



**Greater Visakhapatnam Smart City Corporation Limited
(GVSCCL)**

INVITATION FOR EXPRESSION OF INTEREST

for

Designing, Setting – Up & Operating a Public Bicycle Sharing
System

in

Visakhapatnam Smart City in Area Based Development - ABD

On Public Private Partnership (PPP) Basis

Issued by:

Managing Director

Greater Visakhapatnam Smart City Corporation Limited

E-mail: visakhapatnamsmartcity@gmail.com

Tel No./Fax 0891-2746300



**GREATER VISAKHAPATNAM SMART CITY CORPORATION LIMITED
(GVSCCL), VISAKHAPATNAM**

Ref: GVSCCL/Projects/04(Public Bicycle Sharing)/32/2016-17, Dt: 13-03-2017

Invitation for Expression of Interest

GVSCCL desires to invite Expression of Interest (EoI) from interested parties for the Procurement of a Private Partner under **Public Private Partnership (PPP)** mode, for **Design, Setting – up & Operation of a Public Bicycle Sharing System** under implementation of the Smart City Mission for Visakhapatnam. The detailed EoI can be downloaded from website of www.a procurement.gov.in and is available at www.gvmc.gov.in from 28th March 2017 onwards. ***The last date for online submission of bids is 28th April 2017 up to 5.00 PM.***

For more details contact:

Greater Visakhapatnam Smart City Corporation Limited

E-mail: visakhapatnamsmartcity@gmail.com

cc: commissioner_gvmc@yahoo.co.in

Vishal.Kundra@aecom.com

Tel No./Fax 0891-2746300

Mobile No. 09717716600, 07729995934

Sd/-

**Managing Director,
GVSCCL**



KEY DATES

| No. | Activity | Deadline |
|-----|--|--|
| 1 | Issue of EoI | 28/03/2017 |
| 2 | Last date of receipt of queries on EoI | 06/04/2017, 5:00 PM |
| 3 | Posting of response to queries | 10 /04/2017, 5:00 PM |
| 4 | Last date for submission of EoI | 28/04/2017, 05:00 PM |
| 5 | Presentation on the EOI by parties | 02/05/2017, 11:00 AM at: The Office of Managing Director, Greater Visakhapatnam Smart City Corporation Limited (GVSCCL) C/O Greater Visakhapatnam Municipal Corporation, Room No. 306, Tenneti Bhavan, Asilmetta Junction, VISAKHAPATNAM530002, Andhra Pradesh |
| 6 | Shortlist of successful applicants | 03/05/2017 |



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1 Introduction

1.1 Visakhapatnam

Vishakhapatnam, popularly known as Vizag, is Andhra Pradesh’s largest city, both in terms of population and economy. Vizag is a port city. It is the largest city in the state of Andhra Pradesh and the 3rd largest on east coast of India after Chennai and Kolkata. Vizag is often called "The Jewel of the East Coast". The city is nestled among the hills of the Eastern Ghats and faces the Bay of Bengal on the east. It has the only natural harbour on the east coast of the country.

Visakhapatnam is the administrative capital of the district of the same name (Visakhapatnam district) in Andhra Pradesh and is the headquarters of the Eastern Naval Command of Indian Navy. It is a multi-faceted city. Visakhapatnam Port, one of the largest ports in the country is also its fifth busiest sea port.

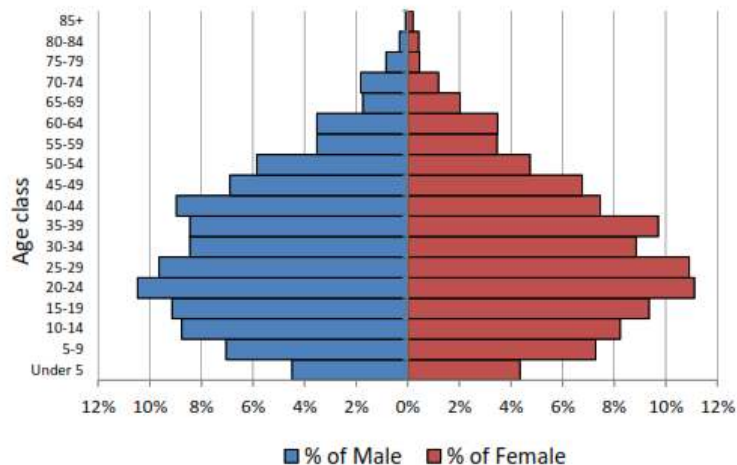
The city is a popular tourist destination and is known for its lush pristine beaches, gentle hillocks and thriving flora and fauna.

