Request for Qualification

for

Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi

September 17, 2010

For and On Behalf of

Transport Department
Government of National Capital Territory of Delhi

Issued by

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Kashmere Gate, Delhi – 110006
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Cost of RFQ Document: ₹ 50,000
RFQ Number: DIMTS/AFCS/2010/01
The information contained in this Request for Qualification (“RFQ”) document or subsequently provided to Applicant(s), whether verbally or in documentary form by or on behalf of the Transport Department, Government of National Capital Territory of Delhi (“Transport Department”), Delhi Integrated Multi-Modal Transit System Limited (“DIMTS”) or any of their representatives, employees or advisors (collectively referred to as “Transport Department Representatives”), is provided to Applicant(s) on the terms and conditions set out in this RFQ Document and any other terms and conditions subject to which such information is provided.

This RFQ Document is not an agreement and is neither an offer nor an invitation by the Transport Department Representatives to any other party. The purpose of this RFQ Document is to provide interested parties with information to assist the formulation of their Application for Qualification (“Application”) pursuant to this RFQ Document. This RFQ Document includes statements, which reflect various assumptions and assessments arrived at by Transport Department and / or DIMTS in relation to the Project. Such assumptions and statements, in this RFQ Document do not purport to contain all the information that each Applicant may require. This RFQ Document may not be appropriate for all persons, and it is not possible for Transport Department Representatives to consider the investment objectives, financial situation and particular needs of each party who reads or uses this RFQ Document. The assumptions, assessments, information and statements contained in this RFQ Document may not be accurate, adequate and complete and each Applicant should conduct its own enquiries and analyses, and should check the accuracy, reliability and completeness of the assumptions, assessments, information and statements in this RFQ Document, and obtain independent advice from appropriate sources.

Transport Department Representatives make no representation or warranty and shall incur no liability to any person, including any Applicant or Bidder, under any law, statute, rule or regulation or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages cost or expense which may arise from or be incurred or suffered on account of anything contained in this RFQ Document or otherwise, including the accuracy, reliability or completeness of the RFQ Document and any assessment, assumption or information contained therein or deemed to form part of this RFQ Document or arising in any way with qualification of Applicants for participation in the Bidding Process.

The Transport Department Representatives may in their absolute discretion, but without being under any obligation to do so, update, amend or supplement the information in this RFQ Document.
GOVERNMENT OF N.C.T. OF DELHI
TRANSPORT DEPARTMENT
(STATE TRANSPORT AUTHORITY)
5/9, UNDER HILL ROAD, DELHI - 110 054

International Competitive Bidding
for
Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi

Request for Qualification Notice

Project Background

The Government of National Capital Territory of Delhi (GNCTD) intends to introduce a common Automatic Fare Collection System ("AFCS") across various modes/service providers to enable commuters to interchange seamlessly across various modes/service providers. To begin with, the Transport Department, GNCTD envisages to introduce the AFCS on the private stage carriage buses and the state-owned Delhi Transport Corporation (DTC) buses. Transport Department has mandated Delhi Integrated Multi-Modal Transit System Ltd. (DIMTS) as the nodal agency to implement the AFCS project. Consequently, DIMTS, on behalf of Transport Department, intends to pre-qualify suitable entities for providing specified modules for automatic fare collection system in Delhi ("Vendor").

Eligibility Criteria

Entities meeting the following criteria would be eligible to participate in the Qualification Process:

(a) a business entity incorporated in India under the Companies Act, 1956 or equivalent law in the country of jurisdiction of the entity ("Business Entity"), or
(b) a consortium of Business Entities ("Consortium").

The pre-qualification criteria and other details relating to the pre-qualification process have been set out in the Request for Qualification (RFQ) Document.

Request for Qualification (RFQ) Document

Interested Applicants may procure the Request for Qualification document (RFQ) from the office of Delhi Integrated Multi-Modal Transit System Limited, 1st Floor, Maharana Pratap ISBT Building, Kashmere Gate, Delhi – 110006 during office hours on any working day between September 17, 2010 and October 13, 2010 upon payment of non-refundable fee of Rs.50,000/- (Rupees Fifty Thousand only) through Demand Draft in favour of “Delhi Integrated Multi-Modal Transit System Limited” payable at Delhi. The RFQ Document can also be downloaded from the following websites: www.transport.delhigovt.nic.in or http://www.dimts.in. Parties using the downloaded RFQ Document should submit the cost at the time of submitting their application.

Completed Applications must be submitted in the office of DIMTS Ltd. by 1500 Hrs. (IST) on or before October 13, 2010.

All subsequent, notification changes and amendments would be posted on the websites: www.transport.delhigovt.nic.in and http://www.dimts.in.

Project Proponent

Bhadiragi

REASONABLE PRICES
QUALITY
SPEED

TRANSPORT DEPARTMENT
Government of NCT of Delhi

Visit us at: www.transport.delhigovt.nic.in HELPLINE NUMBER – 42-400-400
Abbreviations and Acronyms

AFCS : Automatic Fare Collection System
DIMTS : Delhi Integrated Multi Modal Transit System Limited
DTC : Delhi Transport Corporation
GNCTD : Government of National Capital Territory of Delhi
IST : Indian Standard Time
MoU : Memorandum of Understanding
NCT : National Capital Territory
RFP : Request for Proposal
RFQ : Request for Qualification
₹/Rs./INR : Indian Rupee
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1. Background

1.1 Forecasted to reach a population of over 20 million in the next decade, the National Capital Territory (NCT) of Delhi would need to increasingly depend upon public transport. As the city keeps pace with its explosive growth – both in terms of population and economy – it is expected to witness a wide spectrum of origin-destination trip demands, a majority of which are likely to entail multiple modes of travel.

1.2 Delhi is slated for large scale transformation of its bus system. Several key changes have been envisaged by the Government of National Capital Territory of Delhi (GNCTD) in view of upgrading the bus transit services ranging from corporatization of bus operation, phasing out of the existing private stage carriage (blue-line) buses, upgrading the DTC bus fleet with advanced technology bus carriages and introducing new bus routes and programmes. Several key route alignments for the bus rapid transit systems running along dedicated bus lanes would further add to the multimodal transit operations in Delhi.

1.3 For a well integrated system where public transport usage is high and hierarchical, it is imperative that travel should be as seamless as possible and offer a simple integrated fare structure. This is especially true when new modes of public transport are being added. To execute a seamless multi-modal integration, an electronic system for unified fare collection and indisputable settlement among transit operators is essential.

1.4 GNCTD is planning to implement an Automatic Fare Collection System (AFCS) for buses and other modes of public transport. The project consists of designing, developing, financing, implementing, operating and maintaining various components of Contactless Smart Card (CSC) based AFCS. It is envisaged that the CSC would be acceptable in multiple travel modes including DTC buses, private buses, metro rail, & value added services like parking, taxis, auto-rickshaws, etc. Transport Department has mandated Delhi Integrated Multi-Modal Transit System Ltd. (DIMTS) as the nodal agency for implementing the AFCS project.

1.5 In view of the foregoing, DIMTS, for and on behalf of the Transport Department, Government of National Capital Territory of Delhi (“Transport Department”), invites Applications from AFCS vendors for designing, financing, procurement, development, operations and maintenance of the specified modules of the AFCS (“the Project”) in accordance with the RFQ document.

1.6 Brief overview of the Project is provided in Appendix 9.
2. Definitions

2.1 In this RFQ Document, the following words and expressions shall, unless repugnant to the context or meaning thereof and unless the document so specifically provides, have the meaning hereinafter respectively assigned to them:

“Applicant” shall mean the entities that submit their Application in response to this RFQ Document.

“Application for Qualification” shall mean an application in response to this RFQ including the submission of all required forms, formats and other details as mentioned and required under this RFQ.

