OFFICE OF THE DIRECTOR TRANSPORT-CUM-DIVISIONAL MANAGER, CTU, PLOT NO. 701, INDUSTRIAL AREA, PHASE-I, U.T., CHANDIGARH

No. 6251 /Acctt(H)/CTU/2022 Dated, Chandigarh, the 01/7/2022

CORRIGENDUM / ADDENDUM

In reference to the e-tender Reference No. 5611/Acctt(H)/CTU/2022, dated 16.06.2022 uploaded on the website chdctu.gov.in for inviting e-tenders for **retro-fitting of 258 Nos. of City operation buses i.e. 39 Nos. of Corona AC buses and 49 Nos. of TATA Midi AC buses of CTU and 170 Nos. Midi SML 9.0 Mtr of CCBSS, Chandigarh to into CNG**" and with respect to pre-bid meeting with CTU / CCBSS committee members and prospective bidders on 29.06.2022 in Command Control Centre, First Floor, ISBT-43, Chandigarh certain amendments are hereby made in the RFP document. The e-tender document stand amended to the extent as mentioned under Column No. 4 as per detail given below:-

Sr. No.	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
1	2	3	4
1	Section III Definitions & Abbreviations	20. "Warranty means free of cost maintenance period for one year or 80,000 kms whichever is earlier and "CMC" means services ancillary to the Comprehensive Maintenance of buses as per quote in the price bid."	No Changes Proposed. It is further clarified that under scope of successful bidder, Warranty and CMC is limited to Retrofitted Engine of the bus and all CNG related components i.e. Fuel Line, Fuel Pump, Engine, CNG Tanks/Cylinders along with retrofitted structure etc. The regular/Periodic maintenance of the bus like 'A' or 'B' Service i.e. Engine Oil, Gear Oil replacement etc will be carried out by the CTU/CCBSS. The bidder may inspect the buses to be retrofitted at any time by contacting concerned Works Manager.
2	Section IV 1.7 General Page No. 8	The successful bidder will unconditionally ensure the fuel efficiency (KM/KG) as was being achieved with diesel (KM/Ltr) by the purchaser, the information of which is available in purchaser records. In case of any drop in KM/KG after retrofitting with respect to the KMPL being achieved with diesel KM/PL, the cost of CNG consumed excess will be realized from the successful bidder.	The successful bidder will unconditionally ensure the average fuel efficiency (KM/KG) as was being achieved with diesel (KM/Ltr) by the purchaser in the corresponding month of last year for the cluster of buses of that particular Type and Category. In case of any drop in average KM/KG after retrofitting, the cost of CNG consumed excess will be realized from the successful bidder at the prevailing average market rate of CNG at the time of worked out recovery of that particular month.
3	Section IV 1.9 General Page No. 8	Retro-fitment should be done with open-loop sequential CNG Kit with Type-I CNG cylinders for BS-III and close loop sequential kit with Type-I CNG Cylinders for BS-IV.	Retro-fitment of all 258 buses should be done with close loop sequential kit with Type-I CNG Cylinders for BS-IV. The retrofitted Engines should meet BS-IV emissions standards irrespective of Type of buses i.e. BS-III or BS-IV
4	Section IV 1.9 General Page No. 8		

Sr. No.	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
5	Section IV 1.11 Manpower Support Page No. 8	The Successful bidder shall provide resources to provide manpower support at CTU / CCBSS for warranty and CMC of CNG parts of the bus	No Changes Suggested
6	Section IV Instructions to Bidders (ITB) 1.10	1.10 The old parts removed from the converted buses such as diesel tanks, Fuel injection pumps, fuel lines, piston assembly, cylinder head assembly etc. Shall be the property of CTU/CCBSS.	No Changes Suggested It is further clarified that in any case, the parts removed/modified shall be the property of CTU/CCBSS. In case any component is modified and not replaced, then same shall not be claimed by CTU/CCBSS.
7	Section IV Instructions to Bidders (ITB) 1.13 Type Approval Certificate Page No. 8	The successful bidder need to submit the required type approval certificate(i.e. CNG Kit with Type-I Cylinder) of the buses being retrofitted within 45 days from the date of letter of award for the conversion of vehicles from the recognized testing agency approved under CMVR rule 126 i.e. ARAI / ICAT etc.	Amended as "The successful bidder need to submit the required type approval certificate (i.e. CNG Kit with Type-I Cylinder) of the buses being retrofitted within 100 days from the date of letter of award for the conversion of vehicles from the recognized testing agency approved under CMVR rule 126 i.e. ARAI / ICAT etc. Further, power achievement for retrofitted CNG Engines shall be +/- 10% of the power achievement for Diesel Engines which should be certified by Testing agency ARAI/ICAT/CIRT."
8	Section IV Instructions to Bidders (ITB) 1.15 In case of Any Fire Incident / Hazards	In case of any fire incident / hazards / accident etc. Happening on account of retro fitment during the retrofitting of CNG Kits including warranty and CAMC period. It will be the sole responsibility of the bidder	No Changes Suggested
9	Section IV 2 Eligibility Criteria Technical Qualifications Page No. 9	2.1.1 The Bidder must be well established and must have minimum last 03 years experience in the field of retro fitment of CNG vehicles and should have successfully done conversion of at least 100 diesel buses in last three years of any STU/PSUs/Private Companies either in single or multiple orders ending on 31.03.2022	Amended as "2.1.1 In case of manufacturer, the Bidder must have a minimum 3 years' experience in the field of retro fitment of CNG vehicles and should have successfully done conversion of at least 100 diesel buses in last three years of any STU/PSUs/Private Companies in single or multiple orders ending on 31.03.2022 or In case of CNG/LNG component supplier, the bidder must have supplied at least 1000 kits for Heavy Commercial Vehicles in last three years ending 31.03.2022." The definition of bidder stands amended in whole RFP document to the extent as mentioned above.
10	Section IV 22 Evaluation and Comparison of Bids Page No. 12	22. 1 The evaluation will be not be made on the basic price of conversion and direct cost of alone but on Net Present Value from the CAMC period mentioned in the price bid considered. The NPV of CMC cost will be arrived using the NPV at the formula and will be added to the rates quoted for retro-fittings of bus thus arriving at the effective value of price bid which has been elaborated in	No Changes Suggested. It is clarified that Comprehensive Maintenance Cost to be quoted on yearly basis and average daily operations per bus is of approx. 200 KMs.

Sr. No.	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
		discount will be taken as 7%	
11	Section V Page No. 15 General Conditions of Contract (GCC) Clause No. 4 Performance Security	4.2 The performance security shall be for an amount equivalent to 5% of the total cost of contract (inclusive of duties & taxes as on date of issue of LOA) separately in case of CTU and CCBSS as per the proportionate quoted rates in Indian Rupees valid till expiry of CMC period and 60 days beyond the date of completion of all contractual obligation of the contractor.	No Changes Suggested.
12	Section V Page No. 15 Clause No. 5 Commissioning Schedule of Buses	5.1 The roadworthiness of retrofitted 258 Nos. Of buses is to be completed within the contracted schedule of 120 days from the date of submission of ARAI/ICAT/CIRT certificates for the respective bus model/type (which in no case will be delayed beyond 10 days from the letter of Award) as per under:- a). Within 30 days :- 65 buses b). Within next 30 days :- 65 buses. c) within next 30 days :- 65 buses d) within next 30 days :- 63 buses	No Changes Suggested. It is clarified that the successful bidder shall install the CNG cylinders/Tanks on roof top or under floor structure as the case may be subject to feasibility on the structure of the bus.
13	Section V Page No. 16 Clause No. 6 Liquidated Damages	6.2 @ 0.5% (Zero point five per cent) of the total value of the price of retrofitting (inclusive of GST) which the Contractor has failed to deliver/commission within the period fixed for commissioning for delay of each week or part thereof up to 4 (four) weeks of delay, and 6.3 @ 0.75%(zero point seventy five per cent) of the total value of the price of retrofitting (inclusive of GST)which the Contractor has failed to commission within the period fixed for commissioning for delay of each week or part thereof on entire delay period if delay is between 4 (four) weeks and 8 (eight) weeks and 6.4 @ 1.00% (One percent) of the total value of the price of retrofitting (inclusive of GST) which the Contractor has failed to commission for delay of each week or part thereof on entire delay period if delay is beyond 8 (eight) week. The decision of Purchaser shall be final in this regard. 6.5 The amount of pre estimated Liquidated damages to be charged under the contract, in terms or preceding sub clauses shall not exceed 5% of the total value of contract (inclusive of duties & taxes) and thereafter the CTU/CCBSS will consider the termination of the Contract at the risk and cost of the Contractor including forfeiture of performance security and blacklisting.	Clause No.6.5 amended as follows:- The amount of pre estimated Liquidated damages to be charged under the contract, in terms or preceding sub clauses shall not exceed 15% of the total value of contract (inclusive of duties & taxes) and thereafter the CTU/CCBSS will consider the termination of the Contract at the risk and cost of the Contractor including forfeiture of performance security and blacklisting. Rest of the clauses from 6.1 to 6.4 will remained same as mentioned in RFP.

Sr. No.	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
14	Section V Page No. 19 Clause No. 14 Payment Terms Point No. 14.1 and 14.2 Advance Payment	Advance Payment 14.1 10% advance payment of the contract value shall be released to the contractor on his written request against the equal amount of Bank Guarantee furnished by the Contractor. The advance shall be adjusted in two equal installments from the payment to be released against the invoices. 14.2 The 60% payment shall be released against invoice raised by the contractor subject to completion of retro fitting and the balance 40% payment shall be released subject to recovery of penalties, if any, on successful running of buses on road for 60 days period duly validated by the Committee comprising of Works Manager, Duty Inspector, Head Mechanic and Engine Shop Mechanic of the respective depots.	Amended as : Advance Payment: 14.1 10% advance payment of the contract value shall be released to the contractor on his written request against the equal amount of Bank Guarantee furnished by the Contractor. The advance shall be adjusted in two equal installments from the payment to be released against the invoices. 14.2 The 60% payment shall be released within 15 working days after the Acceptance Report of the Committee for retro fitting and the balance 40% payment shall be released subject to recovery of penalties, if any, within 15 working days after the Acceptance of the Committee Report by the Competent Authority Post on successful running of buses on road for 60 days period. It is subject to receipt of Invoice from the contractor. 14.3 The payment of CAMC shall be made monthly on pro-rata basis of Annual CAMC rates quoted for that particular year. 14.4 In case of delay in making the payment to the contractor by the due date, the purchaser shall pay Interest @ 0.5% (Point Five Percent) per Annum of delayed payment.
15	Section V Page No. 20 Clause No. 15 Warranty and Comprehensive Maintenance Contract Defect or Failure	The successful bidder shall be responsible for any defect or failure of buses or engine seizure, or any other defect due to retrofitting of CNG kits in Diesel buses. In case of any damage, the rectification /replacement of failed components /equipment shall have to be undertaken by the Contractor free of charge at the CTU/CCBSS workshop/depot. Successful bidder shall collect failed and defective components/ equipment from the depot of this undertaking and send them to the works of the successful bidder at his cost and responsibility. This shall be arranged directly by the Contractor or his representative.	Amended as "The successful bidder shall only be responsible for any defect or failure like Engine Seizure; or any other defect due to retrofitting of CNG kits in Diesel buses. In case of any damage, the rectification /replacement of Failed Engine components /equipment shall have to be undertaken by the Contractor free of charge at the CTU/CCBSS workshop/depot. Successful bidder shall collect failed and defective components/ equipment from the depot of this undertaking and send them to the works of the successful bidder at his cost and responsibility. This shall be arranged directly by the Contractor or his representative. During

<table>
<tr><th>Sr. No.</th><th>Particulars/ Clause No.</th><th>As per RFP</th><th>CTU / CCBSS Remarks</th></tr>
<tr><td></td><td></td><td></td><td>breakdown of bus, at first level, CTU/CCBSS will send its mechanic at breakdown site to diagnose the fault. In case, fault is attributable to successful bidder, then he will be informed accordingly to resolve the issue. Further, if the bus needs to be brought back to depot, it will be arranged by CTU/CCBSS, however, the cost incurred for towing the bus will be debited from the payment of the successful bidder."</td></tr>
<tr><td>16</td><td>Section V Page No. 20 Clause No. 15 Warranty and Comprehensive Maintenance Contract</td><td>15.5 Successful bidder shall ensure the repair of bus within timelines failing which penalties as mentioned below will be imposed by the purchaser i.e. CTU/CCBSS as the case maybe for their respective buses.
<table>
<tr><th>Sr. No.</th><th>Nature of Repair</th><th>Penalty/Remarks, if an</th></tr>
<tr><td>1</td><td>Minor repair or replacement of parts beyond 12 hours from the time of reporting the fault</td><td>Rs. 500/- hour per bu</td></tr>
<tr><td>2</td><td>Major repair or replacement of parts beyond 24 hours from the time of reporting the fault</td><td>Rs. 1000/- hour per bu</td></tr>
<tr><td>3</td><td>Breakdown (BD) in CNG converted system during CMC period.</td><td>Rs. 1000/- bus breakdown for the breakdown a month</td></tr>
<tr><td>4</td><td>Repeated breakdown (BD) of same nature in CNG converted system.</td><td>Rs. 1500/- repeated breakdown per bus month</td></tr>
<tr><td>5</td><td>Detention of vehicles due to failure of CNG converted system during CMC period beyond one bus per upto hundred bus.</td><td>Rs. 5000/- bus per day</td></tr>
<tr><td>6</td><td>Drop in Fuel Consumption in KM/KG</td><td>As per Cl 1.7 of Sec IV ITB</td></tr>
</table></td><td>Amended as
"Successful bidder shall ensure the repair of bus within timelines failing which penalties as mentioned below will be imposed by the purchaser i.e. CTU/CCBSS as the case maybe for their respective buses.
<table>
<tr><th>Sr. No</th><th>Nature of Repair</th><th>Penalty/Remarks, if any</th></tr>
<tr><td>1</td><td>Minor Repair or Replacement includes CNG Engine allied components such as fuel line, etc. and to be rectified with-in 12 hours from the time of reporting of fault/defect otherwise penalty as mentioned will be imposed.</td><td>Rs. 500/- per hour per bus</td></tr>
<tr><td>2</td><td>Major repair or replacement of parts includes ECU, Wiring Harness, Cylinder Heads, Cylinder Liner, Engine Failure/Seizure etc. and to be rectified with-in a week from the time of reporting of fault/defect</td><td>Rs. 10,000/- per day per bus</td></tr>
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Sr. No.	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
			otherwise penalty as mentioned will be imposed.
			3 Breakdown (BD) in CNG converted system during CMC period. — Rs. 1000/- per bus per breakdown for the first breakdown in a month
			4 Repeated breakdown (BD) of same nature in CNG converted system. — Rs. 1500/- per repeated breakdown per bus in a month
			5 Drop in Fuel Consumption in KM/KG — As per Clause 1.7 of Section IV ITB
			The successful bidder has to ensure fleet availability as 95% for the reasons attributable to bidder only. New Clause added under Note of Clause 15.5 The penalties mentioned at Sr. No. 1,2 will only be applicable if the fleet availability of the buses goes below 95% on account of failure on part of successful bidder.
17	Section V Page No. 21 Clause No. 16. Submission of Drawings	The successful bidder shall provide two sets of general drawings comprising of plan for retrofitting of buses showing location of proposed CNG tanks, fuel line etc. Along with Finite Element Analysis report duly validated by NABL accredited testing agency.	No Changes suggested It is further clarified that CTU will facilitate the successful bidder with Structural drawings from respective bus manufacturers.
18	Section VII Page No. 23 Technical Requirements	1. Payload capacity – 2500 kg minimum for Midi buses, 2. Fuel Efficiency- As per Diesel 3. Acceleration- 60 KM/Hour in 12 seconds 4. Driver Area Temperature- The driver area temperature shall not exceed the ambient temperature 5. Insulation of Engine hood- The Engine hood shall suitably Insulated to reduce driver area temperature. 6. All the connections of high & low pressure piping, values to be leak tested by soap bubble, when the CNG is filled at 210 bar pressure (No leakage is permissible) 7. Emission Test has to be conducted and certificate (PUC) required as per norms.	Under Section VII Technical Requirements Sr. No. 2,3 and Sr. No. 6 amended as : " 2. Fuel Efficiency – As mentioned under Clause no 1.7 of ITB 3. Acceleration as 60 KMPH in 15 seconds for TATA/SML Midi buses and 60 KMPH in 20 seconds for Corona buses." 6. All the connections of high & low pressure piping, values to be leak tested by soap bubble, when the CNG is filled at 210 bar pressure (No leakage is permissible.) CNG Gas Supplier (M/s IOCL Adani) will facilitate with 210 bar pressure for leakage testing." Rest of clauses will remain same.
19	Section VIII Page No. 24 Point No. 13 & 14	Capacity of the CNG Cylinder / CNG retrofitting should be sufficient for operating the bus for minimum distance 140 KMs. under normal operating conditions in a single gas filling. Provision will be made by CTU/CCBSS for one mid day fuelling also so that the bus can run up	Under Section VIII Page No. 24 Sr. No 13 and 14 amended as : "Capacity of the CNG Cylinder / CNG retrofitting should be sufficient for operating the bus for minimum distance 250 KMs. under normal operating

Sr. No	Particulars/ Clause No.	As per RFP	CTU / CCBSS Remarks
		to 280 Kilometers in a day.	conditions in a single gas filling as per CMVR.
		SUGGESTIONS/CLARIFICATIONS BY PROSPECTIVE BIDDERS	
20	Suggestions	Please confirm if bidders can bid through consortium?	No Changes suggested
21	Suggestions	It is requested to mention that EMD will be waived off for MSME registered companies, in accordance with Government guidelines.	No Changes suggested
22	Suggestions	All Models of the buses needs to be approved by ICAT. It is requested to CTU to provide 1 b.s of each model at Manesar Delhi for 1 month for the approval process.	It is clarified that CTU will allow/provide one bus for each type and category of bus after retrofitting for the period up to 100 days for Type Approval of buses from ICAT/CIRT/ARAI at the risk and cost of successful bidder.
23	Suggestions	Comprehensive maintenance to be quoted in INR/Km	No Changes. It is clarified that Comprehensive Maintenance Charges are to be quoted on Annual basis.
24	Suggestions	Bidder should be given the buses to inspect before commencing retro fitment work to check other health factors of the bus. All components of the bus should be in good working condition. If there are any defects found in any components, the same will be communicated to CTU for appropriate and necessary action and rectification before retro fitment.	The buses will be handed over to the Successful Bidder in running condition but all as-is-where basis, however, if any bus is in non-running condition on the date of hand over, in that case the same will be communicated to CTU for appropriate and necessary action and rectification before retro fitment.

Further, the last date and time of receipt/uploading of e-Tender documents will remain same i.e. 12.07.2022 up to 02:00 P.M and technical bid will be opened on 12.07.2022 at 03:00 P.M. The other terms and conditions of the RFP will remain same.

Sd/-
Director Transport,
Union Territory,
Chandigarh.