1.2 Mobility in Vishakhapatnam

A Low-Carbon Comprehensive Mobility Plan was prepared for the city of Vishakhapatnam in November 2014. This section discusses some of the key findings of the plan.

The city has a large young population. As per the Census 2011, 68% of the population is below 40 years in age. The age-sex pyramid illustrates this finding.

Age – Sex Pyramid for Visakhapatnam



This demography of the city is a factor that encourages the introduction of a public bicycle sharing system in the city.

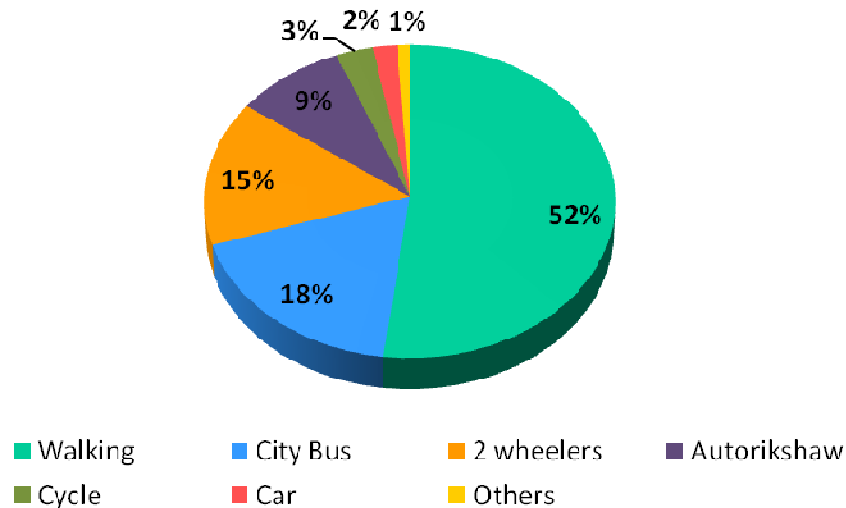
In terms of modal share, walking accounts for 52% share (37% among men and 69% among women) with an average trip length of 700m, followed by buses that have an 18% share and an average trip length of 11.70 Km. The fact that women largely walk to their work, education or other purposes indicates the non-availability of an affordable alternative mode of transport to them to commute short distances.

Two – wheelers account for another 15% share and their average trip length is 5.80 Km. Auto-rickshaws have a 9% share with an average trip length of 5.90 Km. **Cycles**



account for just 3% share and have an average trip length of 3.20 Km. Cars account for another 2% share with an average trip length of 9.30 Km.

Modal Share in Vizag



1.3 Greater Visakhapatnam Municipal Corporation

Visakhapatnam is one of the earliest municipalities of Andhra Pradesh. The Vizag (Visakhapatnam) Municipality was set up as early as in 1858, in order to full fill the basic infrastructural needs of the people of the city. The Vizag Municipality grew in its Municipal limits due to incorporation of new areas and was converted to a Municipal Corporation in the year 1979.

The areas of the erstwhile Visakhapatnam Municipal Corporation along with the Gajuwaka Municipality and 32 villages (includes few Panchayats) were converged to form the Greater Visakhapatnam Municipal Corporation (GVMC) through a Government of Andhra Pradesh Order on November 21, 2005.

The Greater Visakhapatnam Municipal Corporation's (GVMC) limit is spread across 625 sq.km and includes 72 Wards, plus Bheemilli and Anakapalle. According to 2011 census, the City's population is around 1.9 million.

1.4 Visakhapatnam Smart city

With the India Smart Cities Challenge, the Government of India took the first step towards realising its vision of building 100 smart cities in the country. As part of the India Smart Cities Challenge, Visakhapatnam is one of the cities that were selected amongst top 20, in a nationwide competition between 100 cities (ranked 8th).

Vizag is now working on an implementation plan to convert the Smart City Proposal (SCP) ideas into reality, beginning with retrofitting a designated area within the city known as the Area Based Development (ABD) that will catalyse future scalability to entire city. The ABD is around 6 sq.km in area and has a population of around 80,000.



The Smart City Plan for Vizag revolves around the vision of creating - "**A Resilient and Healthy Metropolis for People**". The city of destiny is envisioned to become a leader in sustainability, healthy living, equality and innovation.

Vizag has shown high vehicle growth rate in recent years (9%) – is envisioned to be the most healthy and liveable city in India by 2030 (Strategic focus and blueprint of Vizag Smart City Proposal). Such a strategic focus for Vizag will ensure that it becomes a benchmark city in the country where economic development and healthy living can co-exist.