“Application Due Date” shall mean the time and date specified for submission of Application for Qualification, more particularly detailed under Clause 4.15 of this RFQ.

“Associate” shall mean in relation to the Applicant/ Consortium Member, a company/corporation which controls, is controlled by, or is under the common control with such Applicant / Consortium Member. As used in this definition, the expression “control” means with respect to a company or corporation, the ownership, directly or indirectly, of more than 50% (fifty per cent) of the voting shares as on October 1, 2010 of such company/ corporation.

“Bidder” shall mean the Qualified Applicant who submits its Proposal at the Proposal Stage, in response to the RFP document.

“Bidding Process” shall refer collectively to the two-stage competitive bidding process comprising of the Qualification Stage and the Proposal Stage.

“Contract Agreement” shall mean the agreement to be entered into between DIMTS and the Vendor for the Project.

“Consortium” shall mean the combination of entities coming together for submission of an Application as particularly described under Clause 4.1 of this RFQ.

“DIMTS” shall mean Delhi Integrated Multi Modal Transit System Limited

“GNCTD” shall mean the Government of National Capital Territory of Delhi.

“Lead Member” shall mean the specific member of the Consortium duly nominated by all other members of that Consortium, as a lead member.

“Project” shall have the meaning ascribed in Clause 1.5 of this RFQ.
“Proposal” shall mean the documents received by DIMTS from a Qualified Applicant in response to the RFP Document for the Project.

“Proposal Stage” shall mean the second stage of Bidding Process, which starts from the release of RFP Document and ends with the signing of the Contract Agreement for the Project.

“Qualification Stage” refers to the first stage of the Bidding Process, which involves qualification of the Applicants for the second stage.

“Qualified Applicant” shall mean the Applicant who has qualified for the Proposal Stage.

“RFQ” or “RFQ Document” shall mean this Request for Qualification document, the Appendices and Annexures thereof and any amendments thereto made in accordance with the provisions contained in this document.

“RFP Document” shall mean the Request for Proposal document issued to the Qualified Applicants.

“Successful Bidder” shall mean the Bidder for award of the Project.

“Vendor” shall mean the Successful Bidder with whom Contract Agreement is entered into for the Project.
3. Introduction

3.1 General

3.1.1 The Vendor would be required to design, develop, finance, implement, operate and maintain specified components of Contactless Smart Card (CSC) based AFCS in accordance with the specifications set out in RFP and under a suitable contractual structure for a period of ten (10) years (excluding the implementation phase).

3.1.2 The draft Contract Agreement that is expected to be executed between Transport Department, DIMTS and the Successful Bidder (“Contract Agreement”) would be provided to the Qualified Applicants as a part of RFP during the Proposal Stage.

3.2 Brief Description of Bidding Process

3.2.1 DIMTS intends to follow a two-stage process for selection of Vendor for the Project. The first stage of the process involves qualification of interested parties.

3.2.2 During the Qualification stage, Applicants would be required to furnish the information as specified in this RFQ Document.

3.2.3 This RFQ Document deals with the first stage (“Qualification Stage”) and at the end of this stage, DIMTS expects to shortlist suitable Applicants (“Qualified Applicants”) for the next stage (“Proposal Stage”) who would then be invited to submit detailed Proposal for the Project in accordance with the RFP Document.

3.2.4 During the Proposal Stage, Qualified Applicants (“Bidders”) would be expected to examine the Project in further detail, and to carry out their due diligence as may be required to submit Proposal for the implementation of the Project.

3.2.5 Further details of the process, including the schedule of bidding process, to be followed at the Proposal Stage would be spelt out in the RFP Document and provided to Qualified Applicants.

3.3 Role of DIMTS

3.3.1 Delhi Integrated Multi Modal Transit System Limited (DIMTS) has been mandated by GNCTD to implement the AFCS Project and as a part of this, among others, select a Vendor for the Project for and on behalf of the Transport Department.
4. Instructions to Applicants

4.1 Eligible Applicants

4.1.1 The Applicants eligible for participating at the Qualification Stage shall be any one of the following:

(a) business entity incorporated in India under the Companies Act, 1956 or equivalent law in the country of jurisdiction of the entity ("Business Entity"), or

(b) a consortium of Business Entities ("Consortium").

4.1.2 The Applicant should submit a Power of Attorney as per the format enclosed at Appendix 2, authorising the signatory of the Application to commit the Applicant.

4.1.3 Applications submitted by a Consortium should comply with the following additional requirements:

(a) the number of members in the Consortium would be limited to three (3);

(b) the Application should contain the information required from each member;

(c) the Application should include a description of the roles and responsibilities of all the members;

(d) Members of the Consortium shall nominate one member as the Lead Member;

(e) an Applicant who has applied for Project in its individual capacity or as part of a Consortium cannot participate as a member of any other Consortium applying for the Project;

(f) the members of the Consortium shall execute a Power of Attorney for Lead Member of Consortium as per the format enclosed at Appendix 3; and

(g) the members of the Consortium shall enter into a Memorandum of Understanding (MoU), as per the format provided under Appendix 8 for the purpose of submission of the Application and subsequently the Proposal, in the event of being short-listed.
The MoU should, interalia,

(i) convey the intent of the Lead Member to enter into the Contract Agreement and subsequently carry out all the responsibilities in terms of the Agreement/s;

(ii) clearly outline the proposed roles and responsibilities of each member of the Consortium;

(iii) include a statement to the effect that all members of the Consortium shall be liable jointly and severally for the Project in accordance with the terms of the Contract Agreement; and

(iv) clearly refer to the Project for which the arrangement is made.

The MoU, in original, signed by all members should be submitted with the Application. The MoU should be specific to the Project and should contain the above requirements, failing which the Application shall be considered non-responsive.

4.1.4 An Applicant or member of Consortium which has earlier been barred by GNCTD or blacklisted by any State Government or department/agency/enterprise of Government of India from participating in Bidding Process shall not be eligible to submit an Application, either individually or as member of a Consortium, if such bar subsists as on the Application Due Date. The Applicant or the member of Consortium shall be required to furnish an affidavit as per format provided in Appendix 7.

4.2 Change in Consortium Composition

4.2.1 Any change in the composition of a Consortium shall not be permitted during the Qualification Stage.

4.2.2 Any change in the composition of a Consortium may be permitted by Transport Department / DIMTS during the Proposal Stage, only where:

(a) the modified Consortium would continue to meet the Qualification criteria for Applicants;

(b) the new member(s) expressly adopt(s) the Application already made on behalf of the Consortium as if it were a party to it originally, and is not a part of any other Consortium / Applicant bidding for this Project.

4.2.3 The grant of approval for change in the composition of a Consortium shall be at the sole discretion of DIMTS.
4.2.4 The modified Consortium would be required to submit a revised MoU.

### 4.3 Number of Applications

Each Applicant shall submit only one (1) Application for the Project. Any Applicant, who submits or participates in more than one Application for the Project will be disqualified and will also cause the disqualification of the Consortium of which it is a member.

### 4.4 Application Preparation Cost

The Applicant shall be responsible and shall bear all costs and expenses associated with the preparation of its Application and its participation at the Qualification Stage. It is clarified that neither Transport Department nor DIMTS shall be responsible or in any way liable for such costs, expenses regardless of the conduct or outcome of the Qualification Stage.

### 4.5 Project Appraisal

4.5.1 It is desirable that each Applicant submits Application after collection of required information and analysis or any other matter considered relevant by it.

4.5.2 It would be deemed that by submitting the Application, the Applicant has:

(a) made a complete and careful examination of the RFQ Document; and  
(b) received all relevant information requested from Transport Department and/or DIMTS.

4.5.3 Transport Department and/or DIMTS shall not be liable for any mistake or error on the part of the Applicant in respect of the above.

