



REQUEST FOR PROPOSAL
FOR
SELECTION OF SYSTEM INTEGRATOR FOR
INTELLIGENT ENFORCEMENT MANAGEMENT SYSTEM
OFFICE OF TRANSPORT COMMISSIONER, ODISHA

RFP | LTR.NO. LXVII-24/2018(RS)/13/TC

Date: 01/01/2021

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A. Letter of Invitation

RFP No.

Dated:

The Office of the Transport Commissioner, Odisha invites request for proposal (RFP) from reputed and experienced bidder(s) to participate in competitive tendering for turn-key project for Intelligent Enforcement Management System for providing and maintaining the system including supply, installation, commissioning and maintenance of the various items as part of the said system.

- I. The Intelligent Enforcement Management System (IEMS) project aims to assist planning and monitoring of the vehicular movements across the designated Highway Road in Odisha and drive the enforcement management through sophisticated information and communication technology equipment and systems, and control system software. Intelligent Enforcement Management thus refers to the use of technology (computing, communications, and sensors) to optimize road accidents and save human lives due to the movement of vehicles over transport networks. This optimization covers areas as automatic number plate recognition (ANPR) and addressing these problems requires the use of video surveillance technology and specialized software applications.
 - a) As a pilot project, the IEMS project will be implemented in approximately 100 KM stretch on NH16 between Panikoili & Rameswar wherein the ANPR camera will be installed and commissioned (approx. 21 Nodes at present which may be increased or decreased according to actual requirement) in addition to 3 Nodes along Odisha Border and under Rupsa, Golanthara and Sohela Police Station respectively to detect vehicles for over speeding and other offences (based on class of motor vehicles) and slapping appropriate fines as per MV act & rules.
 - b) The system is envisaged to provide information services, collect information from different sources, process and analyze information related to road and highway network, vehicle information, enforcement monitoring and evaluation and recording of incidents or events. The information will be made available through application interface and dashboard.
 - c) This RFP document has been prepared for the selection of System Integrator (SI) for development of Intelligent Enforcement Management Application for Office of Transport Commissioner, Odisha, in accordance with the various provisions mentioned in this RFP. **The Bidder will be selected through QCBS method (80% Technical Evaluation and 20% Commercial Evaluation).**
- II. The Bid documents will be available in the websites: (for view, download) and any further communication related to the said tender at www.orissatransport.nic.in and/or www.odisha.gov.in

The Bid will be evaluated through offline mode and bid prepared by the bidder shall comprise of the following sealed envelopes, mentioning the name and address of the bidder:

- a) **Envelope - I** (Submission of Tender Fee of Rs. 10,000 in the form of DD and EMD of Rs.35,00,000.00 in form of DD or BG from any nationalized bank in prescribed format mentioned in this RFP). Bid will not be accepted without EMD and Tender Fee and if not submitted the said bidder will be rejected and no further evaluation of their submitted bid will happen.
- b) **Envelope- II** (Submission of Pre-Qualification Documents) :Response to PRE-QUALIFICATION complete with all details in all respects along with Pre-Bid Checklist (Annexure – 7). STA reserves the right to cancel the bid of the bidder without any further communication to the bidder, if documents

submitted are missing or shortfall as per requirements and bid will be treated as non-compliant. These documents needs to be put in an Envelope super scribed as **“Pre-Qualification Documents”**.

Bidders are also requested to please make sure that all documents related to PQ are posted in Pre-Qualification Envelope only. The bidder also needs to submit a Compact Disc (CD) containing the soft copy version of the PQ Documents. They shall also ensure that each file size of their submitted documents in CD should not exceed 20MB [e.g. if all the supporting documents for Pre-Qualification be 75 MB (Master Copy), then the master copy be split into 4 files or sections of sizes 20 MB + 20 MB + 20 MB + 15 MB] and posted in CD under PQ Document Folder.

- c) **Envelope –III** (Submission of Technical Proposal Documents): Response to TECHNICAL BID complete with all technical details along with Technical Evaluation Checklist (Annexure – 8). This Envelope needs to be super scribed as **“Technical Qualification Documents”**.

Bidders are also requested to please make sure that all documents are posted in Technical Qualification Envelope only. The bidder also needs to submit a Compact Disc (CD) containing the soft copy version of the TQ Documents. They shall also ensure that each file size of their submitted documents in CD should not exceed 20MB [e.g. if all the supporting documents for Technical Qualification be 95 MB (Master Copy), then the master copy be split into 4 files of sizes 20 MB + 20 MB + 20 MB + +20 MB + 15 MB] and posted in CD under TQ Documents only.

- d) **Envelope –IV** (Submission of Financial Proposal Documents) :Response to FINANCIAL / COMMERCIAL BID with full price details (Microsoft excel format- BOQ as well as PDF of other financial formats mentioned in the RFP) needs to be super scribed as **“Commercial Bid”**. The financials need to comply in prescribed excel and format only. **No CD to be submitted for Financial Bid.**

Note: Filling up and submission of prices in any of the envelopes I, II and III might render the bidder disqualified. STA reserves the right to cancel the bid of the bidder without any further communication to the bidder, if documents submitted are missing or treated shortfall as per requirements and bid will be treated as non-compliant.

- e) **Envelope –V** (To contain Envelope I, Envelope II, Envelope III and Envelope IV) and super scribed **“To the Transport Commissioner, Odisha, Submission of Bid in response to RFP No.____Dt. ____for Selection of System Integrator for Intelligent Enforcement Management System Project.**

III. The interested eligible firms/ organizations can submit the proposal response of the RFP within scheduled date and time, complete in all respects as prescribed in the RFP document. No tenders shall be entertained if received after due date & time of submission mentioned in this RFP under any circumstances whatsoever.

IV. Office of Transport Commissioner reserves the right to accept or reject in part or full any or all the bids without assigning any reason whatsoever.

Sd/-

**The Transport Commissioner
State Transport Authority (STA), Odisha
6th Floor, Rajaswa Bhawan, Chandini Chowk,
Cuttack, Odisha 753002**

B. Fact Sheet

| Key Events | Important Information |
|--|--|
| LTR.No. and Date | LTR.NO. LXVII-24/2018(RS)/13/TC Date: 01/01/2021 |
| RFP Publication Date and availability to bidders | Date: 1 st January 2021 Time: 4.00 PM |
| Bid validity period | 180 days from the last date of submission of bid. |
| Last Date of Sending Pre-Bid Queries through Email in prescribed excel format before the pre-bid meeting. Any other format and late submission of queries will not be entertained. (No Queries will be entertained if received beyond mentioned date and time) | Date: 12 th January 2021 Time: Till 3.00 PM Email: staroadsafety@gmail.com |
| Place, Date and Time for Pre- Bid Meeting Bidder(s) can join the Pre-Bid Meeting through Online mode only Meeting will be conducted online only. | Place: State Transport Authority, Conference Hall, Rajaswa Bhawan, Cuttack – 753002 Date: 13 th January 2021 Time: 3.00 PM.. Online Mode: The Bidders need to request for pre-bid meeting attendance at staroadsafety@gmail.com and meeting link will be shared accordingly. |
| Last Date & Time for submission of Proposal | 27 th January 2021 till 3:00 PM |
| Place, Time and Date of opening of Technical Bid(s) | Place: State Transport Authority, 7 th Floor, Conference Hall, Rajaswa Bhawan, Cuttack – 753002 Date: 27 th January 2021 Time: 4.00 PM |
| Place, Time and Date of Technical Presentation | Place: State Transport Authority, 7 th Floor, Conference Hall, Rajaswa Bhawan, Cuttack – 753002 Date: DD MMM 2021 Time: 11.30 AM Date will be communicated to eligible bidders after PQ evaluation in due course of time. The mode of presentation (In-Person or Online) will be decided later and also will be communicated during that time. |
| Place and Date of proof of concept demonstration | Place: Chatia highway, with gantry structure already present Date: DD MMM 2021 from 11 AM onwards Date will be communicated to eligible bidders along with POC Requirements in due course of time. Time will be given for logistics and preparation. |
| Place, Time and Date of Opening of Financial Bid - | Place: State Transport Authority, 7 th Floor, Conference Hall, Rajaswa Bhawan, Cuttack – 753002 Date: Will be communicated later to the technically qualified bidders at Email ID provided by bidders Time: 15:00 PM |
| RFP Document Fees (non-refundable) | INR 10,000 only – DD from nationalized Bank payable at Cuttack. |
| Earnest Money Deposit (EMD) | INR 35,00,000 (Thirty-five lacs) only – DD from nationalized Bank payable at Cuttack or BG in prescribed format mentioned herein from nationalized bank. |
| Contact person for queries | Sh. Bijay Kumar Nayak, Joint Commissioner Transport (Road Safety) E Mail: staroadsafety@gmail.com |

1. Introduction

State Transport Authority (STA) is an apex body for enforcing and regulating road transport administration in the State of Odisha. STA came in existence as per MV Act 1939. The Act, besides enforcing restrictions on the movements of vehicles on road in terms of registrations, licensing, permits, tax and penalties elaborate procedures and rules, ensured the formation of STA and RTOs at State and district level. The STA is located at Rajaswa Bhawan, 6th Floor, Chandini Chowk, Cuttack-753002. STA plays vital role in the state economic activities and touches almost all sections of the community.

As road network has been ever increasing with urbanization and city development strategy, Office of Transport Commissioner has been placing greater emphasis on managing and operating existing road networks more efficiently and effectively through implementation of Intelligent Enforcement Management System (IEMS) to make the vehicles and drivers abide under strict enforcement policies.

IEMS project will involve sophisticated information and communication technology equipment and systems, and control system software which will monitor the vehicular movements across the traffic and road network in Odisha and drive the enforcement management. It thus refers to the use of technology (computing, communications, and sensors) to optimize the movement of vehicles over transport networks within Odisha. This optimization covers areas as automatic number plate recognition (ANPR) and addressing these problems through the use of video surveillance technology and specialized software applications.

As a pilot project, the IEMS project will be implemented in around 100 KM stretch on NH16 between Panikoili & Rameswar wherein the ANPR Cameras will be installed and commissioned to detect vehicles for Over Speeding, Triple Riding, Wrong Lane movement, without Helmet, Rash Driving etc. and slapping appropriate fines as per Motor Vehicle (MV) Act and Rules.

The scope of the project involves installation of ANPR cameras and Speed Detection system along with designated software at strategic locations along the NH16. The solution will have the capability for integration with latest versions of NIC Applications - Vahan 4.0 (V4.0) and Sarathi 4.0 (S4.0) and any other applications mentioned in the course of this RFP in relevant sections which would enable Office of Transport Commissioner and Traffic Police to monitor and penalize for rash driving, over speeding etc.

The application which will be developed as part of IEMS project must be scalable and designed in such a way that during the project period, STA may increase the number of gantries or nodes and cameras to any extent without changing the core of the software engine or any part thereof, whereas only the required hardware infrastructure will be added or upgraded as per requirement and recommendation of competent authority.

1.1 Project Background

Enforcement in Road safety has been given the utmost importance by the Transport Department, Government of Odisha. It is prevalent that strict enforcement on violation of any traffic rules will make drivers more obedient and responsive to driving and maintain discipline. Presently, enforcement is in place but there have been instances of lapses and hence Office of Transport Commissioner has decided to go ahead with ICT Enabled enforcement through implementation of Intelligent Enforcement Management where any traffic rules violations like overspending, wrong lane driving, triple riding on two wheelers (bikes, scooters), without helmet etc. will be captured through ANPR Cameras installed at strategic locations along NH16 for 100 KM stretch between Rameswar and Panikoili.

For any violation in traffic rules along this stretch the Vehicle Registration Number will be captured through ANPR Cameras and Speed cameras and data will be processed at Local Processing Unit (LPU in IP 55 enclosure) before being sent to central server located at SDC premises. The collective data from all the cameras for all violators will be fed to the e-Challan module of the Vahanapplication through web services for subsequent activity of issuance of challan, payment etc.

The Vehicle Registration numbers fed into e-challan system will search for owner details like Mobile No., Address in Vahan 4.0 database and based on available data and offence committed, SMS and E Mail will be triggered to Owner of the vehicle along with Fine Details (as per traffic rules & regulations). Snail mail will also be sent to registered address mentioned in the Vehicle Registration Details in V4.0, if required.

This is expected that this strict enforcement through ICT enabled way will create awareness regarding the road and traffic safety amongst people and will play a very important role in compliance of traffic related laws. This will reduce the loss of human lives through strict enforcement and compliance.

The idea of having a vibrant and dynamic IEM System in place is conceived keeping in mind that the numbers of vehicles are increasing day by day in the state and currently there are approx. more than sixty-five lakhs vehicles plying on the road. This has led to increase in the rate of accidents involving both the drivers and the pedestrians on the roads due to rash driving and over speeding.

The application to be developed by SI and along with that SI is also responsible for end-to-end execution of the project from procurement of IT and Camera Items, any peripheral items (as mentioned in BOM, please refer BOM in relevant section for more details), Installations and making necessary arrangement for feeding data from these cameras and analyzing the data through application and presenting the dashboard for easy decision making. The solution based and complying with the requirements should also be capable of generating MIS reports in terms of number of enforcement cases, duration of the day, date wise, operator wise etc. and other data field parameters. The MIS reports and dashboard will be accessed through any office locations or establishments under purview of the Office of Transport Commissioner along with 3 PS.

The scope of deliverables for the project by the bidder or lead bidder/consortium partners (in case of consortium) include complete design, engineering, supply, delivery, and storage at site, installation, testing, commissioning and maintenance of a fully functional and complete Intelligent Enforcement System along the designated stretch and locations. All accessories and fitting hardware such as brackets, poles, electrical wiring (including proper earthing compliance) together with associated masonry work are included in the scope of work for the bidder.

The proposed system shall house software and analytics applications to facilitate deployment of intelligent analytics on the cameras and raise alarms & triggers in case of unwanted activities around gantries or nodes.

Various data analytics that shall be offered on ANPR and Speed Cameras through IEMS are:

- a) Speed Violation Detection
- b) Wrong direction movement (Reverse Riding)
- c) No Helmet on two wheelers.
- d) Triple riding on two-wheelers
- e) Improper Lane Driving

Apart from these, surveillance mechanisms across each of these sites will be made available to prevent vandalism and should be capable of triggering alarm in case of suspicious activities.

The goal of Intelligent Enforcement Management can be enumerated as:

- Help in bringing more safety on roads
- Result in reduction of rash and negligent driving
- Increase awareness of traffic rules and regulations
- Reduce processing and disposal time of traffic violations
- Bring transparency in enforcement of traffic laws and rules
- Used as effective tool of e-governance to manage, monitor and administer.

This is also to be noted that, the STA may wish to increase the software features in future (without changing the cameras and/or changing the cameras) to meet the increasing requirements, the software should be capable to accommodate the changes.

The application which will be developed as part of IEMS project must be scalable and designed in such a way that during the project period, STA may increase the number of gantries or nodes and cameras to any extent without changing the core of the software engine or any part thereof, whereas only the required hardware infrastructure will be added or upgraded as per requirement and recommendation of competent authority.

1.1.1 ANPR for Speed Detection System

Automatic Number Plate Recognition (ANPR) system shall be capable of capturing the registration plates of any vehicle(s) in the field of view (FOV) of the camera so that even if there is more than one vehicle within the camera FOV, then all of them will be independently processed and their registration plates will be recognized irrespective of the type of vehicle – private car, taxi, bus, truck, auto rickshaw, motorcycle, or any others that require valid registration plates to ply on the road.

One camera per lane will be placed to capture the registration plate and the camera system will be running in the local processing units (at nodes) which continuously analyses the pictures and video streaming, such that if any violation is detected by the system by any vehicle, its registration plate will be captured (number plate Capture rate shall be minimum 95%) and Optical Character Recognition (OCR conversion accuracy should be at least 90% for HSRP during day& night time across all weather conditions; 90% for Standard Number Plates during day & night time across all weather conditions) will extract the registration plate number of that violating vehicle with machine readable format for further processing. Moreover, if at any point of time, one gantry/node location is not working, it should capture the details in the next available node.

The Registration plateRecognition solution will recognize the registration plate by identifying registration number from detected vehicle registration plate.



The camera system should be capable of considering the background illumination conditions or any blur effect conditions and elimination of background noise. They should be capable of identifying and taking photograph and video of detected vehicle (violating rules & norms as per MV act) even if it is within line of vehicles.

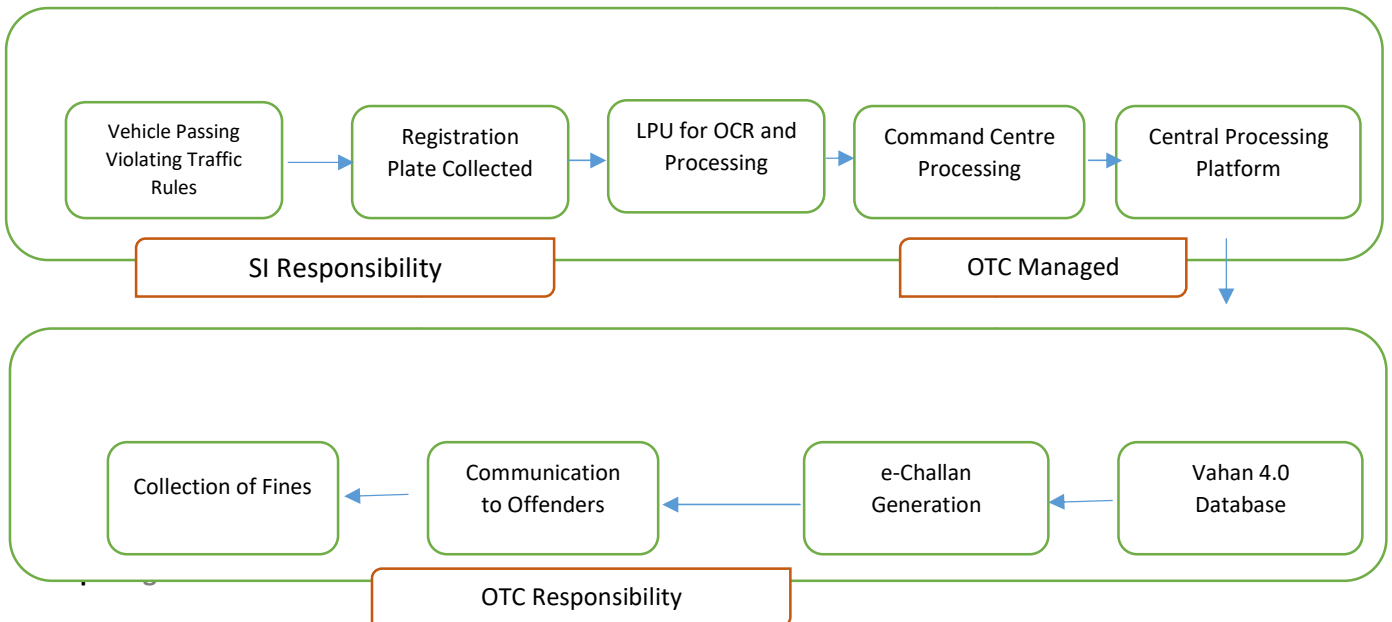
The system should be able to recognize certain registration plates according to the hot listed categories like “Wanted”, “Suspicious”, “Stolen”, etc., provided fromVahan application. The list of the vehicles will be made available to system.

If an offence is detected, digital image along with video (as proof of evidence) of the vehicle is recorded. The image clearly shows the color, type, make and number plate of the vehicle. Digital images also include:

- Date of the offence
- Time of the offence
- Location details of the camera (Lat., Long, chainage) of the gantry or node location that took the picture
- Direction of travel of the offending vehicle
- Speed of the offending vehicle
- Speed limit on the road where the camera is positioned
- The lane that the vehicle was travelling within

Thus, any Traffic rules violation event will be recorded, and all the above details will be sent to Command Control Centre (CCC) for Diligence check with the Digital Image taken by the Camera and Registration Number Plate identified by the OCR of the Camera System. The CCC will be equipped with real time Business Intelligence and Incident Tracking. Once the diligence is completed, the data will be pushed to e-Challan system of Vahan 4.0 and / or any application as deemed suitable for further actions on issuance of e-challan, booked under which offence, calculation of fine amount, communication to the offenders.

The entire flow of the solution will be as below:



All the camera nodes will be connected through Optical FiberConnectivity (OFC) and the system should be such that in course of temporary failure of network, the data shall be stored in the local device& as and when the network is restored, the data shall be synced to the server.

The ultimate objective of the project is to curb the tendency of people in general to disobey Traffic rules and over speeding particularly to minimize the tendency of vehicles running at abnormally high speed (greater than speed limit), thereby losing control and meeting with road accidents.

The scope of the project is deemed to include all components, accessories and equipment required to implement a fully functional Intelligent Enforcement Management System, which would support generating e-challan regardless of whether they are explicitly mentioned or not in the RFP document.

