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# **INVITATION FOR EXPRESSION OF INTEREST**

EOI No. : GSCDCL/006/2017

**Client: Gwalior Smart City Development Corporation Limited**

**Country: INDIA**

**Name of Assignment: Designing, Setting-up & Operating Public  
Bicycle Sharing System in Gwalior  
Smart City in ABD & Pan City on  
Public Private Partnership (PPP) Basis**

**Issued on: [22-06-2017]**

**Article I. ....**

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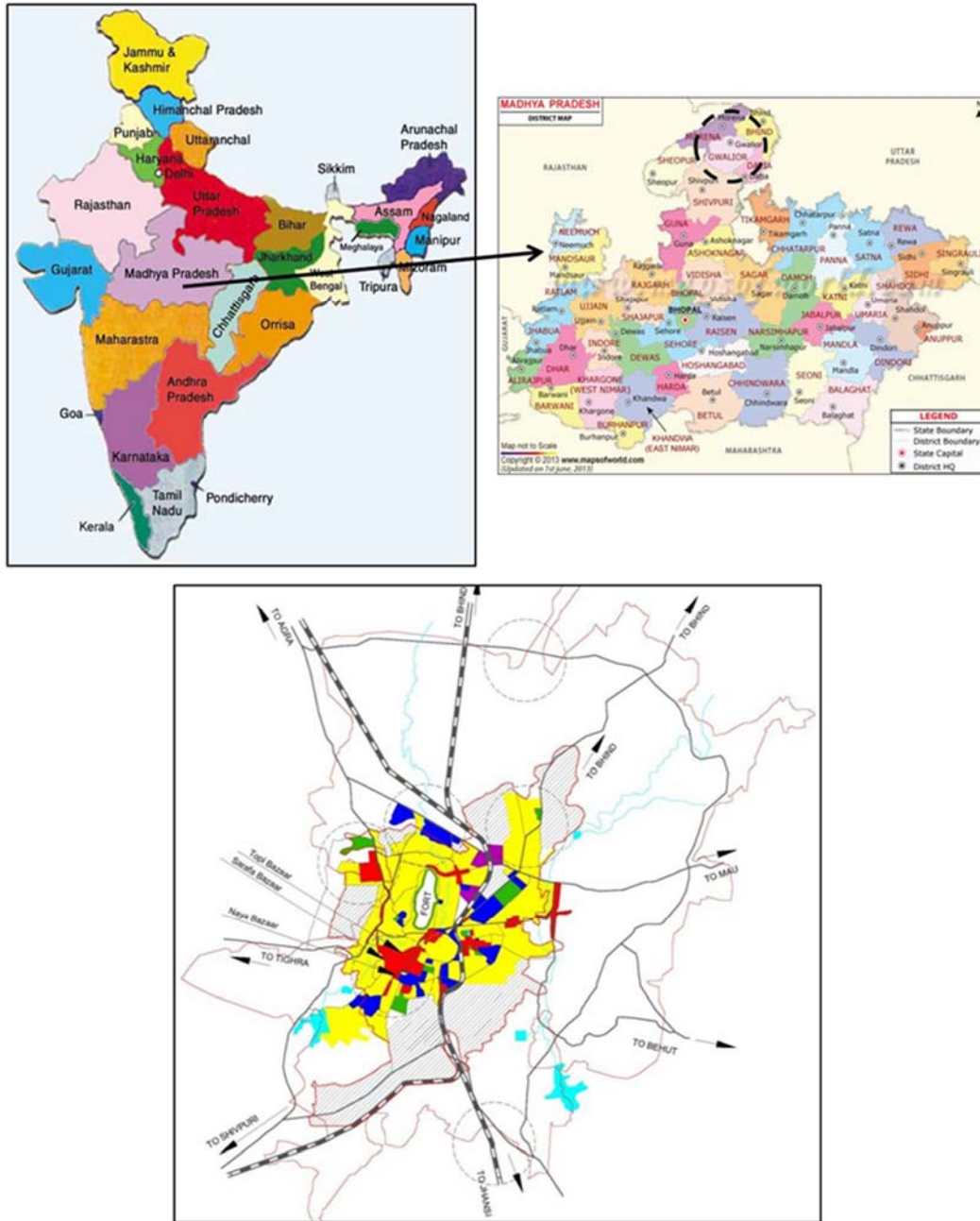
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# 1. Introduction

Gwalior is one of the major cities in the state of Madhya Pradesh. Gwalior district is bound by Morena district in the North, Shivpuri & Datia in the South, Bhind in the East and Sheopur & Morena in the West. Gwalior City has developed around the Foothills of Gwalior Fort.