### 4.6 Right to Accept or Reject any of the Applications

4.6.1 Notwithstanding anything contained in this RFQ Document, Transport Department reserves the right to accept or reject any Application or to annul the Bidding Process or reject all Applications at any time, without assigning any reasons thereof and without any liability or any obligation, of any nature whatsoever, for such rejection or annulment.

4.6.2 Transport Department reserves the right to reject any Application if:

(a) at any time, a material misrepresentation is made or discovered; or
Delhi Integrated Multi-Modal Transit System Ltd
Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi

Request for Qualification Document

(b) the Applicant does not respond promptly and diligently to requests for additional information or clarification required for evaluation of the Application.

4.6.3 Rejection of the Application by Transport Department, as aforesaid, would lead to the disqualification of the Applicant. If the Applicant is a Consortium, then the entire Consortium would be disqualified.

4.6.4 If such disqualification / rejection occurs after the Proposal Stage, and the Proposal has been opened and the best Bidder gets disqualified / rejected, then Transport Department reserves the right to either:

(a) either invite the next best Bidder to match the Proposal submitted by the best Bidder;

OR

(b) take any such measure as may be deemed fit in the sole discretion of Transport Department including annulment of the Bidding Process.

4.7 Amendment of RFQ Document

4.7.1 At any time prior to the Application Due Date, DIMTS in consultation with Transport Department may, for any reason, whether at its own initiative or in response to clarifications requested by an Applicant, modify the RFQ Document by the issuance of Addenda posted on the following websites http://www.transport.delhigovt.nic.in and/or http://www.dimts.in.

4.7.2 Any Addendum thus issued will also be sent in writing to all those who have purchased the RFQ Document.

4.7.3 In order to provide the Applicants a reasonable time to examine the Addendum, or for any other reason, DIMTS may, at its own discretion, extend the Application Due Date.

4.8 Clarifications and Pre-Application Meeting

4.8.1 An Applicant requiring any clarification on the RFQ Document may request DIMTS in writing or by e-mail/facsimile. The Applicants should send in their queries latest by the relevant date and time mentioned in the Schedule of Bidding Process. DIMTS will hold a Pre-Application meeting on the date, time and venue mentioned in the Schedule of Bidding Process, to clarify and discuss issues with respect to the RFQ. DIMTS will publish responses to queries on the websites http://www.transport.delhigovt.nic.in and/or http://www.dimts.in.
4.8.2 All correspondence / enquiries should be submitted to the following in writing by fax / post / courier:

ATTN. OF: Mr. Ajay Gupta,
Assistant General Manager (IT),

SUBJECT: RFQ for Selection of Vendor for Specified Modules for Automatic Fare Collection System in Delhi

ADDRESS: Delhi Integrated Multi-Modal Transit System Limited (DIMTS)
1st Floor Maharana Pratap ISBT Building,
Kashmere Gate, Delhi – 110006

TEL / Fax Tel.: +91-11-+91-11-43090100; Fax: +91-11-23860966
E-Mail ajay.gupta@dimts.in

4.9 Language

The Application and all related correspondence and documents should be written in the English language. Supporting documents and printed literature furnished by the Applicant with the Application may be in any other language provided that these are accompanied by appropriate translations of the pertinent passages in the English language. Supporting material, which are not translated into English, may not be considered. For the purpose of interpretation and evaluation of the Application, the English language translation shall prevail.

4.10 Currency

The currency for the purpose of the Application shall be the Indian Rupee (₹). The conversion to Indian Rupees shall be based on the closing exchange rate published by the Reserve Bank of India as on March 31, 2010. In all such cases, the original figures in the relevant foreign currency and the Indian Rupee equivalent thereof must be given. The exchange rate(s) applied shall be clearly stated. DIMTS, however, reserves the right to use any other suitable exchange rate for the purpose of uniformly evaluating all the Applications.

4.11 Validity of Application

The Application shall remain valid for a period not less than six (6) months from the Application Due Date (hereinafter referred to as “Application Validity Period”). DIMTS reserves the right to reject any Application, which does not meet this requirement.
4.12 Extension of Validity of Application

In exceptional circumstances, prior to expiry of the Application Validity Period, DIMTS may request Applicants to extend the Application Validity Period for a specified additional period. Applicants not extending the Application Validity Period, when so requested, would automatically be disqualified.

4.13 Format and Signing of Application

4.13.1 The Applicant would provide all the information in terms of this RFQ Document. Only those Applications shall be evaluated that are received in the required format and complete in all respects.

4.13.2 The Applicant shall prepare one original of the documents comprising the Application and clearly marked “ORIGINAL”. In addition, the Applicant shall make one (1) copy of the Application, clearly marked “COPY”. In the event of any discrepancy between the original and the copy, the original shall prevail. Each application shall also contain the electronic version of the corresponding submission, both in PDF format and in editable format.

4.13.3 The Application and its copy shall be typed or written in indelible ink and the Applicant shall initial each page. All the alterations, omissions, additions, or any other amendments made to the Application shall be initialled by the person/s signing the Application.

4.14 Sealing and Marking of Applications

4.14.1 The Applicant shall seal the original and copy of the Application in separate envelopes, duly marking the envelopes as “ORIGINAL” and “COPY”. The envelopes shall then be sealed in an outer cover envelope.

4.14.2 Each envelope shall contain the following (check-list):

- i. Letter of Application Refer Appendix 1
- ii. Power of Attorney for signing of the Application (in case of Consortium, this would need to be provided by the Lead Member) Refer Appendix 2
- iii. In case of Consortium, Power of Attorney, in favour of Lead Member by all members of the Consortium Refer Appendix 3
- iv. Details of Applicant (in case of Consortium, this would need to be provided for all the members) Refer Appendix 4
v. Financial Capability of the Applicant (in case of Consortium, for all those members whose Net Worth details are to be used for assessing the Financial Capability of the Applicant) Refer Appendix 5

vi. Experience of Applicant (in case of Consortium, experience of all those members whose experience details are to be used for computing the Experience Score of the Applicant) Refer Appendix 6, Appendix 6A and Appendix 6B

vii. Affidavit certifying that Business Entity / Director(s) of Business Entity are not blacklisted / barred Refer Appendix 7

viii. In case of Consortium, Memorandum of Understanding as per the format attached in Refer Appendix 8

xi. Bank Draft towards the cost of RFQ Document (in case the same has been downloaded from the website). In case the document is purchased, a photocopy of the receipt of the payment is to be enclosed

xii. Proof of registration of the Applicant (in case of Consortium, proof of registration of all the Members) Refer Appendix 8

The envelopes and the outer cover envelope shall clearly bear the following identification:

“Application for Qualification:
Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi”,

“To be opened by Tender Opening Committee only”

and

“Submitted by
Name, Address and Contact Phone No. of the Applicant”

4.14.3 The envelope shall be addressed to:

ATTN. OF: The Managing Director & CEO
ADDRESS: Delhi Integrated Multi-Modal Transit System Limited
1st Floor Maharana Pratap ISBT Building,
Kashmere Gate,
Delhi – 110006
TEL/ FAX Tel. : +91-11-43090100; Fax: +91-11-23860966
4.14.4 If the envelope is not sealed and marked as instructed above, Transport Department and/or DIMTS assumes no responsibility for the misplacement or premature opening of the contents of the Application submitted and such Application may at the discretion of DIMTS, be rejected.

### 4.15 Application Due Date

4.15.1 The Applications should be submitted by the date and time as mentioned in the Schedule of Bidding Process (refer Clause 6.1), to the address provided in Clause 4.14.3 in the manner and form as detailed in this RFQ Document. Applications submitted by either facsimile transmission or telex will not be acceptable.

4.15.2 DIMTS may, in exceptional circumstances, and at its discretion, extend the Application Due Date by issuing an Addendum in accordance with Clause 4.7, uniformly for all Applicants.

### 4.16 Late Applications

No Application shall be accepted which is received after the Application Due Date. Any such Application received after the Application Due Date shall be summarily rejected and returned unopened.

### 4.17 Modifications/Substitution/Withdrawal of Applications

4.17.1 The Applicant may modify, substitute, or withdraw its Application after submission, provided that written notice of the modification, substitution, or withdrawal is received by the Application Due Date. No Application shall be modified, substituted, or withdrawn by the Applicant after the Application Due Date.

4.17.2 The modification, substitution, or withdrawal notice shall be prepared, sealed, marked, and delivered in accordance with Clause 4.14.1, Clause 4.14.2 and Clause 4.14.3, with the envelopes being additionally marked “MODIFICATION”, “SUBSTITUTION” or “WITHDRAWAL”, as appropriate.

### 4.18 Evaluation of Application

4.18.1 The Applications will be opened on the Application Due Date at 1530 hours (IST), at the venue specified in Clause 4.14.3, in presence of the Applicants’ representatives, who choose to attend. Applicants’ representatives, attending the opening of Applications, shall bring an authorisation letter from the Applicant and
register to evidence their presence. The names of the Applicants shall be announced at the time of opening of the Applications.

4.18.2 Applications for which an acceptable notice of withdrawal has been submitted in accordance with Clause 4.17.2 shall not be opened.

4.18.3 The opened Applications would subsequently be examined and evaluated in accordance with the criteria set out in Section 5.

4.18.4 Transport Department and/or DIMTS reserve the right to utilise the services of consultant/s or advisor/s, to assist in the examination, evaluation, and comparison of Applications.

4.18.5 DIMTS reserves the right to reject any Application, if:

(a) at any time, a material misrepresentation is made or discovered; or
(b) the Applicant does not respond promptly and diligently to requests for supplemental information required for the evaluation of the Application.

4.19 Confidentiality

4.19.1 Information relating to the examination, clarification, evaluation, and recommendation for the short-listed Applicants shall not be disclosed to any person not officially concerned with the Bidding Process. Transport Department and/or DIMTS will treat all information submitted as part of Application in confidence and would require all those who have access to such material to treat the same in confidence.

4.19.2 Transport Department and/or DIMTS shall not divulge any such information unless it is ordered to do so by any authority pursuant to applicable law or order of a competent court or tribunal, which requires its disclosure.

4.20 Tests of Responsiveness

4.20.1 Prior to evaluation of Applications, it shall be determined whether each Application is responsive to the requirements of the RFQ Document. An Application shall be considered responsive if the Application:

(a) is received/deemed to be received by the Application Due Date including any extension thereof pursuant to Clause 4.15.2.

(b) is signed, sealed and marked as stipulated in Clause 4.14.1, Clause 4.14.2 and Clause 4.14.3
(c) contains all the information and documents as set out in Clause 4.14.2 and in the formats set out in this RFQ Document.

(d) mentions the Application Validity Period as set out in Clause 4.11.

(e) is accompanied by payment towards cost of the RFQ Document in case the same has not been paid while procuring the RFQ Document or receipt as proof of purchase of RFQ Document.

4.20.2 DIMTS reserves the right to reject any Application which is non-responsive and no request for alteration, modification, substitution or withdrawal shall be entertained by Transport Department in respect of such Applications.

4.21 Clarifications

4.21.1 To facilitate evaluation of Applications, DIMTS may, at its discretion, seek clarifications in writing from any Applicant regarding its Application. Such clarifications shall be provided within the time specified by DIMTS, for this purpose. Any request for clarifications and all clarifications shall be in writing.

4.21.2 If an Applicant does not provide clarifications sought under Sub-Clause 4.21.1 above within the prescribed time, its Application shall be liable to be rejected. In case the Application is not rejected, DIMTS may proceed to evaluate the Application by construing the particulars requiring clarification to the best of its understanding, and the Applicant shall be barred from subsequently questioning such interpretation.

4.22 Qualification and Notification

4.22.1 After the evaluation of Applications, Qualified Applicants who meet the qualification criteria as set out in this RFQ Document would be intimated of such qualification. Other Applicants may be informed that their Applications have been unsuccessful.

4.22.2 The Qualified Applicants would then be requested to submit a detailed Proposal in the form and manner to be set out in the RFP Document.
5. Criteria for Evaluation

5.1 Evaluation Parameters

5.1.1 The Applicant’s competence and capability is proposed to be established by the following parameters:

(a) Experience of Applicant, and

(b) Financial Capability

5.1.2 On each of these parameters, the Applicant would be required to meet the evaluation criteria as detailed in this Section. Any Applicant meeting all the criteria will be qualified to submit its Proposal for the Project.

5.2 Experience Criteria

5.2.1 The primary categories under which Eligible Projects (as defined in Clause 5.2.4) would fall and their multiplying factors would be as per Table 5.1 below.

<table>
<thead>
<tr>
<th>Primary Category</th>
<th>Description of the Eligible Project</th>
<th>Multiplying Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category 1</td>
<td>Implementation of Eligible Project (a) in a multi-modal transport system; and (b) comprising minimum 2000 buses and at least one other public transport mode; and (c) having a total installed base of minimum 3000 CSC Validators.</td>
<td>1.00</td>
</tr>
<tr>
<td>Category 2</td>
<td>Implementation of Eligible Project (a) in a multi-modal transport system; and (b) comprising minimum 1000 buses and at least one other public transport mode; and (c) having a total installed base of minimum 2000 CSC Validators.</td>
<td>0.60</td>
</tr>
<tr>
<td>Category 3</td>
<td>Implementation of Eligible Project: (a) in a public transport system having a total installed base of minimum 1000 CSC Validators.</td>
<td>0.25</td>
</tr>
</tbody>
</table>
5.2.2 The specific categories under which Eligible Projects (as defined in Clause 5.2.4) would fall and their multiplying factors would be as per Table 5.2 below.

Table 5.2: Specific Category Multiplying Factor

<table>
<thead>
<tr>
<th>Specific Category</th>
<th>Description of the Eligible Project</th>
<th>Multiplying Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>For an Eligible Project, that has been implemented in Public – Private – Partnership (PPP) / Build – Own – Transfer (BOT) model and where the entity claiming experience has designed, financed and also provided operations and maintenance support for at least three years after commissioning of the project.</td>
<td>1.10</td>
</tr>
<tr>
<td>Y</td>
<td>For an Eligible Project, that involved integration of Global Positioning System (GPS) for stage/zone based fare system on buses.</td>
<td>1.10</td>
</tr>
</tbody>
</table>

5.2.3 Eligible Score would be computed only for Eligible Projects.

5.2.4 For a project to qualify as an Eligible Project:

(a) The automatic fare collection system (AFCS) project should have comprised supply, installation and commissioning of Contactless Smart Card Validators, depot/station equipment, central system, entire software including those for capturing, processing and settlement of transactions; and

(b) It should be operational as on the date of release of RFQ; and

(c) The entity claiming experience should have:

   (i) implemented the project as a sole entity; or

   (ii) as a lead member, in case of a consortium; or

   (iii) have held more than 50% equity in the implementing company as on the day of commissioning of the project.

5.2.5 Applicants shall quote experience in respect of a particular Eligible Project under any one combination of Primary Category and Specific Category only, even though the project may fall under more than one combination.

5.2.6 Applicants’ experience shall be measured in terms of Experience Score. Experience Score for an Eligible Project shall be computed as under:

Experience Score for an Eligible Project = 100 \times \text{Primary Category Multiplying Factor} \times \text{Specific Category Multiplying Factor as per Table 5.2.}
The examples for computation of the Experience Score are provided in Table 5.3 and 5.4 below:

**Example 1:**
Applicant A has quoted experience as below:
- Eligible Project 1a under Category 1, Category X and Category Y
- Eligible Project 1b under Category 2 and Category X;

The Experience Score for the Applicant A would be computed as set out in the table below:

<table>
<thead>
<tr>
<th>Eligible Project</th>
<th>Category</th>
<th>Factor</th>
<th>Score Computation</th>
<th>Experience Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a</td>
<td>1</td>
<td>1.00</td>
<td>(X \times 1.00\times 1.10 \times 1.10)</td>
<td>121.0</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1b</td>
<td>2</td>
<td>0.75</td>
<td>(100 \times 0.75 \times 1.10)</td>
<td>82.5</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL EXPERIENCE SCORE (Sum of Experience Scores)** 203.5

**Example 2:**
Applicant B has quoted experience as below:
- Eligible Project 2a under Category 2,
- Eligible Project 2b under Category 3, Category X and Category Y;

then the Experience Score for the Applicant B would be computed as set out in the table below:

<table>
<thead>
<tr>
<th>Eligible Project</th>
<th>Category</th>
<th>Factor</th>
<th>Score Computation</th>
<th>Experience Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>2a</td>
<td>2</td>
<td>0.75</td>
<td>(100 \times 0.75)</td>
<td>75.0</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Eligible Project</th>
<th>Category</th>
<th>Factor</th>
<th>Score Computation</th>
<th>Experience Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>2b</td>
<td>3</td>
<td>0.50</td>
<td>(100 \times 0.50 \times 1.10 \times 1.10)</td>
<td>60.5</td>
</tr>
<tr>
<td></td>
<td>X</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Y</td>
<td>1.10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL EXPERIENCE SCORE (Sum of Experience Scores)** 135.5

5.2.7 In case of Consortium, experience of all members of Consortium shall be added together for the purposes of evaluation.

5.2.8 In case the Applicant quotes experience for more than one Eligible Project, the score for each Eligible Project would be computed as above and then aggregated to arrive at the Experience Score.

5.2.9 Any Applicant, who achieves or exceeds the Experience Score of 200 (Two hundred) ("Threshold Experience Score") would be deemed to meet the experience criterion for qualification.
5.2.10 The Applicant must submit certificates from its/their client(s) in support of 5.2.1 and 5.2.2 above along with supporting documents.

The Applicant (or a member in case of Consortium) may use the technical capability of its Associate (maximum two Associates for the Applicant) to meet the Experience Criteria. In such case, it will submit the experience statements relating to such Associate company together with its own experience statements along with the necessary document as per Appendix 6, 6A and 6B. The Applicant will also submit a letter of support together with the Application from such Associate company to DIMTS, stating their unequivocal commitment to support the Applicant technically in discharging its services in accordance with the RFP in the event of award of work to the Applicant/ Bidder.

5.2.11 Applicants shall furnish copies of contracts, and Client's certificate of the satisfactory performance in support of the above.

### 5.3 Financial Capability Criteria

5.3.1 The Applicant shall have minimum Net Worth (NW) of Rupees Five Hundred Million (Rs. 500,000,000/-) (“Minimum Net Worth”) as on the last day of preceding financial year (Refer Appendix 5).

5.3.2 In case the Applicant is a Consortium, for the purpose of evaluation, the sum of Net Worth of all the Consortium members should meet the financial criteria listed in Clause 5.3.1.

5.3.3 The Applicants should provide information regarding the above based on audited annual accounts for the respective financial year. The financial year would be the same as the one normally followed by the Applicant for its annual report. The conversion of figures in Indian Rupee shall be in terms of Clause 4.10.

5.3.4 The Applicant must submit certificates from its/their statutory auditor(s) in support of 5.1.1 (a) and 5.1.1 (b) above along with supporting documents. The Applicant (or a Member in case of Consortium) may use the financial capability of its Associate (maximum one Associate for the Applicant) to meet the Financial Criteria. In such case, it will submit the financial statements of such Associate together with its own financial statements along with the necessary document in support of its relationship with its Associate. The Applicant will also submit a letter of support from its Associate to DIMTS, stating their unequivocal commitment to support the Applicant financially, in discharging its services in accordance with the RFP in the event of award of work to the Applicant / Bidder.

5.3.5 The Application must be accompanied by the audited annual financial statements of the Applicant (in case of Consortium, audited annual financial statements of all members) for the preceding financial year.
5.3.6 In case the annual accounts for the preceding financial year are not audited and therefore the Applicant could not make it available, the Applicant shall give an undertaking to that effect and the statutory auditor shall certify such undertaking. In such a case, the Applicant may provide the unaudited annual accounts (with schedules) for the preceding financial year. Once the audited annual reports become available, the same needs to be submitted to DIMTS.

5.3.7 For the purpose of analysis and evaluation, figures from the preceding annual reports would be considered.

5.4 Evaluation Criteria for a Consortium

5.4.1 In case the Applicant is a Consortium, for the purpose of evaluation, Lead Member should secure at least 50% of the Threshold Experience Score set out in Clause 5.2.9 and at least 50% of the Minimum Net Worth set out in Clause 5.3.1.
6. **Schedule of Bidding Process**

6.1 Transport Department / DIMTS would endeavour to adhere to the following schedule:

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Event Description</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Commencement of Sale of RFQ Document</td>
<td>17(^{th}) September, 2010</td>
</tr>
<tr>
<td>2</td>
<td>Last Date and time for receiving queries</td>
<td>27(^{th}) September, 2010 upt 1600 Hrs. (IST)</td>
</tr>
<tr>
<td>3</td>
<td>Pre – Application Meeting*</td>
<td>29(^{th}) September, 2010 at 1500 Hrs. (IST)</td>
</tr>
<tr>
<td>4</td>
<td>DIMTS’s response to queries latest by</td>
<td>1(^{st}) October, 2010</td>
</tr>
<tr>
<td>5</td>
<td>Application Due Date</td>
<td>13(^{th}) October, 2010 upt 1500 Hrs. (IST)</td>
</tr>
<tr>
<td>6</td>
<td>Opening of Applications</td>
<td>13(^{th}) October, 2010 at 1530 Hrs. (IST)</td>
</tr>
</tbody>
</table>

* Venue of Meeting:
  Delhi Integrated Multi-Modal Transit System Ltd.,
  1st Floor, Maharana Pratap ISBT Building,
  Kashmere Gate, Delhi – 110 006
Appendix 1: Format for Letter of Application

[On the Letter head of the Applicant (Lead Member in case of Consortium)]

Date:

To

The Managing Director & CEO,
Delhi Integrated Multi-Modal Transit System Ltd.,
1st Floor, Maharana Pratap ISBT Building,
Kashmere Gate, Delhi – 110 006

Ref : Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi

Dear Sir,

Being duly authorized to represent and act on behalf of ……………………………………… (hereinafter referred to as “the Applicant”), and having reviewed and fully understood all of the qualification requirements and information provided, the undersigned hereby apply for qualification for the captioned project.

We are enclosing our Application for Qualification in one (1) original plus one (1) copy, with the details as per the requirements of the RFQ Document, for your evaluation.

We confirm that our Application is valid for a period of six (6) months from …………… (Application Due Date).

Yours faithfully,

___________________
___________________
(Signature of Authorised Signatory)

(Name, Title and Address)
Appendix 2: Format for Power of Attorney for Signing of Application

(On Non – judicial stamp paper of Rs 100/- or such equivalent document duly attested by notary public)

Power of Attorney

Know all men by these presents, we ………………………………………….. (name and address of the registered office) do hereby constitute, appoint and authorise Mr. / Ms.…………………………. (name and residential address) who is presently employed with us and holding the position of ………………………………… as our attorney, to do in our name and on our behalf, all such acts, deeds and things necessary in connection with or incidental to our bid for the Project envisaging Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi, including signing and submission of all documents and providing information / responses to Transport Department / Delhi Integrated Multi-Modal Transit System Limited (“DIMTS”), representing us in all matters before Transport Department/ DIMTS, and generally dealing with Transport Department/ DIMTS in all matters in connection with our bid for the said Project.