The modern day lifestyles where all kinds of entertainment is available at a press of a remote or button has resulted in a sedentary lifestyle. The health statistics of Vizag citizens indicate increased number of Life Style diseases like obesity, hyper tension etc. With an emphasis on "Prevention is better than cure", the strategic focus of Vizag is to ensure that its citizens have healthy lifestyle choices; have walkable access to parks/playgrounds/other destinations and walkable streets; have safe mobility choices of walking and cycling - as a result have better air to breathe and better place to live.

Vizag is striving towards providing its citizens a mobility option of using bicycles through the 'Public Bicycle Sharing' program and dedicated and shared bicycle paths.

Aligning with the Smart City Vision, Vizag will focus on managing its environment (for example air quality), safety of its citizens especially making streets safe for all citizens to walk/bicycle, and providing an eco-system of bicycle-friendly streets to make people healthy since **Walking** is good for **health** and so is **bicycling**.

The Greater Visakhapatnam Smart City Corporation Limited has taken up different projects for implementation and "Public Bicycle Sharing System" (**PBS**) is one such project. The focus of this EOI is Design, Setting-up & Operation of PBS System on PPP basis.

1.5 Greater Visakhapatnam Smart City Corporation Limited

A Special Purpose Vehicle (SPV) was incorporated with the name "Greater Visakhapatnam Smart City Corporation Limited" (GVSCCL) on 11th March 2016, to implement the projects proposed under the SCP.

1.6 Authority issuing Invitation for EOI

The Greater Visakhapatnam Smart City Corporation Limited (the Authority) wishes to setup and operate a PBS System in Visakhapatnam Smart City (the Project) on Public Private Partnership (PPP) basis in order to encourage environmentally-friendly non-motorized transportation in the city. The envisaged mode of implementation of the project under PPP is Design – Build – Finance – Operate – Transfer (DBFOT) basis.

The EOI intends to provide basic background and details with respect to scope of services that are deemed to be provided by the Private Partner. Selected respondents may be thereafter invited to submit bids at the RFQ cum RFP stage.



The Authority reserves the right to reject any or all the EOIs received without assigning any reason.

Point of contact for any queries related to the EOI:

Mr. Vishal Kundra

AECOM INDIA PRIVATE LIMITED

Telephone/Mobile: +91-9717716600

E- Mail: vishal.kundra@aecom.com

All **interested respondents are expected to read carefully all instructions, forms, terms and conditions and other details in the EOI.** Failure to furnish the complete information requested for submission of a proposal not responsive to the EOI in all respects may lead to rejection of the EOI proposal of the respondent and shall not be eligible to the next level of the bidding process.

1.7 The Project

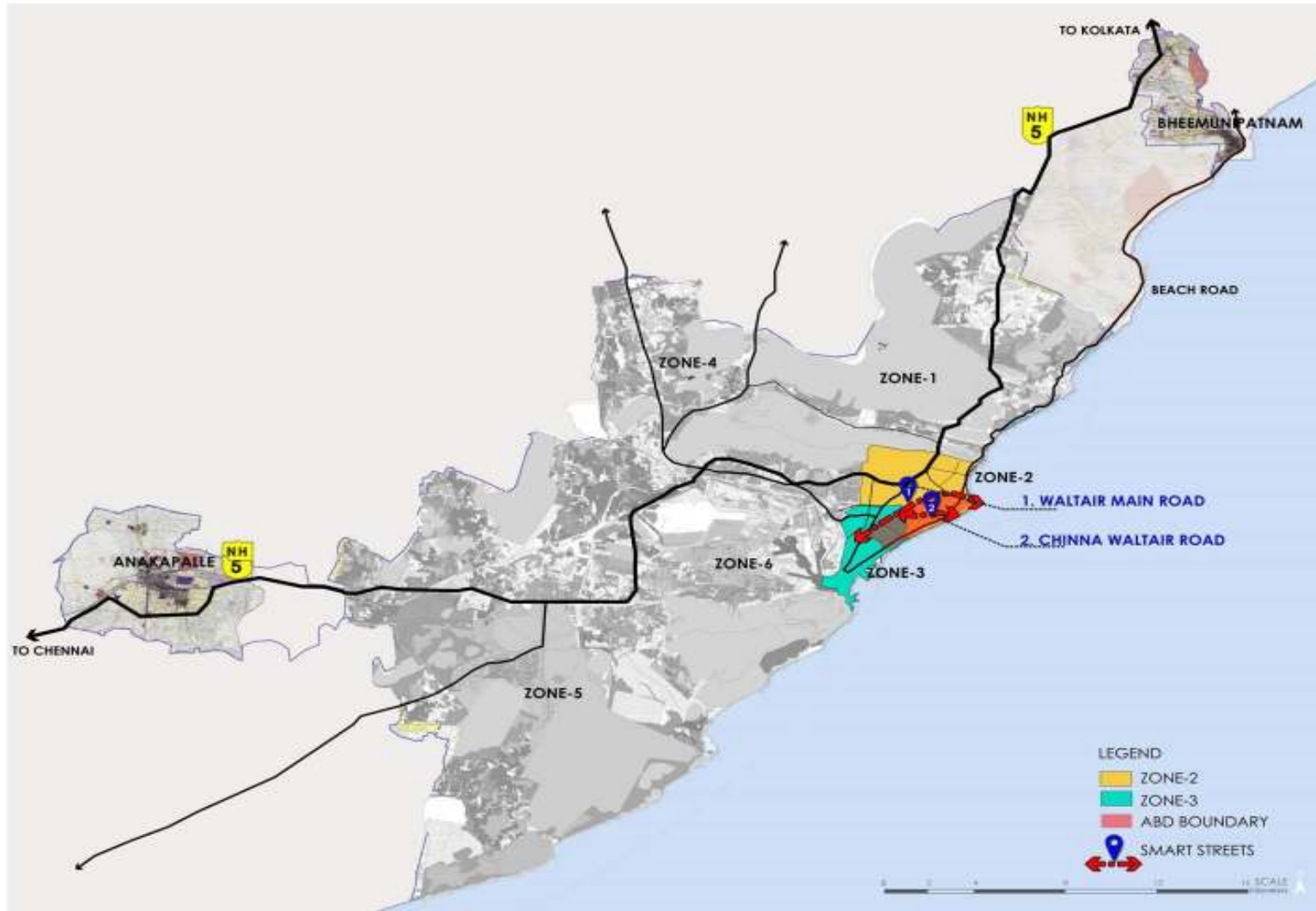
Aligning with the Vizag Smart City Vision, GVSCCL plans to implement a PBS system to provide a low-cost, environmentally friendly alternative to motorized transportation in the ABD.