Figure 1-1 Regional Setting - Gwalior



## 1.1 Gwalior city profile

The city is home to about 14 lakh people with a decadal population growth of 27.5%. The Municipal area is 423.35 sq km and is administered in 66 wards. From transportation perspective, total road length in the city is about 1455 km, with 5.4 lakh registered vehicles and about 19,000 Mini buses, tempos, auto rickshaws, tempos and taxis. The city is well connected with Rail, Bus, Road and also has an operational Airport. The public transportation in the city is limited and improvements are required in last mile connectivity. The city has significant population comprising of commuters, student and tourists using public/Intermediate public transport and a Bicycle network in the city will help a significant number of residents to connect to tourist, work places or colleges. The SMART city challenge proposal prepared for the city of Gwalior has envisaged this requirement and a Public Bike sharing (PBS) system for the city of Gwalior has been proposed.

**Table 1-1 Gwalior city profile**

|                                   |                 |  |
|-----------------------------------|-----------------|--|
| Population                        | 13.6 lakhs      |  |
| Decadal Population growth         | 27.5%           |  |
| Municipal Area                    | 423.35 sq km    |  |
| Number of Wards                   | 66 Wards        |  |
| ABD Area                          | 803 Acre        |  |
| Length of Roads                   | 1455 km         |  |
| <b>Registered vehicles</b>        | 5.4 lakhs       |  |
| Mini Bus, Tempos and Autos, Taxis | 19,126          |  |
| Connectivity                      | Rail, Road, Air |  |

## 2. Project Description

SMART City Mission was envisioned by the Government of India as a part of urban redevelopment and retrofitting project. The target of the mission is to improve the quality of life in cities by enabling local area development and harnessing technology. As a part of the mission, participating cities were required to compete in a smart city proposal challenge. Gwalior was selected in Stage II of the Smart city competition. In continuation of the same, the cities were required to constitute a SPV (Special Purpose Vehicle) that will take forward the SMART City mission to its next stage of implementation.

Gwalior SMART city Development Corporation Ltd. (GSCDCL) is the Special Purpose vehicle (SPV) incorporated for the implementation of SMART City mission in Gwalior. It

was incorporated on 25th October 2016. Public Bike sharing (PBS) project has been recommended for implementation under SMART city challenge proposal for Gwalior.

## **2.1 Introduction – Public Bike Sharing (PBS)**

Public Bike Sharing (PBS) systems have evolved with time, from free bicycles for the community to technologically driven systems available on rent. However, the core objective of the system has remained the same, i.e. picking bicycle at one point, using it and returning it at another place. The bike sharing systems serve as a point to point mode of transport.

Bicycle sharing is a cost effective, sustainable, environment friendly mode of transport in which modern bicycles are available to the commuters. Generally, PBS Docking stations are located in close proximity to existing bus stations/Intermediate public transport (IPT) stands to integrate both the modes and facilitate last mile connectivity.

### **Features of Public Bicycle Sharing**

- a. PBS is a non-polluting and healthy mode of transport.
- b. It offers a solution to last mile connectivity issues.
- c. The system has specially designed bicycles & stations. The system components i.e. bicycles and stations are planned in a way to discourage thefts.
- d. The PBS stations can have automated locking arrangements at the docking stations.
- e. Real time monitoring is done for bicycles and stations to keep a track of bicycle movement and availability of bicycles and bays at docking stations.

## **2.2 Elements – PBS**

The PBS system in all has certain components that need to be integrated for successful performance of PBS. Some of the key components of PBS are as follows:

- a. Bicycles
- b. Bicycle docking station
- c. Redistribution vehicles
- d. Maintenance depot



**Bicycle System – Elements**

## 2.3 Objective of the Project

The plan for providing Public Bicycle Sharing System in Gwalior was envisaged keeping the following objectives in mind:

- a) To provide a low-cost, environmentally friendly, non – motorized and sustainable mobility option to the residents of Gwalior.
- b) To reduce dependency on automobiles, reduce traffic congestion, vehicle emissions and demand for motor vehicle parking.
- c) To complement the public transport system of Gwalior.
- d) To provide greater access to places of interest to national/international tourists as well as citizens of Gwalior.
- e) To connect the citizens, especially youth, women and low income groups to opportunities created by the smart city implementation in Gwalior, through PBS system.
- f) To provide an active transport choice that offers physical health benefits to the residents of Gwalior.

- g) 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.
- h) To generate investment and employment opportunities in the local economy.

## 2.4 Proposed Routes

The PBS system for Gwalior has been categorized into three (3) phases, namely, Heritage, Commuter cum Heritage & Student Route. And indicative list of Docking Station and Bicycles for the 3 Phases are set out below;

- a. Phase I – Heritage Route  
Planned with a perspective to connect Heritage/Tourist places of Gwalior  
*(10 Docking stations, 100-150 Bicycles)*
- b. Phase II – Commuter cum Heritage Route  
Planned with a perspective to provide dedicated cycle paths along Swarnarekha River  
*(8 Docking stations, 150-200 Bicycles)*
- c. Phase III – Student Route  
Planned with a perspective to connect colleges & student areas  
*(8 Docking stations, 150-200 Bicycles)*

Phase – I of the project may be taken on a pilot basis and Phase II & III may be developed subsequently. Overall estimated target for the city is 200 Docking stations and 2000 Bicycles.

The three phases are discussed in the subsequent sections.

### a. Phase I – Heritage Route

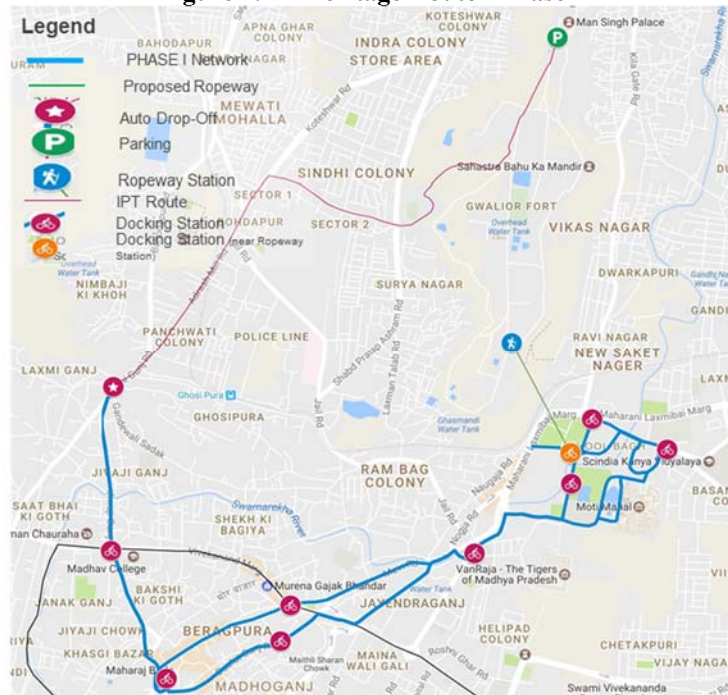
Heritage Route has been planned to cater the tourists visiting the city & residents visiting the heritage sites of Gwalior. The major Heritage sites covered by the route include: Gwalior fort, Sarod Ghar, Maharaj Bada, Jai Vilas Palace, Italian garden, Gwalior Zoo & Museum. Auto/IPT connectivity has been proposed from Shani Dev mandir to Gwalior Fort.



Table 2.4-1 Station List – Phase I

| Station List - Heritage Route |   |
|-------------------------------|---|
| S. No.                        | Station Name                                      |
| 1                             | Near Gargaj ke Hanuman                            |
| 2                             | Sarod Ghar (Hanuman Chouraha)                     |
| 3                             | Maharaj Bada                                      |
| 4                             | Gast Ka Tazia Chouraha                            |
| 5                             | Daulat Ganj Road                                  |
| 6                             | Nadi Gate Bus Stop (Usha Kiran Palace Entry Gate) |
| 7                             | Gwalior Zoo                                       |
| 8                             | Jal vihar   |
| 9                             | Phool Bagh  |
| 10                            | Gwalior Museum                                    |
| <b>Total Length (km)</b>      | <b>8.68</b>                                       |

Figure 2.4-1 Heritage Route - Phase I



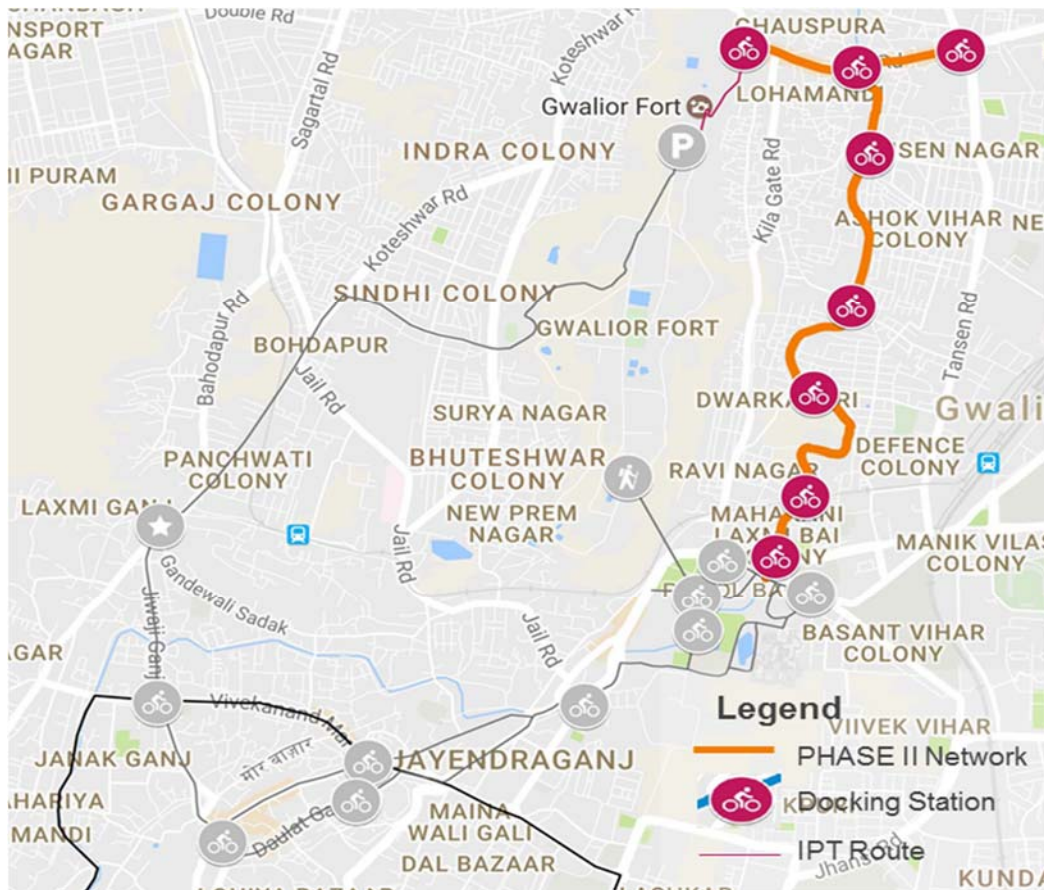
**b. Phase II – Commuter cum Heritage Route**

Phase II of the PBS system will serve as a commuter route. The route will originate near Rani Laxmibai Marg and run along Swarnarekha River till Fort Road. The route will also provide connectivity to Gujari Mahal at Qila Gate and Tansen Tomb. Phase II will have a total length of 4.05 km. **Table 2.2 & Figure 2.2** presents the list of stations proposed on Phase II route.

Table 2.4-2 Station List – Phase II

| Station List - Heritage Route |                                       |
|-------------------------------|---------------------------------------|
| S. No.                        | Station Name                          |
| 1                             | Maharani Laxmibai Marg Crossing       |
| 2                             | Khedapati Road Crossing               |
| 3                             | Khedapati Temple Road Crossing        |
| 4                             | Sri Aasmani Mata Mandir Road Crossing |
| 5                             | Kuan Temple Road Crossing             |
| 6                             | Fort Road (Kila Gate Road)            |
| 7                             | Qila Gate (Gujari Mahal)              |
| 8                             | Hazira Chowk                          |
| <b>Total Length (km)</b>      | 4.05                                  |

Figure 2.4-2 Commuter cum Heritage Route - Phase II



**c. Phase III – Student Route**

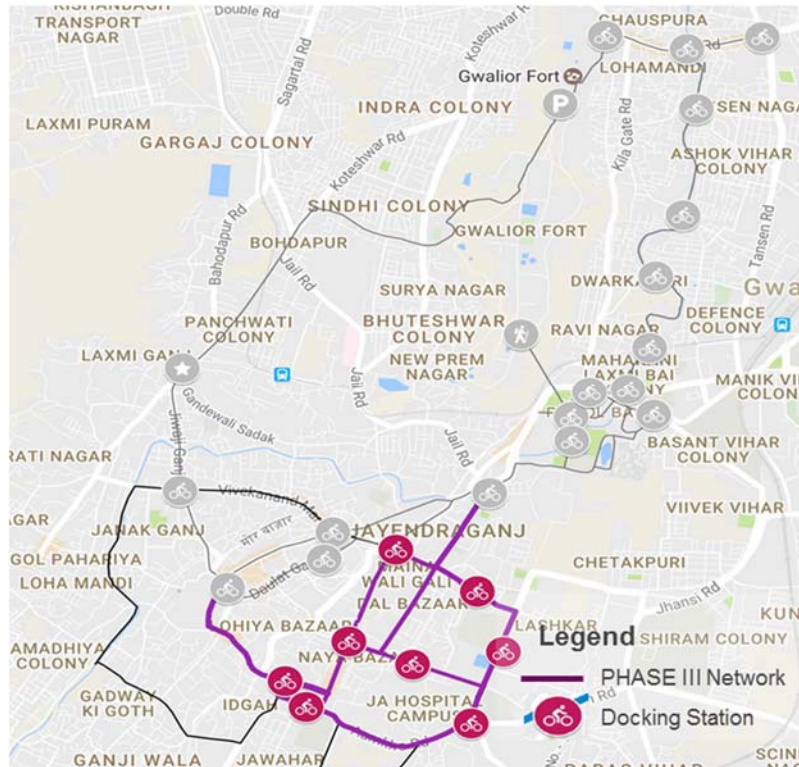
Phase III of the PBS system will predominantly serve as a route for students and commercial areas as well. The route will connect from Jai Vilas Palace to Dal bazaar, Katora

Taal, Aamkho Bus Stand, Roxy Bridge & Maharaj Bada. The proposed BRT corridor along Dal Bazaar is also planned to be connected by the PBS route. Phase III will have a total length of 7.38 km. **Table 2.3 & Figure 2.3** presents the list of stations proposed on Phase III route.

**Table 2.4-3 Station List – Phase III**

| <b>Station List - Heritage Route</b> |  |
|--------------------------------------|--|
| <b>S. No.</b>                        | <b>Station Name</b>                                |
| 1                                    | Old High Court Road (Near Unth Pul)                |
| 2                                    | Central Mall (near Achleshwar Mahadev Mandir)      |
| 3                                    | Rajpath (Near Amma Maharaj ki Chattri/Katora Taal) |
| 4                                    | Near Hospital Road                                 |
| 5                                    | Naya Bazaar Chouraha                               |
| 6                                    | Roxy Bridge (Near Sangeet Mahavidyalaya)           |
| 7                                    | KRG College/Nehru Garden                           |
| 8                                    | Gajaraja Square                                    |
| <b>Total Length (km)</b>             | 7.38   |

**Figure 2.4-3 Student Route - Phase III**



**d. Overall PBS Network**

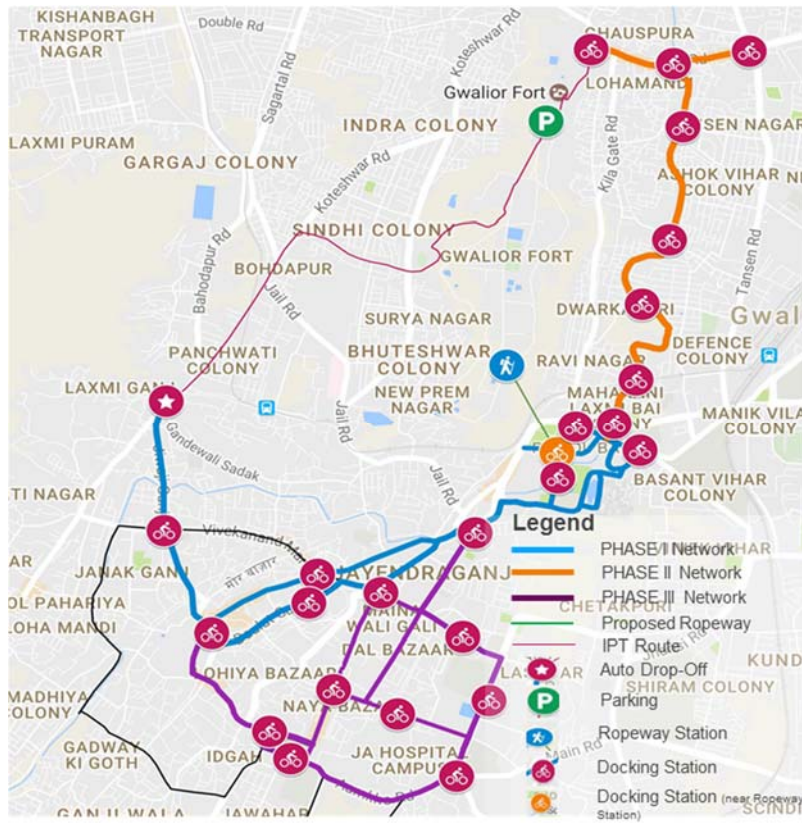
The Public Bicycle Sharing system has been segregated into three (3) phases. Phase I will serve as a Heritage route connecting prominent Heritage routes. **This phase will be taken**

up as a pilot project. Phase II has been proposed to be taken up as a Commuter cum Heritage route, connecting Gandhi Nagar, Durgapuri, Ashok Puri Colony, Tansen Nagar etc. Phase III of the PBS system will predominantly serve as a route for students and commercial areas as well. The network summary is given in **Table 2.4** and depicted in **Figure 2.4**.

**Table 2.4-4 Network Summary - PBS**

| Phase                    | Network Summary         |                 |              |
|--------------------------|-------------------------|-----------------|--------------|
|                          | No. of Docking Stations | No. Of Bicycles | Length (km)  |
| I                        | 10                      | 100-150         | 8.68         |
| II                       | 8                       | 150-200         | 4.05         |
| III                      | 8                       | 150-200         | 7.38         |
| <b>Total Length (km)</b> | <b>26</b>               | <b>400-550</b>  | <b>20.11</b> |

**Figure 2.4-4 Overall PBS Network**



Overall target for the city is 200 Docking stations and 2000 Bicycles.

## 2.5 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 suggested bicycle routes, number and location of docking stations, number of bicycles are indicative only and private partner may suggest alternatives.