We hereby agree to ratify all acts, deeds and things lawfully done by our said attorney pursuant to this Power of Attorney and that all acts, deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us.

For

___________________________
(Signature)
(Name, Title and Address)

Accepted

___________________________
(Signature)
(Name, Title and Address of the Attorney)

Notes:

- To be executed by the Lead Member in case of a Consortium.
- The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure.
- In case the Application is signed by an authorised Director of the Applicant, a certified copy of the appropriate resolution/ document conveying such authority may be enclosed in lieu of the Power of Attorney.
- For a Power of Attorney executed and issued overseas, the document will also have to
be legalised by the Indian Embassy and notarised in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Applicants from countries that have signed the Hague Legislation Convention 1961 are not required to be legalised by the Indian Embassy if it carries a conforming Apostille certificate.
Appendix 3: Format for Power of Attorney for Lead Member of Consortium

(On Non – judicial stamp paper of Rs 100/- or such equivalent document duly attested by notary public)

Power of Attorney

Whereas Delhi Integrated Multi-Modal Transit System Ltd. (DIMTS), on behalf of the Transport Department, GNCTD, has invited applications from interested parties for Providing Specified Modules for Automatic Fare Collection System in Delhi (the “Project”),

Whereas, the members of the Consortium are interested in bidding for the Project and implementing the Project in accordance with the terms and conditions of the Request for Qualification (RFQ) Document, Request for Proposal (RFP) Document and other connected documents in respect of the Project, and

Whereas, it is necessary under the RFQ Document for the members of the Consortium to designate the Lead Member with all necessary power and authority to do for and on behalf of the Consortium, all acts, deeds and things as may be necessary in connection with the Consortium’s bid for the Project who, acting jointly, would have all necessary power and authority to do all acts, deeds and things on behalf of the Consortium, as may be necessary in connection the Consortium’s bid for the Project.

NOW THIS POWER OF ATTORNEY WITNESSETH THAT;

We, M/s. ……………… (Lead Member), M/s ……………… and M/s ……………… (the respective names and addresses of the registered office) do hereby designate M/s. ……………………………… being one of the members of the Consortium, as the Lead Member of the Consortium, to do on behalf of the Consortium, all acts, deeds or things necessary or incidental to the Consortium’s bid for the Project, including submission of Application for Qualification/ Proposal, participating in conferences, responding to queries, submission of information/ documents and generally to represent the Consortium in all its dealings with Transport Department/ DIMTS, any other Government Agency or any person, in connection with the Project until culmination of the process of bidding and thereafter till the Contract Agreement is entered into with Transport Department/ DIMTS.

We hereby agree to ratify all acts, deeds and things lawfully done by Lead Member, our said attorney pursuant to this Power of Attorney and that all acts deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us/ Consortium.
Dated this the …….Day of ……2010

…………………………………

(Executants)

(To be executed by all the members of the Consortium)

Notes:

- The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure.

- For a Power of Attorney executed and issued overseas, the document will also have to be legalised by the Indian Embassy and notarised in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Applicants from countries that have signed the Hague Legislation Convention 1961 are not required to be legalised by the Indian Embassy if it carries a conforming Apostille certificate.
Appendix 4: Format for Details of Applicant

1. (a) Name
(b) Country of incorporation/registration
(c) Address of the registered office, corporate headquarters, and its branch office/s, if any, in India
(d) Date of incorporation and/or commencement of business.

2. Brief description of the Applicant including details of its main lines of business.

3. Details of individual/s who will serve as the point of contact / communication with Transport Department/DIMTS:
   (a) Name : 
   (b) Designation : 
   (c) Company : 
   (d) Address : 
   (e) Telephone Number : 
   (f) E-Mail Address : 
   (g) Fax Number : 
   (h) Mobile Number :

4. Name, Designation, Address and Phone Numbers of Authorised Signatory of the Applicant:
   (a) Name : 
   (b) Designation : 
   (c) Company : 
   (d) Address : 
   (e) Telephone Number : 
   (f) E-Mail Address : 
   (g) Fax Number : 
   (h) Mobile Number :

5. In case of a Consortium:
   (a) the information above (1-3) should be provided for all the members of the consortium.
   (b) information regarding role of each member should be provided as per table below:
<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Name of Member</th>
<th>Role (Specify Lead Member/ Other Member)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- *Documentary proof of registration, certificate of incorporation, certificate for commencement of business, Memorandum and Articles of Association need to be furnished for Applicant (all members in case of Consortium).*
### Appendix 5: Format for Financial Capability of the Applicant

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Combined Net Worth</th>
<th>Applicant’s Net Worth</th>
<th>Name of the Associate whose Net Worth is used</th>
<th>Relationship</th>
<th>Associate Net Worth</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(As on →)</td>
<td>(As on →)</td>
<td></td>
<td>(As on ------)</td>
<td></td>
</tr>
</tbody>
</table>

- **Sole Applicant**
- **OR**
- **Lead Member of Consortium**
- **Other member 1**
- **Other member 2**
- **Total**

### Notes:

1. The Applicant (or Member in case of Consortium) should provide the Financial Capability based on its own financial statements or that of its Associate. Provided that, while submitting the Net Worth details of an Associate, the portion of such Associate’s Net Worth attributable to its shareholding in the Applicant shall be excluded.

2. Only one Associate can be used by the Applicant, for the aforesaid.

3. In case the Applicant is a Consortium, Lead Member must satisfy at least 50% of the conditions with regard to the Minimum Net Worth as stated in Clause 5.3.1.

### General Instructions:

1. Net Worth = (Subscribed and Paid-up equity + Reserves + Share Allotment Money Already Received + Preference Shares (including Redeemable) + Convertible Debentures but excluding Warrants - (Revaluation reserves + Miscellaneous expenditure not written off).
2. The financial year would be the same as that followed by the Applicant (or Member in case of Consortium) for its annual report.

3. The Applicant (or Member in case of Consortium) shall provide complete set of the audited annual reports complete with schedules, notes to accounts, auditor’s report.

4. The Applicant (or Member in case of Consortium) should clearly indicate the calculations and references in the financial statements in arriving at the above numbers in an attached worksheet.

5. The Net Worth computations, the relationship and shareholding details in respect of Associate Company whose Net Worth is used and supporting calculation must be certified by the statutory auditor of the sole Applicant or member of the Consortium.
**Appendix 6: Experience Score Computation Sheet**

Name of the Applicant: ________________________________

<table>
<thead>
<tr>
<th>Name of the Eligible Project</th>
<th>Primary Category and Multiplying Factor</th>
<th>Specific Category and Multiplying Factor</th>
<th>Experience Score Computation*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Experience Score**

* Compute Experience Score by multiplying applicable factors as set out in Table 5.1 and Table 5.2.

Note:

1. In case of a consortium separate sheets are to be provided for each Member along with a summary sheet providing the scores of all Members.
2. In the event that more than one member of a Consortium had participated in the same project, only one member should mention the project.
3. Applicants shall quote experience in respect of a particular Eligible Project under any one combination of Primary Category and Specific Category only, even though the project may fall under more than one combination.
## Appendix 6A: Format for Eligible Project Details

<table>
<thead>
<tr>
<th>Description</th>
<th>(Applicant to fill up the details here)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of the Entity¹</td>
<td></td>
</tr>
<tr>
<td>Primary Category</td>
<td></td>
</tr>
<tr>
<td>Specific Category</td>
<td></td>
</tr>
<tr>
<td>Title &amp; Nature of the Project</td>
<td></td>
</tr>
<tr>
<td>Entity for which the project was implemented</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td></td>
</tr>
<tr>
<td>Modes of public transport, on which the project was implemented</td>
<td></td>
</tr>
<tr>
<td>Total number of On Board Card Validators installed in the project</td>
<td></td>
</tr>
<tr>
<td>Whether project has been implemented under a PPP/BOT arrangement</td>
<td></td>
</tr>
<tr>
<td>Whether project involved integration of GPS for stage based fare system on buses</td>
<td></td>
</tr>
<tr>
<td>Date of Commencement of Project/Contract</td>
<td></td>
</tr>
<tr>
<td>Date of Commissioning</td>
<td></td>
</tr>
<tr>
<td>Date of Completion of Project/Contract</td>
<td></td>
</tr>
<tr>
<td>Equity Shareholding as on date of commissioning of project</td>
<td></td>
</tr>
</tbody>
</table>

### Instructions

1. Applicants are required to provide information in respect of projects in this section. Information provided in this section is intended to serve as a backup for information provided in accordance with Appendix 6.

2. A separate sheet should be filled for each of the projects.

3. Refer Clauses 5.2.1 and Clause 5.2.2 for Categories.

4. Client Details such as name, address and contact details need to be provided.

¹ Name of Sole Applicant/ Consortium member who has undertaken the Eligible Project
5. The equity shareholding of the Applicant in the project as on date of commissioning needs to be provided duly certified by the Applicant’s statutory auditor.

6. Certificate from the client / relevant authority must be furnished as per format provided in Appendix 6B.

7. Detailed description of the project including scope of work, technologies used, modes of public transport covered in the project, etc. should be enclosed as a separate sheet.

8. The relationship and the shareholding details in respect of Associate Company whose Experience is used and supporting calculation must be certified by the statutory auditor of the sole Applicant or members of the Consortium.

9. The total number of Associates for the Applicant, for the aforesaid, cannot be more than two.

*It should be noted that in the absence of any one of the above (including the Applicant’s Certificate), the information would be considered inadequate and could lead to exclusion of the relevant project from computation of Experience Score.*
Appendix 6B: Guidelines for Providing Information Related to Experience

The Applicant shall provide a certificate from client/ relevant authority in format given below:

This is to certify that M/s ___________ (Name of the Applicant) has developed/ implemented the ___________________________ (Title, Location & Nature of the project) project which was commissioned on _______ (date).

M/s __________ (Name of the Applicant) was the sole contractor/lead member of the consortium for the Project as on the date of commissioning.

We further certify that:

(i) the project involved supply, installation and commissioning of Contactless Smart Card Validators, depot/station equipment, central system, entire software including those for capturing, processing and settlement of transactions.

(ii) the project has been implemented on _____________________________ (Names of public transport modes) including _________ buses (number of buses).

(iii) the project has/has not been* implemented in Public-Private Partnership (PPP)/ Build-Own-Operate (BOT) model and where ______________ (Name of the Applicant) has designed, financed and provided operations and maintenance support for at least three years after commissioning of the project.

(iv) the project included/did not include* integration of Global Positioning System (GPS) for stage based fare system on buses.

(v) the project continues to be operational as on ______________ (date of release of RFQ Document).

Signature of the Client
Name & Position
Organisation
Telephone Number
Fax Number
E-mail
Date:

* Strike out, which is not applicable.
It may be noted that in the absence of any detail from the certificate specified above, the information would be considered inadequate and may lead to exclusion of the relevant project from computation of Experience Score.
Appendix 7: Format for Affidavit Certifying that Entity / Director/s of Entity are not Blacklisted

(On Non – judicial stamp paper of Rs 100/- or such equivalent document duly attested by notary public)

Affidavit

I, M/s. …………………………… (Sole Applicant / Lead Member/ Other Member/s), (the names and addresses of the registered office) hereby certify and confirm that we or any of our promoters/directors are not barred by Transport Department or GNCTD or blacklisted by any state government or central government / department / agency in India from participating in projects, either individually or as member of a Consortium as on the ……………………………………….(seven days prior to Application Due Date).

We undertake that, in the event of us or any of our promoters/directors being blacklisted / barred at any time post the date of this affidavit, we shall intimate Transport Department and DIMTS of such blacklisting.

We further confirm that we are aware that as per Clause 4.1.4 of the RFQ for Selection of Vendor for Providing Specified Modules for Automatic Fare Collection System in Delhi, our Proposal for any stage for the captioned Project would be liable for rejection in case any material misrepresentation is made or discovered with regard to the requirements of the RFQ Document at any stage of the Bidding Process or thereafter the Contract Agreement will be liable for termination.

Dated this ………………………Day of ………………….., 2010.

Name of the Applicant / Members of the Consortium

……………………………………………………

Signature of the Authorised Person

……………………………………………………

Name of the Authorised Person

Note:

- To be executed separately by all the Members in case of Consortium
Appendix 8: Format for Memorandum of Understanding (MoU)

(On Non – judicial stamp paper of Rs 100/- or such equivalent document duly attested by notary public)

This Memorandum of Understanding (MoU) entered into this ____ day of ______ 2010 at __________
among
______ and having its registered office at ______, (hereinafter referred as”_______”,
which expression unless repugnant to the context or meaning thereof includes its successors and permitted assigns) of the First Part
and
______ and having its registered office at ______, (hereinafter referred as”_______”,
which expression unless repugnant to the context or meaning thereof includes its successors and permitted assigns) of the Second Part
and
______ (and having its registered office at ______, (hereinafter referred as”_______”,
which expression unless repugnant to the context or meaning thereof includes its successors and permitted assigns) of the Third Part

The parties are individually referred to as Party and collectively as Parties.

WHEREAS DIMTS on behalf of Transport Department, Government of National Capital Territory of Delhi (“GNCTD”), has invited Request for Qualification (RFQ) from entities interested for Providing Specified Modules for Automatic Fare Collection System in Delhi, (“Project”) as per the terms contained in the RFQ Document and as may be specified in the RFP Document containing the terms of Contract Agreement to be issued to the Qualified Applicants.

AND WHEREAS the Parties have had discussions for formation of a Consortium for bidding for the said Project and have reached an understanding on the following points with respect to the Parties’ rights and obligations towards each other and their working relationship.

IT IS HEREBY AS MUTUAL UNDERSTANDING OF THE PARTIES AGREED AND DECLARED AS FOLLOWS:

1. The Parties do hereby irrevocably constitute a consortium (the “Consortium”) for the purposes of jointly participating in the Bidding Process for the Project.

2. The Parties hereby undertake to participate in the Bidding Process only through this Consortium and not individually and/ or through any other consortium.
3. ______________ shall be the Lead Member of the Consortium for the purpose of the bidding and implementation for the Project and for all the purposes of the Project thereafter as its true and lawful Attorney to do and execute all or any of the following acts, deeds and things for the Consortium in its name and on its behalf, that is to say:

(a) To act as the Lead Member of the Consortium for the purposes of the Project;

(b) In such capacity, to act as the Consortium’s official representative for submitting Application, Proposals for various stages and other required information including the Technical and Financial Proposal for the Project and other relevant documents in connection therewith during Qualification/Proposal Stage.

(c) To sign all the necessary documents for Applications /Proposals for various stages, including offers, papers, testimonials, statements, undertakings, applications, representations and correspondence necessary and proper for the purpose aforesaid;

(d) To tender documents, receive and make inquiries, make the necessary corrections and clarifications to all the documents, as may be necessary;

(e) To represent the Consortium at meetings, discussions, negotiations and presentations to DIMTS/ Transport Department, their Advisors and other Project related entities;

(f) To receive notices, instructions and information for and on behalf of the Consortium;

(g) To sign the Contract Agreement for and on behalf of the Consortium in the event of the Project being awarded to the Consortium subject to Clause 5 of this MoU;

(h) To do all such acts, deeds and things in the name and on behalf of the Consortium as necessary for the purpose aforesaid.

4. The roles and responsibilities of the Members of the Consortiums shall be as follow:

(a) The Party of the First Part (Lead Member) shall be responsible for:

(i)

(ii)

(iii)
(b) The Party of the Second Part shall be responsible for:
(i)
(ii)
(iii)

(c) The Party of the Third Part shall be responsible for:
(i)
(ii)
(iii)

(d) Each of the Parties shall be liable and responsible jointly and severally at each stage of the Project for:
(i) all obligations and liabilities relating to the Project in accordance with the terms of the RFQ, RFP and the Contract Agreement.
(ii) compliance with all statutory requirements as may be applicable in respect of the Project.
(iii) contribution for the Project all of its relevant management and business experience, expertise, competence and acumen for the success of the Project.

5. In the event the Parties hereto eventually succeed in the Bidding Process, the Lead Member will sign the Contract Agreement for and on behalf of the Consortium and together with the other consortium members execute the Project in accordance with terms and conditions of this MoU, RFQ, RFP document and the Contract Agreement. Provided further that, if so desired by Transport Department / DIMTS, all the consortium members will together sign the Contract Agreement.

6. That the Parties affirm that they shall implement the Project in good faith and shall take all necessary steps to ensure the expeditious implementation of the Project.

7. That this MoU shall be governed in accordance with the laws of India shall have exclusive jurisdiction to adjudicate disputes arising from the terms herein.

8. The Parties acknowledge and accept that this MoU shall not be amended by the Parties without the prior written consent of the Transport Department / DIMTS.

9. **Representation of the Parties**

   Each Party represents to the other Parties as of the date of this MoU that:
(a) Such Party is duly organised, validly existing and in good standing under the laws of its incorporation and has all requisite power and authority to enter into this MoU;

(b) The execution, delivery and performance by such Party of this MoU has been authorised by all necessary and appropriate corporate or governmental action and a copy of the extract of the charter documents and board resolution/ power of attorney in favour of the person executing this MoU for the delegation of power and authority to execute this MoU on behalf of the Consortium Member is annexed to this MoU, and will not, to the best of its knowledge:

(i) require any consent or approval not already obtained;

(ii) violate any applicable law presently in effect and having applicability to it;

(iii) violate the memorandum and articles of association, by-laws or other applicable organisational documents thereof;

(iv) violate any clearance, permit, concession, grant, license or other governmental authorisation, approval, judgement, order or decree or any mortgage agreement, indenture or any other instrument to which such Party is a party or by which such Party or any of its properties or assets are bound or that is otherwise applicable to such Party; or

(v) create or impose any liens, mortgages, pledges, claims, security interests, charges or Encumbrances or obligations to create a lien, charge, pledge, security interest, encumbrances or mortgage in or on the property of such Party, except for encumbrances that would not, individually or in the aggregate, have a material adverse effect on the financial condition or prospects or business of such Party so as to prevent such Party from fulfilling its obligations under this MoU;

(c) this MoU is the legal and binding obligation of such Party, enforceable in accordance with its terms against it; and

(d) there is no litigation pending or, to the best of such Party's knowledge, threatened to which it or any of its affiliates is a party that presently affects or which would have a material adverse effect on the financial condition or prospects or business of such Party in the fulfilment of its obligations under this MoU.

10. Termination

This MoU shall be effective from the date hereof and shall continue in full force and effect until the expiry/ termination of the Contract Agreement, in case the Project is awarded to the Consortium. However, in case the Consortium is either not qualified based on evaluation by DIMTS / Transport Department for the
Project or does not get selected for award of the Project, and pursuant thereto upon return of the Bid Security by DIMTS to the Bidder, as the case may be, the MoU will stand terminated.

In witness whereof the Parties affirm that the information provided is accurate and true and have caused this MoU to be duly executed on the date and year above mentioned.

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<th>First Party</th>
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<td>Seal of the Applicant / Member of Consortium</td>
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Witness:

Annexure:

1. Copy of the extract of the charter documents of the Applicant / Member of Consortium.

2. Board Resolution/ Power of Attorney in favour of the persons executing this MoU for the delegation of power and authority to execute this MoU.
Appendix 9: Project Brief

1. The proposed Automatic Fare Collection System (AFCS) shall manage fare payment transactions and allied activities in Delhi. Contactless Smart Cards will be used for fare payment on buses operated by Delhi Transport Corporation and private operators in clusters under Integrated Mechanism. AFCS is expected to be implemented in about 11,000 buses over a period of two years. Smart Cards are envisaged to be inter-operable with the automatic fare collection system of Delhi metro rail.

2. The AFCS shall support multiple types of Contactless Smart Cards (CSCs) including ISO 14443 Type A and Type B standards including complete MIFARE family cards; Micro-processor based Contactless Smart Cards; contactless EMV smart cards; and NFC devices. The Smart Cards shall support the concept of (i) electronic cash value (electronic purse or e-purse) carried on the Smart Card and used for making payment of fare on public transport, and (ii) passes (electronic pass or e-pass), which allow the passengers to perform journeys during a time-period or number of trips on public transport. The Smart Cards e-purse as well as e-pass shall meet all functional requirements of the public transport.

3. The fare structure in buses in Delhi is stage-based. On each route, the bus-stops have been designated as fare stage and by-request bus stops. The fare stages are approximately two kilometers apart. Since the fare structure in Delhi is stage-based, the fare collection is based on boarding and alighting fare stages. The fare stages will be ascertained automatically, based on GPS input, with manual input option as backup. The fare payment through Smart Cards will be two-tap process – entry tap and exit tap.

4. The buses in Delhi have two doors. The passengers will tap their Smart Cards on a Card Validator on boarding the bus and will again tap-out their Smart Card on a Card Validator at the time of de-boarding the bus. Each of the Card Validator should be configurable to function as entry validator, exit validator or both entry and exit validator.

5. It is envisaged that there will be multiple options for recharge of Smart Cards, including the following:
   (i) Retail Agents through Point of Sales Terminals;
   (ii) Conductor’s Electronic Ticketing Machines;
(iii) Ticket Checker’s Terminals;
(iv) Driver Control Unit (through Onboard Card Validator);
(v) Auto-recharge;
(vi) Internet recharge;
(vii) Mobile Phone recharge;
(viii) Add Value Machines (AVMs).

6. There will be Standalone Card Validators (SCVs) installed at major bus terminals and other identified locations. The Standalone Card Validators will be able to function unattended, and will be used by passengers to check the balance/pass status on their Smart Cards. The SCVs will also be used for updating the e-purse value on passengers Smart Cards in case of auto-recharge, internet recharge or mobile phone recharge.

7. The AFCS will comprise a number of modules/ sub-systems, including the following:

(i) Central System – comprising various modules of AFCS Application Software, 3rd Party Commercial Off-the-shelf hardware and software, network and communication sub-system, etc.
(ii) Contactless Smart Cards
(iii) On-board Devices – Driver Control Unit and Onboard Card Validators
(iv) Standalone Card Validators
(v) Depot Equipment
(vi) Checker’s Terminals
(vii) Point-of-Sale Terminals – for recharge/top-up of smart cards
(viii) Allied sub-systems – Customer Call Centre, Card Distribution and Recharge Network, Marketing and Advertising, etc.

8. The Vendor shall be required to design, develop, finance, test, provide, install, integrate, commission, maintain and support the modules/sub-systems, to be specified in the RFP Document. The detailed scope of services and system requirements for the Vendor shall be specified in the RFP Document.