PBS systems typically comprise of a network of bicycle stations so that users can check out a bicycle from any station and return it to any other station in the system. In other words, the station where the bicycle is returned need not be the original station from where it was borrowed. Usually, in a PBS system, bicycles are borrowed for short distances and for a short period of time, whereas in the traditional rental systems the cycles are usually borrowed for a day or more. PBS system is usually coupled with dedicated cycling lane on the streets.

GVMC has around 70 km of streets within its ABD. The ABD comprises of 4 wards (ward numbers 17,18,19 and 20 of Visakhapatnam city), a population of around 80,000 (Eighty Thousand) and a total area of around 6 (Six) sq.km. Dedicated/priority cycle lanes are visualised on the arterial roads in the ABD. Bicycle stations are envisioned typically in close proximity to the Smart Bus Stops proposed in the ABD in order to complement the public transport system of the city. The provisional locations of the stations are furnished in a map below. The PBS system is envisaged to cover the in-gate and out-gates of Andhra University, as well as some other landmarks of the city such as the VUDA Park, submarine museum etc. The bidder may propose more streets to be added for the PBS system.

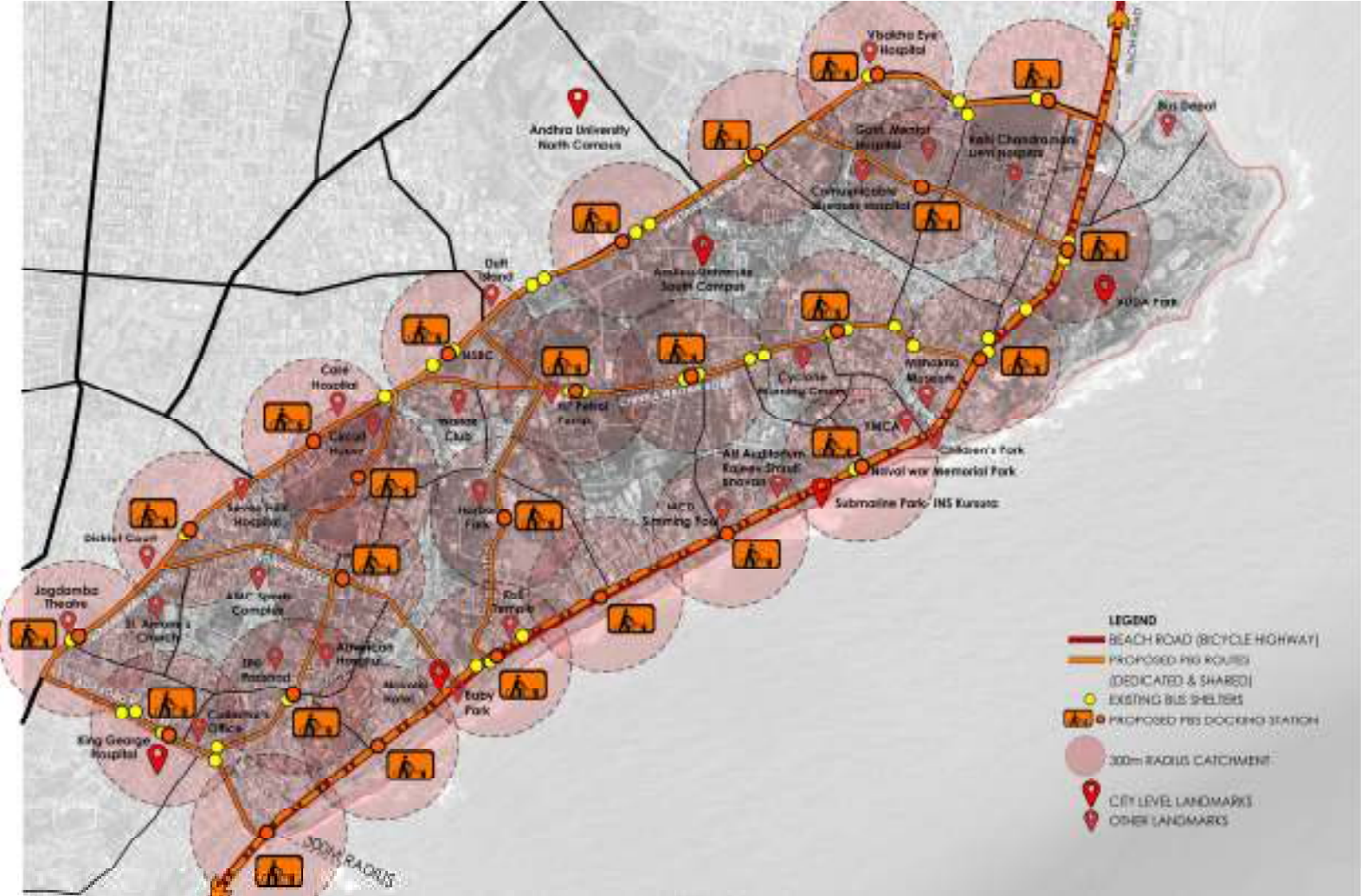
Invitation for Expression of Interest for Design, Setting up & Operation of a Public Bicycle Sharing System in Visakhapatnam Smart City on Public Private Partnership (PPP) Basis

Map showing location of PBS routes in the context of GVMC boundary



Invitation for Expression of Interest for Design, Setting up & Operation of a Public Bicycle Sharing System in Visakhapatnam Smart City on Public Private Partnership (PPP) Basis

Map showing location PBS routes in context of ABD





1.8 Project Objectives

The plan to introduce a PBS system in Vizag was conceptualized keeping the following objectives in mind.

- To provide a low-cost, environmentally friendly, non – motorized and sustainable mobility option to Vizag's residents.
- To reduce dependency on automobiles, reduce traffic congestion, vehicle emissions, and demand for motor vehicle parking.
- To complement the public transport system of Vizag.
- To provide greater access to places of interest to national/international tourists as well as citizens of Vizag that is beyond their reach on foot.
- To connect the citizens, especially youth, women and low income groups to opportunities created by the smart city implementation in Vizag, through a PBS system.
- To improve Vizag's image and branding it as a 'Green and Healthy City'.
- To provide an active transport choice that offers both physical and mental health benefits to the residents of Vizag.
- To attract new cyclists by offering a convenient mode of transport that may have been prevented due to lack of ecosystem and infrastructure necessary for the users to adopt and adapt to, such a mode of mobility.
- To generate investment and employment opportunities in the local economy.

2 Scope

The private partner whosoever will be selected for the project is expected to design, build (set-up), Finance and operate a comprehensive system comprising of bicycles; stations (docks, terminals, siting, and installation); a control centre; smart card/ electronic payment systems; operations and maintenance; marketing and outreach; and customer service. The following section explains the expectation of Authority to meet the objectives

2.1 Likely Activities to be performed by the Private Partner

- a) The private partner will be required to procure and operate new (unused) bicycles and build new stations as per the authorised fleet size, each of which shall comply with the technical standards to be set by the Authority.
- b) The private partner is required to procure/develop software to aid in monitoring, planning, and the redistribution of bicycles in a transparent way.
- c) The private partner is required to procure and use software and hardware for the processing of customer payments via cash, credit card, net banking, mobile-based banking systems, and other media. Such software and hardware must be



- compatible with the RFID-based/Sim Based/GPS or any other proven technology fare collection systems to be envisaged by the authority.
- d) The private partner is required to establish the required facilities, equipment, and vehicles for the operations of the PBS, redistribute equipment, conduct preventative maintenance, repairs, and service customers as a part of its operations.
 - e) The private partner is required to equip the bicycle stations with solar panels for generation of electricity.
 - f) The private partner is required to establish a payment system to receive customer payments for memberships and usage fees via multiple payment media.
 - g) The private partner is required to employ trained professionals to operate the PBS.
 - h) The private partner is required to bear all expenses towards the operation of the envisaged PBS.
 - i) The private partner shall ensure that software and hardware procured for the PBS system is compatible with City-wide Command and Communication Center that is being taken up as a separate project under Vizag Smart City. The same may be integrated to the Command and Communication Center (CCC) of the GVMC for which necessary integration coordination/APIs shall be provided by the private partner. The integration to the CCC shall be the responsibility of the System Integrator of the CCC and not the private partner.
 - j) The private partner is required to provide access to an IT-enabled monitoring system to the Authority using which it may monitor the PBS. The private partner will also have to provide real-time information access and periodic summary reports in an electronic format to the Authority or its authorized representatives, information regarding
 - i. Fleet size
 - ii. Number of full Docks, Number of empty Docks, Operational status for each Station
 - iii. Operational status: in service, out of order, etc., Number of rides taken on the bicycle during its lifetime and since last maintenance, for each bicycle
 - iv. Number of rides taken using the system, record of each ride taken using the system – including the user ID, origin, destination, start time, end time, and bicycle ID.
 - k) The private partner is to carry out only those commercial activities such as advertisements on the bicycles or elsewhere as determined by the Authority.
 - l) The private partner is required to establish customer service platforms for the PBS, including a call centre, website, smart phone applications and physical



- kiosks, to disseminate information, assist with registrations and address grievances.
- m) The private partner is required to carry out marketing activities to promote use of the PBS.
 - n) The private partner is required to provide real-time data on available cycles, both aggregated and at each station to GVSCCL, its authorized representatives, to third parties authorized by the Authority and to users.
 - o) The bidder may propose more streets and/or public bicycle sharing stops/shelters to be added for the PBS system enclosed in this EOI.

3 The Expression of Interest

This is an invitation for Expression of Interest and not a RfP document. To invite for EOI is not an offer and does not carry any commitment to engage a private partner who submits the same or any other commitment related thereto. The Authority reserves the right to withdraw this EOI and change or vary any part thereof at any stage.

3.1 Objective of the EOI

The objective of this EOI is identify the prospective applicants for PBS, Based on the responses of the EOI the Authority may float Open RfP or to the prospective applicants.

3.2 Eligibility

- a) The invitation is open to all entities that are companies registered under Companies Act or equivalent; or Societies Registration Act or equivalent; or registered as a Trust; or Limited Liability Partnership Act or equivalent; or is registered by the Registrar of Firms or equivalent and is active and operational continuously for the last 3 (Three) years on the date of submission.
- b) The respondents may be an independent single entity or a joint venture or a consortium/association of entities;
- c) In the case of a joint venture/consortium the name of the entity that is the "Lead Partner/Lead Member" should be clearly stated in the EOI.
- d) The number of entities in a joint venture/consortium/association is limited to 3 (Three).
- e) The single independent entity or the lead partner of a joint venture or the lead member of a consortium should have a net worth of not less than Indian Rupees 2.00 (Two Crores) or United States Dollars 300,000 (Three Hundred Thousand) or equivalent in the last financial year preceding the submission date. (Certificate from the statutory auditor of the entity or a chartered accountant/certified public accountant or equivalent stating the net worth of the entity should be submitted.)



- f) The respondent (single independent entity or any partner/member of a joint venture/association/consortium) should not have been blacklisted/debarred by any donor agency/State Government/Central Government or its agencies in India or abroad and if blacklisted/debarred for a particular time, such bar (blacklisted/debarred) should not be applicable as on the date of submission of the EOI.

3.3 Presentation

Respondents will have to make a presentation on the PBS system to the Authority on the date and time mentioned under the Schedule of the Submission Process. The format for the presentation is furnished in Annexure - I

3.4 Invitation of EOI Conditions

- a) This EOI is not an offer and does not carry any commitment to engage a private partner who submits the same or any other commitment related thereto.
- b) The Authority reserves the right to withdraw this EOI and change or vary any part thereof at any stage if the Authority feels that such action is in the best interest of the Project.
- c) Timing and sequence of events resulting from this EOI shall ultimately be determined by the Authority.
- d) Each interested single independent entity, any partner in case of a joint venture or any member in case of an association/consortium shall submit only one EOI.
- e) For all the EOIs received before the last date and time prescribed for submission, the proposals and accompanying documentation will become the property of Authority and will not be returned after opening of the proposals. Authority shall not be bound by any language in the proposal indicating the confidentiality of the proposal or any other restriction on its use or disclosure. Authority is not restricted in its rights to use or disclose any or all of the information contained in the proposal and can do so without compensation to the respondents who have submitted their EOIs.
- f) By submitting an EOI, each respondent who shall be deemed to acknowledge that it has carefully read all sections of this EOI, including all terms & conditions, and annexure/s hereto and has fully informed itself about all existing conditions and limitations.
- g) The proposal and all correspondence and documents shall be written in English language.

3.5 Response Requirements

- a) The EOI shall be in accordance with the requirements specified herein in this document for EOI and in the format prescribed in this document.
- b) Proposals must be direct, concise, and complete. Respondent is expected to provide only the relevant information in the EOI. Responsiveness to EOI carries more weight.



c) The EOI shall be submitted as follows:

- Physical Submission: Two printed copies of the entire proposal, one marked ORIGINAL and the second one as DUPLICATE and a soft copy on non-rewriteable electronic storage media with all the contents of the EOI.
- Electronic/ Online Submission: The scanned copy of the original proposal shall be uploaded on the Authority's website,
- If any discrepancy found between physical submission and the electronic submission, electronic submission shall prevail and will be considered as the proposal for the purpose of evaluation.
- The proposal should be appropriately referenced.
- The Authority will not accept delivery of proposal in any manner other than that specified in this EOI. Proposals delivered in any other manner shall be treated as invalid and rejected.

3.6 Submission of EOI

Interested entities who meet the eligibility conditions set forth in this document, may furnish their Expression of Interest (EOI) with all the necessary documents in a sealed envelope super-scribed "**Eoi for Design-Build-Finance-Operate & Transfer (DBFOT) of a Public Bicycle Sharing (PBS) System under implementation of the Smart City Mission for Visakhapatnam**" along with a **Letter of Submission** duly signed by an authorised signatory on or before as per key dates to the following address and obtain acknowledgement of submission for the same:

Managing Director

Greater Visakhapatnam Smart City Corporation Limited
C/O Greater Visakhapatnam Municipal Corporation,
Room No. 306, Tenneti Bhavan, Asilmetta Junction,
VISAKHAPATNAM530002, Andhra Pradesh. India.
E-mail: visakhapatnamsmartcity@gmail.com
Tel No./Fax 0891-2746300

Note:

1. Incomplete EOI will be rejected.
2. The Authority reserves the right to extend the EOI submission date for which the EOI is invited.
3. The Authority reserves the right to verify the particulars furnished by the respondents independently and also reserves the right to reject any proposal without assigning any reason thereof in the interests of effective implementation of the project.
4. The detailed qualification criteria shall be provided in the RFQ/RFP to be issued at a later date.



5. at a later date.

3.7 Checklist for Submission

Respondents should ensure that the following documents are submitted as requested and/or as per annexures in their proposals:-

1. Letter of submission
2. Completed general information about each entity/partner/member
3. Completed details of similar projects undertaken/planned
4. Organisation profile of each entity/partner/member
5. Self-certificate on the letter head regarding annual turnover and Net worth. .
6. Any other documents relevant to the Project.



ANNEXURE – I: Format for Presentation on the EoI

- Profile of the applicant/consortium members
- Similar projects undertaken/executed/planned
 - Description of the bicycle sharing systems set up or operated by the respondent including location, client details, layout, design, project cost with break-up and project details
 - The terms and conditions or participation mode with government agencies on similar bicycle sharing project/s
 - Details of arrangement with the city government for the operations
 - Details of the systems in-operation and more bids in India and nature of service level agreement/s
 - Details of collaboration with an Indian company, if applicable
- Public Bicycle Sharing System in Visakhapatnam Smart City
 - Bicycle/s and station/s specifications
 - Conceptual physical design of bicycle/s and station/s (including docks)
 - Characteristics of user interface in the station / Customer service kiosk
 - Conceptual siting plan
 - Advertising area conceptualised/required
 - Information technology system/s envisaged and their function/s
 - Information regarding customer information systems such as station signage, system website, smart-phone applications, etc
 - Conceptual layout of depot including parking space for redistribution vehicles and redistribution mechanism, and list of equipment for maintenance and repair of bicycles,
 - Subscription models and user payments
 - Budgeted project cost, with break-up
 - Details of the incentives/assistance sought from the Authority
 - Bicycling infrastructure facilities expected to be provided by the Authority
 - Any other relevant information



ANNEXURE – II: Format for Letter of -Submission

(In the firm's letter head)

Ref No:

Dated:

To

Managing Director

Greater Visakhapatnam Smart City Corporation Limited
C/O Greater Visakhapatnam Municipal Corporation,
Room No. 306, Tenneti Bhavan, Asilmetta Junction,
VISA KHAPATNAM 530002, Andhra Pradesh. India.