The following section indicates the responsibilities of Authority & private partner:

### 2.5.1 Activities to be performed by Gwalior SMART City Development Corporation Ltd. (“GSCDCL” or “the Authority”)

1. Bike lanes/tracks, Traffic signage/markings to be provided as per requirements.
2. Junction crossings for Bikes to be provided. Pelican Signals to be provided wherever required (to be integrated with ITS project).
3. Planning and development of Interchange stations between Bike Docking station/IPT/Bus stands.
4. Provision of space for docking stations.
5. Provision of space for Control room.
6. Provision of space for Depot.
7. Crossing/speed breakers/signals to be provided at Maharani Laxmi Bai Marg and at other required locations.
8. Development of Bike Path along Swarnarekha River.
9. Water vending machines at docking stations.
10. Toilets at selected locations.
11. Location of Docking stations to be approved by GSCDCL.
12. Ensuring clearance and approval from all the required Authorities for installation and operation of the system.
13. Approval of system branding and advertisement on the system.
14. Review of Agency’s plans for operation and maintenance of all activities including redistribution of cycles.
15. Review of monthly/ quarterly operations reports & Fare Box revenue.
16. Defining of service level bench marks and compensation/penalty of Agency based on these benchmarks.
17. Approval of tariff fixation and its revision.

### 2.5.2 Activities to be performed by the Private Partner

1. The private partner is required to procure, operate & maintain new bicycles (design of the bicycles will be approved by GSCDCL).
2. The private partner is required to procure, set-up, operate & maintain Bicycle docking stations & resting stations (design & location of the same will be approved by GSCDCL).
3. The partner is required to maintain the availability of bicycles at all the Docking stations as per the provisions made in the system planning.
4. Planning of Bike stations and Station siting plans.
5. Establishment, operation & maintenance of a Central Control Centre (CCC): System & Equipment to manage & monitor the operations on a real time basis.
6. Procurement, Operation and Maintenance of dedicated vehicles for redistribution of Bicycles.
7. Establishing and operating a Depot & workshop for repair of cycles and other system parts and storage of spare parts and back up cycles.
8. The private partner is required to procure, establish and ensure the software and hardware of PBS system to be compatible and shall be seamlessly integrated with Intelligent Transport System (ITS) and City-wide Command and Control Center that is being taken up as a separate project under Gwalior Smart City. The Co-ordination for necessary integration shall be provided by the private partner.
9. Registration of users at designated registration centers & fare collection system. The user shall have a choice for payments via cash, credit card, net banking, mobile- based banking systems, e-wallets and other media. Also the PBS software and hardware must be compatible with the RFID-based/Sim- based/GPS or any other proven technology.
10. Selling advertisement space on the system/sponsorship rights to the system.
11. Provision, operation & maintenance of website and SMART phone app for the system.
12. Marketing and User information.
13. Planning and hiring adequate staff.
14. Data reporting: real time data transfer plus monthly/quarterly reports in the format as specified by GSCDCL.
15. Insurance of Bike, Stations, Users, and Public Liability Insurance Policy.
16. The private partner is required to equip the bicycle stations with solar panels for generation of electricity which can be used for lighting up the station.
17. The partner may propose Bike routes / public bicycle sharing stops/shelters to be added for the PBS system enclosed in this EOI.

### **2.5.3 Suggested Revenue model (Suggested)**

1. Term: Operation time 10 years.
2. Revenue rights for Private Partner:
  - a. Bike user charges.
  - b. Advertisement on Bike and stands.

## **3. The Expression of Interest**

This is an invitation for Expression of Interest (EOI) and not a Request for Proposal (RFP) document. This invitation for EOI is not an offer and does not carry any commitment from GSCDCL 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 identifying the prospective applicants for PBS for Gwalior. Based on the responses to the EOI the Authority may float an open or limited RFP.

### **3.2 Eligibility**

- a) The invitation is open to all entities that are either companies registered under Companies Act 1956/2013; or are registered under Societies Registration Act, 1860 or equivalent; or registered as a trust; or is registered under the Indian Partnership Act, 1932 or Limited Liability Partnership Act, 2008 or equivalent and is active and operational continuously for the last 3 (Three) years on the date of submission.
- b) The respondent shall have a net worth of not less than Indian Rupees 2.00 (Two Crores) in the last financial year preceding the submission date. (Certificate from the statutory auditor of the entity or a chartered accountant stating the net worth of the entity should be submitted.)
- c) The respondent should not have been blacklisted/debarred by any donor agency/State Government/Central Government or its agencies in India 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) 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.
- e) 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.
- f) 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.
- 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: <https://www.mpeproc.gov.in/> ,
  - 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 superscribed “EOI for Design–Build–Finance–Operate & Transfer (DBFOT) of a Public Bicycle Sharing (PBS) System under implementation of the Smart City Mission for Gwalior” 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:

Executive Director,  
Gwalior Smart City Development Corporation Limited (GSCDCL)  
Nagar Nigam Mukhyalay, City Center, Gwalior, Madhya Pradesh  
Email: [gwaliorsmartcity@gmail.com](mailto:gwaliorsmartcity@gmail.com)

Note:

- 3.6.1.1 Incomplete EOI will be rejected.
- 3.6.1.2 The Authority reserves the right to extend the EOI submission date for which the EOI is invited.
- 3.6.1.3 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.
- 3.6.1.4 The detailed qualification criteria shall be provided in the RFP to be issued at a later date.

### **3.7 Checklist for Submission**

Respondents should ensure that the following documents are submitted as requested and/or as per annexure 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. Certificate regarding annual turnover and Net worth.

6. Any other documents relevant to the Project.

### **3.8 Date of Submission**

The EOI is to be submitted

End date of Electronic/ Online Submission: 13<sup>th</sup> July 2017 till 15:00 hrs

End date of Physical Submission: 17<sup>th</sup> July 2017 till 15:00 hrs.

## ANNEXURE – I: Format for Presentation on the EOI

- Profile of the applicant.
- 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 nature of service level agreement/s.
- Details of collaboration with an Indian company, if applicable.
- Suggestions on Public Bicycle Sharing System in Gwalior Smart City:
  - a. Bicycle/s and station/s specifications
  - b. Conceptual physical design of bicycle/s and station/s (including docks)
  - c. Characteristics of user interface in the station / Customer service kiosk
  - d. Conceptual siting plan
  - e. Advertising area conceptualised/required
  - f. Information technology system/s envisaged and their function/s
  - g. Information regarding customer information systems such as station signage, system website, smart-phone applications, etc.
  - h. Conceptual layout of depot including parking space for redistribution vehicles and redistribution mechanism, and list of equipment for maintenance and repair of bicycles,
  - i. Subscription models and user payments
  - j. Details of the incentives/assistance sought from the Authority
  - k. Bicycling infrastructure facilities expected to be provided by the Authority
  - l. Any other relevant information

## ANNEXURE – II: Format - Letter of Submission

(In the firm's letter head)

Ref No:

Dated:

To

Executive Director,  
Gwalior Smart City Development Corporation Limited (GSCDCL)  
Nagar Nigam Mukhyalay, City Center, Gwalior, Madhya Pradesh  
Email: [gwaliorsmartcity@gmail.com](mailto:gwaliorsmartcity@gmail.com)

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 Gwalior”.

Sir/Madam,

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 \_\_\_\_\_ and ref: \_\_\_\_\_ 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 is 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. 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.
4. 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.
5. I/We also authorise GSCDCL or their authorized representative to approach individuals, employers and firms to verify our submitted details, competence and general reputation.
6. We understand that GSCDCL will be at liberty to finalize project parameters and issue of RFP, after assessing the response from the parties.
7. This call for EOI does not constitute a solicitation. GSCDCL reserves the right to modify or cancel and may recall the EOI.

8. We have not been blacklisted by any donor agency/State Government/Central Government(s)/Central Government or its agencies in India or 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]

Seal

Date:

Place:

**ANNEXURE – III: Format for General Information**

|   |   |
|---|---|
| Name of the entity  |   |
| Legal status of the entity<br>(Company/Partnership/Proprietorship,<br>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<br>Submit Registration/Incorporation documents                                 |
| Date of commencement of<br>commercial operations                                      | dd/mm/yyyy  |
| No. of employees  | Technical Staff:<br>Management Staff:<br>Support Staff:<br>Welfare                        |
| Activities undertaken in the last 3<br>(Three) years preceding the submission<br>date | Submit an organisation profile including<br>product/service offerings, major clients etc. |
| Similar projects experience   | List out all similar projects undertaken/planned<br>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 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: