC/EV-CHARGING/2024/81**  
**Corrigendum-1**

Ahmedabad Municipal Corporation invites tender for Establishing/ Setting-up of Electric Vehicle Public Charging Stations (PCS) &/ or Battery Swapping Stations (BSS) on land offered by Ahmedabad Municipal Corporation (AMC) at various 81 Locations across the city on Public Private Partnership (PPP).

Name of work	Establishing/ Setting-up of EV Public Charging Stations (PCS) &/ or Battery Swapping Stations (BSS) on land offered by Ahmedabad Municipal Corporation (AMC) at various 81 Locations within AMC limit with Public Private Partnership (PPP) mode.
Details and Tender available on	<a href="https://tender.nprocure.com">https://tender.nprocure.com</a>
Last date of submission of Online Technical and Financial (Price) Bid	On 04/04/2024 up to 18:00 Hrs.
Last date of submission of hard copies of Technical and Financial (Price) Bid at AMC.	On 12/04/2024 up to <u>15.00</u> Hrs. Tender Officer, Central Record Department, B-Block, Mezzanine Floor, Sardar Patel Bhavan, Danapith, Ahmedabad-380001
Opening of the Technical Bid	On 19/04/2024 up to <u>15.00</u> Hrs.
Opening of the Financial (Price) Bid	Will be informed to Technically Qualified bidders only.

For further details please log on to our web site <https://ahmedabadcity.gov.in/DC/Tenders>

-Sd-  
Deputy Municipal Commissioner  
(ESTATE)  
Ahmedabad Municipal Corporation

	<p style="text-align: center;"><b>AHMEDABAD MUNICIPAL CORPORATION</b>  <b>ESTATE CENTRAL OFFICE</b>  Sadrar Patel Bhavan, B- block, 3<sup>rd</sup> floor, Danapith, Ahmedabad-380001</p>	
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Date: 19/03/2024

**e- Tender No.:- AMC/EV-CHARGING/2024/81**

**Minutes of the Pre-bid meeting held on March 7, 2024,** for the Tender for Establishing/ Setting-up of Electric Vehicle Public Charging Stations (PCS) &/ or Battery Swapping Stations (BSS) on land offered by Ahmedabad Municipal Corporation (AMC) at various 81 Locations across the city on Public Private Partnership (PPP).

A Pre-bid meeting was held on 07-03-2024 at 12.30 pm in the Conference Hall of Ahmedabad Municipal Corporation (AMC) for the EoI for Establishing/ Setting-up of Electric Vehicle Public Charging Stations (PCS) &/ or Battery Swapping Stations (BSS) on land offered by Ahmedabad Municipal Corporation (AMC) at various 81 Locations across the city on Public Private Partnership (PPP). (e-Tender No.: **AMC/EV-CHARGING/2024/81**).

At the outset, Director Estate & Town Planning/Estate Officer Mr. P N Raut welcomed all representatives and gave brief idea about technical and price bid details as well as aware about milestone dates of the tenders. The following queries were requested during the meeting and within agreed time period to raise the queries.

AMC has responded as shown against each:

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
<b>Agency: Adani Total Energies E-mobility Limited (ATEL)</b>				
1	Volume: 1 Page: 5 Point: 4	The assignment of setting of PCS at designated place to be completed in Six months and submissions to be done as mentioned in the Tender document.	Getting approval from DISCOM for new connection and other authorities such as land NOC, parking NOC are high dependency tasks & success factor truly rely on feasibility & execution from the authorities. Therefore, we request the AMC to monitor the clause at site level, due to reliance on external factors	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
2	Volume: 1 Page: 8 Point: 7	Total Rs.3,00,000 (Rupees Three Lakhs Only) per site for each location site where CPO is selected. SD is to be paid in form of DD/Bank Guarantee of Nationalized Schedule Bank (Bank Guarantee shall be in the attached format at annexure)	Rs. 3,00,000 per site as a security deposit will be too high looking at the tender opportunity size. As per the standard guideline, performance security shall always be maximum up to 5% of the project value and each site might not require that high capex that can justify a performance guarantee of Rs. 3,00,000. We recommend fixing it at 5% of project value and same can be	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
			decided between authority and winning bidder on mutual basis as the charger composition will be decided later.	
3	Volume: 1 Page: 11 Point: 3.1.17	<b>"Downtime"</b> 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 downtime due to disruption in power supply from the DISCOM will not be accounted for penalty. Therefore, here "Downtime" is accounted for only if there is more than 5% user error rate due to disruption in IT service or faulty equipment. Downtime is measured based on server-side error rate.	As per industry standards all charger manufacturers provide an uptime of ~90%. So, we recommend for the same	The clause is as per MoP guidelines.  No change.
4	Volume: 1 Page: 6 Point: 8	Minimum average annual turnover of <b>Rs.50 Lakhs</b> (Rupees Fifty Lakhs only) (To be certified by chartered accountant) Minimum average annual net worth of <b>Rs. 25 Lakhs</b> (Rupees Twenty Lakhs only) during the last three financial years (To be certified by chartered accountant) <b>Note:</b> last three financial years should be read as F.Y.: 2020-21, 2021-22 and 2022-23.	Adani Total Energies E-Mobility Limited (ATEL) is the 100% WOS (wholly owned subsidiary) of Adani Total Gas Limited (ATGL), incorporated in August 2022. We request the authority to consider the technical and financial credentials of its Parent Company i.e., Adani Total Gas Limited for eligibility purposes.	This cannot be confirmed without verifying any documents/papers/ certificate as asked in the tender paper
5	Volume: 1 Page: 7 Point: 11	The CPO will be selected from the bidders who offer the Highest offer on sharing of profit at the rate of X (bid parameter) per kWh offer for each location, with agreeing to pay fix rent for each location.	EV Charging Industry is a nascent industry with very small consumer base. Due to its competitive and open nature, the industry operates at very low margins. We request the authority to drop the fixed rentals (as per MOP guidelines) and the bidder shall be liable to only pay the variable revenue share.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
6	Volume: 1 Page: 17 Point: 3.6.5	The charging infrastructure shall be set up by the Public Charging Point Operator (CPO) and all incidental expenses related to taking electricity connections or setting up Charging Points, installations, <b>road opening permissions</b> , including any liabilities – legal and material, arising from such actions etc. have to be borne by the Charger Point Operator (CPO).	The installation cost of the site increases exponentially if the bidder is asked to drill underground to lay wires or build roads. We request the authority to provide the sites with upstream infrastructure till tap off to make the project more viable.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
7	Volume: 1 Page: 18 Point: 3.6.19	Apart from a having a web/ app-based solution, payment options may be provided by the Public Charging Point Operator (CPO) through other modes like— through <b>debit or credit cards, e-wallets or even by cash.</b>	Currently the EV industry works on unmanned operations basis. Introducing manpower to provide credit card or debit card-based payment services along with cash handling, will make the project economically unviable.	<ul style="list-style-type: none"> <li>• It is liberty to Charger Point Operator (CPO) decide to make PCS manned or unmanned.</li> <li>• CPO will also have liberty to choose payment options.</li> </ul>
8	Volume: 1 Page: 15 Point: 3.5.3	No additional commercial activity other than charging of Electric Vehicles will be allowed at the concessional location.	Commissioning of non-EV avenues like Digital OOH (Advertising screens), Food Dispenser etc. shall be permitted to generate additional revenue & to derive commercial viability of the project due to lower levels of utilization owing to less penetration of EVs.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
9	Volume: 1 Page: 12 Point: 3.1.43	<b>“Term”</b> shall 5 years and shall be extended another 5 years after review with Annual Maintenance Cost (AMC) starting from the earlier of: (a) six months from the Effective Date, or (b) the date of installation of the last Charging Point at the identified SOL in terms of this Agreement.	EV industry is visualizing a very slow rate of growth of the user base. Thus, due to high capex requirements for the infrastructure development, the payback period is expected to be around 7-8 years. Hence, we request the authority to increase the tenure to 10 years only. As termination clauses can be used in case of any non-performance.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document.</li> </ul>
10	Volume: 1 Page: 15 Point: 3.5.1	Charger Point Operator (CPO) / Concessionaire shall be responsible for Installation, Commissioning, Operation and Maintenance of Public Charging Stations (PCS) / Battery Swapping Stations (BSS) 5 years and shall be extended another 5 years after review i.e., for 5+5 (extendable) = 10 years as per parameters lay down in any section of this Tender on selected <b>24 locations/ areas</b> offered by AMC within AMC limit.	Kindly confirm the number sites- 81 are covered in the clause.	Apologies for the typo - error. Kindly note that, the total number of sites are 81 (Eighty-One) and Site locations are as per Annexure:1
11	Volume: 1 Page: 16 Point: 3.6.3	The Public Charging Point Operator (CPO) shall provide electric charging service to Electric Vehicles (EVs) of all make, brands and models without any discrimination. The charging infrastructure should not disproportionately favor or disfavor by design a particular vehicle manufacturer or supplier or operator or <b>vehicle type.</b>	Currently, EV vehicles are present in all four vehicle types i.e., e2-Wheelers, e3-Wheelers, e4-Wheelers, and e-Buses, with their different infrastructure requirements. We understand that the CPO is free to install any composition of chargers which may not be able to provide services to some segment of vehicles, especially buses. Kindly clarify.	CPO will have full liberty to install types of charger for 2-W, 3-W, 4-W or Battery Swapping Rack/ Station. However, CPO should follow norms/types of charger/ Gun as prescribed by Govt of India and mentioned here in Annexure 3 & Annexure 4.

Sr. No	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
12	Volume: 1 Page: 18 Point: 3.6.15	The Charging Location as well as thechargers should be co-branded with logos of the Charger Point Operator, AMC EV Charge and AMC jointly.	We request the authority to finalize the branding after awarding the tender, As promoting multiple initiatives require mutual discretion.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document.</li> </ul>
13	Volume: 1 Page: 26 Point: 3.13.1.1	Every charging station should also be precisely located on every popular navigation application like Google Map, Wikimapia, Apple Maps etc. and the icon/image that is to be used for them should be the AMC EV Charge image (if that is technically feasible and permissible by such navigation app) along the actual picture of the charging point. For every new chargeror charging point, this activity is to bedone within 45 days of installation of every new charger or charging point.	Some of these platforms require subscriptions and updating & maintaining data on these platforms require separate resources. This, will affect the overall profitability of the project due to increment of OPEX.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
14	Volume: 1 Page: 20 Point: 3.6.29.7	The Public Charging Point Operator must <b>apply for an electrical connection within 2 days</b> after getting written approval from AMC and signing of the agreement. AMC will give NOC to avail the electric connection. AMC will not be responsible for electrical connection.	We request the authority to increase the timeline to 15 working days. As it requires more time to earmark the site and prepare the documents after the receipt of NOC.	Accepted. Modified Clause shall be read as: "The Public Charging Point Operator must <b>apply for an electrical connection within 7 days</b> after getting written approval from AMC and signing of the agreement. AMC will give NOC to avail the electric connection. AMC will not be responsible for electrical connection"
15	Volume: 1 Page: 23 Point: 3.12.2	Public Charging Point Operator (CPO) can charge as per the Govt. of Gujarat tariff rate and time to time revision on that. For that, it is required to get AMC's permission.	We understand that the clause refers to the input electricity tariff applicable for the EV charging station. Kindly clarify.	Charger Point Operator (CPO) can decide own tariff as per open market competition. However, if CPO gets any subsidy from state as part of Gujarat EV Policy 2021 or any another EV promotion scheme of the state, CPO has to follow norms of the Govt of Gujarat. Besides, in future if Govt of Gujarat / Govt of India fix tariff or imposed any additional

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
				<p>tax it would be responsibility of CPO.</p> <p>Please also note that there is no restriction to fix tariff by CPO from AMC. The CPO can decide EV Charging Tariff.</p>
16	Volume: 1 Page: 24 Point: 3.12.10	Land rent per sq.mts/per year of 5% of Jantri Valuation Rate per sq.mt of land with 10% rises in rent per year. CPO shall also agree for paying 10% each year in revenue sharing.	10% YOY increase in both revenue share and fixed rentals puts huge pressures on already low margins. EV industry being in the starting phase shall be promoted. We request to drop the fixed rentals (as per MOP guidelines) and reduce the YOY increase in revenue share to 2%.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
17	Volume: 1 Page: 15 Point: 3.5.4	The safety and security of the vehiclesthat are utilizing the charging facility will be the responsibility of the Operator.	Currently the EV industry works on unmanned operations basis. We request to limit the scope of CPO to provide safe services and remove the safety from the external forces like theft, vandalizing etc. from the CPO scope.	CPO can take appropriate measures to maintain Safety & Security at PCS site.
18	General Query	Area of EVCS	Kindly provide Minimum and Maximum area which shall be given to CPO for development of EVCS	Minimum area will be allotted to <b>40 sq.mts</b> & Maximum are allotted to <b>60 sq.mts</b> as per CPO's requirement depending upon the site. However, AMC reserves rights to decide on this parameter.
<b>Agency: Evamp Technologies Pvt Ltd (Mobilane)</b>				
19	Vol-1, Appendix-1 Page 36	List of 81 locations	As per the MoP guidelines there should be 1 charging station in radius of 3x3 Km Radius. AMC has recently inaugurated 12 EV charging stations, and as the utilization of these stations are low there should not be immediate new stations beside existing location. There are 30 such locations mentioned in ( <b>annex-1</b> below) which should be removed and there should not be overlapping of locations to fulfill EV charging facilities in all areas of AMC and not to create internal competition.	<ul style="list-style-type: none"> <li>• Not Accepted.</li> <li>• Clause remains as per tender document.</li> </ul>
20	Vol-1, 3.3.1:	Operators of public charging stations with ongoing experience	For betterment of successful operation, CPO should have	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
	Technical Qualification Page 14	of operating and maintaining at least ONE public or captive charging points OR ONE functional battery swapping facilities anywhere the country.	experience of operating and maintaining at least 15 nos. DC Fast Chargers.	tender document
21	Vol-1, Section-2: Data Sheet Page 8	6. <b>EMD:</b> Rs.1,00,000/- (Rupees One Lakh only) for each location site quoted.	<b>EMD</b> should be Rs.1,00,000/- (Rupees One Lakh only) per CPO/Bidder. Startup are waived for EMD submission as per Start up India Guidelines	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
		7. <b>Security Deposit:</b> Total Rs.3,00,000 (Rupees Three Lakhs Only) per site for each location site where CPO is selected.	<b>Security Deposit</b> should be Rs.3,00,000 (Rupees Three Lakhs Only) per CPO/Bidder. It should be based on total application and not on per location.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
22	Vol-1, 3.12.10 Bid Parameters Page 24	Revenue sharing for 4W, 3W,2W Slow, Moderate, Fast charging or/ and BSS based on Energy Charge with Minimum Rs.1 per kWh.	With ref. of proposed revenue sharing for previous AMC Tender (24 locations), Min. revenue sharing to AMC should be Rs.3 per kWh. It should not less than the revenue sharing of previous tender.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
<b>Agency: Fortum Charge &amp; Drive India Private Limited (GLIDA India)</b>				
23	Page No 17 Clause No 3.6.1	Prospective Public Charging Point Operator (CPO) needs to obtain all clearance (police, traffic, utilities etc.), wherever possible, which may be required before the application for installation is made in AMC area.	AMC shall obtain all the clearances required from relevant departments and hand over the encroachment-less, encumbrance-free area to CPO for setting up the electric vehicle charging station and securing electricity connection under the EV tariff category.	Clause remains as per tender document
24	Page No 22 Clause 3.9.5	All Charging Point Operator shall have uniform/dress code with standardized design as per the specifications to be provided by AMC.	The charging stations will be unmanned as they work on the principle of DIY (Do IT Yourself). Requesting you to amend it suitably.	<ul style="list-style-type: none"> <li>• It is liberty to Charger Point Operator (CPO) decide to make PCS manned or unmanned.</li> <li>• However, CPO must require taking appropriate measures to maintain Safety &amp; Security at PCS site</li> </ul>
25	General Query		We seek clarification regarding the steps or procedures to be followed if the AMC asks the CPO (Charging Point Operator) to relocate to a different location within the agreement's tenure. This is particularly important due to the substantial capital expenditure involved in obtaining electricity connections and developing the location.	Normally, this will not be happened. However, in such exceptional case, it will be responsibility of CPO to relocate the PCS.
26	General		Concerning the listed locations,	All such locations will

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
	Query		which include Sub Zonal Offices, healthcare facilities, and Townships, we kindly request the AMC to offer clarity and confirmation regarding 24*7 accessibility for end users at the locations.	have 24x7 accessibility for end user
27	Page No 10, Clause 11	Subcontracts shall not be permitted	We would request you to please elaborate on the definition of sub-contract here.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
28	Page No 12 Clause 3.1.43	<p>“Term” shall 5 years and shall be extended another 5 years after review with Annual Maintenance Cost (AMC) starting from the earlier of:</p> <p>(a) six months from the Effective Date, or</p> <p>(b) the date of installation of the last Charging Point at the identified SOL in terms of this Agreement</p>	<p>(a) We seek clarification on the role of the Annual Maintenance Cost (AMC) in contract extension.</p> <p>(b) Additionally, we would appreciate clarity on the terms of review before hand to ensure the feasibility of the business, especially considering the expected increase in utilization after the 5th year only.</p>	<p>The clause is simplified and now it shall as read as_</p> <p>“Term” shall 5 years from the date of Letter of intent (LOI) and shall be further extended another 5 years based on performance of CPO.</p>
29	Page No 17 Clause 3.6.4.2	An exclusive transformer with all related substation equipment including safety appliance, if required by Supply Code as approved by Appropriate Electricity Regulatory Commission.	We kindly request that the provision of a transformer & other equipment at the location should be subject to the feasibility report provided by the Distribution Company. Please amend the clause accordingly.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
30	Page No 20 Clause 3.6.29.4	<p>The charging infrastructure like slow charger/ moderate/ fast charger PCS or Battery Swapping Stations (BSS) should be operationalized within 120 days of signing of the concession agreement for allotment of land &amp; in response to Tender</p>	Given our prior experience and the challenges associated with securing the electricity connection in Gujarat, we kindly request you to modify this clause to specify 120 days from receiving the electricity demand note and obtaining all necessary clearances from the relevant departments.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
31	Page No 22 Clause 3.9.4	Every Charging Point should be covered by a canopy to protect it from adverse weather conditions. The canopy design shall be standardized by AMC The canopy roof should be made of transparent polycarbonate sheets or glass and the pillars should be made of stainless steel.	<p>(a) We request you to furnish shed design and material details, enabling us to account for the capital expenditure associated with erecting a shed at each location in the bid amount.</p> <p>(b) Additionally, we request that the provision of a canopy be contingent upon the feasibility of the location.</p>	<p>This has been already specified in Clause no. 3.9 of the tender.</p> <p>More Detailed Design for the Canopy structure will be finalized with successful CPO before installation.</p>
32	Page No 24 Clause 3.11.13	All Public Charging Station Operator must have FIRE NOC from Fire Brigade of AMC.	We would request AMC to provide all the NOC along with the pre-requisite documents at the time of site handover. Request to amend this clause suitably.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
33	Page No 24	Public Charging Point Operator	The CPO will make substantial	<ul style="list-style-type: none"> <li>• Not Accepted</li> </ul>



Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
	Clause 3.12.2	(CPO) can charge as per the Govt. of Gujarat tariff rate and time to time revision on that. For that, it is required to get AMC's permission.	investments in establishing charging stations, securing electricity connections, and incurring OPEX expenses, rent, and revenue share payable to the AMC. Therefore, we kindly request the flexibility for the CPO to define the service charge to be levied on the end user.	• Clause remains as per tender document
34	Page No 29 Clause 3.13.1.4	Digital Communication between different Charger Point Operators (Charging Stations): It is recommended to have provision for communication with other Charging Stations if required or as and when notified by AMC, the communication between the two Public Charging Station Operator (Charging Stations) shall be as per AMC's guidelines.	We kindly request the AMC to provide clarification on this clause, specifying whether the communication needs to be established between chargers of different CPOs or if it involves API integration between the AMC's app and the selected CPO app.	This is requirement by MoP.  Yes, it will be involved API integration between the AMC's app as well as chargers of different CPOs.
35	Page No 16 Clause No 3.5.1	Charger Point Operator (CPO) / Concessionaire shall be responsible for Installation, Commissioning, Operation and Maintenance of Public Charging Stations (PCS) / Battery Swapping Stations (BSS) 5 years and shall be extended another 5 years after review....	Requesting you to keep the battery swapping facility optional as charging stations and battery swapping represent two distinct business lines with divergent end users.  In addition to that, the location for Battery Swapping Stations and that of EV Charging stations for 2W and 4W should be identified and kept separate. We feel that evaluation to award a location to any Bidder will be difficult since the tariff of both segments is different.	BSS is an optional to CPO.
36	Page No 23 Clause No 3.11.8	PCS should be installed so that any socket-outlet of supply is at least 800m above the finished ground level.	Requesting you to kindly provide clarity on the clause.	This clause is due to safety of charger.
<b>Agency: Sahana System Limited</b>				
37	3.12.10 (Sr. No. 2) (Technical bid) page no. 24	Bid Parameters: Land rent per sq. mts/per year of 5% of Jantri Valuation Rate per sq.mt of land with 10% rises. in rent per year	Request to keep land rent per sq. mts/per year of 3-4% of Jantri Valuation Rate per sq. mt. of land with 5-6% rises in rent per year	• Not Accepted • Clause remains as per tender document
38	3.12.10 (Technical bid) page no. 25	Fixed Parameter - Full advance Payment of Rent for full year for Land offered by AMC	Request to full advance payment of Rent for 6 months for Land offered by AMC	• Not Accepted • Clause remains as per tender document
39	3.12.10 (Technical bid) page no. 24	Bid Parameter- Payment of License Fee and Revenue Share: CPO require to bid at the	We request AMC to support Startup/MSME companies in Gujarat and provide minimum commitment support of revenue of	• Not Accepted • Clause remains as per tender document

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
		quoted rate of per kWh. This is to be quoted here in price bid for each location separately. CPO shall pay to Ahmedabad Municipal Corporation (AMC) Rs. X /kWh from charging business starting from 1st year, of billed units from charging business to Ahmedabad Municipal Corporation (AMC) within 15 days after end of Quarter. "CPO shall also agree for paying 10% each year in revenue sharing".	at least INR 1 Lakh per month, in case of less revenue, AMC should waive of Revenue sharing or keep it minimum 2-3 % per year.	
40	3.16 (Technical bid) page no. 29	Bid security / Earnest Money Deposit (EMD): Bid Security (EMD) of Rs. 1,00,000/- (Rupees One Lakhs Only) for each location in the form of Account Payee Demand Draft, Fixed Deposit Receipt or Bank Guarantee from any of Schedule Bank (Cooperative Bank will be admissible as per the Govt. of Gujarat notification/rules) is required to be submitted by each Applicant (the "Bid Security")	Request to Keep EMD of Rs. 1,00,000/- for collectively 2 locations considering in the view of bidder's less financial burden if bidder is willing to participate for more than 25 locations.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
41	Section 4 Appendix 3 (Technical bid) page no. 43	Appendix 3: Electric Vehicle Chargers	Request to allow EV charger (fast) of Capacity of 30 KW & 60 KW or combination of both	Appendix 3 provides minimum capacity of 22 KW & 50 KW. CPO can choose with that limitation and as per MoP guidelines
<b>Agency: Tata Power EV Charging Solutions Limited</b>				
42	Volume 1 - Technical Bid Page 4	EMD: Rs. 1,00,000/- per Location/ site.	Request to consider the EMD of Rs., 1,00,000/- total amount irrespective of no. of location/sites bidder by the bidder.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
43	Volume 1 - Technical Bid Page 4	Security Deposit: Rs.3,00,000/- Per location/ Site	Request to consider the security deposit of Rs., 3,00,000/- total amount irrespective of no. of location/sites bidder by the bidder.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
44	Volume 1 - Technical Bid Page 9	Data Sheet: Point 11; Sub: Contract will not be permitted	Considering the scope of work, Authorised partners of the Bidder should be permitted to execute the work through sub-contracting.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
45	Volume 1 - Technical Bid Page 15	3.5.1: Scope of Work: Contract period: 5 Years + 5 years Extended basis on review.	Considering the early phase of EV adoption & low utilization of public charging station, we request to consider 10 years Fixed + 5 Years	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
			extendable. Total 15 Years contract period	
46	Volume 1 - Technical Bid	Locations for Public charging stations: 81	Seek clarifications that all 81 locations should not be mandatory & bidders should be allowed to bid for individual sites basis on feasibility & business viability.	Yes. All 81 Locations are not mandatory. CPO can bid for ONE, TWO or any number provided it pays EMD of Rs.1,00,000/ location.
47	Volume 1 - Technical Bid Page 15	3.5.3 No Addition commercial activity other than charging of Electric Vehicle will be allowed	Bidders should be allowed to explore additional activity like Advertisement or any other consumer promotion activity at the awarded locations.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
48	Volume 1 - Technical Bid Page 17	3.6.10: CPO should get in touch the non -AMC agencies like BSNL, other department of AMC like water supply, drainage, Utility companies, etc.	AMC should provide locations clearance post internal consent or approval from all non-AMC departments to expedite the work start & work completion of the project.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
49	Volume 1 - Technical Bid	Change in Location of installed chargers	Bidder once installed the chargers should be allowed to relocate to alternate AMC Location on mutual agreements with AMC, in case of Charger utilization is very low after 6 Months of installation.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
50	Volume 1 - Technical Bid Page 20	3.8: Ensuring Installation of "Make in India" PCS/BSS	Charging station: EV Charger should be ARAI certified.	<ul style="list-style-type: none"> <li>• Accepted</li> <li>• COP can installed "Make in India" - PCS/BSS OR ARAI certified PCS/BSS document.</li> </ul>
51	Volume 1 - Technical Bid Page 21	3.9: Branding of AMC EV Charging stations	Considering the Investment done by CPO, Branding should be allowed as per CPO branding.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
52	Volume 1 - Technical Bid Page 23	3.12.6: Tariff charging & Change in Tariff	CPO should be allowed to change the tariff as per Business viability. CPO should not have any binding to follow regulation of Tariff charged to customer.	Charger Point Operator (CPO) can decide own tariff as per open market competition. However, if CPO gets any subsidy from state as part of Gujarat EV Policy 2021 or any another EV promotion scheme of the state, CPO has to follow norms of the Govt of Gujarat. Besides, in future if Govt of Gujarat / Govt of India fix tariff or imposed any additional tax it would be responsibility of CPO.

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
53	Volume: 1 - Technical Bid Page 23	3.12.9: Charges payment to AMC Frequency.	Charges to be paid to AMC should be on quarterly basis instead of Monthly basis.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
54	Volume: 1 - Technical Bid Page 24	3.12.10 Point 2: land rate per Sq. M/per year 5% of Jantri Valuation & 10 % Rise in every year	Considering the high capex investment done by CPO including the Charger, Infra & Power connection charges from DISCOM, we request to consider no Rental or very nominal rental & no rise in the Rental Every year. No Advance rental should be mandatory. Payment should be done on quarterly basis post duration completion.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
55	Volume: 1 - Technical Bid Page 25	3.13: Recoding & Reporting	CPO have their own developed APP/Platform & customer can access the network through the authorized app only. There should not be any compulsion for sharing charging station data points to any other Website/Portal / APP or open Data base.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
56	Volume: 1 - Technical Bid Page 25	3.13.1.2 : Digital Communication between Charger Management system & DISCOM	CPO have their own developed APP/Platform & customer can access the network through the authorized app only. There should not be any compulsion for sharing charging station data points to any other Website/Portal / APP or open Data base	<p>This is requirement from the MoP. Therefore,</p> <ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
57	Volume: 1 - Technical Bid Page 29	3.17: Performance security	Request to consider the Performance security deposit of Rs., 3,00,000/- total amount irrespective of no. of location/sites bidder by the bidder.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
58	Volume: 1 - Technical Bid Page 30	Misc.: Only one charger can be installed at one location	If a location requiring more than one charger, allow to bid for more than one charger space, it will be beneficial to both CPO & AMC.	
<b>Agency: Lubi EV Solutions</b>				
59	General Query		It is mentioned in tender to submit the EMD of Rs. 100000/Location, it is very high considering the high CAPEX investment and low utilization of EVCS network. It's a request to reduce it by fixed Rs.100000 for complete bid. Generally, it's 1% of complete project.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
60	General		It is mentioned in tender to submit	<ul style="list-style-type: none"> <li>• Not Accepted</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
	Query		the security deposit of Rs. 300000/Location, it is very high considering the high CAPEX investment and low utilization of EVCS network. It's a request to reduce it by fixed Rs.200000 for complete bid.	• Clause remains as per tender document
61	General Query		It is requested to give site clearance from all the departments like Road, Estate, etc. by AMC directly.	• Not Accepted
62	General Query		Instead of individual NOC, we request to provide NOC of all sites together.	• Not Accepted
63	General Query		Considering the high CAPEX investment in setting up the machine, electrical infra, etc. We request to increase the O&M period to 10 years with extension of 5 years instead of 5+5 years in existing tender document.	• Not Accepted • Clause remains as per tender document
64	General Query		As informed the site shifting cost is to be borne by CPO, this will place CPOs in ambiguity while working the cost estimations. We request to provide support in such cases by fixing the % of shifting of sites in scope of bidder.	• Not Accepted
65	General Query		Kindly give clarity about manned or unmanned locations. We request to amend this term as unmanned and placing the CCTV, etc.	It is liberty to Charger Point Operator (CPO) decide to make PCS manned or unmanned. CPO can take appropriate measures to maintain Safety & Security at PCS site.
<b>Agency: Reliance BP Mobility Limited (JIO-BP)</b>				
66	Check List Page 6	Tender Fee Rs. 10,000/-	Kindly confirm is this fee including GST, if so, please provide GST percentage.	It is Fixed Fee of Rs.10000/- including GST/Tax (if any)
67	1 Letter of Expression of Interest Page 7	The assignment of setting of PCS at designated place to be completed in Six months and submissions to be done as mentioned in the Tender document.	We understand that site completion period is 6 months from the date of site handover. Kindly confirm.	Yes. We confirm
68	1 Letter of Expression of Interest Page 7, 8	Your offer must be written in English. Hard copies of technical bid are to be submitted to AMC with all pages of your offer must be properly numbered and	Please provide RTGS/NEFT payment details to enable us to make online payment against EMD and Tender Fee.	It must be paid in Demand Draft as mentioned in tender.

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
		initialled by you or your authorized officer. Along with the technical bid the tender fee of Rs. 10,000/- (non-refundable) & Earnest Money Deposit amounting to Rs.1,00,000/- (Rupees One Lakhs only) per Location / site shall have to be paid in Demand Draft of any Schedule Bank (Cooperative Bank will be admissible as per the Govt. of Gujarat notification/rules). DD shall be in favour of MUNICIPAL COMMISSIONER, AHMEDABAD payable at Ahmedabad.)		
69	3.5 Scope of work Page 17	Charger Point Operator (CPO)/ Concessionaire shall be responsible for Installation, Commissioning, Operation and Maintenance of Public Charging Stations (PCS) / Battery Swapping Stations (BSS) 5 years and shall be extended another 5 years after review i.e. for 5+5 (extendable) = 10 years as per parameters lay down in any section of this Tender on selected 24locations/ areas offered by AMC within AMC limit.	Since this EV business is at nascent stage, we request you to consider agreement period 10+5 years (extendable).	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
70	3.6.5 Page 19	The charging infrastructure shall be set up by the Public Charging Point Operator (CPO) and all incidental expenses related to taking electricity connections or setting up Charging Points, installations, road opening permissions, including any liabilities - legal and material, arising from such actions etc. have to be borne by the Charger Point Operator (CPO). In case of road opening (if it is required to be done), discretion should be applied by the Public Charging Point Operators (CPO) utility lines, optical fiber lines etc. are likely to be there at various locations in case digging work is carried out for installing charger or for taking electricity connection. The Public Charging	We request AMC to provide upstream Electrical Infrastructure.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
		Point Operator (CPO) must take responsibility of setting up all infrastructures for taking high tension (HT) or low tension (LT) electric connection including HT/LT Room, HT panel, Transformer, LT panel, all required cabling etc.		
71	3.6.29.4 Page 21,22	The charging infrastructure like slow charger/ moderate/fast charger PCS or Battery Swapping Stations (BSS) should be operationalized within 120 days of signing of the concession agreement for allotment of land & in response to Tender by AMC.	We request AMC to provide 180days time for site completion from the date of site handover.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
72	3.9.5 Page 23	3.9.5 Charging Station staff uniform: All Charging Point Operator shall have uniform/dress code with standardized design as per the specifications to be provided by AMC.	Our PCS are smart stations and do not require manpower.	It is liberty to Charger Point Operator (CPO) decide to make PCS manned or unmanned. CPO can take appropriate measures to maintain Safety & Security at PCS site.
73	3.12.10 Bid Parameters Page 26	₹_____ per kWh for each site.	Kindly confirm quoted price will be including or excluding GST Also confirm minimum Rs. 1/kWh is including GST	Excluding GST
74	3.12.10 Bid Parameters Page 26,27	No Year Revenue sharing with AMC for each location 1 First Rs. X * 1/kWh 2 Second Rs. X * 1.10/kWh 3 Third Rs. X * 1.21/kWh 4 Fourth Rs. X * 1.33kWh 5 Fifth Rs. X * 1,46/kWh Extension of tenure with fresh agreement for further	Increase of 10% every year is on very higher side. Considering inflation rate @5%, we request AMC to consider 5% escalation on revenue share.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
75	3.12.10 Bid Parameters Page 27	Fixed Parameter - Full advance Payment of Rent for full year for Land offered by AMC. Addition to the sharing of revenue, CPO has to pay rent at the rate of 5% of Jantri rate per sq.mt per annum of land area. Plot area and Jantri rate and derived land rent pr sq.mt per annum and total approximately land rent per sq.mt per annum is as shown in Appendix 2 Land Rent shall also be increased at the rate of 10% on each year.	As all investment will be done by CPO hence, we request you to decrease rent rate and make it as 2%. Also requested to reduce 10% increase on rental by 5%.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
76	Appendix 3	Electric Vehicle Chargers	Kindly provide exact rating and	As per Annexure: 3 &

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
	Page 45		configuration of Chargers which are required to install at each site. Or Please allow CPO to decide Charger Ratings and Configuration as per site.	Annexure : 4
77	How to quote tender Page 69	Public Charging Point Operator (CPO) can charge as per the Govt of Gujarat tariff rate and time to time revision on that. For that, it is required to get AMC's permission	Service fee to EV User or Customer will completely in scope of CPO. Based on market requirement, EV Tariff, Inflation and ROI plan CPO will decide Service Fee. However, CPO will intimate to AMC regarding Service Fee.	Charger Point Operator (CPO) can decide own tariff as per open market competition. However, if CPO gets any subsidy from state as part of Gujarat EV Policy 2021 or any another EV promotion scheme of the state, CPO has to follow norms of the Govt of Gujarat. Besides, in future if Govt of Gujarat / Govt of India fix tariff or imposed any additional tax it would be responsibility of CPO.
78	General Query		Requested to extend tender due date for 3 weeks to prepare our bid.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
79	3.6.3 Page 16	The Public Charging Point Operator (CPO) shall provide electric charging service to Electric Vehicles (EVs) of all make, brands and models without any discrimination. The charging infrastructure should not disproportionately favour or disfavour by design a particular vehicle manufacturer or supplier or operator or	In Indian market CCS-2 connectors is the widely adopted standard by all major vehicle OEM's. We will also be setting up charging station with CCS-2 connectors charger which will be compatible with all OEMS's vehicle. But any other connector type like CHAdeMO/GBT etc. are not considered in our proposal.	CPO can choose PCS by referring Annexure:3 & Annexure:4
80	3.6.4.12 Page 17	Electric Vehicle Supply Equipment (EVSE) should have been type tested by an agency/ lab accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL) from time to time.	Charger OEM has one time ARAI certificate for higher rating charger model and lower rating chargers are covered under same certification. Kindly clarify this with the authority.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>



Sr. No	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC																																																																																																																																			
81	Appendix 3 Page 43	<p>The charger list mentioned is not containing all models of charger.</p> <p>Appendix 3: Electric Vehicle Chargers</p> <table><tr><th>Charger Type</th><th>Sr. No.</th><th>Charger Connectors *</th><th>Rated Output Voltage (V)</th><th>No. of No. of Connector guns (CG)</th><th>Charging vehicle type (W=wheel)</th></tr><tr><td rowspan="3">Fast</td><td>1</td><td>Combined Charging System (CCS) (min 50 kW)</td><td>200-750 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>2</td><td>CHAdemo (CHAdemo) (Min 50 kW)</td><td>200-500 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>3</td><td>Type-2 AC (min 22 kW)</td><td>380-415</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td rowspan="3">Slow/ Moderate</td><td>4</td><td>Bharat DC-001 (15 kW)</td><td></td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>5</td><td>Bharat DC-001 (15 kW)</td><td>72 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>6</td><td>Bharat AC-001 (10 kW)</td><td>230</td><td>3 CG of 3.3 kW each</td><td>4W, 3W, 2W</td></tr></table>	Charger Type	Sr. No.	Charger Connectors *	Rated Output Voltage (V)	No. of No. of Connector guns (CG)	Charging vehicle type (W=wheel)	Fast	1	Combined Charging System (CCS) (min 50 kW)	200-750 or higher	1 CG	4W	2	CHAdemo (CHAdemo) (Min 50 kW)	200-500 or higher	1 CG	4W	3	Type-2 AC (min 22 kW)	380-415	1 CG	4W, 3W, 2W	Slow/ Moderate	4	Bharat DC-001 (15 kW)		1 CG	4W, 3W, 2W	5	Bharat DC-001 (15 kW)	72 or higher	1 CG	4W	6	Bharat AC-001 (10 kW)	230	3 CG of 3.3 kW each	4W, 3W, 2W	<p>The charger list proposed by us for consideration is. Charger mentioned in red color are the additional</p> <table><tr><th>Charger Type</th><th>Sr. No.</th><th>Charging Type</th><th>Charger Connector</th><th>Rated Output voltage (V)</th><th>No. of Connector Guns (CG)</th><th>Charging vehicle type (W=wheel)</th></tr><tr><td rowspan="6">Fast Charging</td><td>1</td><td>DC</td><td>Combined Charging System (CCS) (min 50 kW)</td><td>200-750 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>2</td><td>DC</td><td>CHAdemo (CHAdemo) (min 50 kW)</td><td>200-500 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>3</td><td>AC</td><td>Type-2 AC (min 22 kW)</td><td>380-415</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>4</td><td>DC</td><td>Combined Charging System (CCS) (min 50 kW)</td><td>200-750 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>5</td><td>DC</td><td>Combined Charging System (CCS) (min 50 kW)</td><td>200-750 or higher</td><td>1 CG</td><td>4W</td></tr><tr><td>6</td><td>AC</td><td>Type-2 AC (11 kW)</td><td>380-415</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td rowspan="7">Slow/ Moderate</td><td>7</td><td>DC/AC</td><td>Combined Charging System - Multiport (CCS + Type-2 AC) (min 12 kW)</td><td>200-750 or higher (DC) 380-415 (AC)</td><td>3 CG</td><td>4W, 3W, 2W</td></tr><tr><td>1</td><td>DC</td><td>Bharat DC-001 (15 kW)</td><td>48</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>2</td><td>DC</td><td>Bharat DC-001 (15 kW)</td><td>72 or higher</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>3</td><td>AC</td><td>Bharat AC-001 (10 kW)</td><td>230</td><td>3 CG of 3.3 kW each</td><td>4W, 3W, 2W</td></tr><tr><td>4</td><td>DC</td><td>Bharat DC-001 (15 kW)</td><td>72 or higher</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>5</td><td>AC</td><td>Type-2 AC (11 kW)</td><td>230</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>6</td><td>AC</td><td>Type-2 AC (11 kW)</td><td>230</td><td>1 CG</td><td>4W, 3W, 2W</td></tr><tr><td>7</td><td>DC/AC</td><td>Light EV Charge Point (3.3 kW)</td><td>Up to 120 V (DC) 230 (AC)</td><td>1 CG</td><td>3W, 2W</td></tr></table> <p>models:</p>	Charger Type	Sr. No.	Charging Type	Charger Connector	Rated Output voltage (V)	No. of Connector Guns (CG)	Charging vehicle type (W=wheel)	Fast Charging	1	DC	Combined Charging System (CCS) (min 50 kW)	200-750 or higher	1 CG	4W	2	DC	CHAdemo (CHAdemo) (min 50 kW)	200-500 or higher	1 CG	4W	3	AC	Type-2 AC (min 22 kW)	380-415	1 CG	4W, 3W, 2W	4	DC	Combined Charging System (CCS) (min 50 kW)	200-750 or higher	1 CG	4W	5	DC	Combined Charging System (CCS) (min 50 kW)	200-750 or higher	1 CG	4W	6	AC	Type-2 AC (11 kW)	380-415	1 CG	4W, 3W, 2W	Slow/ Moderate	7	DC/AC	Combined Charging System - Multiport (CCS + Type-2 AC) (min 12 kW)	200-750 or higher (DC) 380-415 (AC)	3 CG	4W, 3W, 2W	1	DC	Bharat DC-001 (15 kW)	48	1 CG	4W, 3W, 2W	2	DC	Bharat DC-001 (15 kW)	72 or higher	1 CG	4W, 3W, 2W	3	AC	Bharat AC-001 (10 kW)	230	3 CG of 3.3 kW each	4W, 3W, 2W	4	DC	Bharat DC-001 (15 kW)	72 or higher	1 CG	4W, 3W, 2W	5	AC	Type-2 AC (11 kW)	230	1 CG	4W, 3W, 2W	6	AC	Type-2 AC (11 kW)	230	1 CG	4W, 3W, 2W	7	DC/AC	Light EV Charge Point (3.3 kW)	Up to 120 V (DC) 230 (AC)	1 CG	3W, 2W	<ul style="list-style-type: none"><li>Not Accepted</li><li>Clause remains as per tender document</li></ul>
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82	Section: 3 Instruction to Applications 3.6.19 Page 18	Apart from a having a web/app-based solution, payment options may be provided by the Public Charging Point Operator (CPO) through other modes like- through debit or credit cards, e-wallets or even by cash.	Would request to remove "cash handling" as on one side we are totally focused on Technology and digital and the other side we are asking to go back to cash management.	This is an optional																																																																																																																																			
83	Section: 3 Instruction to Applications 3.6.39 Page 20	Authentication methods available. (at least 2 methods: app-based and RFID cards)	We provide the authentication methods of app or Auto charge for B2C and app, auto charge or RFID is provided to fleet drivers.	Noted																																																																																																																																			
84	Section: 3 Instruction to Applications 3.13.1.1 Page 26	It should be noted that, the Public Charging Station Operator must proactively seek such information from other Charger Point Operators and should include at least such information - GIS location, type of charger as per the standard nomenclature which shall remain uniform in AMC limits and such information may be shared in real time fashion so that up and down chargers can be shown across the platforms of Charger Point Operators in real time manner.	We request to drop this requirement as we or any other CPO sharing the real-time status of their charger to other CPO means sharing the complete utilization data. Which in turn means disclosing the site level utilization to competition. Instead, if AMC shares the location and charger static data of all CPOs in their limit then the same can be shown in mobile app.	<ul style="list-style-type: none"><li>Not Accepted</li><li>Clause remains as per tender document</li></ul>																																																																																																																																			
85	Section: 3 Instruction to Applications 3.13.1.1 Page 26	Every charging station should also be precisely located on every popular navigation application like Google Map, Wikimapia, Apple Maps etc. and the icon/image that is to be used	Would request to mandate only Google maps as it holds around 60 to 80% of navigation market. Others can be good to have.	<ul style="list-style-type: none"><li>Not Accepted</li><li>Clause remains as per tender document</li></ul>																																																																																																																																			

Sr. No.	Section No.	Description as Per RFP	Queries/ Clarification by the bidder	Response by AMC
		for them should be the AMC EV Charge image (if that is technically feasible and permissible by such navigation app) along the actual picture of the charging point. For every new charger or charging point, this activity is to be done within 45 days of installation of every new charger or charging point.		
86	Section: 3 Instruction to Applications 3.13.1.2 Page 27	Digital Communication between the Charger Management System and the DISCOM: The communication between EVSE and DISCOM shall be OSCP 1.0 or (Open ADR + IEEE 2030.5) or IEC 61850-90-8 protocol or higher version of these protocols as per CEA guidelines. The Concessionaire must have provision for the data to be made available for the DISCOM or an external agency with access rights to AMC.	Data can be made available with DISCOM but not with external agency if the external agency is a competition to CPO or a DISCOM which is also operating as a CPO as it will be a threat to business.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
87	Section: 3 Instruction to Applications 3.13.1.4 Page 28	Digital Communication between different Charger Point Operators (Charging Stations): It is recommended to have provision for communication with other Charging Stations if required or as and when notified by AMC, the communication between the two Public Charging Station Operator (Charging Stations) shall be as per AMC's guidelines.	We need clarity on what level of integration is expected with other CPOs. We cannot share business information such as charger occupancy status or OCPI as it will impact our business revenue and may lead to disclosure of business sensitive information.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>
88	Section: 3 Instruction to Applications 3.6.29.6 Page 20	The Public Charging Point Operator must apply for an electrical connection within 2 days after getting written approval from AMC and signing of the agreement. AMC will give NOC to avail the electric connection. AMC will not be responsible for electrical connection.	We request AMC to provide 4 working days time for Applying an electrical connection after getting written approval Agreement and NOC From AMC.	Accepted. Seven days will be given
89	Section: 3 Instruction to Applications 3.12.10 Page 25	In case of failure of paying rent for land or revenue sharing land possession with installed infrastructure will be taken by AMC without notice. Security Deposit of the CPO will be forfeited and license to run CPO will be cancelled	We request AMC to accept late payment/failure of payment due to some compelling reasons.	<ul style="list-style-type: none"> <li>• Not Accepted</li> <li>• Clause remains as per tender document</li> </ul>

## Section: 4 Appendix(Updated)

**Establishing/ Setting-up of EV Public Charging Stations (PCS) &/ or Battery Swapping Stations (BSS) on land offered by Ahmedabad Municipal Corporation (AMC) at various 81 Locations within AMC limit with Public Private Partnership (PPP) mode**

### Appendix 1: Tentative List of Locations

Followings are the tentatively identified locations available for setting up EV Charging /Battery Swapping Stations/Points.

Sr. No .	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
1	Central	Near Rakshashakti Circle, Opposite Chandra Singh Chapra	14 (Sahibag)	211	23.058171	72.600327	
2	Central	Khadia Police Station, Khadia	2 (Kakariya)	1/2/2	23.017294	72.594335	
3	Central	AcharyashriMahaPragyaRailway Over-bridge (Shahibagh- Ladlapir)	Under over bridge		23.051376	72.594356	
4	Central	Sardar Patel Bhavan, Danapith	City Sr. No.	1362	23.020720	72.585631	
5	Central	AMC Central Workshop, Jamalpur	1 (Jamalpur)	11	23.013145	72.589783	
6	Central	D-Wing, Sardar Patel Bhavan, Danapith	City Sr. No.	1362	23.021609	72.585593	
7	Central	Near Kirti Apartment, Near Rachna School, Opposite Civil Hospital, Shahibaug-Asarwa Sub Zonal office	8 (Asarva)	43	23.051829	72.599293	
8	Central	Shyamjikirishna Verma, Multilevel Parking, Raipur Darwaza	5 (Section-2)	8+9	23.018760	72.598165	
9	Central	Dariapur-Shahpur, Sub-Zonal Office, Near Dudheshwar Water Works	14 (Sahibag)	355	23.051515	72.583112	
10	East	Manmohan Cross Road, Nikol	103 (Nikol)	144	23.032893	72.663271	
11	East	Behind ShalbyHospital, Nikol	123/B Draft	35	23.069130	72.673170	
12	East	Opposite Akshar Residency, Near Gangotri	103 (Nikol)	115	23.047930	72.669900	
13	East	Ramol-Hathijan - Bhaipura-Hatkeswar Sub-Zonal Office, Opposite Nutan School, Near Ishwarkripa Duplex. East Maninagar	25 (Kho. - Mehm.)	1034	22.992366	72.625107	

Sr. No	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
14	East	Odhav-Nikol Sub-Zonal Office, Near Ramani Garden, Sukan Char Rasta, Nikol	102 (Nikol)	99	23.053250	72.669910	
15	East	Gomtipur-Amraiwadi Sub-Zonal Office, Near National Handloom, Swastik Char Rasta, Amraiwadi	27 (Amraiwadi)	504	23.008843	72.628564	
16	East	Harubhai Mehta Bhawan, Viratnagar Char Rasta, Zonal Office	1 (Nikol - Rakhiyal)	173	23.026209	72.639201	
17	West	Opposite Vishwakarma Engineering College, Motera	21	353	23.105167	72.598018	
18	West	Chandkheda Sub Zonal Office (New) Sona Cross Road,	22 (Chandkheda)	288	23.107335	72.589014	
19	West	Opposite Srishti Arcade, Visat-Gandhinagar Highway, Chandkheda	46 (Motera - Amiyapur - Sughad)	240	23.112014	72.604705	
20	West	Beside Silver Avenue Complex, Behind Vishwakarma College, New CG Road, Chandkheda	46 (Motera - Amiyapur - Sughad)	219	23.112233	72.605003	
21	West	Chandkheda in road cutting site in front of CHC	69 (Chandkheda - Zundal - Tragad)	-	23.113427	72.575957	
22	West	Chandkheda, Near Chandkheda Bus Stand, Opposite Rudraksh Complex,	69 (Chandkheda - Zundal - Tragad)	393	23.115045	72.582375	
23	West	Behind cooperation plaza, opposite maitri garden, motera	21 (Motera)	364	23.104620	72.597825	
24	West	Near IDP school, Motera	46 (Motera - Amiyapur - Sughad)	231	23.105841	72.603196	
25	West	Plot adjacent to Sukan Smile	66/A	148	23.087137	72.570600	
26	West	Ranip Sub Zonal Office	1 (Ranip)	72	23.079808	72.570338	
27	West	Nava Vadaj Sub Zonal Office, Near Parth Circle, Near Bharwad Vas, Nava Vadaj	Nava Vadaj Gam	-	23.062316	72.565895	
28	West	Nava Vadaj Bus Stand, Near Akhbar Nagar Circle, Nava Vadaj	28 (Nava Vadaj)	763	23.068080	72.562447	
29	West	Opposite Hanuman Temple,	29 (Naranpura)	374/P	23.056706	72.540419	

Sr. No	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
		Sola Road, Naranpura					
30	West	Near Journalist Colony, Vijayanagar Road, Naranpura,	29 (Naranpura)	101	23.061295	72.556895	
31	West	Opposite Mehsana Society, Bhimjipura, Old Vadaj,	28 (Nawa Vadaj)	533	23.058444	72.569096	
32	West	Beside Goyal Tower, Opposite Police Station, Navarangpura	20 (Gulbai Tekara)	298	23.028579	72.545857	
33	West	Under Anjali Bridge, Opposite Fatepura Village,	6 (Paldi) + 22 (Paldi Ext.)	1	23.007293	72.558095	
34	West	Opposite Kalp Residency under Ambedkar Bridge, Vasana	22 (Paldi Ext.)	-	22.997656	72.562300	
35	West	Vasant Gajendra Gadkar Railway Overbridge (Shreyas Bridge), Bhudarpura Road, Paldi	21 (Ambavadi)	-	23.011315	72.545334	
36	West	Gujarat College Railway Overbridge (Kavi Nanhalal Bridge)	3 (Ellish Bridge)	-	23.023633	72.566581	
37	West	AUDA Office, Sardar Vallabhbhai Patel Bhavan, Usmanpura	3 (Ellish Bridge)	19	23.045290	72.570489	
38	West	SmartCity Command and Control Centre, Near Sanskar Kendra, Paldi	3 (Ellish Bridge)	866/P	23.012913	72.568533	
39	West	Dr. Ramanbhai Patel Bhavan, Usmanpura Char Rasta, Zonal Office	3 (Ellish Bridge)	22+25	23.047694	72.570044	
40	West	Paldi-Vasna Sub-Zonal Office, Vasna Barrage Road, Near Divine Life School, Vasna	22 (Paldi Ext.)	325	23.000824	72.550519	
41	West	Sabarmati-Chandkheda Sub-Zonal Office, Opposite Torrent Powerhouse, Near Chimanbhai Bridge, Sabarmati	21 (Motera)	862	23.074326	72.592284	
42	West	Chiman Bhai Patel Railway Overbridge	Under over bridge	-	23.069349	72.586708	
43	West	Ranip Railway Overbridge	Under over bridge		23.085389	72.571220	
44	South-West	Synthetic Garden, Makarba, Ahmedabad	84/A (Makarba)	89	23.000332	72.505399	
45	South-West	Opposite Shreyas Complex, Bakeri CT Road, Vejalpur	83 (Vejalpur - Gayaspur - Maktampura)	200	23.002575	72.517371	

Sr. No	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
46	South-West	Under Jivaraj Park Bridge, Opposite Sun Gravitas, Beside Ranbasera, Near Shyamal Char Rasta, Vejalpur	3 (Vejalpur)	-	23.010917	72.531394	
47	South-West	Sarkhej-Jodhpur Sub-Zonal Office, Opposite Makarba Police Quarter, Near Water Tank, Sarkhej	84/A (Makarba)	94	22.995595	72.510309	
48	South-West	Maktampura-Vejalpur Sub-Zonal Office, APMC. Near the market, wide four roads	83 (Vejalpura - Gayaspur - Maktampura)	186	22.996026	72.534365	
49	South-West	Shivranji's Fly Over (Field Marshal Maneksha)	Under ower bridge		23.023613	72.530222	
50	South	CTM Four road	45(Khokhara - Mahemdabad - Ghodasar -1)	29	22.990719	72.634926	
51	South	Near VatwaTurnig, Next to Narol Wise Man, Mutton Lane,	56 (Narol - Shahavadi)	21	22.963974	72.592444	
52	South	Near Aslali Circle	74 (Asalali-1)	47	22.929068	72.594390	
53	South	Near Muster Station, Khodiyarnagar Char Road,	13 (Baherampura)	105	22.997101	72.574127	
54	South	Near Bibi Lake Char Road, Vatwa	85 (Vatva-5)	121	22.959591	72.611800	
55	South	Sri Guruji Railway Overbridge (South)	22 (Khokhara - Mahemdabad)	-	22.987968	72.617851	
56	South	Vatwa Railway Overbridge	87 (Vatva - Vinzol)		22.962025	72.627107	
57	North	Vedanta 98, Near Canal, Behind Sri Radhe Royal, G.E.B. Near, Naroda	75	108	23.083600	72.671700	
58	North	Near ShyamUpavan, Behind Ganesh Icon, Near MuthiyaTolanaka	71	55	23.095300	72.684100	
59	North	Near Infectious Disease Hospital Quarters, Opposite Radha Kishan Bungalows, Chiloda	99	141	23.092057	72.662538	
60	North	Opposite Diamond Square, Opposite Samzuba Hospital, Shyam Shikhar Char Rasta	Moje Rakhiyal	R.S. 102/A/P	23.037400	72.630700	
61	North	Sungold Racy. Near Nana-Chiloda	99	107	23.105700	72.671000	
62	North	RP VASANI to Sentosa Habitat. Opposite Vasani School, Naroda	124/C	38	23.055389	72.663167	

Sr. No.	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
63	North	Opposite Samved Exotica, next to Divit Hall	123/C	37	23.057500	72.662900	
64	North	Near AMC Library Madhavamall, near Krishna children's hospital	65	153	23.043900	72.649700	
65	North	Nandlal Wadhwa Hall, Kalyanchowk, Thakkarbapanagar	65 (Saijpur bogha)	161	23.045900	72.649600	
66	North	New Urban Health Centre, Maniba School in Khancha, Thakkarbapanagar	65 (Saijpur bogha)	190	23.049951	72.650211	
67	North	Naroda Road, Near Naroda Fruit Market	12 (Asarva)	67	23.050800	72.625900	
68	North	Opposite Saijpur Tower, Naroda Road	35/2 (Saijpur bogha)	56	23.060900	72.639700	
69	North	Lalbhai Kasturbhai Railway Overbridge, Memco	Under over bridge	-	23.056300	72.627800	
70	North	Saraspur-Bapunagar Sub-Zonal Office, Margha Farm Road, Malek Shaban Lake, Behind Lal Bahadur Stadium	11	255/1	23.025780	72.635780	
71	North	ThakkarbapaNagar,India colony BRTS. Near Bus Stand, Near Arvind Mill	12	12	23.045900	72.618300	
72	North	Sardarnagar Sub-Zonal Office, Sardarnagar Township, Police Station, Sardarnagar	Sardarnagar Twonship	8053	23.081300	72.632200	
73	North	Outside Veer Savarkar Complex, Behind Electric Sub Station, Memco Char Rasta,	NoN TP area asarva (Near TP 12)	Survey No. 360 (Opp. FP 81, 82, 83)	23.052700	72.631700	
74	North	Saijpur Urban Health Centre, Behind Petrol Pump, Memco	30	65	23.055466	72.631368	
75	North	Naroda Sub-Zonal Office, Ichapurti Ganesh Gali, Near Naroda Water Tank, Naroda	39	460	23.078614	72.657900	
76	North-West	Chanakyapuri Railway Overbridge	Under over bridge		23.075278	72.540171	
77	North-West	Nanaji Deshmukh Railway Overbridge Sola	Under over bridge		23.067485	72.526805	
78	North-West	Sunder Singh Bhandari Railway OverbridgeGota	Under over bridge		23.088133	72.542007	
79	North-	Seams Hospital Railway	Under over		23.062172	72.514848	

Sr. No.	Zone	Landmark address	TP scheme	FP No.	Latitude	Longitude	Discom
	West	Overbridge	bridge				
80	North-West	Gota Sub-Zonal Office, Science City Road, Opposite Kunj Bungalows, Gota	42	261	23.072055	72.512542	
81	North-West	Under Chanakayapoori Overbridge, Ghatlodia	Under over bridge		23.072589	72.541956	

The meeting was concluded with vote of thanks at 1.30 pm.

The minutes of this meeting will form a part of the tender document.

**Same is to be kept as an additional annexure with technical bid duly signed and stamped.**

-Sd/-

(P N Raut)

Director Estate & Town Planning/Estate Officer  
Ahmedabad Municipal Corporation

Tender No. **AMC/EV-CHARGING/2024/81**

Dt.19-03-2024

Copy submitted to:

1. Commissioner, Ahmedabad Municipal Corporation
2. Deputy Commissioner, Ahmedabad Municipal Corporation

Copy.f.w.cs.to:

1. The Municipal Chief Auditor, Ahmedabad Municipal Corporation

Copy to:

1. via email to presented representative agencies
  - i. Adani Total Energies E-mobility Limited (ATEL)
  - ii. Evamp Technologies Pvt Ltd (Mobilane)
  - iii. Fortum Charge & Drive India Private Limited (GLIDA India)
  - iv. Sahana System Limited
  - v. Tata Power EV Charging Solutions Limited
  - vi. Lubi EV Solutions
  - vii. Reliance BP Mobility Limited (JIO-BP)
2. Notice Board, AMC main office.
3. On n-procure website for **e- Tender No.: AMC/EV-CHARGING/2024/81**