Sub: Submission of Expression of Interest (EOI) for “**Design–Build–Finance–Operate & Transfer (DBFOT) of a Public Bicycle Sharing (PBS) System on PPP mode under implementation of the Smart City Mission in Visakhapatnam**”.

Sir,

Being duly authorized to represent and act on behalf of _____ and having thoroughly examined all the conditions of the invitee for Expression of Interest (EOI) dated **22-03-2017** and ref: GVSCCL/Projects/04(Public Bicycle Sharing System) /2016-17 for the captioned project, I/we hereby submit our Expression of Interest and the relevant information.

1. I/We have examined in detail and have understood, and abide by all the terms and conditions stipulated in the above referenced EOI invite issued by the Authority. Our submissions/proposal are consistent with all the requirements stated in the EOI invite.
2. The information submitted in our proposal is complete, strictly as per the requirements as stipulated in the above referenced EOI invite, and is correct to the best of our knowledge and understanding. We shall be solely responsible for any errors or omissions or misrepresentations in our submission/proposal.
3. I/We undertake to present our conceptual plan and facilitate GVSCCL to develop a terms of reference on the date mentioned in the invite or as and when requested by GVSCCL to its best satisfaction.
4. We have read the provisions of the EOI and confirm that these are acceptable to us. All necessary clarifications, if any, have been sought for by us and duly clarified.
5. We fully understand that the submission of this EOI does not bestow upon us any rights to us in any further RFPs arising out of this conceptual plan. Such RFPs may be governed under the terms of reference as deemed essential for that.
6. I/We also authorise GVSCCL or their authorized representative to approach individuals, employers and firms to verify our submitted details, competence and general reputation.



7. We understand that GVSCCL will be at liberty to finalize project parameters and issue of RFP, after assessing the response from the parties.
8. This call for EoI does not constitute a solicitation. GVSCCL reserves the right to modify or cancel and may recall the EOI .
9. We have not been blacklisted by any donor agency/State Government/Central Government(s)/Central Government or its agencies in India or their equivalent abroad

The undersigned declares that the statements made and the information provided in the application is complete, true and correct in every detail.

Signed by Authorised Signatory,

[Name]

For and on behalf of [name of Bidder or Consortium/Joint venture]

Seal

Date.

Place:



ANNEXURE – III: Format for General Information

(To be submitted for each partner/member in case of consortium/joint venture.)

| | |
|---|--|
| Name of the entity | |
| Name of the joint venture/consortium | |
| Type | Single entity <input type="checkbox"/> Joint venture: lead partner <input type="checkbox"/> or member <input type="checkbox"/> Consortium: lead member <input type="checkbox"/> or member <input type="checkbox"/> |
| Legal status of the entity (company/partnership/proprietorship, etc.) | |
| Head office address | |
| Address for communication | |
| URL of the entity’s website | |
| Contact person | |
| Telephone & mobile number/s | |
| Fax | |
| Email | |
| Date of incorporation/registration | dd/mm/yyyy Submit Registration/Incorporation documents |
| Date of commencement of commercial operations | dd/mm/yyyy |
| No. of employees | Technical Staff: Management Staff: Support Staff: Workers: |
| Activities undertaken in the last 3 (Three) years preceding the submission date | Submit an organisation profile including product/service offerings, major clients etc. |
| | |
| Similar projects experience | List out all similar projects undertaken/planned along with relevant certificates |



Certification:

I/we hereby declare that the information furnished is true to the best of my/our knowledge.

Signature of the authorized person

Name of the authorized person

Organization's seal

Date:

Place:



ANNEXURE – IV: Similar Projects Experience

(To be submitted by each partner/member in case of consortium/joint venture, **for every Public Bicycle Sharing System project undertaken**)

- Title of the project
- Project cost
- Location of the project
- Status (implemented/ongoing)
- Name of the client
- Contact person at client's end
- Address, telephone no. and email ID of the contact person at client's end
- Start date and end date of construction/implementation
- Duration of the project, including Operation and Maintenance (O&M)
- Role in the project (developer/contractor/O&M operator)
- Details of the project
 - (a) Length covered (Km) by the project
 - (b) Area covered (Sq. Km) by the project
 - (c) No. of bicycles
 - (d) No. of stations
 - (e) Brief description of the project highlighting important aspects of the project.

Certification:

I/we hereby declare that the information furnished is true to the best of my/our knowledge.

Signature of the authorized person

Name of the authorized person

Organization's seal

Date:

Place: