



GUJARAT MINERAL DEVELOPMENT CORPORATION (GMDC)

Request For Proposal (RFP) Procurement, Operation and Maintenance of Staff and School Buses for Shyamji Krishna Verma Township, Kutch, Gujarat serving GMDC Lignite mines at 1) Mata No Madh 2) Panandhro and 3) Umarsar

Tender No. GMDC/HR/09/2023-24

Corrigendum 1

Issuing Authority: Gujarat Mineral Development Corporation (GMDC)

The corrigendum 1 consists of amendments made in the provisions of the captioned RFP. The provisions of RFP mentioned below now onwards shall be read with the amendments made thereto through this Corrigendum 1.

Sr. No	RFP clause/ reference	Provision /Clause			Provision /Clause stands revised/replace/added and to be read as		
		Sr. No	Event Description	Dates	Sr. No	Event Description	Dates
1.	Clause 2.10 – Vol 1 Schedule of Selection/Bidding Process.	1	Due date for Online Technical and Price Bid Submission	on or before 01/11/2023 up to 18:00 hrs through https://tender.nprocure.com Only RFP Fee and EMD to be submitted in physical form. No other documents are to be submitted physically. Bidder submitting price Bid in Physical Format shall be treated as non-responsive and rejected.	1	Due date for Online Technical and Price Bid Submission	on or before 21/11/2023 up to 18:00 hrs through https://tender.nprocure.com Only RFP Fee and EMD to be submitted in physical form. No other documents are to be submitted physically. Bidder submitting price Bid in Physical Format shall be treated as non-responsive and rejected.

Sr. No	RFP clause/ reference	Provision /Clause		Provision /Clause stands revised/replace/added and to be read as			
		2	Due Date and Time of Physical submission of EMD and RFP Fee	Physical submission of RFP Fee and EMD shall be made by Speed Post/RPAD/Hand delivery/Courier in sealed cover duly super scribed as mentioned in the RFP strictly between 02/11/2023 and 03/11/2023 . Bidder can submit the physical submission on 02/11/2023 during office hours and on 03/11/2023 by 5:00 PM at the following address. “Office of General Manager, Human Resource, GMDC Ltd, Khanij Bhavan, 132 - Ring Road Gujarat University Ground, Vastrapur Ahmedabad -	2	Due Date and Time of Physical submission of EMD and RFP Fee	Physical submission of RFP Fee and EMD shall be made by Speed Post/RPAD/Hand delivery/Courier in sealed cover duly super scribed as mentioned in the RFP strictly between 22/11/2023 and 23/11/2023 . Bidder can submit the physical submission on 22/11/2023 during office hours and on 23/11/2023 by 4:00 PM at the following address. “Office` of General Manager, Human Resource, GMDC Ltd, Khanij Bhavan, 132 - Ring Road Gujarat University Ground, Vastrapur
		3	Opening of Technical Bid	On 4/11/2023, At 11:00 AM at above address.	3	Opening of Technical Bid	On 23/11/2023, At 5:30 PM at above address.
		4	Opening of price bids	INTIMATED LATER	4	Opening of price bids	INTIMATED LATER
		5	Letter of Award (LOA)	Within Bid Validity Period	5	Letter of Award (LOA)	Within Bid Validity Period

Sr. No	RFP clause/ reference	Provision /Clause	Provision /Clause stands revised/replace/added and to be read as
2.	Clause 2.1 (e) of Vol 1, Clause 23.4 and 23.5(d)	Tables showing Assured km for each Contracted Buses.	The Tables provided in the reference clauses stand revised as per Annexure 3 to this Corrigendum 1.
3.	Clause 2.2 (c) of Vol 1.	The Bidders shall have to meet eligibility and qualification criteria provided in the RFP. Bidders would be required to quote Aggregated Cost of Bus Operation for the 1st Month as per the contract conditions specified in Vol 2 of the RFP. Price bid of the bidders who are meeting eligibility and qualification criteria shall be opened. The Bidder whose Price Bid determined to be lowest and responsive as per clause 7.4 shall be considered as Preferred Bidder (the “Preferred Bidder”) for award of the Project.	The Bidders shall have to meet eligibility and qualification criteria provided in the RFP. Bidders would be required to quote Aggregated Cost of Bus Operation for the 1st Year as per the contract conditions specified in Vol 2 of the RFP. Price bid of the bidders who are meeting eligibility and qualification criteria shall be opened. The Bidder whose Price Bid determined to be lowest and responsive as per clause 7.4 shall be considered as Preferred Bidder (the “Preferred Bidder”) for award of the Project.
4.	Clause 2.7 of Vol 1 (New Insertion)	(No Provision)	Following provision is inserted as “last para” to the clause 2.7 of vol 1. Relaxation in terms of submission of RFP fee shall be given to the bidder who is holding valid Certificate issued under the MSME Act, 2006 on the date of submission of RFP.
5.	Clause 5.2 (e) of Vol 1.	The Bidder is required to submit Aggregated Cost of Bus Operation for the 1st Month as per the format provided in the Annexure 8 of the Volume 1 for each type of buses. All prices and other information having a bearing on the price shall be written both in figures and words in the prescribed Proposal form. In case of discrepancy, the price given in words shall be considered. The prices shall be inclusive of all taxes and charges except GST.	The Bidder is required to submit Aggregated Cost of Bus Operation for the 1st Year as per the format provided in the Annexure 8 of the Volume 1 for each type of buses. All prices and other information having a bearing on the price shall be written both in figures and words in the prescribed Proposal form. In case of discrepancy, the price given in words shall be considered. The prices shall be inclusive of all taxes and charges except GST.
6.	Clause 7.5 (a) of Vol 1.	The Bidders shall submit the Price Bids in terms of Aggregated Cost of Bus Operation for the 1st Month , online as per indicative Price Bid format specified in Annexure 8 in respect of cost payable to such Bidder by Authority towards Procurement, operation and maintenance of each Bus. All prices shall be in Indian Rupees.	The Bidders shall submit the Price Bids in terms of Aggregated Cost of Bus Operation for the 1st Year , online as per indicative Price Bid format specified in Annexure 8 in respect of cost payable to such Bidder by Authority towards Procurement, operation and maintenance of each Bus. All prices shall be in Indian Rupees.

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7.	Clause 7.5 (b) of Vol 1.	The Qualified Bidder whose price bid is determined in terms hereof as lowest in terms of Aggregated Cost of Bus Operations for the 1st Month shall be declared as Preferred Bidder subject to its cost is determined to be responsive as per clause 7.5 (e) and (f).	The Qualified Bidder whose price bid is determined in terms hereof as lowest in terms of Aggregated Cost of Bus Operations for the 1st Year shall be declared as Preferred Bidder subject to its cost is determined to be responsive as per clause 7.5 (e) and (f).
8.	Annexure 8 Indicative Price Bid Format - Vol 1	Table 1: Aggregated Cost of Bus Operation for the 1st Month Table 2: Break-up of the per km cost Table 3: Bus Purchase Cost Notes to the price bid submission	Table 1: stands revised as per Annexure 1 to this Corrigendum 1. Table 2: Break-up of the per km cost.. No Change Table 3: Bus Purchase Cost..... No Change Notes to the price bid submission: Only note number 1 stands revised as per annexure 1 to this corrigendum 1 <i>(Note: The revised Table 1 of Annexure 8 of shall be updated on nprocure website)</i>
9.	Definitions: Vol 2	“Monthly Assured Bus Km” shall have the meaning as ascribed thereto in Clause 23.5 (d) of the Agreement.	“Annual Assured Bus Km” shall have the meaning as ascribed thereto in Clause 23.5 (d) the Agreement.
10.	Clause 4.2(h)- Vol 2	The Staff Buses shall be operated for 365 days or as per the Operation plan. The School Buses shall not be required during the vacation period and public holidays. The Authority shall not make any payment during the vacation period and public holidays. In the eventpayment (“Assured Fleet Availability”)	The Staff Buses shall be operated for 365 days or as per the Operation plan. The School Buses shall not be required during the vacation period and public holidays. The Authority shall not make any payment during the vacation period and public holidays. In the eventpayment (“Assured Fleet Availability”)
11.	Clause 7.2- Vol 2	The Operator shall appoint/ Select Bus Manufacturer to construct the Chassis and Bus Body of the Fully Built Bus at fully owned <u>inhouse Bus Body Building/ manufacturing facility or at the Bus Body Building Facility</u> owned by its Associates.	The Operator shall appoint/select a Bus Manufacturer to construct the Chassis and Bus Body of the Fully Built Bus as follows: (i) The Bus Chassis shall be manufactured at the Fully owned in-house facility/Plant of the Vehicle Manufacturer only. (ii) The Warranty for the Buses must be provided for the Fully

Sr. No	RFP clause/ reference	Provision /Clause	Provision /Clause stands revised/replace/added and to be read as
			<p>Built Bus by the Manufacturer including for the Chassis and Body.</p> <p>(iii) The Bus Body can be constructed at:</p> <ol style="list-style-type: none"> a. The fully owned in-house Bus Body building facilities of the Manufacturer OR b. Bus Body Building Facility owned by the Manufacturer's Associate or c. Bus Body Building Facility owned by the Authorised Bus Body Builder of the Manufacturer. <p>The "Associate" of the Manufacturer shall meet the requirement as set forth in the clause 7.2.1 of Vol 2 of the RFP.</p> <p>The Authorised Body Builder shall meet the requirements as follows:</p> <ol style="list-style-type: none"> i. <u>Possess valid Accreditation Certificate for bus body building</u> from ARAI or CIRT or an equivalent institute authorised under rule no. 126 of CMVR 1989. ii. Experience in Bus Body Building for a minimum 100 (nos.) ICE buses for the Vehicle Manufacturer supplying the bus in the last 7 financial years preceding the bid due date. The experience can be demonstrated through a Work Order issued by the Vehicle Manufacturer/ Agreement.
12.	Clause 9.6 - Vol 2 (New insertion)	<i>(No Provision)</i>	<p>The clause 9.6 of Vol 2 is inserted as follows:</p> <p>Operator shall take approval from Authority for certain components and materials such as seats, pipes and tubes and AC systems before installing in the prototype buses.</p>

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13.	Clause 10.1 Vol 2	Delivery Period: Delivery of prototype Bus and thereafter other Contracted buses shall be as follows; . (“Bus Delivery Schedule”) <table border="1" data-bbox="450 392 1285 683"> <thead> <tr> <th data-bbox="450 392 786 464">Milestone</th> <th data-bbox="786 392 1285 464">Timeline</th> </tr> </thead> <tbody> <tr> <td data-bbox="450 464 786 608">Fully Built Prototype Bus Inspection for all four types of Staff and School Buses</td> <td data-bbox="786 464 1285 608">Within 30 days from date of LOA</td> </tr> <tr> <td data-bbox="450 608 786 683">Delivery of the Buses</td> <td data-bbox="786 608 1285 683">Within 30 days of approval of prototype</td> </tr> </tbody> </table>	Milestone	Timeline	Fully Built Prototype Bus Inspection for all four types of Staff and School Buses	Within 30 days from date of LOA	Delivery of the Buses	Within 30 days of approval of prototype	Delivery Period: Delivery of prototype Bus and thereafter other Contracted buses shall be as follows; (“Bus Delivery Schedule”) <table border="1" data-bbox="1317 357 2152 647"> <thead> <tr> <th data-bbox="1317 357 1653 429">Milestone</th> <th data-bbox="1653 357 2152 429">Timeline</th> </tr> </thead> <tbody> <tr> <td data-bbox="1317 429 1653 572">Fully Built Prototype Bus Inspection for all four types of Staff and School Buses</td> <td data-bbox="1653 429 2152 572">Within 30 days from date of LOA</td> </tr> <tr> <td data-bbox="1317 572 1653 647">Delivery of the Buses</td> <td data-bbox="1653 572 2152 647">Within 60 days of approval of prototype</td> </tr> </tbody> </table>	Milestone	Timeline	Fully Built Prototype Bus Inspection for all four types of Staff and School Buses	Within 30 days from date of LOA	Delivery of the Buses	Within 60 days of approval of prototype
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14.	Clause 20.7- Vol 2 (New Insertion)	(No Provision)	Clause 20.7 in vol 2 stands inserted as follows: <i>“The operator shall be permitted to interchange the buses with bus of the same capacity and specifications (for ex. A 56-seater bus with a 56-Seater bus) and for the same application (for ex. A staff bus for a staff bus) under this contract, however without any delay in the required Bus Services as specified in the RFP.”</i>												
15.	Clause 23.5 (B) – Vol 2	The Authority shall, within a period of 10 (ten) days of the receipt of invoice (“Payment Period”) ,.....making any tax deductions at source under Applicable Law.	The Authority shall, within a period of 10 (ten) days of the receipt of invoice (“Payment Period”),making any tax deductions at source under Applicable Law. All the payments, adjustments, deduction of Liquidated Damages and reconciliation of the Annual Assured Km as per the provisions of the RFP shall be done by the project office of the respective mines/sites.												
16.	Clause 23.5(D) and (E) – Vol 2	<i>Clause 23.5 (D): Guarantee to operate a particular number of kilometres and</i> <i>Clause 23.5 (E): Quarterly Assured Payment after reconciliation</i>	Clause 23.5 (D) and Clause 23.5 (E) stand revised as per annexure 4 to this corrigendum 1.												

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17.	Clause 23.5(G) – Vol 2 (New Insertion)	<i>(No Provision)</i>	<p>Clause 23.5(g) in vol 2 stands inserted as follows:</p> <p>“In case of the School Buses, the Authority shall provide Standing Charges for each of the School Bus during 1) Diwali Vacation and 2) Summer Vacation as stipulated in the notification of the competent Authority or School Management (“Vacations”), throughout the Agreement Period for non-utilisation of the Vehicle (“Standing Charge”). The Standing Charges shall be calculated as follows;</p> <p style="text-align: center;">Standing Charges = (50% X Per km charge applicable in the relevant time period for the respective school bus) X daily km X no. of Vacation Days.</p> <p>The Standing Charges shall be calculated and paid by the Authority on an Annual basis at the time of the annual reconciliation of the Assured km Payment as per clause 23.5(e) of the Agreement.</p> <p>The Operator agrees that in case of any or all the School Buses are moved away from the bus parking designated by the Authority for any time during the Vacations/ Non-Working Days, the Authority shall not pay any Standing Charge.</p>
18.	Clause 23.5(f)(c)- Vol 2	<p>{Para 1} For Change in labour / manpower cost component in the rate revision formula, the change in the applicable minimum wages from base wages mentioned in this agreement for the relevant skill category for bus drivers shall be applicable as and when revised by the competent Authority in the State of Gujarat.</p>	<p>{Para 1} For Change in labour/ manpower cost component in the rate revision formula, the change in the applicable minimum wages from base wages mentioned in this agreement for the relevant skill category for the manpower deployed in the Bus Operation and Maintenance shall be applicable as and when revised by the competent Authority in the Central /State Government.</p>

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19.	Clause 23.5(f)(d)- Vol 2 (New Insertion)	(No Provision)	Clause 23.5(f)(d) in Vol 2 stands inserted as follows; “In addition to the provisions of the sub clause (c) above, the Authority shall reimburse to the Operator any increase in the RTO taxes, which are applicable to the Staff Buses, at the actual on as and when basis.”
20.	Annexure 3: Vol 2	Operation Plan	The Annexure 3 of Vol 2: Operation Plan stand revised as per the Annexure 2 to this Corrigendum 1.
21.	Clause 5.1 – Part 1 of Vol 3A and Clause 5.2 Part 1 and Vol 3B	All exterior and Interior colour schemes and exterior logo/ graphics would be provided by GMDC. For exterior logo and graphics vinyl Decal stickers with thickness >80 micron (with printed letters >180 micron) shall be used.	All exterior and Interior colour schemes and exterior logo/ graphics and specification for material shall be provided by GMDC. The cost of the meeting the colour scheme and material (decal) for exterior and interior logo/ graphics shall be borne by the Operator at its own cost.
22.	Point 3.7 of Part B of Vo1 3A and 3B	Only for 10-12 mtr Bus: Rated HP >180HP at low rpm and Maximum engine torque required at lower range of RPM and spread over a wider range of RPM	Only for 10-12 mtr Bus: Rated HP >=160HP at low rpm and Maximum engine torque required at lower range of RPM and spread over a wider range of RPM
23.	Point 8 of Part B of Vo1 3A and 3B	Suspension system: For 10-12 mtr Bus: At Front and Rear Axle: Air Suspension For 7-9 mtr Bus: At Front and Rear Axle: Waveller	Suspension system: For 10-12 mtr Bus: At Front and Rear Axle: Parabolic Suspension System For 7-9 mtr Bus: At Front and Rear Axle: Parabolic Suspension System
24.	Point 8.4 of Part B of Vo1 3A and 3B	For all types of buses Antiroll bars/stabilizers: Both front and rear	For all types of buses Antiroll bars/stabilizers: Only at front
25.	Point 9 of Part B of Vo1 3A and 3B	Braking System: Specification 1: Only for 10-12 mtr Bus: Disc Brakes in front and at rear wheels.	Braking System: Specification 1: Only for 10-12 mtr Bus: Drum Brakes in front and at rear wheels.

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		<p>Specification 2:</p> <ul style="list-style-type: none"> • Graduated hand-controlled, spring-actuated parking brakes acting on rear wheels. Asbestos free brake linings / Pads at all places. • Brake squeal would be absent under normal conditions of operation. An air compressor/dryer which minimizes oil carryover would be fitted. Braking system would be fitted with air dryer and oil/ water separator system. Buses would also be provided with hand-operated pneumatic flick valve type parking brakes at rear wheels. Air pressure line would be treated for corrosion resistance. • In the event of failure of engine and or loss of air in system, adequate provision be made for obtaining effectiveness of service brake system and or for deactivating the spring actuated brakes. • The air compressor system should have sufficient capacity to meet large compressed air demand for braking in the start – stop type urban operations and frequent opening / closing of doors besides any other requirement. 	<p>Specification 2: The Brake systems shall be as per AIS 151/052 as applicable.</p>
26.	Point 14.1(D) of Part B of Vo1 3A and 3B	<p>Wheelbase</p> <p>For 10-12 mtr Bus: Wheelbase: 5500 mm -6200 mm</p> <p>For 7-9 mtr Bus: Wheelbase: 4500 mm – 5000 mm</p>	<p>Wheelbase</p> <p>For 10-12 mtr Bus: Wheelbase: 5200 mm -6200 mm</p> <p>For 7-9 mtr Bus: Wheelbase: 4300 mm – 5000 mm</p>

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27.	Point 14.1(B) of Part B of Vo1 3A and 3B	<p>Overall Width (sole bar/floor level- extreme points)</p> <p>For 10-12 mtr Bus: Overall Width (sole bar/floor level- extreme points) : 2600 +/- 100 mm</p> <p>For 7-9 mtr Bus: Overall Width (sole bar/floor level- extreme points) : 2400 +/-50 mm</p>	<p>Overall Width (sole bar/floor level- extreme points)</p> <p>For 10-12 mtr Bus: Overall Width (sole bar/floor level- extreme points) : 2400 mm - 2600 mm</p> <p>For 7-9 mtr Bus: Overall Width (sole bar/floor level- extreme points) : 2300 mm- 2400 mm</p>
28.	Point 15.1(D) of Part B of Vo1 3A and 3B	<p>For all types of Buses: Passenger safety system - allowing bus motion only on doors closing: ✓</p>	<p>Passenger safety system - allowing bus motion only on doors closing: Preferred for Staff Buses and for School buses as per applicable regulation.</p>
29.	Point 15.2(A) of Part B of Vo1 3A and 3B	<p>Door Aperture in mm</p> <p>For 10-12 mtr Bus: Door Aperture in mm: 1200 mm as per AIS 052</p> <p>For 7-9 mtr Bus: Door Aperture in mm: 800 mm as per AIS 052</p>	<p>Door Aperture in mm</p> <p>For 10-12 mtr Bus: Door Aperture in mm: As per AIS 052 (For both types of buses) and as per AIS 063 (for School Bus)</p> <p>For 7-9 mtr Bus: Door Aperture in mm: As per AIS 052 (For both types of buses) and as per AIS 063 (for School Bus)</p>
30.	Point 15.2(B) of Part B of Vo1 3A and 3B	<p>Clear door width (fully opened)</p> <p>For 10-12 mtr Bus: Clear door width (fully opened): ≥1000 mm ± 50 mm.</p> <p>For 7-9 mtr Bus: Clear door width (fully opened): 650mm as per AIS 052</p>	<p>Clear door width (fully opened)</p> <p>For 10-12 mtr Bus: Clear door width (fully opened): As per AIS 052 and as per AIS 063 (for School Bus)</p> <p>For 7-9 mtr Bus: Clear door width (fully opened): As per AIS 052 and as per AIS 063 (for School Bus)</p>

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31.	Point 15.2(C) of Part B of Vo1 3A and 3B	Door height For 10-12 mtr Bus: Door height: 1900 mm For 7-9 mtr Bus: Door height: 1900 mm	Door height For 10-12 mtr Bus: Door height: Minimum 1800 mm For 7-9 mtr Bus: Door height: Minimum 1800 mm
32.	Point 18.5 of Part B of Vo1 3A and 3B	Anti – skid material For all types of buses: Anti – skid material 3 mm thick anti-skid type silicon grains ISO 877/76 for colour, IS5509 for fire retardancy	Anti – skid material For all types of buses: Anti – skid material minimum 1.5 mm thick anti-skid type silicon grains ISO 877/76 for colour, IS5509 for fire retardancy
33.	Point 19 and 30.1 of Part B of Vo1 3A and 3B	For all types of Buses: Type, Size and Material of Side Window.	For all types of Buses: Type, Size and Material of the side windows shall be as per AIS 052 and AIS 068 only as applicable to Staff and School Buses. It is to be clarified that for the Air-Conditioned Staff Buses, the Side window shall have fixed pasted single-glass. All other provisions related to side windows in Vol 3A and 3B of the RFP stand deleted.
34.	Clause 19 of Part A of Vol 3 A, Clause 20 of Part A of Vol 3B and Point 10.4 of Part B of Vo1 3A and 3B	For all types of buses Requirement of Multiplex wiring system	The requirement of multiplex wiring in the all types of Buses, specified at various places in the vol 3A and 3B of the RFP stands deleted.
35.	Point 20.1 of Part B of Vo1 3A and 3B	1. Passenger Seating for All Staff Buses as per Vol 3A: a. Specifications as per Point no 20.1(B) to 20.1 (O). 2. Passenger Seating for All School Buses as per Vol 3B: a. Specifications as per Point no 20.1(B) to 20.1 (O).	1. Passenger Seating for All Staff Buses as per Vol 3A: a. Seat Specifications as per Point no 20.1(B) to 20.1 (O) shall be as per AIS 023 and AIS 052 only as per the prevailing market practice for staff buses.

Sr. No	RFP clause/ reference	Provision /Clause	Provision /Clause stands revised/replace/added and to be read as
		<p>3. Passenger Seating for All 10-12 Mtr School and Staff Buses as per Vol 3A and 3B: Specifications as per point no. 20.1(Q): Minimum 56 seat + Driver</p>	<p>2. Passenger Seating for All School Buses as per Vol 3B: a. Specifications as per Point no 20.1(B) to 20.1 (O) shall be as per AIS 023 and AIS 063 only as per the prevailing market practice for school buses.</p> <p>3. Passenger Seating for All 10-12 Mtr School and Staff Buses as per Vol 3A and 3B: Specifications as per point no. 20.1(Q): 55/56 seat + Driver</p>
36.	Point 20.2(E) and (F) of Part B of Vo1 3A and 3B	<p>For all types of buses</p> <p>Specification 1: Gangway Width (mm) from gates to longitudinal space between rows of seats (Access to service doors): Minimum 600 mm</p> <p>Specification 2: Gangway Width (mm) in longitudinal space between rows of seats: (Refer figure-1 AIS 052) minimum 650 mm excluding armrests and including stanchions- will be measured from seat edge to seat edge.</p>	<p>For all types of buses</p> <p>Specification 1: Gangway Width (mm) from gates to longitudinal space between rows of seats (Access to service doors): Minimum 350 mm</p> <p>Specification 2: Gangway Width (mm) in longitudinal space between rows of seats: (Refer figure-1 AIS 052) minimum 350 mm excluding armrests and including stanchions- will be measured from seat edge to seat edge.</p>
37.	Point 21.3 of Part B of Vo1 3A and 3B	<p>Fan (in driver compartment)</p> <p>For all types of buses: Fan: Driver work area would be equipped with a 24V DC, 200mm diameter fan mounted at proper height on side structure.</p>	<p>Fan (in driver compartment)</p> <p>For all types of buses: Fan: Driver work area would be equipped with a minimum 12V DC, 200mm diameter fan mounted at proper height on side structure.</p>
38.	Point 22 and 23 of Part B of Vo1 3A and 3B and Point 23.B of Part B of Vol 3B.	<p>For all types of buses:</p> <p>1) Handrails Minimum length*diameter* height above floor in mm: Handrails as per AIS 052, Colour contrasting and slip resistant of aluminium tubing 32 mm dia, 3 mm thick.</p> <p>2) Stanchions: Vertically fitted, aluminium tubing with Colour contrasting and slip resistant. 40 mm dia & 3.15 mm thick. Rest As per AIS 052.</p>	<p>For all types of buses:</p> <p>1) Handrails Minimum length*diameter* height above floor in mm: Handrails as per AIS 052, Colour contrasting and slip resistant tubing 32 mm dia, 3 mm thick preferably of Aluminium.</p> <p>2) Stanchions: Vertically fitted, tubing with Colour contrasting and slip resistant. 40 mm dia & 3.15 mm thick preferably in</p>

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		<p>3) Guardrail for School Buses: Minimum 3 nos. black powder coated side window guardrails of Aluminium alloy of 25mm dia, 2mm thickness would be provided in Non-AC midi buses. Details including specifications followed would be supplied by the bidder along with the bid.</p>	<p>Aluminium. Rest As per AIS 052.</p> <p>3) Guardrail for School Buses: Minimum 3 nos. black powder coated side window guardrails of 25mm dia, 2mm thickness would be provided in Non-AC midi buses, preferably in Aluminium. Details including specifications followed would be supplied by the bidder along with the bid.</p>
39.	Point 23.1 of Part B of Vo1 3A and 3B	<p>For all types of Buses:</p> <p>Bells for Passenger convenience: High visibility bell pushes shall be fitted at a suitable height (≥ 1.2 meter on all/ alternate/convenient stanchions keeping in view convenience of passengers and avoidance of un-necessary/ inadvertent operation by passengers.</p>	<p>For all types of Buses:</p> <p>Bells for Passenger convenience: As per AIS 052 and applicable laws.</p>
40.	Point 30.2(F) of Part B of Vo1 3A and 3B	<p>For all types of Buses:</p> <p>Bulleted Point no. 3: A pilot lamp on the driver’s dashboard would be provided to warn that the door is ‘Open’ or not fully closed.</p> <p>Bulleted Point no. 5: Photo-cell controlled opening/closing functions of doors and a “sensitive edge” made for safe entry exit be fitted.</p>	<p>For all types of Buses:</p> <p>Bulleted Point no. 3: Deleted.</p> <p>Bulleted Point no. 5: Deleted.</p>
41.	Point 34 of Part B of Vo1 3A and 3B	<p>For Staff Buses:</p> <p>Air conditioning system - test procedure for type approval: Specification, Target Result, Apparatus and Procedure.</p>	<p>For Staff Buses:</p> <p>The provisions of the Air conditioning system- test procedure for type approval stands deleted.</p> <p>Following requirements pertaining to Air Conditioning system to be installed in the staff buses stand inserted.</p>

Sr. No	RFP clause/ reference	Provision /Clause	Provision /Clause stands revised/replace/added and to be read as
			Air conditioning system for 7000 mm to 9000 mm long Staff Buses: Min 24 kw capacity Air conditioning system for 10,000 mm to 12,000 mm long Staff Buses: Min 30 kw capacity

Annexure 1: Revised Indicative Format of Price Bid

(To be filled up online only)

Table 1: Aggregated Cost of Bus Operation for the 1st Year

Bus No.	Service	Size of Bus	no. of buses	Annual Assured km per Bus	Rates (Rs/km) Inclusive of all taxes and charges bus exclusive of GST	First-Year payment (Rs)
	A	B	C	D	E	F= (C*D*E)
1	AC -Staff Bus	7-9 mtr	1	36500		
2	AC -Staff Bus	10-12Mtr	1	200750		
3	AC -Staff Bus	7-9 Mtr	1	54750		
4	AC -Staff Bus	10-12Mtr	1	140160		
5	Non AC -School Bus	7-9 Mtr	1	17760		
6	Non AC -School Bus	10-12 mtr	1	54240		
7	Non AC -School Bus	10-12 mtr	1	16800		
8	Non AC -School Bus	10-12 mtr	1	13440		
9	Aggregated Cost of Bus Operation for the 1st Year (Sum of F1 to F8 above)					

Note:

- i. For the purposes of price bid evaluation, only the **Aggregated Cost of Bus Operation for the 1st Year** quoted by the Bidder in cell no. "F9" of Table 1 shall only be considered. GST shall be payable at applicable rate over the above the payment to be made to the Successful bidder however implication of GST will not be considered for comparison of price bids.

(Other notes in the price bid remains unchanged)

Annexure 2: Revised Operation Plan

Bus no.	Type of service	Size of Bus	Daily km	No. Single Trips	Route	Tentative Shift timing	
						From Origin	From Destination
1	Staff	7-9 mtr	100	10	Origin: SKV Nagar Destination: Panandhro Site	1) 4:30 AM 2) 7:30 AM 3) 12:30 PM 4) 02:00 PM 5) 8:30 PM	1) 5:00 AM, 2) 8:00 AM (<i>EMPTY</i>) 3) 1:00 PM 4) 5:00 PM 5) 9:00 PM
2	Staff	10-12Mtr	550	10	Origin: SKV Nagar Destination: Mata no Madh Site	1) 04:00 AM 2) 07:00 AM 3) 12:00 PM 4) 04:00 PM (<i>EMPTY</i>) 5) 08:00 PM	1) 05:00 AM 2) 08:00 AM (<i>EMPTY</i>) 3) 01:00 PM 4) 05:00 PM 5) 09:00 PM
3	Staff	7-9 mtr	150	10	Origin: Ravapar Nagar Destination: Mata no Madh Site	1) 04:40 AM 2) 07:40 AM 3) 12:40 PM 4) 02:20 PM 5) 08:40 PM	1) 05:00 AM 2) 10:30 AM 3) 01:00 PM 4) 05:00 PM 5) 09:00 PM
4	Staff	10-12Mtr	384	12	Origin: SKV Nagar Destination: Umarasar Area	1) 04:30 AM 2) 07:30 AM 3) 12:30 PM 4) 04:30 PM 5) 08:30 PM	1) 05:00 AM 2) 10:30 AM 3) 01:00 PM 4) 05:00 PM 5) 09:00 PM
5	School	7-9 mtr	74	2	Origin: Ravapar Destination: Dayapar	1) 06:40 AM	1) 01:50 PM

Bus no.	Type of service	Size of Bus	Daily km	No. Single Trips	Route	Tentative Shift timing	
						From Origin	From Destination
				2	Origin: Ravapar Destination: Ravapar township via Ravapar School	1) 04:30 AM	1) 05:00 AM
6	School	10-12Mtr	226	4	Origin: Punrajpur Destination: Dayapar Schools	1) 06:00 AM 2) 02:00 PM	1) 12:45 PM 2) 04:30 PM
				2	Origin: Dayapur Schools Destination: Umarasar	1) 07:30 AM	1) 09:30 AM
7	School	10-12Mtr	70	2	Round Trip: SKV Nagar - Khanot - Mindhiyari - SKV Nagar	1) 06:15 AM 2) 12:30 PM	1) 06:45 AM 2) 01:30 PM
8	School	10-12Mtr	56	2	Round Trip: SKV Nagar - Fulra-Panandhro- SKV Nagar	1) 06:15 AM 2) 12:30 PM	1) 06:45 AM 2) 01:30 PM

Annexure 3: Revised tables showing assured kms

A. Table as per clause 2.1(e) of Vol 1 stands revised as follows;

Bus No.	Service	Size of Bus	no. of buses	Daily Assured km	Annual Assured KM
1	AC -Staff Bus	7-9 mtr	1	100	36500
3	AC -Staff Bus	10-12Mtr	1	550	200750
4	AC -Staff Bus	7-9 Mtr	1	150	54750
5	AC -Staff Bus	10-12Mtr	1	384	140160
6	Non-AC -School Bus	7-9 Mtr	1	74	17760*
7	Non-AC -School Bus	10-12 mtr	1	226	54240*
8	Non-AC -School Bus	10-12 mtr	1	70	16800*
9	Non-AC -School Bus	10-12 mtr	1	56	13440*
	Total		8	1,610	5,34,400

Note:

*: The total working days for the school buses in the entire year shall be around 240 days. Balance 125 days shall be non-working days including 1) Sundays, 2) Public Holidays 3) Diwali Vacation and 4) Summer Vacation as stipulated through notification by the competent authority. The Authority shall pay Standing Charges to the Bidder for Diwali and Summer Vacations only as per the provisions of the RFP. The Bidder shall be required to consider above annual assured km for School Buses for quoting the prices/ per km rate.

B. Table as per clause 23.4 of Vol 2 stands revised as follows;

Bus No.	Service	Size of Bus	no. of buses	Rates (Rs/km) Inclusive of all taxes and charges bus exclusive of GST
	A	B	C	E
1	AC -Staff Bus	7-9 mtr	1	
2	AC -Staff Bus	10-12Mtr	1	
3	AC -Staff Bus	7-9 Mtr	1	
4	AC -Staff Bus	10-12Mtr	1	
5	AC -Staff Bus	7-9 Mtr	1	
6	Non-AC -School Bus	10-12 mtr	1	
7	Non-AC -School Bus	10-12 mtr	1	
8	Non-AC -School Bus	10-12 mtr	1	

Annexure 4: Revised clauses 23.5 (D) and (E)

23.5(D) Guarantee to operate particular number of kilometres

The Authority hereby assures the Operator that the Operating Plan will be formulated so as to ensure that the average number of Bus Kilometres travelled by each of the Contracted Buses from FCoD and then onwards on Annual basis, shall be no fewer than as follows; [**“Annual Assured Bus Kilometres”**]

Bus No.	Service	Size of Bus	no. of buses	Annual Assured km per Bus
	A	B	C	D
1	AC -Staff Bus	7-9 mtr	1	36500
2	AC -Staff Bus	10-12Mtr	1	200750
3	AC -Staff Bus	7-9 Mtr	1	54750
4	AC -Staff Bus	10-12Mtr	1	140160
5	AC -Staff Bus	7-9 Mtr	1	17760*
6	Non-AC -School Bus	10-12 mtr	1	54240*
7	Non-AC -School Bus	10-12 mtr	1	16800*
8	Non-AC -School Bus	10-12 mtr	1	13440*
	Total			5,34,400

Note:

*: The total working days for the school buses in the entire year shall be around 240. Balance 125 days shall be Non-Working Days including 1) Sundays, 2) Public Holidays 3) Diwali Vacation and 4) Summer Vacation as stipulated through notification by the competent authority. The Authority shall pay Standing Charge to the Bidder for the Diwali and Summer Vacations only as per the provisions of the RFP. **The above annual assured km shall be considered for the Annual reconciliation of the Assured km as per clause 23.5(e). In case the**

The Authority shall review, reconcile, calculate and pay the adjustment of any unutilised or excess kms on Annual basis as per provision below.

23.5 (E) Annual Assured Payment after Reconciliation

i. Payment for Unutilised Kilometres:

In the event that the Authority is unable to demand from the Operator the operations of the Contracted Bus trips such that the average number of kilometres operated per Contracted Bus is not equal to the cumulative Annual Assured Bus Kilometres for all buses during a Year, Authority will pay to the Operator, in addition to the full payments made for Bus km operated based on invoices presented by the Operator, an amount which shall be determined as follows:

Annual Assured Payment Amount for Unutilised Kms = $0.70 \times (T_y - T_a) \times$
Applicable Kilometre Charge

where

T_y = Annual Assured Bus Kilometres for each type of Bus x 12 Months X
Type of Contracted Bus made available for Service by Operator.

T_a = Actual Bus Kilometres Operated by all Contracted Buses of a
particular type comprising the Available Fleet during the relevant
Year that has triggered this provision

It should be noted that the Annual Assured Payment Amount will not be payable for any shortfall in Kilometres of the Fleet that arises due to:

- a. *Default of the Operator under this Agreement*
- b. *Non-availability of Contracted Buses for reasons attributable to maintenance or accidents*
- c. *Breach of law by the Operator*
- d. *Occurrence of a Force Majeure Event.*

ii. Payment for Excess Kilometres

If the Contracted Buses operated under this Agreement exceed the cumulative Annual Assured Bus Kilometres for all buses, then the Kilometre Charge payable applicable for such additional kilometres in excess of the Annual Assured Bus Kilometres shall be calculated as follows;

Annual Assured Payment Amount for Excess Kms = $0.60 \times (T_a - T_y) \times$
Applicable Kilometre Charge

where

T_a = Actual Bus Kilometres Operated by all Contracted Buses of a
particular type comprising the Available Fleet during the relevant
Year that has triggered this provision.

T_y = Annual Assured Bus Kilometres for each type of Bus x 12 Months x
Type of Contracted Bus made available for Service by Operator.

- iii. The Authority agrees that any payment for the excess km operated by each bus for the trips outside the Operation Plan but authorised by the Authority shall be made in the same month of occurrence of such trip at 60% of per km rate/charges as provided in the Agreement for the respective bus type.

- iv.** The Applicable Kilometre Charge for the purpose of the Payment of Unutilised or Excess Km shall be the applicable Kilometre Charge used in the relevant payment period.
- v.** The determination of whether Annual Assured Payment Amount is due shall be done at the end each Year of Operation starting from FCOD. The Authority shall provide the Operator with a notice of the calculation with the supporting data (the kilometres travelled by each of the Contracted Buses comprising the Available Fleet).
- vi.** The Authority shall have right to compute on its own and verify the Annual Assured Kilometres. The Authority shall compute and provide to the Operator, every Year from the FCOD for the respective type of buses, the total number of Kilometres that the Available Fleet has travelled for the aforesaid period. Such calculation shall be made Manually with the help of Authority staff or its authorised agency.
- vii.** The Operator shall give the computation of Annual Assured Payment for the preceding Year to the Authority within 10 days of the completion of the foregoing Year.
- viii.** The Momentary Settlement of Annual Assured Payment shall be made by the Authority within 10 days of completion of the Annual reconciliation as per the above provisions. The Monetary Settlement may also involve additional payment to the Operator or recovery of any excess payment from the Operator made during the year. In case of any recovery of excess payment from the Operator, the Authority shall deduct such amount from the next Monthly Payment due to the Operator as per the provision of the Agreement.
- ix.** In the last year of the Contract the computation and reconciliation of the Annual Assured KM shall be done on the last day of Operation. The monetary settlement shall be done within 10 days of the last day of the Contract.