The primary goal of the project and the RFP is soliciting proposals from the qualified bidders for selection of the System Integrator (SI) for Office of Transport Commissioner through a competitive bidding process.

1.2 Objectives of IEMS and Implementation at Office of Transport Commissioner

The broad objectives of the project can be summarized as

- ❖ Real Time Vehicle Data Analysis through IEMS Application
- ❖ Real Time vehicle information to the command center
- ❖ Monitoring of the NH16 stretch between Panikoili&Rameswar for 24 X 7 X 365
- ❖ Integration with e-Challan, Vahan 4.0 and Sarathi 4.0 for data access along with CCTNS, ERSS, Highway Patrol, Interceptors, IRAD, VLT for data access and transactions.
- ❖ Automated Fine Calculation based on severity of offence and in compliance with Traffic Rules and Regulations and MV Act provisions.
- ❖ Analysis of carriers plying on the stretch with OPMS (Odisha Permit Management system) Application for mapping their time schedule and number of trips.
- ❖ Dashboard can be viewed from across any offices or establishment under the Office of Transport Commissioner.
- ❖ Ensuring the road safety throughout the stretch of the NH.

The proposed solution will seek to provide enforcement solution at designated areas and locations, good quality video images, high-quality evidence suitable for challan generation, admission into courts for legal issues, integration and compatibility with existing and legacy systems.

1.3 Roles and Responsibilities

General responsibilities of all stakeholders:

- ❖ Duly considering in depth project requirements before developing any component, installing any hardware or software, reports with respect to services, processes, technology.
- ❖ Participating without any preconditions in resolving any technical, system related issues.
- ❖ Active participation in all the phases of the project by dedicating time & resources.
- ❖ All phases of testing to be carried out appropriately with proper documentation and should be done in multiple iterations.
- ❖ Providing required support to other stakeholders as and when requested.

1.3.1 System Integrator (Bidder/Consortium Partners)

The overall roles and responsibilities of SI, but not limited to is presented below for brief overview and all conclusions during the project execution phase will be arrived after due discussion with all stakeholders through mutual agreement.

1. Preparation of Detailed Project Execution and Timeline Plan in line with the plan proposed in the RFP. The same should be prepared, submitted and be approved in consultation with Office of Transport Commissioner.
2. SI must Plan, Define, Design, Build, Test and deploy the application, hardware and required network along with providing the required training, testing, support services etc. These are indicative services, which may change as per the requirement during the course of the project tenure.
3. Provide training, technical support and troubleshooting for all software, application and hardware related issues to Office of Transport Commissioner during operation phase after go-live.
4. For command control center, setting up of video wall, including minor civil works (Drill, Cementing, Holes, painting, partitioning, flooring, labor etc. to fit the Video Wall).
5. Ensuring the SLAs for downtime of system, delivery of various services etc., as defined in detail in appropriate sections, are met.
6. Report all the problems, issues, risks related to the Software Applications, Camera, IT Equipments to Office of Transport Commissioner in the formats, which will be provided to SI during and post-implementation phase.
7. Training on application solution and assistance to the staff members of the RTO/Office of Transport Commissioner and related officers (Approximately around 40 officials, however, numbers on officers and number of times will be ascertained after the solution is developed and deployed) as and where required. STA will provide basic infra like Conf. Room, Projectors (if reqd.), Bidder need to carry supporting documents, files, leaflets, training material, laptop, pen drive etc. to conduct the training. Training is envisaged for STA-HO and 2-3 Locations namely Cuttack, BBSR.
8. Management and quality control of all services.
9. To ensure that backups are being taken at regular intervals, so that data remains intact.
10. To ensure safety and proper maintenance of the Hardware and other infrastructure at all the respective locations throughout the project lifecycle.
11. To monitor the feedback from the stakeholders and introduce relevant changes in Application, Software, MIS, Reports, Dashboards View, UI / UX, Forms, Data Fields, Database without any preconditions during the course of the entire engagement after approval from competent authority of Office of Transport Commissioner.
12. The bidder shall supply all the installation materials, accessories, consumables necessary for the installation, commissioning and running of the system.
13. The bidder need to provide the required networking terminal equipment's for end-to-end connectivity to Location Cameras.
14. Access Points shall be placed in such a way that it covers the entire location under surveillance. The bidder shall provide associated planning and diagram of the placement of the Access Points and get the same approved by Office of Transport Commissioner and / or designated committee for installation and commissioning.
15. The system thus proposed by the bidder should be scalable without changing the core software engine or any part thereof and have capability of integration through with existing or future systems and applications without any hassles.
16. The successful bidder shall hand over the system within 5 months / 20 Weeks from date of issue of Work Order.

17. Whitelisting (Stolen, Prohibited or any vehicles which are declared illegal in Law/Acts/Rules. The said vehicles Data will be provided for which vehicles to be traced.

1.3.2 Office of Transport Commissioner

1. Approval of project plan, resource deployment plan for the project.
2. To create a Core User group for monitoring and support the SI until roll out and go-live and in O&M phase.
3. To create a dedicated team for overall supervisory and Coordination for the project.
4. Approval, Acceptance of application SRS prepared by SI.
5. To execute detailed SLAs with various stakeholders.
6. To provide space, physical infrastructure (tables, chairs, electricity etc.) for Command Control Center (CCC).
7. To provide manpower, furniture & fixtures for operation of CCC.
8. To compile and address the feedback on application from various users.
9. To provide the raw power with required sockets, network connectivity, any required clearance from respective departments etc.
10. Decide on acceptance of change requests, additions, modification of application software.
11. To monitor computation of penalties, SLAs, release of payments.

2. Solution Envisaged

Surveillance systems are an additional tool in fighting road safety. Based on many studies, the very presence of camera surveillance systems has discouraged errant drivers, thus preventing road accidents from happening. The office of the Odisha Transport Commissioner invites request for proposal (RFP) from leading and experienced System Integrator to participate in competitive tendering for turn-key project providing and maintaining intelligent enforcement management system including supply, installation, commissioning and maintenance of the said system.

The Intelligent Enforcement Management System (IEMS) project aims to install and monitoring the vehicular movements across the designated Highway Road in Odisha and drive the enforcement management through Automatic Number Plate Recognition (ANPR) Camera with latest technology, latest Hardware & systems and user-friendly software.

The IEM project will be executed with approximately 140 Nos. of ANPR Cameras with Speed Detection up to 150km/hr. with high accuracy and overviewcameras at selected location throughout the 100 KM stretch on NH 16 between Panikoili&Rameswar. All the cameras will be installed and commissioned within 24 Nodes which may be increase or decrease according to actual requirement to detect vehicles for over speeding, assist Police to respond faster in case of any incident detection, assist Police in detecting crime & act as an aid to investigation, act as a deterrent to crime & traffic violation, improve traffic management, video evidence for any prosecution, deployed fastest response team and prevent crime and slapping appropriate fines as per MV act and rules. Total system will be monitored, controlled and recorded at Odisha State Transport Commissioner office (Central Server Location).

The system will provide details of any vehicles not abiding by the rules and indulge against the MV act & rules like over speeding, no helmet, wrong lane driving, triple riding etc.through recording the vehicle's number and process further. A Video wall configuration and control will be used for 24X7 to monitor all the location's activities from command control center. The information will be made available through application interface and dashboard. The systems should also provide average (between two nodes) & instantaneous speed violation, vehicle category editor & detection such as "stolen/wanted/suspicious" etc., exhaustive MIS reports, RTO/Vahan, Sarathi Database Integration. Speed Detection up to 150km/h with high accuracy and E-challan integration.

The ANPR software should provide Client/ Server architecture, User Friendly Graphical Interface, e-Challan, VAHAN & SARATHI, CCTNS, ERSS, Highway Patrol, Interceptors, IRAD, VLT integration, SMS/Email alert mechanism to inform violators / vehicle owners, Multi-Lingual Challan format support, sorting of challans by Thana and / or Jurisdiction and Nodes, API support for integrating with Police Website, Compliance with Evidence Act & State MV Acts, Backup & Restore Mechanism, Customizable MIS Reports, Export report & logs, User Friendly Graphical Interface etc. It is to be noted that, the client version software should be free from any license purchase; the STA may install/ use the client software in any RTO/ STA premises as per the requirement in the future.

To create the traffic awareness & road safety, the department has envisaged also to install the radar-based speed detection system between every two gantries and the same time a pair of dummy cameras will also be installed between every two gantries. Another important part is Variable messaging display system. The VMS system shall help client and other stakeholders to display real-timeinformation and advisories and notifications to the road users, tourists andgeneral public. Total fournumber of VMS shall be installed; one each at entry & exit point of the stretch and another two will be placed in between the stretch. In the three bordering area locations, One desktop each shall be delivered along with client-end software to the police

stations by the SI for various functionalities. The local police station should have access in the respective local LPU for any video footage etc.

This RFP document has been prepared for the selection of System Integration for development of Intelligent Enforcement Management Application for Office of Transport Commissioner, Odisha, in accordance with the various provisions mentioned in this RFP.

3. Scope of Work

3.1 Scope of Work for System Integrator

System Integrator is responsible for end-to-end execution of the turnkey project from procurement of IT and Camera Items, Installations and commissioning and making necessary arrangement for feeding data from these cameras and analyzing the data through application and presenting the dashboard for easy decision making. The solution should also be capable of generating MIS reports in terms of numbers of enforcement cases, duration of the day, date wise etc.

It is estimated that the development and implementation of application is to be completed and commissioned in about 5 months from the date of signing of agreement contract with SI for Go live across all the gantries locations with all desired functionalities.

The application should also have the provision for getting integrated with other Office of Transport Commissioner, Govt. Applications with their versions during the course of the IEMS Project like:

- ❖ e-Challan
- ❖ CCTNS (Crime and Criminal Tracking Network and Systems)
- ❖ Vahan 4.0
- ❖ Sarathi 4.0
- ❖ ERSS (Emergency Response Support System)
- ❖ VLT (Vehicle Location Tracker)
- ❖ IRAD (Integrated Road Accident Database)
- ❖ OPMS (Odisha Permit Management System)
- ❖ All Interceptors
- ❖ Road safety management system
- ❖ VLT (Vehicle Location Tracker) of Odisha Mining Corporation
- ❖ Toll Gates

and any of the above-mentioned applications' updated versions and provide data and / or statistical data which can help to generate statistical and analytical information on vehicle movement, challans or any parameters corresponding to scope of the project across each of these locations.

To elaborate, like for integration with OPMS , the system should be capable of identifying the vehicles permit details which is plying in the stretch after integration with OPMS. Main objective of this capability is to identify the vehicles permit details (from number plate) and analyze whether it is violating the maximum number of trips permission by OPMS or violating the allocated time frame or not etc. the system should be ready with the dashboard report for such events at any point of time.

The procurement of approval for integration through API/Web Services with different applications not governed under Office of Transport Commissionerlike National Informatics Center (NIC) etc. is the responsibility of Office of Transport Commissioner but shall be facilitated by SI with due follow ups with the concerned department . Similarly, for any other permissions for integration through API/Web Services and / or verification of services like e-challan, tax payment status and study of database schema, database table structure required from NHAI, CCTNS, NIC, MoRTHetc. will be the responsibility of Office of Transport Commissioner, however, to be facilitated by SI with regular and due follow ups with concerned department and representative.**Development of the IEMS Application andIntegration with all other applications mentioned hereof in this RFP should be on Open Source Technology and Architecture.**

The STA authority already have some mobile speed detection system in place & may procure some vehicles too in future, the selected SI need to integrate those vehicles and systems in the new environment without

any preconditions for ease & single point of operation. It is also to be noted that, the challan generation will be same also after integration. All the functionalities of the centralized software mentioned in this RFP, should be accessible vide the client version software installed in the command control center.

It is also to be noted that the software application developed by the selected SI must be certified by STQC/ CERT-IN authority prior Go-Live and the certificate needs to be submitted to the STA authority for hosting the application.

The scope of the work&deliverables for the selected SI is to supply, installation, commissioning and maintenance of Automatic Number Plate Recognition Cameras and Speed Violation Detection System to achieve said objectives for the pilot phase between Panikoili&Rameswar on NH 16 and can be further extended or modified. This Solution should be designed for zero interruption-based communication from the links among control room and cameras installed and spread over various locations in the 100 KM. Locations of the Gantry or Node along the stretch is as mentioned below:

Installation Locations

| SL.No | NH No | Chainage | Latitude | Longitude | Landmark |
|-------|-------|----------|--------------|--------------|---|
| 1 | NH-16 | 85+100 | 20°52'24"N | 86°12'11"E | Before Panikoili |
| 2 | NH-16 | 80+100 | 20°50'3"N | 86°12'3"E | Near Satsang Vihar |
| 3 | NH-16 | 75+750 | 20°48'44"N | 86°10'43"E | Near Indian oil petrol pump |
| 4 | NH-16 | 66+170 | 20°34'29"N | 86°08'49"E | Near Rathia (Double cement advertisement) |
| 5 | NH-16 | 56+070 | 20°40'15"N | 86°07'33"E | Near Hotel Lokanath |
| 6 | NH-16 | 50+870 | 20°36'23"N | 86°03'36"E | Near Bandalo (MaaTarini family Hotel) |
| 7 | NH-16 | 46+250 | 20°36'4"N | 86°03'19"E | Infront of Jai Jagannath Hotel |
| 8 | NH-16 | 42+100 | 20°34'36"N | 86°1'17"E | |
| 9 | NH-16 | 36+930 | 20°32'56"N | 85°58'54"E | Krishna Floor Mills |
| 10 | NH-16 | 28+420 | 20°30'1"N | 85°55'38"E | Ashok Leyland (Dolphin motor Agency) |
| 11 | NH-16 | 16+950 | 20°24'51"N | 85°52'48"E | OSL Prestige BMW Showroom |
| 12 | NH-16 | 12+020 | 20°22'14"N | 85°53'26"E | Niali Madhab (Mercedes Benz Showroom) |
| 13 | NH-16 | 6+650 | 20°19'20"N | 82°52'57"E | Highway Honda front |
| 14 | NH-16 | 406+240 | 20°14'3"N | 85°44'46"E | Near Smruti Bana |
| 15 | NH-16 | 401+780 | 20°12'57"N | 85°42'41"E | Gohira Area (BataBhuasuni) |
| 16 | NH-16 | 397+660 | 20°12'11"N | 85°40'8"E | Gangapada (near toll plaza) |
| 17 | NH-16 | 391+520 | 20°10'22"N | 85°37'37"E | PanchamukhiChhaka |
| 18 | NH-16 | 386+150 | 20°8'13"N | 85°35'39"E | KuradmalChhaka |
| 19 | NH-16 | 380+450 | 20°5'37"N | 85°34'8"E | Near Tapang |
| 20 | NH-16 | 374+560 | 20°3'11"N | 85°32'25"E | AfterMalipada toll plaza |
| 21 | NH-16 | 369+000 | 20°0'53"N | 85°29'58"E | Ahead ofRameswar |
| 22 | NH-16 | 464+500 | 21°36'12.1"N | 87°01'42"E | Near Rupsa Police station |
| 23 | NH-60 | 13+650 | 19°11'54.1"N | 84°44'25.3"E | Near Golanthara Police station |
| 24 | NH-53 | 72+945 | 21°18'02.2"N | 83°24'00.9"E | Near Sohela Police station |

Note:

1. The 24 locations mentioned are proposed and shall remain, however, the SI will need to execute site visit and propose best possible site locations within range of (+/-) 100 – 200 m deviation for best possible placement of Gantry. The Latitude, Longitude and Chainage value given here are approximate

and may vary. SI is requested to validate during further proceedings. Moreover, SI will be responsible for placement of ANPR Cameras (Front Plate Capture or Rear Plate Capture, preferably Front Plate Capture) according to the site conditions to ensure the success rate as defined of capturing the digital images of offending vehicles.

2. The number of nodes including cameras and associated units as decided by Office of Transport Commissioner may be increased during award of contract or anytime during the project period and the quoted unit prices of items in the bid shall hold good. No revision of unit prices will be considered for the additional nodes during the course of the project period.

To prevent any unwanted activity in the junction box (fixed in the gantry), a smart IOT based sensor and hooter/ alarm will be installed in each junction box with minimum 15mm gap functionality. It will be connected with the command control centre to generate an audio-visual alert and loud alarm for any unauthorized activity in the junction box. The Pole Security Camera shall also be installed & work with AI (by software coding) to detect any unwanted activity near LPU box and generating alarm. Moreover, if any particular node is disconnected, the same shall raise an alarm to the Control Centre & appropriate action shall be taken to rectify the same.

Radar based solar powered speed detection system is to be installed in between every two gantry locations to enhance the speed violation detection capabilities and reduce road fatalities. The VMS shall be installed near by the gantry locations, two in the entry & exit point of the stretch and another two in between the stretch. All shall be nearby the gantry locations; the SI is to draw the raw power from the gantry location itself.

Similarly, the overview cameras 2 each shall be installed in 4 number of locations based on decision from Office of Transport Commissioner. The Feed will be displayed in the Video Wall separately or combined as and when required. Another two number each overview cameras each shall be installed in three numbers of bordering locations police station. The feed will be displayed in the computer monitor either directly or vide software client. Various alerts shall be displayed in the computer screen for quick reaction/ appropriate action.

The scope of deliverables for the project by the selected SI include the complete design, engineering, supply, delivery, Installation, testing, commissioning and maintenance of a fully functional and complete Intelligent Enforcement system (ANPR, SVD and others) evidentiary proof for generating e-challan to the offenders across the designated stretch. The Command Control Center will have dedicated primary-secondary link and SI will be responsible to suggest the bandwidth capacity with due detailed explanation to the Office of Transport Commissioner for uninterrupted and defect free operation and execution of the system in totality. The VPN requirement, if any should be factored by SI. The installation and commissioning of the application servers is the responsibility of the SI, however, the premises for installation will be decided by Office of Transport Commissioner (either OSDC or any other place). The command control center shall also be placed in any place within Odisha, that shall be decided by Office of Transport Commissioner later. It is to be noted that, the client version software should be free from any license purchase; the STA may install/ use the client software in any RTO/ STA premises as per the requirement in the future.

The application thus developed by the SI shall be capable to generate different types of business analysis and intelligence reports from the stored data at Central Server along with Dashboard on present statistics. Based on user requirements, the SI needs to factor in any separate application for user-based access, log data, analysis of data etc. The SI should ensure that any data transaction between any system, platform should be in encrypted format.

Apart from these,

- 1) Design, Commissioning and Installation of Gantry across the mentioned locations (the parameters provided under scope of work and Annexure-6). Gantry Design for fixing the various camera's is the responsibility of the SI. Civil and masonry work for Gantry installation shall also be in the scope of the SI including transportation of Gantry, Excavation, Filling, Ramming, Cementing, Painting, Ducting etc. The commissioning of the gantries will be inspected by competent authority from STA and SI needs to act accordingly if any deficiency is noticed by STA.
- 2) Office of the Transport Commissioner will facilitate electrical connection, in coordination with Utility Provider at a point nearer and feasible to the place of Gantry installation. From that point rest of wiring to be done by the selected SI, be it underground or over ground based on site conditions and due approval from the authority. They will be also responsible for installation of proper earthing at all the outer locations. The electrical connection made by SI at the gantries will be inspected (if required) by competent authority from STA and SI needs to act accordingly if any deficiency is noticed by STA.
- 3) The system shall be configured in such a way that, once the violation event is generated & approved, that shall be sent and / or synced to the e-challan module for generating the challan. The packet should contain (image of the vehicle {captured by camera}, color of the vehicle, time stamp, specific MV act, unique event number {for tracking}, embedded link for video from Office of Transport Commissioner server etc.). The synchronization shall be done with e-Challan module by web service (API).
- 4) The offending events shall be stored in the storage for 3 three years for any legal requirement. All the data shall be archived in every three months duration for proper space utilization.
- 5) The entire system shall be scalable & when required, without changing the entire infrastructure.
- 6) **The SI is to mention the system infrastructure requirement in their technical bid proposal, i.e. number of VM, total core per VM, space for OS & Application file system, total storage space, VPN (if any), bandwidth requirement etc. all infra related requirement. The same shall be arranged by the Office of Transport Commissioner authority.**

During the Operations & Maintenance (O&M) Phase, the SI need to carry out but not limited to the following major activities.

- ❖ Debugging, modification and updating in the Application as and when required.
- ❖ Hand holding and application training to the new end-users and system personnel.
- ❖ Tuning and code changes for optimal performance of the application.
- ❖ The SI will review the existing code and modify to increase the efficiency of the application.
- ❖ A detailed report of proposed changes and risk involved along with the implications will be handed over to the STA and approval will be sought before making necessary changes.
- ❖ Maintaining change management log.
- ❖ Proper version control of the source code
- ❖ Under enhancement of existing FRS and functionalities, it will be the responsibility of the SI to make changes to the existing application for Improvements in different functions and reworking integrations.

This is a flagship project for Office of Transport Commissioner and Government of Odisha and hence the project needs to be executed with utmost care and sincerity, as success of this project will enable decision for implementation of the system across Odisha in phases. All other miscellaneous requirements/items, if

not explicitly mentioned in this RFP is also the responsibility of the selected SI and they must comply to complete the project Go-Live under all circumstances without any cost implications to Office of Transport Commissioner if they have not mentioned/raised the concern during pre-bid and (or) before the award of the WO.

3.2 Project Timeline

It is estimated that the development and implementation of application is to be completed and commissioned in about 5 months from the date of signing of agreement contract with SI for Go live with all desired functionalities.

| Sl. No | Deliverables | Completion Timeline |
|---------------|---|----------------------------|
| 1. | Team Mobilization (should happen within 7 days of acceptance of Work Order, WO) | T_0 |
| 2. | Submission of Project Charter and detailed project work plan | $T_0 + 1$ week |
| 3. | Studying of key functionalities of all applications which to be integrated including engineering, design of the proposed system, final report to be submitted | $T_0 + 3$ weeks |
| 4. | Submission of Technical Design Documents, SRS document, GTP Drawings | $T_0 + 4$ weeks |
| 5. | Delivery of Cameras and related IT Equipment's and accessories | $T_0 + 8$ weeks |
| 6. | Deployment of application and integration | $T_0 + 12$ weeks |
| 7. | User Acceptance Testing for Hardware equipment's& Application software | $T_0 + 16$ weeks |
| 8. | Go-Live of the system | $T_0 + 20$ weeks = T_1 |
| 9. | Providing Training to the officers from Office of Transport Commissioner for accessing the applications and troubleshooting techniques. | $T_1 + 4$ weeks |
| 10. | Operation and Maintenance Phase | $T_1 + 3$ Years |

3.3 Warranty & Maintenance

The selected SI will have to give 3 (three) years comprehensive warranty (onsite, offsite) on all items supplied by them or under their purview including battery and other accessories items from the date of acceptance of whole system by the Office of Transport Commissioner for which Office of Transport Commissioner will not be paying any extra amount. After completion of warranty period, Office of Transport Commissioner may decide to go for fresh AMC with the existing SI for next 2 years and WO for the AMC will be given to the successful bidder (SI) or lead bidder (in case of consortium) before or with in grace period of completion of 3 years of Warranty Period. The Performance SLA during the 2 years AMC period will be communicated to SI before or with in grace period of completion of 3 years of Warranty Period. Moreover, bidder should maintain sufficient stock of spares with them during this warranty period for replacement of any items during this warranty period. In case the STA authority wants to extend the AMC further beyond the 5 years (3 years of support phase plus 2 years of AMC phase), that to be mutually discussed and agreed by both the parties.

The 3 (three) years comprehensive warranty is for support of all the active & passive components supplied under this project. During this period no components should be declared “End of Life”. In case it is declared “End of Life” during this 3 (three) years comprehensive warranty period, the vendor must replace such equipment(s)(equivalent or higher technical specifications) at their own cost. A letter of Confirmation (i.e. Manufacturer Authorization Form (MAF) by OEM shall be mandatory during submission of the bid stating that the products/system/solution shall not be “End of Life” and “End of Support” for cumulative 5 years from date of acceptance (go-live). The rate should be quoted inclusive of warranty. Warranty includes Hardware, System Software, Application Software, Network items and or any tangible assets utilized for successful execution of the project for onsite replacement and maintenance support. During the warranty period, the SI will provide the application software updates, patch upgrades, dashboard report modification, new report format creation, new forms etc.

Before the completion of 3 years (3 years period starting after Go-Live), Office of Transport Commissioner will go for Annual Maintenance Contract (AMC) for the items for which the AMC price has been discovered during the submission of their bids in correspondence to AMC Financial Proposal, based on the satisfactory performance. The AMC quotation will be considered for Evaluation of the successful bidder and the rate/quotation mentioned needs to be valid for 3 years from the date of go-live or till the AMC decision has been conveyed to SI by the Office of the Transport Commissioner. The Performance SLA including penalty clauses during the 2 years AMC period will be communicated to SI before or withingrace period of completion of 3 years of Warranty Period and SI needs to abide by the same. The AMC quotation (refer BOM below) needs to be valid for further 2 years of support. However, Office of Transport Commissioner reserves the right to execute the AMC contract with the selected bidder or procure the same through external agencies, if the performance of the bidder is not satisfactory. The AMC contract with the SI may be extendable for each year after completion of 2 years of AMC period upon satisfactory performance, cost rationality and product availability through mutual discussion and agreement. Keeping the harsh climatic condition into consideration, SI also need to conduct periodic preventive maintenance of the gantry and pole mounted equipment’s in every 2 months with due intimation to STA so that performance of the system remains satisfactory.

3.4 Bill of Material (BOM)

| SL NO | PRODUCT | Unit | Qty for 4 lanes | Qty for 6 lanes | Total |
|---|--|------|-----------------|-----------------|-------|
| A. Gantry Mounted Products (Field) | | | | | |
| 1 | ANPR Camera | Qty | 12 | 126 | 138 |
| 2 | Overview/ Surveillance Camera | Qty | 6 | 8 | 14 |
| 3 | Supply Pole Security Camera | Qty | 3 | 21 | 24 |
| 4 | Surge Protector pair | Qty | 33 | 273 | 306 |
| 5 | LPU Hardware with 4TB HDD | Pair | 6 | 42 | 48 |
| 6 | 8 Port Industrial switch 2 x 1000 BaseX SFP Uplink ports | Qty | 6 | 42 | 48 |
| 7 | UPS 1 KVA, offline, 1 hour back up with Voltage stabilizer | Qty | 6 | 42 | 48 |
| 8 | Junction Box for putting Junction server, UPS, Power supply & Switch with Power Extension Board & Junction Box security sensor | Qty | 3 | 21 | 24 |
| 9 | Rader Based Speed detection system with Solar panel with Pole for installation between 2 gantry location | Qty | | | 40 |
| 10 | Variable Messaging Services (VMS) Display Boards | Qty | | | 4 |

RFP for Selection of SI for Intelligent Enforcement Management System

| SL NO | PRODUCT | Unit | Qty for 4 lanes | Qty for 6 lanes | Total |
|--|--|------|-----------------|-----------------|-------|
| 11 | Desktop with 500VA UPS for PS | Qty | | | 3 |
| 12 | Additional Items (If Any) | | | | |
| B. Civil & Cabling products (Field) | | | | | |
| 1 | Gantry with necessary installation & foundation, with necessary clamp for Camera mounting & necessary clamp for mounting Junction BOX with Earthing of Pole (as per spec) | Qty | 3 | 21 | 24 |
| 2 | Cabling STP Cat 6 (305 mtrs) | Box | 12 | 18 | 30 |
| 3 | Cabling 2 Core 1 sq.mm (300 mtrs) | Mtrs | 900 | 6300 | 7200 |
| 4 | Cable 3 core 2.5 sq.mm (100 mtrs) | Mtrs | 360 | 2520 | 2880 |
| 5 | PVC conduit/ SDPE & GI wire (200 mtrs) | Mtrs | 900 | 6300 | 7200 |
| 6 | Dummy Camera housing with Pole (7 Mtrs.) & foundation | Qty | | | 40 |
| 7 | Additional Items (If Any) | Qty | | | |
| C. Centralized Software Products | | | | | |
| 1 | Centralized Software for ANPR, SDV, No Helmet, Triple riding, wrong way driving, reverse lane driving, Event Aggregation, User Management, Resource Management Including Integration with Existing E-Challan System etc. | Lot | 1 | | 1 |
| 2 | Supply of channel license for Overview Camera | Qty | 6 | 8 | 14 |
| 3 | LPU Unit License cost | Qty | 6 | 42 | 48 |
| 4 | Supply of channel license for Pole security Camera | Qty | 3 | 21 | 24 |
| 5 | Channel license for ANPR camera including speed detection, No Helmet, Triple riding, wrong way driving | Qty | 12 | 126 | 138 |
| 6 | Additional Items (If Any) | Qty | | | |
| D. Command Control Room Products | | | | | |
| 1 | i7 workstations with keyboard, mouse, monitor for viewing with OS, antivirus | Qty | | | 3 |
| 2 | 2x2 50" Video wall at Command Control Centre (with Base & Accessories) | Qty | | | 1 |
| 3 | Additional Items (If Any) | Qty | | | |
| E. License for field equipment's connectivity & Integration, Training | | | | | |
| 1 | Channel license for Third party hardware, i.e. Mobile vehicle speed detection | Qty | | | 1 |
| 2 | Integration with, Mobile vehicle speed detection & others | Lot | | | 10 |
| 3 | Centralized Dashboard with RTO database integration | Lot | | | 1 |
| 4 | Training other services | Lot | | | 1 |
| 5 | Additional Items (If Any) | Qty | | | |
| F. AMC Cost | | | | | |
| 1 | AMC Cost for 1 year (Maximum 10% on total value A+C+D) | Qty | | | 1 |
| 2 | AMC Cost for 2 years (Maximum 10% on total A+C+D value) | Qty | | | 1 |
| 3 | Additional Items (If Any) | Qty | | | |

Note:

- ❖ Please note that these are the minimum requirements & this is an indicative BoM. The actual components as well as their number will be dependent on the solution provided by the Bidder considering the architecture requirements, proposed solution and performance SLA. Submission of **Unpriced BOM** as per format in Annexure 6 is mandatory requirement.

- ❖ The BoM items may be revised based on project requirement anytime during the project tenure, and bidder needs to comply with the rate quoted in its bid.
- ❖ This is minimum requirement; Bidder is free to include any other items as per their solution requirement.
- ❖ Compliance to the specifications mentioned in the RFP and under Technical Specifications for the mentioned product is to be given only on the letter head of the respective OEM is a mandatory requirement.
- ❖ MAF from the OEM is essential and a mandatory requirement.
- ❖ The quoted price must be valid for the 3 years project O&M phase, the STA authority may place additional order of any quantity of any line item as per the same quoted price & the successful have to supply accordingly.

3.5 Functional Requirement Specifications (FRS)

Below are the functional requirement specifications for the Intelligent Enforcement Management solution. Bidder need to submit the compliance report in the given format during submission of their bid as part of their technical evaluation.

| Sl. No. | Functional Requirement Specifications | Compliance Yes/ No |
|---------|--|--------------------|
| 1. | The traffic violation detection system should detect the following traffic rules violations: Automatic Number Plate Recognition and detection of all vehicles passing and offending against: <ol style="list-style-type: none"> 1. Speed Violation 2. No Helmet 3. Triple Ride 4. Reverse Lane Riding 5. Wrong Lane Driving | |
| 2. | Automatic Number Plate Recognition Software (ANPR) | |
| A. | The System should automatically detect a vehicle in the camera view using video detection and activate Registration plate recognition. | |
| B. | The System should automatically detect the registration plate (for all states & UTs of India) including new and old registration marks, in the captured video feed in real-time and the system should perform Optical Character Recognition (OCR) of the registration plate characters | |
| C. | System should be able to detect and recognize the English alpha numeric registration plate in standard fonts and formats for classes of vehicles (provided as annexure) such as Cars, Heavy Commercial Vehicles, Three Wheelers and Two Wheelers or any vehicles that require Registration for plying on roads. | |
| D. | The system should capture HSRP & standard vehicle's number plates with an accuracy of at least 95 % across the day (without white strobe light) 24x7. | |
| E. | The System should store JPEG image of vehicle and registration plate and enter the registration plate number into the database along with the date, time stamp, Lane No, Lane Details, and site location details including the Latitude and Longitude of the Pole /Gantry Locations. | |
| F. | The system should detect the color of all the vehicles on best effort basis, in the camera view during daytime and label them as per the predefined list of configured system colors. The system should store the color information of each vehicle along with the registration plate information for each transaction in the database. | |
| G. | The system should identify the category of the vehicle such as cars, Heavy Commercial Vehicles, Buses, Private Carriage, Three Wheelers and Two Wheelers and should store this information along with the registration plate information for each transaction in | |

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| Sl. No. | Functional Requirement Specifications | Compliance Yes/ No |
|----------|---|--------------------|
| | the database. | |
| H. | The system should have an option to store certain registration plates of vehicles which are stolen or suspicious. The system should have the functionality to enter such registration plate numbers to lists such as “Wanted”, “Suspicious”, “Stolen” etc. termed as hot lists of vehicles. The system should allow the user to import the vehicle registration plate data in the hot lists stored in Excel sheets for batch operation. | |
| I. | The system should generate an automatic alert in the control room when it detects the vehicle from the hot list/s through the ANPR camera. The system should give an instant alert in such case (within 4 Sec). The system should also have the functionality to send the alert via email and SMS to designated email addresses and mobile phone numbers. | |
| J. | The system should allow the operator to change the hot list category of the vehicle and accordingly the new hot list category should be reflected in the records stored in the database. E.g. on retrieval of stolen vehicle, system entry should be changed from “Stolen” to “Retrieved”. | |
| K. | The system should be able to store registration plates numbers of at least 10,000 suspected vehicles at a time and should generate an Alert if any one of the vehicles is found in form of Video popup at the Monitor and/or SMS on Cell phones | |
| L. | The system should have the functionality to trace the movement of a vehicle of interest on Google Map. The Function should show the trajectory of the vehicle drawn on the map. The vehicle of interest should be tracked for all the locations where it is detected through ANPR. | |
| M. | The system should give an option to the operator to edit the registration plate number of the vehicle when compared to digital Image and if any misrepresentation of data is witnessed. The system should show the registration plate of the vehicle in a zoomed window for easy inspection of the registration plate number. The system should keep audit trail of any registration plate number edited by the operator. | |
| N. | The system should have function of quickly searching the number plate based on the following criteria: <ul style="list-style-type: none"> • full or partial number of the registration plate, • color of the vehicle, • classification of vehicle, • Junction/Location Name • Event Type (e.g. ANPR, Speed Violation, No Helmet Detection, Triple Ride Detection etc.) | |
| O. | The search should yield a result with the cropped image of the registration plate in a matrix format. | |
| P. | The system should be able to detect the fake number plate of the vehicle, i.e. two wheelers number plate used in three or four-wheeler or vice versa or Forged etc. | |
| 3 | Speed Violation Detection (SVD) | |
| A. | The system should be video/radar-based speed violation detection system to be used for speed detection. | |
| B. | The offered system should be able to detect vehicle registration plates along with speed violation detection for vehicles having speed even more than 140 KMPH+ (with suitable camera with required frame rate within 3 Sec) and exceeding the speed limit as earmarked across the stretch with an accuracy of at least ±3KMPH. The system should generate an automatic alert in case of a speed violation and generate unique case number for each violation detected. | |
| C. | The technology should have been certified/tested by a reputed Indian test laboratory or institute under central government. Such certificate/test report should be submitted along with PQ bid. | |

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|----------------|---|---------------------------|
| D. | The system should have the capability to classify the vehicle under categories such as car, three-wheeler, two-wheeler, heavy vehicle, etc. | |
| E. | The system should allow the operator to set different speed limits for different categories of vehicles and different stretches of road. | |
| F. | The event window should show the video associated with the event. The window should also show at least five snapshots associated with the event. | |
| G. | The system should allow the operator to flag the event for storing the event perennially | |
| H. | The system should have the algorithm to calculate the segmental speed of a vehicle between two gantries. | |
| 4 | Artificial Intelligence (AI) and Deep Learning (DL) Based Intelligent Traffic Management System Analytics | |
| A. | The system should have the deep learning-based video analytics for intelligent traffic management applications such as: <ul style="list-style-type: none"> ○ Automatic Number Plate Recognition ○ No Helmet Detection System ○ Triple Ride Detection System ○ Wrong way traffic ○ Traffic Congestion Detection ○ Vehicle Counting and Classification (Two-Wheeler, Three-Wheeler, Four-Wheeler, Heavy Vehicle etc.) ○ No Parking Detection ○ Pole mounted Outdoor Industrial box security (alarm on theft, touching/opening of box etc.) ○ Fake number plate detection | |
| B. | The deep learning based ITMS system should work on centralized architecture. The system should get the live stream from the cameras to the data center for processing. | |
| C. | The monitoring dashboard shall show status (connected/disconnected/faulty/working) for all devices (ANPR, LPU, Overview, other units etc.) when connected for a particular node from monitoring dashboard at Command Center. | |
| 5 | Automatic Number Plate Recognition | |
| A. | The deep learning based ANPR system should improve the number plate detection for up to 95 percent for all vehicles with standard number plates during the day and nighttime (with proper illumination / provision of IR light). | |
| B. | The system should detect the vehicles with no registration plate and should raise an alert along with the video and snapshots of the vehicle. | |
| C. | The system should allow the operator to set traffic rule such as “no heavy vehicles during certain time of the day” for selected traffic locations | |
| 6 | No Helmet Detection System | |
| A. | System should have the capability to capture image of two-wheeler rider not wearing helmet and should have automatic number plate recognition (ANPR) of violating vehicle with auto-localization and OCR conversion. The system should have the capability to detect the no helmet instance for the rider and pillion. | |
| B. | The system should collectively identify and detect the motor bike, the rider and the pillion (if applicable), helmet for the rider and the pillion and the number plate. The system should be able to differentiate between a helmet and various other conditions such as the bald head, person covering the head with a cap or dupatta or turban, or any other headgear including religious beliefs. | |
| C. | The system should be able to detect the speed of the motor bike, if violating the speed rule. | |
| D. | On detection of No-Helmet, the system should generate events, store them and should allow retrieval of such events on need basis for later analysis. | |

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| Sl. No. | Functional Requirement Specifications | Compliance Yes/ No |
|----------------|--|---------------------------|
| E. | The system should be able to differentiate a person sitting on a motor bike and a pedestrian in the proximity of the motor bike. | |
| F. | System should have capability to identify and eliminate non-standard crash helmets like industrial safety helmets, sports helmets (cricket, cycling, etc.) and mark them as invalid | |
| G. | The system should be able to search and show the report of the No Helmet violations based on the day, time of the day, registration plate number (partial or full), location name etc. | |
| H. | System should integrate with e-challan generation software and RTO database to generate challans for No-Helmet violation event with details like violation image, time stamp, date, vehicle number | |
| I. | No- Helmet detection system should seamlessly integrate with systems like ANPR, Speed Detection and should have unified user interface | |
| 7 | Triple Ride Detection | |
| A. | The system should have the capability to detect the persons riding triple seat on the motor bike. The system should capture the number plate of the motor bike with ANPR and generate an alert with the evidence video. | |
| B. | The system should be able to detect the No Helmet violation for persons riding in triple ride and speed violation. | |
| 8 | General System Features | |
| A. | The system should support centralized or decentralized architecture. | |
| B. | The system should be developed and built on operating system agnostic platform, should work on Commercially Off the Shelf (COTS) servers and storage solutions and should be database agnostic. | |
| C. | The system should support virtual computing environment and should support all the industry leading virtualization platforms | |
| D. | The server software must run on Linux OS for security reason whereas the client software must be possible to run on Windows OS for easy operation | |
| E. | The system, when deployed in decentralized architecture, should work at location level independently, irrespective of the connectivity with the data center. The location server should synchronize the event data with the event server at the data center as and when the connectivity with the data center is available | |
| F. | The Software OEM must have support center in India for any customization or support required in future | |
| G. | The Software OEM must satisfactory running certificate for roadside installation from any Government Department. | |
| H. | The system should allow the operator to create continuous recording schedule for the camera based on the time of day and day of week. It should be possible to set the camera recording schedule for a single camera or a group of cameras or all cameras. | |
| I. | The system should allow the operator to set the effective timing of the various applications such as Speed, ANPR during the day. The system should allow the operator to create a weekly schedule to affect the video analytics. | |
| J. | The system should have published APIs to interface with external systems such as Command and Control Application, Incident Management System, etc. | |
| K. | The system should have integration with the e-Challan Management System and should offer the functionality to the operator to help in generating e-Challans automatically or manually. | |
| L. | The system should have the capability to integrate with the VAHAN / SARATHI / OPMS / RAMIS, CCTNS, ERSS, VLT & IRAD system to fetch vehicle related details as required and as made available by the VAHAN / SARATHI / OPMS / RAMIS, CCTNS system. | |
| M. | Vulnerability Assessment and Penetration Testing (VAPT) audit for the ITMS software is a must requirement, and the application has to follow the OWASP guidelines. | |

| Sl. No. | Functional Requirement Specifications | Compliance Yes/ No |
|-----------|--|--------------------|
| | Certificate for the VAPT audit report in the name of software OEM need to be submitted. | |
| 9 | SLA Management Feature | |
| A. | The desktop client should system health dashboard with vital system parameters for components such as Database Server, Recorder Servers, Local Workstation and Storage System (all available storages). The client should show the parameters such as CPU Core Usage, RAM Utilization and Storage Utilization. | |
| B. | The System health status for server, camera and storage should be visible on the screen as indicators with green color for good health and amber color for problems requiring attention | |
| C. | The client should have automatic or manual selection of hardware accelerator decoder or software accelerator decoder for smooth media rendering based on the available resources. | |
| D. | <p>The systems should have following features for logs and reports: Reports such as camera uptime availability, camera recording percentage, recording status, critical events, incident video, etc.</p> <ul style="list-style-type: none"> ○ Allow the operator to raise support ticket from the VMS client itself. ○ Continuous log of Server Status Messages, Camera Connectivity, Storage Status, Recording ON/OFF, User Activity Logs, etc. which should be accessed from the workstations using different filters. ○ Detailed listing of all active or incoming alarms with available filters for time period, alarm source, operator and alarm state. ○ Ability to reassign alarms to other operators based on change of state for one/multiple or all alarms, change of alarm priority, entering incident-specific log information and the suppression (snooze function) of alarms. ○ Ability to preview, view live or playback recorded images. ○ Automatically close an alarm based on a corresponding event. ○ Generate audit trail reports by incident. ○ Give full audit trail of the user activities in the system. | |

3.6 Technical Specifications of Video Management & Operator Functions

The bidder need to submit the compliance sheet for each of the items and corresponding to the defined features mentioned herewith during submission on OEM Letterhead for the said product. Any undisclosed information (if found out during evaluation phase) in terms of features, specifications may lead to the disqualification of the bidder.

3.6.1. Local Processing Unit (LPU)

| S. No. | Features | Technical Specifications | Compliance (Yes/ No) |
|--------|-----------------------------------|--|----------------------|
| | Make | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| | Model | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| 1. | Chassis /Enclosure | 2U or 4U chassis Rack Mount or Tower Type with Industrial Grade Fan | |
| 2. | Motherboard Generation | Motherboard supports i5 / i7 with CPU Cooler | |
| 3. | Motherboard | Intel Core i7 CPU or higher | |
| 4. | Memory | 4GB DDR3 RAM | |
| 5. | Hard Driver | 4TB, Grade HDD (Seagate SV35 or equiv.) /7000 RPM CPU | |
| 6. | Solid State Drive | 128 GB Industrial grade SSD | |
| 7. | Optical Drive | DVD R/W | |
| 8. | Operating System | UBUNTU –14.04 64 bits | |
| 9. | Motherboard Operating Temperature | 0 to 60°C | |
| 10. | Motherboard Storage Temperature | 0 to 60°C | |
| 11. | Physical Presence | Any globally reputed Manufacturer presence in India | |

3.6.2. ANPR Cameras and Housing

| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|---------------|--------------------|--------------------------------------|-------------------|
| CAMERA | | | |
| 1. | Image Sensor | 1/2" Progressive CMOS or better | |
| 2. | Maximum Resolution | 1920x1080 (2MP) or better | |
| 3. | Lens Type | Vari-focal | |
| 4. | Focal Length | f = 15 ~ 40 mm or better | |
| 5. | Aperture | F1.8 ~ F2.3 | |
| 6. | Auto-iris | P-iris (DC-iris reserved) | |
| 7. | Field of View | 11.6° ~ 34.2° (Horizontal) or Better | |
| | | 6.6° ~ 18.7° (Vertical) or Better | |

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| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|-----------------------------------|-------------------------------|---|--------------------------|
| | | 13.3° ~ 39.8° (Diagonal) or Better | |
| 8. | Day/Night | Removable IR-cut filter for day & night function | |
| 9. | Pan/Tilt/Zoom Functionalities | ePTZ: | |
| | | 48x digital zoom (4x on IE plug-in, 12x built in) | |
| 10. | On-board Storage | Slot type: SD/SDHC/SDXC card slot | |
| VIDEO | | | |
| 11. | Frame Rate | 60fps @ 1920x1080 or Better | |
| 12. | S/N Ratio | 60dB or Better | |
| 13. | Dynamic Range | 140 dB or better | |
| AUDIO | | | |
| 14. | Audio Capability | Two-way Audio | |
| 15. | Compression | G.711, G.726 | |
| 16. | Interface | External microphone input | |
| | | External line output | |
| IR Illuminator | | | |
| 17. | Beam Angle | 20° ~ 40° remote adjustable | |
| 18. | IR Distance | 260 meters or Better | |
| 19. | Input Power | 24VCD +or-10% | |
| | | 24VAC(50/60) +or-10% | |
| 20. | Power Consumption | 80W | |
| Camera Housing | | | |
| 21. | Ingress Protection | Weather-proof IP68-rated housing | |
| | | Vandal-proof IK10-rated housing | |
| 22. | Operating Temperature | 0° C ~ 60°C or Better | |
| 23. | Wavelength | 850nm | |
| Other Camera Specification | | | |
| 24. | IR Threshold | IR on:300 Lux | |
| | | IR off: 600 Lux | |
| | | RS485 configurable | |
| 25. | Shutter Time | 1/1,600 to 1/10,000 sec. or better | |
| 26. | Capture Range | 35 meters or better | |
| 27. | Power Input | AC 24V or DC 24V or PoE | |
| | | Max. 110W (AC 24V/DV24V), Suggested Power: | |
| | | AC 24V or DC24V / 5A | |
| 28. | Operating Temperature | Starting Temperature: 0°C ~ 60°C | |
| | | Working Temperature: | |
| | | -20°C ~ 60°C -40°C ~ 60°C, with optional cold start heater | |
| 29. | Humidity | 90% | |
| 30. | Video Compression | H.265, H.264 & MJPEG | |
| 31. | No of Streams | 4 simultaneous streams or Better | |
| 32. | Image Settings | Adjustable image size | |
| | | Quality and bit rate | |

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| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|---------------|----------------------------------|---|--------------------------|
| | | Time stamp | |
| | | Text overlay | |
| | | Flip & mirror | |
| | | Configurable brightness, contrast, saturation, sharpness, white balance, exposure control, gain | |
| | | Backlight compensation | |
| | | AE speed | |
| | | Scheduled profile settings | |
| | | HLC | |
| | | Defog | |
| | | 3DNR | |
| | | DIS | |
| | | Video rotation | |
| | | Lens profile | |
| | | LPC scene mode | |
| 33. | Network Users | Live viewing for up to 10 clients | |
| 34. | Protocols | DDNS, DHCP, DNS, FTP, HTTP, HTTPS, Ipv4, Ipv6, NTP, PPPoE, QoS, RTSP/RTP/RTCP, SMTP, SNMP, SSL, TCP/IP, TLS, UDP. | |
| 35. | Interface | 10Base-T/100BaseTX Ethernet (RJ-45) | |
| 36. | Alarm and Event – Alarm Triggers | Manual trigger, digital input, periodical trigger, system boot, recording notification, camera tampering detection, audio detection, advanced motion detection, SD card life expectancy, cybersecurity events (brute force attack event, cyberattack event, quarantine event) | |
| 37. | Alarm Events | Event notification using digital output, HTTP, SMTP, FTP, NAS server and MicroSD card | |
| | | File upload via HTTP, SMTP, FTP, NAS server and MicroSD card | |
| 38. | IP Camera Connectors | RJ-45 for Network/PoE connection | |
| | | DC12V/AC 24V power input | |
| 39. | Safety Certifications | IP Camera : CE, FCC, UL (All Three Mandatory) | |
| 40. | ONVIF | Should be an ONVIF Member. | |
| 41. | Certifications | IEC 62471, EN 50130-4, CE: EN61000-6- 3, EN60598-1, EN60598-2-5, FCC Class A, EN60529 | |
| 42. | Integrated Control | Built-in photocell for automatic IR on/off | |
| 43. | Make / Brand | Any globally reputed Manufacturer presence in India for last 5 Years. | |

3.6.3. Overview Bullet Network Camera

| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|---------------|-------------------------------|---|-------------------|
| CAMERA | | | |
| 1. | Image Sensor | 1/2.8" Progressive CMOS or better | |
| 2. | Maximum Resolution | 2560x1920 (5MP) | |
| 3. | Lens Type | Vari-focal | |
| 4. | Focal Length | f = 2.7 ~ 13.5 mm or better | |
| 5. | Aperture | F1.4 ~ F2.8 or better | |
| 6. | Auto-iris | P-iris | |
| 7. | Field of View | 30° ~ 100° (Horizontal) or Better | |
| | | 23° ~ 72° (Vertical) or Better | |
| | | 38° ~ 135° (Diagonal) or Better | |
| 8. | Shutter Time | 1/5 sec. to 1/32,000 sec | |
| 9. | WDR | 110dB or better | |
| 10. | S/N Ratio | 50DB or better | |
| 11. | Day/Night | Removable IR-cut filter for day & night function | |
| 12. | Minimum Illumination | 0.06 Lux @ F1.4 (Color) or better | |
| | | <0.01 Lux @ F1.4 (B/W),0 Lux with IR illumination on or better | |
| 13. | Pan/tilt/zoom Functionalities | ePTZ: | |
| | | 48x digital zoom (4x on IE plug-in, 12x built in) | |
| 14. | On-board Storage | Slot type: MicroSD/SDHC/SDXC card slot | |
| | | Seamless Recording | |
| VIDEO | | | |
| 15. | Compression | H.265, H.264 & MJPEG | |
| 16. | Frame Rate | 30 fps @ 2560x1920,30 fps @ 2560x1440,60 fps @ 1920x1080 | |
| 17. | Streams | 3 simultaneous streams or better | |
| 18. | S/N Ratio | 50dB or better | |
| 19. | Dynamic Range | 110 dB or better | |
| 20. | Video Streaming | Adjustable resolution, quality and bit rate control, Smart Stream III | |
| 21. | Image Settings | Time stamp | |
| | | Text overlay | |
| | | Flip & mirror | |
| | | Configurable brightness, contrast, saturation, sharpness, white balance, exposure control, gain | |
| | | Backlight compensation | |
| | | Privacy masks | |
| | | Scheduled profile settings | |
| | | HLC | |
| | | Embedded cybersecurity | |
| | | 3DNR | |
| | DIS | | |
| AUDIO | | | |

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| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|-----------------------------------|------------------------|---|--------------------------|
| 22. | Audio Capability | Two-way Audio (full duplex) | |
| 23. | Compression | G.711, G.726 | |
| 24. | Interface | Built-in Microphone | |
| | | External line input | |
| | | External line output | |
| Network | | | |
| 25. | Users | Live viewing for up to 10 clients | |
| 26. | Protocols | Ipv4, Ipv6, TCP/IP, HTTP, HTTPS, RTSP/RTP/RTCP, SMTP, FTP, DHCP, NTP, DNS, DDNS, PPPoE, SNMP, SSL, TLS | |
| 27. | Interface | 10 Base-T/100 Base TX Ethernet (RJ-45) | |
| 28. | ONVIF | Should be an ONVIF Member. | |
| Other Camera Specification | | | |
| 29. | Smart Motion Detection | Five-window video motion detection, human detection, time filter | |
| 30. | Alarm Triggers | Motion detection, manual trigger, digital input, periodical trigger, system boot, recording notification, camera tampering detection, audio detection, MicroSD card life expectancy | |
| 31. | Connectors | RJ-45 cable connector for 10/100Mbps Network/PoE connection | |
| 32. | Audio | Audio input | |
| | | Audio output | |
| 33. | Alarm Events | Event notification using digital output, HTTP, SMTP, FTP, NAS server and MicroSD card | |
| | | File upload via HTTP, SMTP, FTP, NAS server and MicroSD card | |
| 34. | Power Input | DC 12V | |
| | | IEEE 802.3af/at PoE Class 0 | |
| 35. | Ingress Protection | Weather-proof IP66-rated housing (Camera body) | |
| | | Vandal-proof IK10-rated metal housing (Camera body) | |
| 36. | Safety Certifications | IP Camera : CE, FCC, UL (All Three Mandatory) | |
| 37. | Operating Temperature | 0° C ~ 60°C or Better | |
| 38. | Humidity | 90% or better | |
| 39. | Make / Brand | Any globally reputed Manufacturer presence in India for last 5 Years. | |

Note: All the cameras, IR illuminators, Housing should be from single OEM.

3.6.4. Pole Security / Surveillance Camera

| SL. No. | Parameter | Desired Specifications | Compliance (Yes/ No) |
|---------|------------------------------------|--|----------------------|
| 1 | Make & Model | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. | |
| 2 | Image Sensor | 1/2.9" Progressive CMOS or better | |
| 3 | Maximum Resolution | 1920 x 1080 (2MP) | |
| 4 | Lens Type | Fixed-focal | |
| 5 | Focal Length | f = 3.6 mm | |
| 6 | Aperture | F2.1 | |
| 7 | Field of View | 78° (Horizontal), 42° (Vertical), 84° (Diagonal) | |
| 8 | Shutter Time | 1/5 sec. to 1/25,000 sec. or better | |
| 9 | Day/Night | Removable IR-cut filter for day & night function | |
| 10 | Minimum Illumination | 0.09 Lux @ F2.1 (Color), 0.03 Lux @ F2.1 (B/W) | |
| 11 | Pan/Tilt/Zoom Functionalities | ePTZ: 48x digital zoom (4x on IE plug-in, 12x built-in) | |
| 12 | IR Illuminators | Built-in IR illuminators, effective up to 25 meters or better, IR LED*10 | |
| 13 | On-board Storage | MicroSD/SDHC/SDXC card slot, Seamless Recording | |
| 14 | Video Compression | H.264 & MJPEG | |
| 15 | Maximum Frame Rate | 30 fps@ 1920x1080, In both compression modes | |
| 16 | Maximum Streams | 4 simultaneous streams or better | |
| 17 | S/N Ratio | 65 dB | |
| 18 | Dynamic Range | 67 dB or better | |
| 19 | Video Streaming | Adjustable resolution, quality and bitrate, Smart Stream II | |
| 20 | Image Settings | Time stamp, text overlay, flip & mirror; Configurable brightness, contrast, saturation, sharpness, white balance, exposure control, gain, backlight compensation, privacy masks; Scheduled profile settings, 3D noise reduction, video rotation, defog | |
| 21 | Network | | |
| 22 | Users | Live viewing for up to 10 clients | |
| 23 | Protocols | IPv4, IPv6, TCP/IP, HTTP, HTTPS, UPnP, RTSP/RTP/RTCP, IGMP, SMTP, FTP, DHCP, NTP, DNS, DDNS, PPPoE, CoS, QoS, SNMP, 802.1X, UDP, ICMP, ARP, SSL, TLS | |
| 24 | Interface | 10 Base-T/100 Base-TX Ethernet (RJ-45) | |
| 25 | ONVIF | Supported | |
| 26 | Intelligent Video Motion Detection | Five-window video motion detection | |
| 27 | Alarm Triggers | Motion detection, manual trigger, periodical trigger, system boot, recording notification, camera tampering detection | |
| 28 | Alarm Events | Event notification using HTTP, SMTP, FTP and NAS server, SD Card, File upload via HTTP, SMTP, FTP, NAS server and SD card | |
| 29 | Connectors | RJ-45 for Network/PoE connection | |

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| SL. No. | Parameter | Desired Specifications | Compliance (Yes/ No) |
|---------|-----------------------|---|----------------------|
| 30 | LED Indicator | System power and status indicator | |
| 31 | Power Input | IEEE 802.3af PoE Class 0 | |
| 32 | Power Consumption | Max. 10 W | |
| 33 | Casing | Weather-proof IP66-rated housing, Vandal-proof IK10-rated metal housing | |
| 34 | Safety Certifications | CE, LVD, FCC Class A, VCCI, C-Tick | |
| 35 | Operating Temperature | Starting Temperature: -10°C ~ 50°C (14°F~ 122°F), Working Temperature: -20°C ~ 50°C (-4°F~ 122°F) | |
| 36 | Humidity | 90% | |

3.6.5. Industrial Managed PoE+Switch

| S. No. | Technical Specifications | | Compliance (Yes/ No) |
|--------|---|--|----------------------|
| | Make | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| | Model | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| 1. | L2 Managed Industrial Switch with 8x10/100/1000 Base-T PoE+ ports and additional 2x1G Base-X ports accommodate SM/MM FO Module. | | |
| 2. | Should support PoE as per IEEE 802.3af and 802.3at with PoE budget of 120W or better. | | |
| 3. | Should have Minimum 20Gbps switching bandwidth and Min. 14Mpps Switch-forwarding rate. The switch should work Wire speed forwarding from day 1. | | |
| 4. | Layer 2 Features: Should support STP, RSTP, MSTP, IGMP v1/v2/v3 snooping, loop protection, STP root guard, Voice VLAN, MLD snooping (MLDv1 and v2), 16k MAC Table or more, PVST+ compatibility mode, VLAN Mirroring (RSPAN), Support IEEE 802.1Q (4000 VLAN IDs), Should support GARP VLAN Registration Protocol / GVRP, VLAN classification by protocol and port, VLAN Double tagging (Q-in-Q). | | |
| 5. | Resiliency: Should support IEEE 802.17/equivalent for sub 50ms ring protection in following scenario: single, dual fiber cuts in ring, Control Plane Prioritization (CPP), Loop Detection and Loop protection. | | |
| 6. | Security: Should support ACL based on L2 and L3, DHCP (Server, Relay and Client), IP Source guard, DAI, Private VLAN, AAA, Authentication (MAC, Web and IEEE 802.1x), BPDU Protection, sflow or equivalent, SSLv2 and SSLv3, TACACS+, LAG. | | |
| 7. | Qos: Policy-based QoS based classifying traffic based on MAC, Port, VLAN, Protocol, Tail drop for queue congestion control, Strict priority/ weighted round robin. | | |
| 8. | Management: CLI, GUI, USB or memory card slot for taking backup of software release files configurations, DDM –Optical digital diagnostic monitoring as per SFF – 8472 or equivalent, UDLN or equivalent ,Time Domain Reflectometry/ equivalent, RMON 4 groups, SNMPv3, Support ECO Friendly Mode, LLDP-MED, IEEE 802.3az, SNMPv6, Telnetv6 and SSHv6. | | |
| 9. | The switch should support Static Routing, ping pooling and trace route. | | |
| 10. | Should support Ipv4 and Ipv6 dual stack. | | |
| 11. | Should inherently support operating temperature range of 0°C to 60°C or Better. | | |
| 12. | Switch Certifications: RoHS compliant, UL, EN, FCC, | | |
| 13. | Switch and FO Module should be from same OEM | | |

RFP for Selection of SI for Intelligent Enforcement Management System

| S. No. | Technical Specifications | Compliance (Yes/ No) |
|---------------|---|-----------------------------|
| 14. | Any globally reputed Manufacturer should have presence in India | |

3.6.6. Industrial UPS

| S. No. | Features | Technical Specifications | Compliance (Yes/ No) |
|---------------|---------------------------|--|-----------------------------|
| | Make | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| | Model | To be clearly mentioned. All the relevant product brochures, manuals, licenses must be submitted | |
| | Input Parameters | | |
| 1. | Input Voltage | 120~300 VAC | |
| 2. | Input Frequency Variation | 50 / 60Hz ± 10Hz Auto Sensing | |
| 3. | Output Parameters | | |
| 4. | Voltage AVR Mode | 200~245V | |
| 5. | Voltage Battery Mode | 230VAC ±10% | |
| 6. | Frequency (Hz) on Battery | 50/60Hz ± 0.1Hz | |
| 7. | Waveform | Simulated Sine Wave | |
| 8. | Transfer Time (ms) | 4-8 ms Typical | |
| | SYSTEM FEATURES | | |
| 9. | Audible Alarms | Low Battery, Overload, Short Circuit and Fault Conditions | |
| 10. | LED Display | AC Mode : Green Lighting, Battery Backup Mode : Orange Lighting, Fault Mode : Red Lighting | |
| 11. | Protection | Battery Low, Overload, Short Circuit, AC Input Low/ High & Fault conditions | |
| 12. | Degree of Protection | IP 20 | |
| 13. | Cold Start | Yes | |
| 14. | Type of Enclosure | ABS | |
| 15. | Nos. of Power Outlet | 3 | |
| 16. | STANDARD | | |
| 17. | Quality | ISO 9000, ISO 14001, OHSAS 18001, ISO 27001, BIS and RoHS | |
| 18. | Safety | IEC/EN62040-1 | |
| 19. | EMC / Performance | IEC/EN62040-2, IEC/EN62040-3, Complying to CE | |
| | ENVIRONMENT | | |
| 20. | Temperature | Operating: 0~45°C, Storage: -10°C ~ 55°C | |
| 21. | Humidity / Altitude | 0~95% RH Non-condensing / <1500 M | |
| 22. | Noise | Low Audible Noise Level | |
| 23. | Communication Port | RS-232 / USB (Optional) | |
| 24. | Voltage Stabilizer | 1KVA (Automatic) | |
| 25. | BATTERY | | |
| 26. | Voltage | 24V DC | |
| 27. | Internal Battery | 2x12V/9AH | |
| 28. | Type | Sealed Maintenance Free Lead Acid VRLA | |
| 29. | Recharge Time | 6-8 Hours to 90% After Complete Discharge | |
| 30. | MAF | Manufacturing Authorization Form should be attached with tender | |

| S. No. | Features | Technical Specifications | Compliance (Yes/ No) |
|--------|-------------------|---|----------------------|
| 31. | Presence in India | Any globally reputed Manufacturer presence in India | |

3.6.7. Desktop Computer for CCC

| Sl. No. | Desired Specification | | Compliance (Yes/ No) |
|---------|-----------------------------|---|----------------------|
| | Make | To be clearly mentioned. All the relevant product brochures and manuals must be submitted | |
| | Model | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. | |
| | Processor | 9 th Generation Intel Core i7- or equivalent/ higher AMD Processor, minimum 4 Core | |
| | Speed | Minimum 4 GHz | |
| | Chipset | Compatible Chipset on OEM Motherboard | |
| | Graphics | NVIDIA Quadro P620 or Better | |
| | Memory | 8 GB GDDR5, Memory Interface 128-bit, dual channel expandable up to 64 GB with minimum 4 DIMM slots | |
| | Hard Disc | 2TB SATA II 3.0 Gbps HDD, 7200 RPM or better | |
| | Optional Drive | 22X Internal SATA DVD WRITER | |
| | Audio | Integrated HD audio with 5.1 surround sound & multi streaming capability | |
| | Network | On-board Gigabit (10/100/1000 Mbps) Ethernet Controller with WOL support | |
| | Expansion Bus | Minimum 1 x PCI E X16 slot ,2x PCI E X1 slot | |
| | Interfaces | Minimum 4 nos. SATA on-board, 1serial port, min 3 USB (V3.0) ports (2 front), 1 Line in , 1 Line out, 1 RJ-45 , 1 VGA, Display Connectors 4x Mini DisplayPort 1.4 | |
| | Keyboard & Mouse | USB Mechanical Keyboard 107 Keys or more, USB Optical Scroll Mouse with antistatic mouse pad (Same Make as PC) | |
| | Monitor | 32" LED Monitor , Maximum resolution – 1366 x 768; Response time (typical)- 5ms ; 24x7 Industrial Monitor | |
| | OS | Windows 10 Professional or higher OS Pre-Loaded. Product key/ license striker should be there. | |
| | OS Support | Microsoft Windows 10 Professional | |
| | Warranty | 3 years comprehensive on-site OEM Warranty | |

3.6.8. Desktop Computer for PS

| Sl. No. | Desired Specification | Compliance (Yes/ No) |
|---------|-----------------------------|---|
| | Make | To be clearly mentioned. All the relevant product brochures and manuals must be submitted |
| | Model | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. |
| | Processor | 7 th Generation Intel Core i7- or equivalent/ higher AMD Processor, minimum 4 Core |
| | Speed | Minimum 4 GHz |
| | Chipset | Compatible Chipset on OEM Motherboard |
| | Graphics | Inbuilt |
| | Memory | 8 GB GDDR5, Memory Interface 128-bit, dual channel expandable up to 64 GB with minimum 4 DIMM slots |
| | Hard Disc | 1TB SATA II 3.0 Gbps HDD, |
| | Optional Drive | 22X Internal SATA DVD WRITER |
| | Network | On-board 2GBPS Ethernet Controller |
| | Expansion Bus | Minimum 1 x PCI E X16 slot ,2x PCI E X1 slot |
| | Interfaces | Minimum 4 nos. SATA on-board, 1serial port, min 3 USB (V3.0) ports (2 front), 1 Line in , 1 Line out, 1 RJ-45 , 1 VGA, Display Connectors 4x Mini DisplayPort 1.4 |
| | Keyboard & Mouse | USB Mechanical Keyboard 107 Keys or more, USB Optical Scroll Mouse with antistatic mouse pad (Same Make as PC) |
| | Monitor | 24" LED Monitor, Maximum resolution – 1366 x 768; Response time (typical)- 5ms; 24x7 Industrial Monitor |
| | OS | Windows 10 Professional or higher OS Pre-Loaded. Product key/ license striker should be there. |
| | OS Support | Microsoft Windows 10 Professional |
| | Warranty | 3 years comprehensive on-site OEM Warranty |

3.6.9. 1000VA UPS for PS

| S. No. | Parameter | Required Specifications | Compliance (Yes/ No) | Deviations, if any |
|--------|--|--|----------------------|--------------------|
| 1. | Make & Model | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. | | |
| 2. | Type | Microcontroller based | | |
| 3. | Capacity | 1000 VA / 800 Watts @ 0.8 power factor | | |
| 4. | Input voltage | 230 V AC single phase, L-N +PE | | |
| 5. | Input Voltage Range | 140 V AC – 300 V AC | | |
| 6. | Input Frequency | 50 Hz +/- 10% | | |
| 7. | Output Voltage | 220 V +/- 10% (under line mode) 220 V +/- 5% (under battery mode) | | |
| 8. | Output Frequency | 50 Hz +/- 1% (under battery mode) | | |
| 9. | Output waveform | Simulated Sine wave / Modified Sine wave | | |
| 10. | Noise | < 45 dB at 1 meter | | |
| 11. | Protection | Battery Overload, Battery deep-discharge, Battery Overcharge, Short Circuit | | |
| 12. | Alarm | Battery modes: Low Battery, Overload, Battery, Replacement/ Fault conditions | | |
| 13. | AVR | Built in Automatic Voltage Regulator (AVR) | | |
| 14. | Indicators | LED indicators for AC Mains, Load on Mains/Battery, Back-up mode, Fault conditions | | |
| 15. | Battery Type & back-up time | Batteries shall be of Sealed Maintenance Free (SMF) type. The system must be capable of providing requisite battery back-up time of at least 30minutes using SMF Batteries as per VAH rating below : SMF Make: EXIDE/ QUANTA/ CSB/ UPLUS/ ROCKET/ Panasonic or any reputed brand complying with JIS C 8702-1:2009 or IEC 60896-21 | | |
| 16. | Required VAH | 1000 VAH Total number of batteries, Voltage of each battery, ampere-hour rating of each battery offered to be specified. | | |
| 17. | Recharge Time to 100% capacity | Less than or equal to 8 hours after complete discharge, in full load | | |
| 18. | Communication | USB Port for monitoring UPS Status and Automatic shutdown of Computer during Low Battery Condition | | |
| 19. | Ambient Conditions | Temperature: 0 – 40 degrees Celsius Relative Humidity: up to 95% non-condensing | | |
| 20. | AC Output SOCKETS & Input Cable | Minimum 4 Nos. (230V/ 5A ISI mark) sockets Input Cable should be at least 1 meter or more. | | |
| 21. | Certifications | CE Certification, ISO 9001, ISO 14001, OHSAS 18001, BIS and RoHS, IEC/EN62040-2, IEC/EN62040-3, Complying to CE, IEC/EN62040-1, Copies of the above certifications should be submitted with the Technical Bid | | |

3.6.10. 2X2 -50" LASER Full HD Video Wall and Controller

| Sl. No | Features | Specifications | Compliance (Yes/ No) |
|--------------------------|-----------------------------------|--|----------------------|
| 1 | Make/ OEM | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. | |
| 2 | Model | To be clearly mentioned. All the relevant product brochures and manuals must be submitted. | |
| LVS Specification | | | |
| 3 | Configuration | Video wall cubes of 50" diagonal in a 2 x 2 configuration complete with base stand | |
| 4 | Cube & Controller | Cube & controller should be from the same manufacturer | |
| 5 | Reputed Company | The OEM should be an established multinational in the field of video walls and should have installations around the world | |
| 6 | Native Resolution | Full HD (1920x 1080) | |
| 7 | Light Source Type | Laser light source, Individual cube should be equipped with multiple laser banks and each laser bank should have an array of diodes. | |
| 8 | Brightness of Projection engine | Minimum 2000 lumens | |
| 9 | Brightness of Cube | Minimum >500 nits | |
| 10 | Brightness Uniformity | ≥ 95% | |
| 11 | Dynamic Contrast | 1000000:1 or more | |
| 12 | Control | IP based control to be provided | |
| 13 | Remote | IR remote control should also be provided for quick access | |
| 14 | Screen to Screen Gap | ≤ 0.2 mm | |
| 15 | Inputs | Digital DVI, HDMI | |
| 16 | Cooling Inside Cube | As per OEM standard | |
| 17 | Cube Depth | Total Cube depth should be ≤744 mm | |
| 18 | Monitoring of critical parameters | Internal Temperature, Brightness, Cooling, Light Source Status, should be possible to demonstrate these parameters through active monitoring interface | |
| 19 | Maintenance Access | Rear | |
| 20 | Cube Size | Each cube should have a screen size of 1107mm wide and 623mm high and depth ≤ 470 mm | |
| 21 | Cube control & Monitoring | Videowall should be equipped with a cube control & monitoring system | |
| | | Should be able to control & monitor individual cube, multiple cubes and multiple video walls | |
| | | Provide videowall status including Source, light source, temperature, fan and power information | |
| | | Should provide a virtual remote on the screen to control the videowall | |
| | | Input sources can be scheduled in "daily", "periodically" or "sequentially" mode per user convenience | |
| | | System should have a quick monitor area to access critical functions of the videowall | |
| | | User should be able to add or delete critical functions from | |

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| Sl. No | Features | Specifications | Compliance (Yes/ No) |
|---------------|---------------------------|---|-----------------------------|
| | | quick monitor area | |
| | | Automatically launch alerts, warnings, error popup windows in case there is an error in the system | |
| | | User should be able to define the error messages as informational, serious or warning messages | |
| | | Automatically notify the error to the administrator or user through a pop-up window and email | |
| | | Status log file should be downloadable in CSV format as per user convenience | |
| | | Controller Specification | |
| 22 | Display & Controller | Display & Controller should be from the same manufacturer | |
| 23 | Reputed Company | The OEM should be an established multinational in the field of video walls and should have installations around the world | |
| 24 | Display controller | Controller to control 4 displays with 4 outputs, 4 DVI Inputs along with necessary software's | |
| 25 | Chassis | 19" industrial Rack mount, Lockable front door to protect drives | |
| 26 | Operating System Platform | Window 7- 64 bit | |
| 27 | Processor options | Xeon/ i3/i5/ i7 | |
| 28 | RAM | Std. 4 GB DDR3, higher on request | |
| 29 | HDD | Support up to minimum 2 HDD, Std.: 500 GB, can be upgraded on request | |
| 30 | Networking | Dual-port Gigabit Ethernet Controller inbuilt, Supports Add on copper/ optical fiber adapters | |
| 31 | Input / Output supported | Serial ATA, LAN, 2x RJ45 LAN ports, USB 2.0 port | |
| 32 | RAID | RAID 0, 1, 5, 10 supports | |
| 33 | Power Supply | (1+1) Redundant hot swappable | |
| 34 | Cooling | Forced cooling | |
| 35 | Indicators | LED's for HDD activity and Power status | |
| 36 | Switches | Power On/Off and System Reset | |
| 37 | Monitoring options | CPU, FAN, Temperature | |
| 38 | Accessories | DVD +RW, Keyboard and mouse | |
| 39 | Voltage | 100-240V @ 50/60 Hz | |
| 40 | Redundancy support | Power Supply, HDD, Cooling FAN, LAN ports | |
| 41 | Scalability | Display multiple source windows in any size, anywhere on the wall | |
| 42 | Control functions | Brightness / contrast / saturation/ Hue/ Filtering/ Crop / rotate | |
| 43 | Outputs | 4 DVI | |
| 44 | Resolution support | DVI: 1920x1200 RGB: 2048x1536 | |
| 45 | DVI Inputs | 4 DVI | |
| 46 | Accessories | DVD-R,DVD+RW, Keyboard, mouse | |
| 47 | Power Supply | (1 + 1) Redundant AC-DC high-efficiency power supply, AC Voltage 100 – 240V, 50-60Hz | |

RFP for Selection of SI for Intelligent Enforcement Management System

| Sl. No | Features | Specifications | Compliance (Yes/ No) |
|---------------------------|--|--|----------------------|
| 48 | Operating Conditions | Operating Temperature: 10° to 40°C, Humidity: 10 – 90% non-condensing | |
| Wall management SW | | | |
| 49 | Scaling and display | Software to enable the user to display multiple sources in any size and anywhere on the display wall. | |
| 50 | Auto Source Detection | Software should support for auto source detection | |
| 51 | Layout Management | Should support for Video, RGB, DVI, Internet Explorer, Desktop Application and Remote Desktop Monitoring Layouts | |
| 52 | Scenarios | Software should able to Save and Load desktop layouts from Local or remote machines | |
| 53 | Layout Scheduler | All the Layouts can be scheduled as per user convenience, Software should support auto launch of Layouts according to specified time or event by user | |
| 54 | Layout Preview | Software should support layout preview option | |
| 55 | Launch Application | Software should be able to support | |
| 56 | Integration with 3 rd party devices | System should offer interface to enable control from 3 rd party devices like Creston,AMX etc. | |
| 57 | Live Preview | Software should able to provide live preview of videowall | |
| 58 | Workspace allocation | System should provide functionality to the administrator to define and allocate workspace for an operator or a group of operators when working on a Video wall | |
| 59 | Authentication | Software should offer 4 levels of Authentication (User accounts, Permissions for functionality & Roles etc). | |
| 60 | Offline Layouts | It should be possible to create offline layouts | |
| 61 | User friendly | Software should be user friendly | |
| 62 | Ticker | Ticker message can be positioned anywhere on the display wall. Inside the ticker window, font size, color and background can be set | |
| 63 | Ticker Type | Software should able to prepare three kinds of tickers: text ticker, RSS ticker and time ticker | |
| 64 | SNTP | System should support SNTP function | |
| 65 | Protection | System should have Hardware License key to protect the software from unauthorized access. | |

3.6.11. Surge Protector

| Sl. No | Feature | Technical Specification | Compliance (Yes/No) |
|--------|----------------------|--|---------------------|
| 1 | SURGE SUPPRESSION | Energy Dissipation (Data and Power lines): 2.1 Joules Ethernet Maximum Common Mode Voltage: 75 V Ethernet Maximum Common Mode Current: 200 A DC Power Line Maximum Common Mode Voltage: 93 V DC Power Line Maximum Common Mode Current: 16 A | |
| 2 | ENVIRONMENTAL | IP54 | |
| 3 | TEMPERATURE | Operating Temperature: 0°C to +60°C or better | |
| 4 | PHYSICAL CONNECTIONS | 2 x RJ-45 | |
| 5 | Presence in India | Any globally reputed Manufacturer presence in India | |

3.6.12. Junction box

| Sl. No | Features | Compliance (Yes/No) |
|--------|--|---------------------|
| 1 | Enclosure should be Powder Coated | |
| 2 | Enclosure should be Compatible as per Site Requirement | |
| 3 | Enclosure Should be Dust and Water Protected | |
| 4 | Enclosure should be with Proper Cooling Arrangement | |
| 5 | Enclosure should be with Double lock Protection | |
| 6 | Enclosure Should be With Tamper Alarm Protection | |

3.6.13. Junction Box Security Sensor

| SL No | Item | Technical Specification | Compliance (Yes/No) |
|-------|------------------------|---|---------------------|
| 1 | Sensor Specification | Sensor should be 4-wired connection with tamper loop, up to 15 mm gap functionality with NC output. Contact Rating – 10W, 12/24 V DC. 0.5 A | |
| 2 | Sensor solution detail | Sensor should sense any unauthorised access to Junction box and at the same time it will integrated with ITMS. An audio-Visual alarm should be generated at CCC for further action. | |
| 3 | Alarm / Hooter | The junction box should have Alarm / Hooter for any unwanted tampering event. The hooter must create loud alert sound. | |

3.6.14. Radar Based Speed Display System

| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|------------------|------------------------|---|-------------------|
| 1 | Speed Digits | Height : 11 Inches, Display : 7 Segment | |
| 2 | LEDs | Ultra-bright Polycarbonate coated ,3-row thick, tricolour: Amber, Green and Red | |
| 3 | Led Angle | 22° cone angle, auto-dimming | |
| 4 | Power Consumption | Ultra-low power consumption. Average <SW | |
| DETECTION | | | |
| 5 | Doppler Radar | Dual direction, K-Band, 24.125 GHz (FCC part 15 compliant) | |
| 6 | Accuracy | + / - Mph, 99% accuracy | |
| 7 | Beam Width | 12° Horizontal – 25° Vertical | |
| 8 | Speed Detection | 10-150 Kmph | |
| 9 | Detection Range | Minimum 100 Mtrs | |
| 10 | External Integration | Siren Can be Integrated, if needed | |
| CASING | | | |
| 11 | Material | Aluminium | |
| 12 | Waterproof Rating | Nema 4R / IP65 | |
| 13 | Temperature Resistance | -15°C to +60° (Operational in extreme weather conditions) | |
| 14 | Electrical Safety | Two fuses (Internal & External), internal pressure safety valve | |

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| Sl. No | Feature | Technical Specification | Complied (Yes/No) |
|------------------------------|-------------------------|--|-------------------|
| 15 | Communication | Ethernet / RS232 / RS 485 and GSM | |
| Traffic Data Analysis | | | |
| 16 | Speed | Average and maximum speed, 85 th percentile, distribution per speed group | |
| 17 | Count | Estimated vehicle count | |
| 18 | Type | Time-stamped data for both directions of the road | |
| 19 | Memory Storage | Up to 1 million vehicles | |
| 20 | Format | Charts and graphs in Excel and/or Pdf form, for easy report printing | |
| POWER OPTIONS | | | |
| 21 | “SOLAR” (solar-powered) | Internal solar regulator, solar panel, 2 batteries | |
| 22 | SOLAR PANEL | 32” X 37”, 80-watt solar panel | |
| 23 | BATTERIES | 12V/22AH batteries | |

3.6.12 Variable Messaging Signboard (VMS)

| Sl. No | Features | Technical Specification | Complied (YES/NO) |
|---|--|---|-------------------|
| Technical Specifications for Variable Message Sign. Or Display | | | |
| 1 | Brightness | 3000 Nits or Better | |
| 2 | Contrast Ratio | 04:03 | |
| 3 | Refresh Rate | ≥120Hz or Better | |
| 4 | Grey Scale | 256 Levels per color or Better | |
| 5 | Viewing Angle (Horizontal, Vertical) | H120° x V60° or Better | |
| 6 | Power Consumption | Input Power Frequency 50 or 60Hz | |
| 7 | Pixel Matrix | 64 x 256 per Cabinet or Better | |
| 8 | Operating Temperature | 20° to 50° or Better | |
| 9 | Grey Scale per Color | 256 Levels per color or Better | |
| 10 | Nits per Sq. mm | 3000 or Better | |
| 11 | Pixel Density per Sq. ft. or Sq. m | 10000 per sq. m or Better | |
| 12 | Lifetime | 100000 Hour or Better | |
| 13 | IP Rating | (Front/Rear) IP IP65/IP54 or Better | |
| 14 | Viewing Distance for Outdoor | 10-100 Meters or Better for Best Viewing Distance. | |
| 15 | Controller Card for Content Distribution | The Controller should be communicating with Sim Based Option and ETHERNET LAN Based Option to the Central Control Software. | |
| VMS Functional Requirement | | | |
| 1. | VMS should be capable to Display text messages in AMBER Font with Text Scrolling | | |
| 2. | VMS Screen should be divided into Two parts | | |
| 3. | Clock can be scheduled in one of the zones | | |
| 4. | LED board should support Text and pictograms | | |

| Sl. No | Features | Technical Specification | Complied (YES/NO) |
|--------|---|-------------------------|-------------------|
| 5. | LED blackout feature should be available in Single Color LED | | |
| 6. | Central Control Software should allow controlling multiple VMD from one console. | | |
| 7. | It should be capable of being programmed to display an individual message to a VMD or a group of VMD's at a pre-set date and time | | |
| 8. | The VMD workstation at the ICCC should communicate with the VMD controller through the network. | | |
| 9. | It should send out command data to the variable message display controller and to confirm normal operation of the signboard. In return, the VMD workstation should receive status data from the VMD controller. | | |
| 10. | Operating status of the variable message display should be checked periodically from the Command Control Center. | | |
| 11. | Capable of controlling and displaying messages on VMD boards as individual/group | | |
| 12. | Capable of controlling and displaying multiple font types with flexible size and picture sizes suitable as per the size of the VMD. | | |
| 13. | Brightness of the Display should be controlled from Central Controller Software. | | |

3.6.13 Chemical Earthing

Plate electrodes shall be made of copper plate of 3.00 mm thick and 30 x 30 cm size. The plate shall be buried vertically in ground at a depth of not less than 2 meters to the top of the plate, the plate being encased in salt and charcoal to a thickness of 15 cm all round. It is preferable to bury the electrode to a depth where subsoil water is present. Earth leads to the electrode shall be laid in a GI pipe and connected to the plate electrode with brass, bolts, nuts and washers. A GI pipe of not less than 25mm dia. Shall be placed vertically over the plate and terminated in a funnel at 5 cm above the ground. The funnel shall be provided with a wire mesh. The funnel shall be enclosed in a masonry chamber of 45 cm x 45 cm x 30 mm dimensions. The chamber shall be provided with heavy duty C.I. cover and C.I. frame. The earth station shall also be provided with a suitable permanent identification using painting.

3.7 Technical Specifications for Gantry, VMS and Radar Poles

With due consideration on the climatic condition at Odisha, the gantry structure need to ensure and withhold extreme climatic conditions including Cyclonic Storm (up to gusting speed of 200 KMPH, Torrential Rains etc.)

The bidder shall also ensure that the cameras, LPUs and all associated IT equipment's should also comply with the above requirements and configuration or alignment should not get disturbed at regular intervals.

Please refer Annexure 9 onwards for more details.

4. Instructions to Bidders

4.1 Basic Definitions

In this document, the following terms shall have following respective meanings: -

- ❖ **“RFP”** means the detailed notification seeking a set of solution(s), service(s), materials and/or any combination of them
- ❖ **“PBC”** means Pre-Bid Conference
- ❖ **“Bidder”** means any firm or group of firms or companies (called consortium) offering the solution(s), service(s) and/ or materials asked for in the RFP. The word Bidder, when used in the pre-award period shall be synonymous with Bidder, and when used after intimation of successful bidder shall mean the successful bidder, also called ‘Vendor or System Integrator (SI)’, with whom Office of Transport Commissioner signs the Contract.
- ❖ **“Party”** means Office of Transport Commissioner or Bidder, individually and “Parties” shall mean Office of Transport Commissioner and Bidder collectively.
- ❖ **“Proposals”** mean proposals submitted by Bidder (s) in response to the RFP issued by Office of Transport Commissioner for selection of SI.
- ❖ **“Evaluation Committee”** means committee constituted for evaluation of RFP proposals, as deemed competent by Office of Transport Commissioner.
- ❖ **“Consultant”** mean competent personnel of eligible firms/ organizations, who will be providing the consultancy services to Office of Transport Commissioner.
- ❖ **“Personnel or Resources”** means professional and support staff to be provided by the SI to perform services to execute an assignment and any part thereof.
- ❖ **“Contract Agreement”** means the Agreement to be signed by the Successful Bidder and Office of Transport Commissioner.
- ❖ **“Contract”** is used synonymously with agreement.
- ❖ **“GoI”** shall mean Government of India
- ❖ **“Gov. /GoO/Government/Govt. of Odisha”** shall mean Government of Odisha.
- ❖ **“Go-Live/ System Go-Live”** Shall mean that the successful completion of installation of Hardware at all locations and the software is ready in all respect i.e. designing, development, testing, security certification & implementation of software application. This implies the software can now be used by all the end users together as will be defined in the detailed Software Requirement Specifications document.
- ❖ **“LoI”** means issuing of Letter of Intent which shall constitute the intention of the Tenderer to place the purchase order with the successful bidder
- ❖ **“OEM”** means Original Equipment Manufacturer Company, that is incorporated in India or abroad, who has management control over the manufacturing/ production process, Quality Assurance, Procurement of Raw materials/ manufacturing process inputs marketing and warranty services of the resultant products.
- ❖ **Rates/Prices”** means prices of supply of equipment and services quoted by the Bidder in the Commercial Bid submitted by him and/or mentioned in the Contract
- ❖ **“Services”** means the work to be performed by the System Implementer pursuant to this Contract, as detailed in the Scope of Work
- ❖ **“Acceptance”** means the Government’s written certification that following installation, the system(s) (or specific part thereof) has been tested and verified as complete and/or fully operational, in accordance with the acceptance test defined in the Acceptance Test Documents.

- ❖ **“Acceptance Test Documents”** means a mutually agreed document which defines procedures for testing the functioning of the system, against requirements laid down in the agreement. It should define tests to be carried out, test equipment and expected test results.
- ❖ **“Authorized Representative”** shall mean any person/agency authorized by either of the parties.
- ❖ **“Documentary evidence”** means any matter expressed or described upon any substance by means of letters, figures or marks intended to be used for the recording of that matter and produced before a court.
- ❖ **“Installation and Commissioning”** Means installation of the Hardware/ Software is completed at all locations on all the systems and Office of Transport Commissioner has signed and approved the installation report.
- ❖ **“Law”** shall mean any Act, notification, by law, rules and regulations, directive, ordinance, order or instruction having the force of law enacted or issued by the Government of India or State Government or regulatory authority or political sub-division of government agency.
- ❖ **“Site”** shall mean the location(s) for which the Contract has been issued and where the service shall be provided as per Agreement
- ❖ **“Tenderer”** shall mean the authority issuing this Request for Proposal (RFP) and the authority under whom the project is to be implemented, operated, managed etc. and this authority shall be the Office of Transport Commissioner, Odisha
- ❖ **“UAT”** shall mean the developed application functionalities are accepted and signed-off by the end users

4.2 Bid Submission

- Bid documents can be seen in the website: www.orissatransport.nic.in and/or www.odisha.gov.in
- Bidders have to remit their Tender Fee and Earnest Money Deposit/ Bid security amount specified at **“FACT Sheet”** during the submission of the bids. The bidders with non-submission of Tender Fee or EMD amount shall be treated as incomplete bid and their bid will not be further evaluated.
- **All the submitted documents (PQ, TQ & Commercial) should be legible with clear visibility and all sections must be properly indexed with page numbers.**
- Bids received shall be opened from the office of the State Transport Authority, 7th Floor, Conference Hall, Rajaswa Bhawan, Cuttack – 753002 or any office location as deemed suitable and convenient by STA. If the office happens to be closed on the last date of opening of the bids as specified, the bids will be opened on the next working day at the same time and venue.
- After opening of the Financial bid, the original documents of the successful bidder as per requirement of the RFP will be verified at the offices of the undersigned.
- The authority reserves the right to cancel any or all bids without assigning any reason at any phase of the evaluation or tendering process.

Bidder shall submit tenders in parts as detailed out in this section, each in a separate folder super-scribed with the RFP document number (Pre-Qualification, Technical Bid and Commercial Bid).

Envelope -I (Submission of Tender Fee of Rs. 10,000 in the form of DD and EMD of Rs.35,00,000.00 in shape of DD or BG from any nationalized / scheduled bank in prescribed format as mentioned in the RFP). Bid will not be accepted without EMD and Tender Fee and if not submitted the said bidder will be rejected and no further evaluation of their submitted bid will happen.

Envelope- II (Submission of Pre-Qualification Documents) :Response to PRE-QUALIFICATION BID (in PDF format only) complete with all details in all respects along with Pre-Bid Checklist (Annexure – 7). STA reserves the right to cancel the bid of the bidder without any further communication to the bidder, if documents submitted are missing or shortfall as per requirements and bid will be treated as non-compliant. These documents needs to be put in an Envelope super scribed as **“Pre-Qualification Documents”**.

Bidders are also requested to please make sure that all documents are posted in Pre-Qualification Envelope only. The bidder also needs to submit a Compact Disc (CD) containing the soft copy version of the PQ Documents. They shall also ensure that each file size of their submitted documents in CD should not exceed 20MB [e.g. if all the supporting documents for Pre-Qualification be 75 MB (Master Copy), then the master copy be split into 4 files of sizes 20 MB + 20 MB + 20 MB + 15 MB] and posted in CD only.

Envelope –III (Submission of Technical Proposal Documents): Response to TECHNICAL BID complete with all technical details along with Technical Evaluation Checklist (Annexure – 8). This Envelope needs to be super scribed as **“Technical Qualification Documents”**.

Bidders are also requested to please make sure that all documents are posted in Technical Qualification Envelope only. The bidder also needs to submit a Compact Disc (CD) containing the soft copy version of the TQ Documents. They shall also ensure that each file size of their submitted documents in CD should not exceed 20MB [e.g. if all the supporting documents for Technical Qualification be 75 MB (Master Copy), then the master copy be split into 4 files of sizes 20 MB + 20 MB + 20 MB + 15 MB] and posted in CD only.

Envelope –IV (Submission of Financial Proposal Documents) :Response to FINANCIAL / COMMERCIAL BID with full price details (Microsoft excel format- BOQ as well as PDF of other financial formats mentioned in the RFP) needs to be super scribed as **“Commercial Bid”**. The Microsoft excel format need to comply with the submission of their financials in prescribed excel and format only.

Note: Filling up and submission of prices in any of the envelopes I, II and III might render the bidder disqualified. STA reserves the right to cancel the bid of the bidder without any further communication to the bidder, if documents submitted are missing or treated shortfall as per requirements and bid will be treated as non-compliant.

Envelope –V (To contain Envelope I, Envelope II, Envelope III and Envelope IV) and super scribed “To the Transport Commissioner, Odisha, Submission of Bid in response to RFP No _____ Dt. _____ for Selection of System Integrator for Intelligent Enforcement Management System Project.

Only detailed complete bids in the prescribed forms and templates indicated in the RFP shall be received prior to Tender cannot be pre-opened and cannot be submitted after due date and time. Therefore, only aftersatisfying that all the documents have been uploaded, the Bidder should activate submit button. Any lapse in submission of the required documents is responsibility of the bidder only.

4.3 Bidding terms and Conditions

The points are elaborated in following sub-sections

4.3.1 Bidder Queries / Clarifications on RFP

- III. All Requests for Clarifications (RFC) on the bidding terms or the specifications or any statement in this RFP document should be sent in the **Excel sheet format only** provided in this RFP document. **The bidder needs to send the queries at least 2 days prior to the pre-bid meeting date.**
- IV. All RFCs should be sent by email from email id of the designated contact person of the bidder from his/her official email id to the email provided in fact sheet, on or before date and time specified in the RFP. Telephone calls or in person, interviews or discussions will not be accepted/entertained. Office of Transport Commissioner will not take the responsibility to acknowledge the receipt of the queries by email. In no event will Office of Transport Commissioner be responsible for ensuring that bidders' inquiries have been received by Office of Transport Commissioner.
- V. Office of the Transport Commissioner will share the answers of the important queries from bidders at the Pre-bid meeting and publish response to the queries in its website.
- VI. Office of the Transport Commissioner will attempt to provide reasonable response/answers to all queries submitted by the potential bidders. However, Office of Transport Commissioner makes no representation or warranty as to the completeness of any response, nor does Office of Transport Commissioner undertake to answer all queries that have been posed by the bidders.
- VII. Office of the Transport Commissioner will not be responsible for any queries, which any of the bidders claim to have sent and which did not reach the designated email ids of Office of the Transport Commissioner.
- VIII. Any queries or clarifications related to the RFP should be sent to the email id listed in the RFP (staroadsafety@gmail.com) with the text "[The PROJECT –IEMS, <COMPANY NAME>, < Queries>]" needs to be included in the subject line.
- IX. No pre-bid query shall be accepted after the specified date & time & without the pre-bid query format specified in the RFP.
- X. **In view of office memorandum F.No 6/18/2020-PPD dated 23rd July 2020 issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, all participating tenderers, Vendors or service providers should comply the restrictions under rule 144(xi) of General financial Rules (GFR). If any of the bidder fail to comply then the bid will be rejected without any further notice.**
- XI. Bidder to mention the required infra at Odisha State Data center to host the proposed application in their Technical proposal.

4.3.2 Pre-Bid Conference

- I. Pre-bid of the bidders shall be convened at the designated date, time and place.
- II. A maximum of two representatives of each bidder shall be allowed to participate during online pre-bid conference.
- III. The purpose of the conference is to provide bidders with information regarding the RFP and the requirements of Office of Transport Commissioner, and to provide each bidder an opportunity to seek clarifications regarding any aspect of the RFP.
- IV. During Pre-bid Conference, the bidder will be free to seek clarifications, make suggestions for consideration of Office of the Transport Commissioner. Office of the Transport Commissioner shall endeavor to provide clarifications, and such further information as it may, in its sole discretion, consider appropriate for facilitating a fair, transparent and competitive selection process.
- V. In case of any change in the actual date, time and venue of the Pre-Bid conference from what is indicated in this RFP, the same will be published on the websites: www.orissatransport.nic.in and/or www.odisha.gov.in
- VI. Representatives of the prospective bidders’ organization may attend the pre-bid conference at their own cost and using their own facility.
- VII. The tentative venue for the Pre-bid conference is listed in the RFP.
- VIII. Incase if the pre-bid meeting is conducted via Video Conference (Virtual meeting) due to Covid-19 pandemic situation, the meeting link shall be sent to the interested bidder prior the meeting along with pre-bid meeting norms & rules. In case of online pre-bid conference, each bidder will be given an opportunity to voice their most important but relevant queries (max. 3 nos.). Each bidder will be permitted to attend the online conference with any 2 designated representatives/employees.
- IX. Due to this global pandemic situation, it is to be noted that, the guidelines or regulations by the competent authority are being modified frequently. So, during the bidding phase the STA authority may change the norms, Dates, Time, place or mode of activity to abide the guidelines of the central ministry or competent authority.

4.3.3 Clarification on Tender Document

A prospective Bidder requiring any clarification on the RFP Document may submit his queries, in writing ONLY by e-mail to the following e-mail address: staroadsafety@gmail.com. **The Bidder should submit the Queries in Excel File only. No PDF format will be accepted and may lead to not addressing the queries posted by the bidder.** The Bidders will have to ensure that their queries (if any) should reach the above-mentioned e-mail id on or before at least 2 days before the pre-bid meeting date. Queries received beyond the above-mentioned date & time will not be entertained/ addressed, at any cost.

Format for sending queries:

| S. No. | Pg. No. | Section No. | Sub-section. (if any) | RFP statement requiring clarification | Type of Query (PQ/ Technical/ Payment milestone/ Legal, Others.) | Proposed Clarification/ Amendments |
|--------|---------|-------------|-----------------------|---------------------------------------|--|------------------------------------|
| 1. | | | | | | |
| 2. | | | | | | |
| 3. | | | | | | |

4.4 Proposal Validity

- ❖ The bid shall remain valid for at least for 180 days from the last date for submission of proposal/ bid. Bidder should ensure that in all circumstances, its bid fulfills the validity condition. Any bid valid for a shorter period will be liable for rejection as non-responsive.
- ❖ In exceptional circumstances, Office of The Transport Commissioner, Odishamay solicit bidder's consent to an extension of the period of validity. The request and the responses thereto shall be made in writing or by Fax. Bid Security/EMD shall also be suitably extended or amended. A bidder granting the request is neither required nor permitted to modify the bid.

4.5 Contacting the Purchaser

- ❖ No Bidder shall contact the Purchaser on any matter relating to its bid; from the time of the bid opening to the time the Contract is awarded.
- ❖ However, the Purchaser may contact the Bidders during evaluation.
- ❖ Any such effort by a Bidder influencing the Purchaser's bid evaluation, bid comparison or contract award decisions may result in the rejection of the bid.

4.6 Modification and Withdrawal of Bid

- ❖ The bidder may modify or withdraw its bid after submission, provided that written notice of the modification including substitution or withdrawal of the bids is received by Office of Transport Commissioner prior to the deadline prescribed for submission of bids.
- ❖ No bid shall be modified after the deadline for submission of bids.
- ❖ No bid may be withdrawn in the interval between the deadline for submission of bids and the expiration of the period of Bid validity specified by the bidder on the Bid Form. Withdrawal of a Bid during this interval may result in the bidder's forfeiture of its Bid security/EMD and /or any other action as per law.

4.7 Correction of Errors

The person signing the bid must initial erasures or other corrections. The Bidder further agrees that in the event of any obvious errors, Office of Transport Commissioner reserves the right to waive such errors in its sole discretion. However, Office of Transport Commissioner has no obligation under any circumstances to waive such errors.

- ❖ Errors & Rectification: Arithmetical errors will be rectified on the following basis: "If there is a discrepancy between the unit price and the total price that is obtained by multiplying the unit price and quantity, the unit price shall prevail and the total price shall be corrected, unless, in the opinion committee, there is obviously a gross error such as a misplacement of a decimal point, in which case the line item total will govern.
- ❖ If there is a discrepancy between words and figures, the amount in words will prevail or whichever is lower.
- ❖ If there is no price quoted for certain material or service, the line material shall be treated as zero with no financial liability to Office of Transport Commissioner.
- ❖ If there are 2 or more bidders having the same value in the final score, the bidder securing the highest technical score will be adjudicated as the "Best responsive bid" for award of the assignment.
- ❖ Bidders are advised to exercise greatest care in entering the pricing figures. No requests regarding correction of mistakes in the financial bids will be entertained after the quotations are opened.

- ❖ Where there is a discrepancy between the amount mentioned in the bid and the line item total present in the Schedule of Prices, the amount obtained on totaling the line items in the Bill of Materials will govern.
- ❖ The amount stated in the proposal, adjusted in accordance with the above procedure, shall be considered as binding, unless it causes the overall tender price to rise, in which case the bid price shall govern.

4.8 Bid currency

Prices for services offered shall be quoted in Indian National Rupees (INR) only.

4.9 RFP Document Cost

Bidder should make a non-refundable payment of Rs.10,000 (Ten thousand) for the tender document through DD payment in favor of, "Transport Commissioner" drawn from Nationalized Bank, payable at Cuttack.

4.10 Bid Security/EMD

- ❖ All bidders shall furnish, as part of its Pre-Qualification Bid, an Earnest Money Deposit / Bid Security amounting to Rs.35, 00,000 (Thirty-five Lakh only). Bids without this bid security/EMD will be rejected.
- ❖ Unsuccessful bidder's Bid security will be discharged or returned within sixty (60) days after the expiration of the period of Bid validity prescribed.
- ❖ The successful bidder's Bid security will be released upon the bidder signing the Contract Agreement, and they should furnish the Performance Bank Guarantee (PBG) Security of 10 % of the contract value and validity till closure of the project. The validity of the PBG will get extended if the project is not completed and 3 months after project closure.

4.11 Deadline for Bid Submission

- a) Bids received after the due date and the specified time (including the extended period if any) for any reason whatsoever, shall not be entertained and shall be returned unopened.
- b) The bids submitted by telex/telegram/fax/e-mail etc. shall not be considered. No correspondence will be entertained on this matter.
- c) Office of the Transport Commissioner shall not be responsible for any delay or non-receipt/ non-delivery of the documents. No further correspondence on the subject will be entertained.
- d) Office of the Transport Commissioner reserves the right to modify and amend any of the above stipulated condition/criterion depending upon project priorities vis-à-vis urgent commitments.

4.12 Miscellaneous

1. The Selection Process shall be governed by, and construed in accordance with, the laws of India and the Courts at Cuttack shall have exclusive jurisdiction over all disputes arising under, pursuant to and/or relating to the Selection Process.
2. Office of Transport Commissioner can choose not to proceed with any bidder with respect to one or more categories of services/requirements outlined in this RFP; and can choose to suspend the project or to issue a new RFP for this project that would supersede and replace this RFP.
3. Office of Transport Commissioner, in its sole discretion and without incurring any obligation or liability, reserves the right, at any time, to:

- a. suspend and/or cancel the Selection Process and/or amend and/or supplement the Selection Process or modify the dates or other terms and conditions relating thereto;
 - b. Consult with any bidder to receive clarification or further information;
 - c. Retain any information and/or evidence submitted to Office of Transport Commissioner by, on behalf of and/or in relation to any bidder; and/or
 - d. Independently verify, disqualify, reject and/or accept all submissions or other information and/or evidence submitted by or on behalf of any bidder.
4. It shall be deemed that by submitting the Proposal, the bidder agrees and releases Office of Transport Commissioner, its employees, agents and advisers, irrevocably, unconditionally, fully and finally from any and all liability for claims, losses, damages, costs, expenses or liabilities in any way related to or arising from the exercise of any rights and/or performance of any obligations hereunder, pursuant hereto and/or in connection herewith and waives any and all rights and/or claims it may have in this respect, whether actual or contingent, whether present or future.
 5. All documents and other information supplied by Office of Transport Commissioner or submitted by a Bidder shall remain or become, as the case may be, the property of Office of Transport Commissioner. Office of Transport Commissioner will not return any submissions made hereunder. Bidders are required to treat all such documents and information as strictly confidential.
 6. Office of Transport Commissioner reserves the right to make inquiries with any of the clients listed by the bidders in their previous experience record.
 7. This RFP does not commit Office of Transport Commissioner to award a contract or to engage in negotiations. Further, no bidder is entitled for any claims for cost incurred in making the proposal cost may be incurred in anticipation of award of contract.
 8. Timing and sequence of events resulting from this RFP shall ultimately be determined by Office of Transport Commissioner.
 9. No oral conversations or agreements with any official, agent, or employee of Office of Transport Commissioner shall affect or modify any terms of this RFP, and any alleged oral agreement or arrangement made by a bidder with any Office of Transport Commissioner, agency, official or employee of Office of Transport Commissioner shall be superseded by the definitive agreement that results from this RFP process. Oral communications by Office of Transport Commissioner to bidders shall not be considered binding on Office of Transport Commissioner, nor shall any written materials provide by any person other than the authorized representative of Office of Transport Commissioner
 10. Neither the bidder nor any of bidder's representatives shall have any claims whatsoever against Office of Transport Commissioner or any of their respective officials, agents, or employees arising out of or relating to this RFP or these procedures (other than those arising under a definitive service agreement with the bidder in accordance with the terms thereof).
 11. This RFP does not commit Office of Transport Commissioner to enter into an agreement or similar undertaking with the bidder or any other organization and Office of Transport Commissioner shall have the right to reject or accept any proposal or offer, or any part thereof (e.g., any component of any proposed solution) for any reason whatsoever.
 12. No oral communication by either party will be recognized as official communication or a commitment. The only permitted mode of communication by either party will be through email id of the respective authorized persons and only those communications will be considered as commitments.

5. Tender Evaluation

Process of Evaluation: The bid evaluation shall be done on **Quality–cum–Cost Based Selection(QCBS) method with 80 % weightage to Technical Evaluation Score and 20% to Financial Evaluation Score**. The evaluation will consist of the following phases and detailed out later in relevant section of the RFP :

Phase I: Evaluation of Pre-Qualification Eligibility Criteria

Phase II: Evaluation of Technical Criteria

Phase III: Evaluation of Financial Bid

Phase IV: Combined Evaluation of Technical & Financial

5.1 Definition of Consortium

If bidder is a consortium of firms, the consortium must provide the details of formation of the consortium, percentage of share or contribution in the value of services to be offered by each consortium member and the role and responsibility and delivery obligation of each member of the consortium with reference to this project. **The total number of consortium members cannot exceed 3 (Three), including the lead member of the consortium.** Any consortium member can't participate as a member of any other consortium or apply in its individual capacity for this Project. Lead bidder shall be the single point of contact (SPOC) for all communications and deliverables envisaged as part of this project and in case of any escalation.

The consortium member who would do the implementation of the application donning the role of System Integration services should be nominated as the Lead Bidder. The bid shall be signed by lead bidder and shall be legally binding simultaneously on all partners of consortium.

Along with the Pre-Qualification bid, the bidder should provide the details of all consortium partners as per format of "Details of Bidder(s)". Along with the Pre-Qualification bid, the bidder should submit Consortium Agreement amongst members of the consortium for providing specific services and deliverable responsibility as mentioned in the technical bid. Consortium agreement between consortium members must include at least following conditions:

- ❖ Lead member of the consortium
- ❖ Members other than lead member of the consortium
- ❖ Share of each member of the consortium in the value of services to be offered
- ❖ Role of each member and division of work and delivery obligation of each member
- ❖ Coordination and management mechanism amongst consortium members including escalation matrix
- ❖ Financial arrangements including division of risks and liabilities amongst consortium members
- ❖ Power of Attorney to the lead partner or its authorized signatory to incur liabilities and receive instructions for and on behalf of any and all partners of the consortium and the entire execution of the Contract, including payment, shall be done exclusively with the lead partner.
- ❖ The lead partner of consortium shall meet the criterion as detailed in following sections.
- ❖ The composition or constitution of the consortium shall not be altered during the term of contract without the prior written approval of the client.
- ❖ The original stamped consortium agreement shall be attached along with the Pre- qualification proposal.

5.2 Consortium Requirements

The Bidder for participation in the Selection Process, maybe (a) a single entity or (b) a Consortium, coming together to execute the project. No Member at any given point of time, may assign or delegate its rights, duties, deliverables or obligations or Sub-Contract under the agreement to any external agencies except with prior written consent of the Office of Transport Commissioner. The Lead member will be responsible for overall

implementation of work and cannot assign or delegate its rights, duties or obligation under the Agreement throughout the contract period. No Bidder applying individually, or as a member of a Consortium, as the case may be, can be member of other consortia bidding for the project.

In case of Consortium bids, bidders are advised to choose partners with responsibility, it may be noted that no change in the consortium shall be permitted post submission of bids, unless the performance of the contract is being compromised by a consortium partner in which case Office of Transport Commissioner may permit a change in the consortium after taking such action including levy of damages, penalties as deemed fit by Office of Transport Commissioner.

It is expected that the Lead Member would be authorized to incur liabilities and to receive instructions and payments for and on behalf of the Consortium. Office of Transport Commissioner expects that Lead Member should have complete responsibility pertaining to execution of assignment.

5.3 Evaluation Process

- a) Office of the Transport Commissioner will constitute a Proposal Evaluation Committee to evaluate the responses of the bidders
- b) The Proposal Evaluation Committee constituted by the Office of the Transport Commissioner shall evaluate the responses to the RFP and all supporting documents & documentary evidence. Inability to submit requisite supporting documents or documentary evidence, may lead to rejection of the Proposal or may be blacklisted or debarred.
- c) Each of the responses shall be evaluated to validate compliance of the bidders according to the Pre-Qualification, Technical and Financial criteria, Forms and the supporting documents specified in this document as per requirements.
- d) The decision of the Proposal Evaluation Committee in the evaluation of responses to the Request for Proposal shall be final. No correspondence will be entertained outside the evaluation process of the Committee.
- e) The Proposal Evaluation Committee may ask for meetings with the bidders to evaluate its suitability for the assignment in case of any discrepancy or abnormality in the bids being noticed.
- f) The Proposal Evaluation Committee reserves the right to reject any or all proposals.
- g) Bidders will be called for POC demonstration only in case of if they are meeting the technical qualifications. Hence bidder have to score minimum 80% in technical evaluation aggregated value of point A, B & C i.e. 80% of 65 marks. (excluding the live demo & presentation marks)
- h) The live demonstration or POC can be conducted during the day and /or nighttime as per the decision of the STA authority. Prior intimation with evaluation parameters and rules & regulation will be communicated to the eligible bidder. **During the POC, the bidders need to conduct the demonstration with their proposed Equipments and Solution as mentioned in their submitted document, if any deviation is noticed in any respect, the bidder will be blacklisted.**

- i) All the supporting documents of hardware specifications (datasheet etc.) should be available in the public portal also & the committee may validate the documents. In case of non-availability of such documents in the public portal will lead the bid to rejection.

5.4 Evaluation Committee

The Evaluation Committee, constituted by Office of the Transport Commissioner, shall evaluate the Pre-qualification, Technical and Financial proposals. The Committee may choose to conduct negotiation or discussion with short-listed bidder as per the procedures. The decisions of the Evaluation Committee(s) in the evaluation of the Pre-qualification, Technical and Commercial bids shall be final. No correspondence will be entertained outside the process of negotiation / discussion with the Committee(s).

5.5 Confidentiality of Process

Information relating to the examination, clarification, evaluation and comparison of proposals, and recommendations for the award of the project shall not be disclosed to bidders or any other persons not officially concerned with such process until the award to the successful bidder has been announced.

5.6 Pre-Qualifications Evaluation

This is an open tender and thus bids are invited from all the vendors, who qualify the eligibility criteria mentioned herein along with Technical criteria mentioned as part of the RFP. It is expected that bidders must propose a solution to all the components mentioned in the RFP.

Vendors can collaborate, form teams with OEMs and consortiums but in any case the number of consortiums should not be more than three including the lead bidder.

If it has been found out during evaluation or later stage (even after award of the Work Order to successful bidder) any individual company has submitted or participated in more than one proposal will be disqualified.

The bidder or lead bidder(in case of consortium) should have past experience in implementing and developing large scale CCTV / surveillance / video analytics applications and solutions, having domain knowledge of intelligent traffic management or enforcement management to work with government bodies and organizations. The prime bidder may be required to carry out comprehensive survey and feasibility study at its own cost, before submitting the offer. It is recommended that bidder must visit locations before bidding and must acquire full knowledge about locations requirements and bidder must know all technical – application – system feasibility and requirements there on.

Pre-Qualification Criteria

| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements |
|----------|-----------------|---|---|
| 1. | Legal Entity | The Lead bidder and all the consortium partners (in case of Consortium) should be registered under the Companies Act, 1956 and in existence for at least 5 years (as on 31 st March 2015) should be in related field | <ul style="list-style-type: none"> • Copy of Certificate of Incorporation (Col) countersigned by authorized signatory of the Lead Bidder or Consortium Partner whose Col is being produced (in case of Consortium) • Consortium agreement to be submitted, In case of Consortium. |
| 2. | Annual Turnover | The bidder/ Lead Partner of consortium (in case of Consortium) is required to have minimum cumulative Annual Turnover of Rs. 40.00 Crores in aggregate for the last 3 financial years i.e. FY 2017-18, FY 2018-19 & FY 2019-20 and should have minimum turnover of Rs.15 Cr in last financial year (2019-20). | <ul style="list-style-type: none"> • Audited Balance sheet and Profit & Loss account statement of the Bidder / each Partner (in case of Consortium) for each of the last 3 FYs. • Certificate duly signed by Statutory Auditor / CA of the Bidder / respective Consortium Partner (in case of Consortium) |

RFP for Selection of SI for Intelligent Enforcement Management System

| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements |
|-----------------|----------------------------|--|---|
| 3. | Technical Capability | The Bidder/ Lead Partner of consortium (in case of Consortium) should have worked where the CCTV / Electronic Surveillance/ANPR had been installed in at-least 1 Project, with value >= INR 1 crore, with any Central / State Government Departments / PSU in India in last five financial years. | Copy of Work Order / Agreement having the scope of work, client details and project value clearly mentioned. |
| 4. | Power of Attorney | Power of Attorney in the name of the Authorized Signatory of the Bidder or Lead Bidder (in case of consortium) | As per format provided in this RFP |
| 5. | Local Presence | The Bidder or Lead Bidder (in case of consortium) firm should have its office in Odisha. | Document in support of address proof of office premises in Odisha. OR Undertaking as per format provided to open a project office in Odisha within a period of one month of signing the contract. |
| 6. | Blacklisting | The Bidder / All Consortium Partners (in case of consortium)/OEM should not have been Blacklisted/Banned by any State / Central Government in India/PSUs/ Any Government Internationally as on bid submission date for corrupt, fraudulent or any other unethical business practices or for any other reason. | As per format provided for the bidder and each bidder of the consortium in case of consortium signed by the authorized signatory |
| 7. | PAN | The bidder and the consortium Partners should have PAN (Permanent Account Number) with Income Tax authority in India. | Copy of PAN card of the bidder/ each bidder of the consortium (in case of consortium) |
| 8. | Goods & Services Tax (GST) | The bidder and consortium partners should have Goods & Services Tax Identification Number (GSTIN) in India. | Copy of GST registration copy of the bidder/ each bidder of the consortium (in case of consortium) |
| 9. | OEM Certificate | Copy of Tender Specific Authorization Certificate from Manufacturer/Authorized Dealer should be submitted for all products to be supplied otherwise the bid may be rejected. The bidder must submit and mention in MAF Form from OEMs for comprehensive support for 5 years. The letter from respective OEM should also confirm about the authorization of the bidder and that products quoted are not end-of-life for the further period of 5 years. Support including spares, software upgrades shall be made available for next 5 years from date of acceptance/taking over of the system on request. | MAF Form stating the Tender Ref. No |
| 10. | OEM | The major OEM (Camera, Software, | Declaration along with |

RFP for Selection of SI for Intelligent Enforcement Management System

| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements |
|-----------------|---|--|--|
| | Infrastructure | Network Active & Passive components, Display, UPS, and Servers) must have operational office and service center in India. | documentary evidence needs to be submitted. |
| 11. | Resource competency (Technical Resources= 2 Nos.) during Implementation and integration phase | Technical Resource with 7-10 years of relevant experience only and having at least two implementation and integration experiences on the proposed solution in CCTV, Surveillance, ANPR, Networking Domain. Minimum qualification for the resources should be B.E./B.Tech/MCA/ M.Sc. /M. Tech etc. from recognized university and full-time courses. | Theresources mentioned during bid submission should be deployed for the project implementation phase onsite at Cuttack. No replacement of resources will be entertained. |
| 12. | General Bidder or OEM clause | Model Clause / certificate, In view of office memorandum F.No.6/18/2019-PPD dated 23 rd July 2020 issued by Public Procurement Division, Department of Expenditure, Ministry of Finance | Bidders or OEM to provide certificate on letterhead signed by authorized signatory regarding compliance as per Annex III of the mentioned order. |
| 13. | The members of the consortium should enter into a Memorandum of Understanding (MOU) for the purpose of submitting the bid and the same should be submitted along with the proposal. | MOU signed between consortium partners for the project. | Copy of the signed MoU |

Note:

- ❖ Bidder to qualify every pre-qualification criterion mentioned in this section to be eligible for next stage of technical evaluation. If any of the document is found missing or unreadable or unauthorized shall lead to the bid rejection without seeking any clarification.
- ❖ In view of office memorandum F.No 6/18/2019-PPD dated 23rd July 2020 issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, all participating tenderers, Vendors or service providers should comply the restrictions under rule 144(xi) of General financial Rules (GFR). If any of the bidder fail to comply, then the bid will be rejected.
- ❖ FY is as per Indian FY. i.e. 1Apr – 31 Mar period.
- ❖ Compliance to the specifications mentioned in the RFP is to be given only on the letter head of the respective OEM. MAF from the OEM is essential and a mandatory requirement.

Please submit Pre-Qualification Submitted Documents Checklist as per Annexure 7 also.

Bidders are also requested to please make sure that all documents are posted in Pre-Qualification Folder only. They shall also ensure that each file size of their submitted documents should not exceed 20MB [e.g. if all the supporting documents for Pre-Qualification be 75 MB (Master Copy), then the master copy be split into 4 files of sizes 20 MB + 20 MB + 20 MB + 15 MB]

5.7 Technical Evaluation

In this part the Bidders who have qualified the Pre-Qualification Eligibility criteria will be evaluated. The technical bid will be evaluated on the parameters described in the following section:

Analysis of Technical bid

In this part, the technical bid will be analyzed and evaluated and the technical; bid marks(TS)shall be assigned to each bid based on following evaluation matrix.

Technical Bid Score: The Technical Bid Score “TS” of the Bidder shall be derived as under:

$$TS = (TM / TH) \times 100$$

where

TS is the Technical Bid Score

TM= Total Technical bid marks of the bidder under consideration

TH= Highest total Technical bid marks amongst all evaluated bids.

Technical Evaluation Criteria

| Sl. No | Criteria | Parameters | Max. Marks | Supporting Documents | Marking Criteria |
|---|--------------------|--|------------|--|---|
| A. Company Competence = 15 Marks | | | | | |
| 1 | Company Competence | Minimum three years of experience of the bidder, (in case of Consortium Prime bidder) in IT/ ICT infrastructure projects / CCTV Surveillance System / Smart City/ City wide Surveillance system in last 3 financial years in India. Additional 2 marks for bidder (Prime bidder, in case of Consortium) if they have R&D Facility, at least 2 Patents filed in CCTV, Surveillance system. Subject to maximum up to 7 years of relevant experience | 10 | Work Order /Client Certificate/Agreement Copies/Completion Certificate clearly indicating the scope of work and year of engagement. Submission of R&D Facility Details on Company Letter Head signed by Auth. Signatory and Patents details with dates filed etc. | <ul style="list-style-type: none"> • 3 Years – 3 Marks • 5 Years – 5 Marks • 7 Years – 7 Marks • 10 Years – 10Marks <p>Additional 2 marks for bidder (Prime bidder, in case of Consortium) if they have R&D Facility, at least 2 Patents filed in CCTV, Surveillance system. Subject to maximum up to 7 years of relevant experience.</p> |

RFP for Selection of SI for Intelligent Enforcement Management System

| Sl. No | Criteria | Parameters | Max. Marks | Supporting Documents | Marking Criteria |
|--|---|---|------------|---|---|
| 2 | Certificate 1 Certificate 2 | ISO 9001:2015 ISO 27001:2013 | 2.5 2.5 | Valid Certification copy Valid Certification copy | ISO 9001:2015= 2.5 Marks ISO 27001:2013= 2.5 Marks |
| B. Relevant Project Experience = 40 Marks | | | | | |
| 3 | Implementation Experience | Design & Implementation of IT/ICT infrastructure projects and City wide CCTV Surveillance System / Smart City / all with the Value of projects minimum 1 Cr. Each in last 5 financial years in India | 15 | Work Order /Client Certificate/Agreement Copies/Completion Certificate clearly indicating the scope of work and value of contract and year of engagement. | <ul style="list-style-type: none"> • 1 Projects = 3 Marks • 2 Projects = 6 Marks • 3 Projects = 9 Marks • 4 Projects = 12 Marks • 5 Projects = 15 Marks |
| 5 | Domain Experience | Integration of CCTV based Public Safety and Traffic Control services over minimum 150 IP cameras during last 5 financial years in India | 15 | WO/Client Certificate/Agreement Copies/Completion Certificate clearly indicating the Scope of the Project. The work executed for any Ministry/ Department of Gov/ State/UT Government/ Government Organizations | <ul style="list-style-type: none"> • Project of 100-150 Cameras = 3 marks • Project of 151-300 Cameras = 6 marks • Project of 301 - 450 Cameras = 9 marks • Project of 451-600 Cameras = 12 marks • Project of 601-750 & more Cameras = 15 marks |
| 6 | Maintenance Experience | Project for maintenance of fully IP based CCTV surveillance for ITMS/ Smart City/ Airport / any Ministry/ Department of Gov/ UT Government/ State Government Organizations in last 5 financial years in India | 10 | WO/Client Certificate/Agreement Copies/Completion Certificate clearly indicating the Scope of the Project and year. | <ul style="list-style-type: none"> • 1 Project = 5 marks • 2 Projects = 10 marks |
| C. Product Technical Compliance 10 Marks | | | | | |
| 7 | Certificate for Speed violation detection | The technology including solution proposed by bidder for speed violation detection | 5 | Valid Certification copy should certify from NABL accredited laboratory of Government of India | SPEED test certificate of vehicles at 120- 140kmph = 2 Marks SPEED test certificate of vehicles more than 140 kmph and above = 5 Marks |
| 8 | Software Development Company | CMMI level 3 certificate | 5 | Valid Certification copy | Valid Certificate = 5 Marks Non- Availability = 0 Marks |

RFP for Selection of SI for Intelligent Enforcement Management System

| Sl. No | Criteria | Parameters | Max. Marks | Supporting Documents | Marking Criteria |
|---|--------------|--|------------|---|--|
| D. Technical Presentation and Live Demo = 35 Marks | | | | | |
| 9 | Live Demo | Demonstration and Proof of Concept (PoC) | 25 | Bidders needs to show proposed Product demo to evaluation Committee | Bidder who did not score the pass mark in the POC shall be rejected & shall not enter into the Financial evaluation irrespective of the total technical score. |
| 10 | Presentation | | 10 | Evaluated by the Evaluation Committee Members as designated by Office of Transport Commissioner | Understanding the Scope, Approach & Methodology for carrying out implementation at sites for establishing ANPR, Surveillance system, Network design and establish connectivity to command center. Approach & Methodology for Operations & Maintenance of ANPR, CCTV based Traffic Management system. = 5 Marks Thought Process and Point of View (PoV) for providing Surveillance services using Artificial Intelligence (AI) and Internet of Things (IoT) and adoption of the same in current project. = 5 Marks |
| Total Marks | | | 100 | | |

Please submit Technical Evaluation Submitted Documents Checklist as per Annexure 8 also.

Bidders are also requested to please make sure that all documents are posted in Technical Folder only. They shall also ensure that each file size of their submitted documents should not exceed 20MB [e.g. if all the supporting documents for Technical Qualification be 80 MB (Master Copy), then the master copy be split into 4 files of sizes 20 MB + 20 MB + 20 MB + 20 MB]

Live Demo and Presentation date will be communicated to eligible bidders in due course of time.

CVs for Resources during Operation & Maintenance Phase: Furthermore, Bidder or Lead Bidder (in case of consortium) need to include 2 CVs for Resources(one resource needs to be familiar and experience in

project specific Hardware and Infrastructure related activities and other resource needs to be experienced in project specific software and application part) which the bidder need to provide during O&M Phase (for 3 Years)and the resources will be deployed for the project onsite at Odisha.

The resources provided should have minimum qualification B.E./B.Tech/MCAwith minimum 3– 5 years of relevant experience and knowledge of working on ANPR Applications, Forms, Data Field, Database Architecture, Cameras, Integration & API Integrities, Hardware. They should be capable of handling day to day activities and troubleshooting for application and hardware or infra related issues along with liasioning between different departments, OEMs, other agencies based on business requirements. These Resource CVs will not be considered for any evaluation. Moreover, resources mentioned during bid submission cannot be changed and prior approval is required from Office of the Transport Authority. The replacement will be considered only on genuine reasons and submission of replacement requirement proof thereof.

The Office of Transport Commissioner / Designated Bid Evaluation Committee reserves the right to modify the evaluation process at any time or stage during the Tender process, without assigning any reason, whatsoever, and without requirement of intimating the Bidder of any such changes at any time during the process of evaluation. Office of Transport Commissioner / Bid Evaluation Committee may seek specific clarifications from any or all Bidders, based on requirements and importance for seeking clarifications.

The bidder has to obtain minimum 80% score from section A, B & C $\{(15+40+10)*80\}=52.0$ of technical marking criteria to get the invitation of Live Demo/ POC. The bidders scoring below 80% shall be rejected for further evaluation process without POC & shall not enter into the financial evaluation.

POC date & guidelines will be communicated to eligible bidders in due time and giving a week's time or as deemed suitable to the bidder to arrange for logistics. **During the POC, the bidders need to conduct the demonstration with their proposed Equipments and Solution as mentioned in their submitted document, if any deviation is noticed in any respect during any stage of POC or after, the bidder will be blacklisted.**

5.8 Financial Evaluation

In this phase, the Financial Bids of the Bidder, who are technically qualified after TQ and POC shall be opened. Formula to determine the scores for the Financial Bids shall be as follows.

$$FS = (FL/F) \times 100$$

Where,

FS is the Financial Score of Price submitted under consideration.

FL is the total value of the lowest Commercial Bid under consideration.

F is the total price quoted by bidder in the bid under consideration.

5.9 Combined Evaluation of Technical & Financial

Technical Score shall be given 80% weightage in total score and Financial Score shall be given 20% weightage in total score as described below:

❖ The Total score of the Bidder will be determined as under:

$$\text{Total Score} \Rightarrow (T) = (0.8 \times TS) + (0.2 \times FS)$$

The bid of the bidder, who obtains the highest T value, will be rated as the Most Responsive Bid. In the event of the same T score of bidders, the bid with the highest Technical score (TS) will be rated as the most responsive bid. Beyond that, Bid Evaluation Committee will decide the matter in its full discretion.

Office of Transport Commissioner will have the right to negotiate with the successful bidder. The decision of the Office of Transport Commissioner shall be final and binding on the bidders.

Rounding off

All measurements and calculations shall be in the metric system and calculations done up to 2 (two) decimal places, with the third digit of 5 (five) or above being rounded up and below 5 (five) being rounded down. In case of money calculations where such amounts shall be rounded off to the nearest INR.

5.10 The rights of Office of Transport Commissioner to accept or reject any or all Bids

- ❖ Office of the Transport Commissioner, Odisha reserves the right to accept or reject any or all bid(s) or to annul the bidding process at any time prior to award of contract, without thereby incurring any liability to the affected Bidder(s) or any obligation to inform the affected Bidder (s) of the grounds for the Office of Transport Commissioner's action.
- ❖ The acceptance of the RFP response will rest with the Office of Transport Commissioner, which does not bind itself to accept any specific bid and reserves the right to reject any or all the tenders received, without assigning any reason. All bids in which any of the prescribed conditions are not fulfilled or are incomplete in any respect are liable to be rejected. Canvassing about this RFP is strictly prohibited, and the proposal responses submitted by the Bidders, who may resort to canvassing, will be liable to rejection or blacklisting.

5.11 Forfeiture of Bid Security/ EMD

The Bid security may be forfeited either in full or in part, at the discretion of Office of Transport Commissioner, on account of one or more of the following reasons:

- ❖ The bidder withdraws his bid during the period of Bid validity specified by him on the Bid Letter Form (i.e. between the deadline for submission of bids and the expiration of the period of Bid validity specified by the bidder on the Bid Letter Form)
- ❖ The bidder fails to co-operate in the Bid evaluation process or not abiding to guidelines issued by Office of the Transport Commissioner time to time.
- ❖ If the bid or its submission is not in conformity with the instruction mentioned herein.
- ❖ If the bidder violates any of the provisions of the terms and conditions of the tender
- ❖ If the bidder is non-responsive or does not provide appropriate response to any clarification sought by the purchaser or Office of the Transport Commissioner within the stipulated time during bid evaluation
- ❖ In the case of a successful bidder fails to (a) accept award of work, (b) sign the Contract Agreement with Office of Transport Commissioner, after acceptance of communication on placement of award, (c) furnish performance bank guarantee security
- ❖ The bidder violates any of such important conditions of this tender document or indulges in any such activities as would jeopardize the interest of Office of Transport Commissioner in timely finalization of this tender.
- ❖ The decision of Office of Transport Commissioner regarding forfeiture of bid security shall be final and shall not be called upon question under any circumstances.

A default in any such case may also involve blacklisting of the bidder also by Office of Transport Commissioner.

5.12 Lack of information to bidder

The bidder shall be deemed to have carefully examined RFP document to his entire satisfaction. Any lack of information shall not in any way relieve the bidder of his responsibility to fulfill his obligation under the tender.

5.13 Applicable Law

The Contract shall be interpreted in accordance with the laws of the Union of India.

5.14 Notice & Communication

Any notice given by one party to the other pursuant to this contract shall be sent to the other party in writing or by e-mail or by facsimile to the other party's address. A notice shall be effective when delivered or tendered to other party whichever is earlier.

5.15 Tender Opening

The Proposals submitted will be opened by the Nodal officer or any other officer authorized by Office of Transport Commissioner in the presence of the Evaluation committee. The process will be governed as decided by the Office of the Transport Commissioner.

5.16 Completeness of Response

- ❖ Bidders are advised to study all instructions, forms, terms, requirements and other information in the RFP documents carefully. Submission of the Proposal shall be deemed to have been done after careful study and examination of the RFP Document with full understanding of its implications.
- ❖ The response to this invitation should be full and complete in all respects. Failure to furnish all the information required by the Office of the Transport Commissioner or submission of a proposal not substantially responsive to the invitation in every respect will be at the Bidder's risk and may result in rejection of its bid submission.

5.17 RFP Proposal Preparation Costs and Related Issues

- ❖ The bidder is responsible for all costs incurred relating to participation in this process, including, but not limited to, costs incurred in conduct of informative and other diligence activities, participation in meetings/discussions/presentations, preparation of RFP, in providing any additional information required by the Office of the Transport Commissioner to facilitate the evaluation process.
- ❖ Office of the Transport Commissioner will in no case be responsible or liable for those costs, regardless of the conduct or outcome of the bidding process.
- ❖ This RFP does not commit Office of the Transport Commissioner to award a contract or to engage in negotiations in whatsoever, based on STA discretion. Further, no reimbursable cost may be asked for in anticipation of award or for preparing this RFP.
- ❖ All materials submitted by the bidder will become the property of Office of the Transport Commissioner and may be returned completely or partly at its sole discretion.

5.18 Amendment of RFP Document

- ❖ At any time prior to the deadline (or as extended by Office of Transport Commissioner) for submission of bids, Office of Transport Commissioner, for any reason, whether at its own initiative or in response to clarifications requested by prospective bidder may modify the RFP document by issuing amendment(s) which will be binding on all the bidders.
- ❖ The amendment(s) to the tender document if any will be published in the following website (www.orissatransport.nic.in and/or www.odisha.gov.in and or <https://tendersodisha.gov.in>). The bidders are requested to regularly visit the websites for updates.

- ❖ In order to allow bidders a reasonable time to take the amendment(s) into account in preparing their bids, Office of Transport Commissioner, at its discretion, may extend the deadline for the submission of bids.

5.19 Address for Communication

All communication related to the Tender should be made to the following address.

The Transport Commissioner
State Transport Authority (STA), Odisha
6th Floor, Rajaswa Bhawan, Chandini Chowk,
Cuttack, Odisha 753002
Email: staroadsafety@gmail.com

5.20 Conflict of Interest

The bidder or lead bidder (in case of consortium) or any members and / or partners associated with the project shall hold the Office of the Transport Commissioner interests' paramount, without any consideration for future work, and strictly avoid conflict with other assignments or their own corporate interests.

- ❖ **SI Not to Benefit from Commissions, Discounts:** The payment of the SI shall constitute the SI's only payment in connection with this Contract or the Services, and the SI shall not accept for their own benefit any trade commission, discount, or similar payment in connection with activities pursuant to this Contract or to the Services or in the discharge of their obligations under the Contract, and the SI shall use their best efforts to ensure that the personnel and agents or either of them similarly shall not receive any such additional payment during the entire project agreement period.
- ❖ **Prohibition of Conflicting Activities:** The SI shall not engage, and shall cause their personnel, either directly or indirectly, in any business or professional activities which would conflict with the activities assigned to them under this Contract.
- ❖ A bidder shall not have a conflict of interest that may affect the selection process of the Intelligent Enforcement project of Office of Transport Commissioner, Cuttack, Odisha. Any bidder found to have a Conflict of Interest shall be disqualified. In the event of disqualification, Office of Transport Commissioner shall appropriate the Performance Security, if available, as mutually agreed genuine pre-estimated compensation and damages payable to Office of Transport Commissioner for, inter alia, the time, cost and effort of Office of Transport Commissioner including consideration of such bidder's proposal, without prejudice to any other right or remedy that may be available Office of Transport Commissioner hereunder or otherwise.
- ❖ The bidder shall furnish an affirmative statement as to the absence of, actual or potential conflict of interest on the part of the bidder due to prior, current, or proposed contracts, engagements, or affiliations with Office of Transport Commissioner. Additionally, such disclosure shall address all potential elements, which would adversely impact the ability of the bidder to complete the requirements as given in the RFP.

5.21 Authenticity of the information and right of verification

- ❖ Office of the Transport Commissioner reserves the right to verify all statements, information and documents, submitted by the bidder in response to this RFP. Any such verification or the lack of such

verification by Office of the Transport Commissioner to undertake such verification shall not relieve the bidder of its obligations or liabilities hereunder nor will it affect any rights of Office of the Transport Commissioner there under.

- ❖ In case it is found during the evaluation or at any time before signing of the Agreement or after its execution and during the period of subsistence thereof, that one or more of the eligibility conditions have not been met by the bidder or any of its consortium partner or the bidder has made material misrepresentation or has given any materially incorrect or false information, the bidder shall be disqualified forthwith if not yet appointed as the SI either by issue of the LOA or entering into of the Agreement, and if the Selected bidder has already been issued the LOA or has entered into the Agreement, as the case may be, the same shall, notwithstanding anything to the contrary contained therein or in this RFP, be liable to be terminated, by a communication in writing by Office of the Transport Commissioner without Office of Transport Commissioner being liable in any manner whatsoever to the Selected bidder or SI, as the case may be.
- ❖ In such an event, Office of the Transport Commissioner shall proceed to forfeit and appropriate the Bid Security of the bidder, if available, as mutually agreed pre-estimated compensation and damages payable to Office of Transport Commissioner for, inter alia, time, cost and effort of Office of Transport Commissioner, without prejudice to any other right or remedy that may be available Office of Transport Commissioner.

5.22 Clarification of Proposals & Contacting the Authorized Representative

To assist in the examination, evaluations, and comparison of Proposals, the committee may, at its discretion, ask any Bidder for clarification of its proposal. The request for clarification and the response shall be in writing by post or email or by facsimile, but no change in the price or substance of the proposal shall be sought, offered, or permitted except as required to confirm the correction of arithmetic errors discovered by the committee during the evaluation of the Proposals.

5.23 Disqualification of Bids/Proposals

The proposal is liable to be disqualified in the following cases or in case bidder fails to meet the bidding requirements as indicated in this Tender Document–

- ❖ **No deviation is allowed in the bid and bid submitted with any deviation or recommendations or request for consideration are liable for rejection at the discretion of Office of Transport Commissioner.**
- ❖ Proposal not submitted in accordance with the procedure and formats prescribed in this document may be treated as non-conforming proposal.
- ❖ The bidder qualifies the proposal with his own conditions.
- ❖ Proposal received in incomplete form.
- ❖ Proposal received after due date and time.
- ❖ Proposal not accompanied by all the requisite documents
- ❖ Information submitted in technical proposal is found to be misrepresented, incorrect or false, accidentally, unwittingly or otherwise, at any time during the processing of the contract (no matter at what stage) or during the tenure of the contract including the extension period if any.
- ❖ Bids not submitted with required certification.
- ❖ Commercial proposal enclosed with the same folder as technical or pre-qualification proposal during submission.

- ❖ Bidder trying to influence the proposal evaluation process by unlawful, corrupt or fraudulent means at any point of time during the bid process.
- ❖ In case any one party submits multiple proposals, the bids are likely to be disqualified, unless additional bids are withdrawn upon notice immediately.
- ❖ Any deviations between technical and commercial proposals shall make the proposal as being unresponsive and may lead to disqualification of the proposal.
- ❖ Bidders may specifically note that while evaluating the proposals, if it comes to Office of Transport Commissioner's knowledge expressly or implied, that some bidders may have colluded in any manner whatsoever or otherwise joined to form an alliance resulting in delaying the processing of proposal, then the bidders so involved are liable to be disqualified for this contract as well as prohibited from participation in any of the tenders floated by Office of Transport Commissioner and Finance Department, Govt. of Odisha for a further period of three years.

5.24 Dispute Resolution

Office of the Transport Commissioner and the Bidder shall make every effort to resolve amicably by direct informal negotiation any disagreement or dispute arising between them under or in connection with the Contract.

If, after thirty (30) days from the commencement of such informal negotiations, the Client and the Bidder have been unable to amicably resolve dispute, either party may require that the dispute be referred for resolution to the formal mechanisms, which may include, but are not restricted to, conciliation mediated by a third party acceptable to both, or in accordance with the Arbitration and Conciliation Act, 1996. In case of non-agreement on the third-party arbitrator, Transport Commissioner of Office of Transport Commissioner, would be the sole arbitrator. All Arbitration proceedings shall be held at Cuttack, India, and the language of the arbitration proceedings and that of all documents and communications between the parties shall be in English.

6. Terms and Conditions

6.1 Obligations of the selected agency(s)

Standards of Performance

- ❖ The Selected Bidder shall perform the Services and carry out its obligations hereunder with all due diligence, efficiency and economy, in accordance with generally accepted professional techniques and practices, and shall observe sound management practices, and employ appropriate advanced technology and safe and effective equipment, machinery, materials and methods. The Selected Bidder shall always act, in respect of any matter relating to this Agreement or to the Services, as a faithful advisor to the Office of Transport Commissioner and shall always support and safeguard the Office of Transport Commissioner's legitimate interests in any dealings with any Sub-Contractor or Third Parties, if involved.

6.1.1 Breach of Agreement

The SI shall not have a Conflict of Interest and any breach hereof shall constitute a breach of the Agreement.

6.1.2 SI and Affiliates not to be otherwise interested in the Project

The SI agrees that, during the term of this Agreement and after its termination, the SI or any Associate thereof, as well as any Sub-Contractor and any entity affiliated with such Sub-Contractor, shall be disqualified from providing goods, works, services, loans or equity for any project resulting from or closely related to the Services or the Project and any breach of this obligation shall amount to a Conflict of Interest; provided that the restriction herein shall not apply after a period of three years from the completion of this assignment or to consulting assignments or services granted by banks/ lenders at any time; provided further that this restriction shall not apply to consultancy/ advisory services provided to the Office of Transport Commissioner in continuation of this Project or to any subsequent Project/ advisory services provided to the Office of Transport Commissioner in accordance with the rules of the Office of Transport Commissioner. For the avoidance of doubt, an entity affiliated with the SI shall include a partner in the firm of the SI or a person who holds more than 5% (five per cent) of the subscribed and paid up share capital of the SI, as the case may be, and any Associate thereof.

6.1.3 Prohibition of conflicting activities

Neither the SI nor its partners nor the Personnel or either of them shall engage, either directly or indirectly, in any of the following activities:

- a) during the term of this Agreement, any business or professional activities which would conflict with the activities assigned to them under this Agreement;
- b) after the termination of this Agreement, such other activities as may be specified in the Agreement;
or
- c) at any time, such other activities as have been specified in the RFP as Conflict of Interest.

6.1.4 SI not to benefit from commissions discounts, etc.

The remuneration of the SI shall constitute the SI's sole remuneration in connection with this Agreement or the Services and the SI shall not accept for its own benefit any trade commission, discount or similar payment in connection with activities pursuant to this Agreement or to the Services or in the discharge of its obligations hereunder, and the SI shall use its best efforts to ensure that any Sub-Contractor, as well as the Personnel and agents of either of them, similarly shall not receive any such additional remuneration.

6.1.5 Prohibited Practices

The SI and its Personnel shall observe the highest standards of ethics and not have engaged in and shall not hereafter engage in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice (collectively the "Prohibited Practices"). Notwithstanding anything to the contrary contained in this Agreement, the Office of Transport Commissioner shall be entitled to terminate this Agreement forthwith by a communication in writing to the SI, without being liable in any manner whatsoever to the SI, if it determines that the SI has, directly or indirectly or through an agent, engaged in any Prohibited Practices in the Selection Process or before or after entering into of this Agreement. In such an event, the Office of Transport Commissioner shall forfeit and appropriate the Performance Security, if any, as mutually agreed genuine pre-estimated compensation and damages payable to the Office of Transport Commissioner towards, inter alia, time, cost and effort of the Office of Transport Commissioner, without prejudice to the Office of Transport Commissioner's any other rights or remedy hereunder or in law.

6.1.6 Rights of Office of Transport Commissioner

Without prejudice to the rights of the Office of Transport Commissioner and the other rights and remedies which the Office of Transport Commissioner may have under this Agreement, if the SI is found by the Office of Transport Commissioner to have directly or indirectly or through an agent, engaged or indulged in any Prohibited Practices, during the Selection Process or before or after the execution of this Agreement, the SI shall not be eligible to participate in any tender or RFP issued by Office of Transport Commissioner or Govt. of Odisha during a period of 2 (two) years from the date the SI is found by the Office of Transport Commissioner to have directly or indirectly or through an agent, engaged or indulged in any Prohibited Practices.

6.1.7 Liability of the SI

- ❖ The SI's liability under this Agreement shall be determined by the Applicable Laws and the provisions hereof.

- ❖ The SI shall, subject to the limitation specified in the document, be liable to the Office of Transport Commissioner for any direct loss or damage accrued or likely to accrue due to deficiency in Services rendered by it.
- ❖ The Parties hereto agree that no negligence or willful misconduct will be carried out on the part of the SI or on the part of any person or firm acting on behalf of the SI in carrying out the Services. The Project, the SI, with respect to damage caused to the Office of Transport Commissioner's property, shall not be liable to the Office of Transport Commissioner:
- ❖ For any indirect or consequential loss or damage; and
- ❖ For any direct loss or damage that exceeds the Agreement Value set forth in clause of this Agreement

6.1.8 Accounting, inspection and auditing

The SI shall:

- (a) Keep accurate and systematic accounts and records in respect of the Services provided under this Agreement, in accordance with internationally accepted accounting principles and standards such as Indian Accounting Standards, GAAP, etc. and in such form and detail as will clearly identify all relevant time charges and cost, and the basis thereof (including the basis of the SI's costs and charges); and
- (b) In case required by the Office of Transport Commissioner, the SI shall provide copies of such records up to one year from the expiration or termination of this Agreement.

6.1.9 SI's actions requiring the Office of Transport Commissioner's prior approval

The SI shall obtain the Office of the Transport Commissioner 's prior approval in writing before taking any of the following actions:

- a) Appointing such members of the professional personnel as are not listed.
- b) Changing, replacing or removing the key personnel of the project as listed.
- c) To remove from the site any product and other goods that are defective, if the nature of the defect, and/or any damage to the System caused by the defect, is such that repairs cannot be expeditiously carried out at the site
- d) Entering a subcontract for the performance of any part of the Services, it being understood
- e) that the selection of the Sub-Contractors and the terms and conditions of the subcontract shall have been approved in writing by the Office of Transport Commissioner prior to the execution of the subcontract, and
- f) that the SI shall remain fully liable for the performance of the Services by the Sub-Contractor and its Personnel pursuant to this Agreement; or
- g) Any other action that is specified in this Agreement.

6.1.10 Reporting obligations

- The SI shall submit to Office of Transport Commissioner the reports and documents specified in the Agreement, in the form, in the numbers and within the times set forth therein for the entire duration of project agreement.
- All reports shall be delivered in digital format (compact disk or any other means required by the STA) in addition to the hard copies specified in said Contract.

6.1.11 Documents Ownership

Documents prepared by the SI will be property of the Office of Transport Commissioner. All reports and other documents (collectively referred to as “**Project Documents**”) prepared by the SI (or by the Sub-Contractor or any Third Party or any partner) in performing the Services shall become and remain the property of the Office of Transport Commissioner, and all intellectual property rights in such Project Documents shall vest with the Office of Transport Commissioner. Any Project Document, of which the ownership or the intellectual property rights do not vest with the Office of Transport Commissioner under law, shall automatically stand assigned to the Office of Transport Commissioner as and when such project Document is created and the SI agrees to execute all papers and to perform such other acts as the Office of Transport Commissioner may deem necessary to secure its rights herein assigned by the SI.

6.1.12 Project document Delivery

The SI shall not later than termination or expiration of this Agreement, deliver all Project Documents to the Office of Transport Commissioner, together with a detailed inventory thereof. The SI shall not retain any of such Project Documents. The SI, its Sub-Contractor or a Third Party or any partner shall not use these Project Documents for purposes unrelated to this Agreement without the prior written approval of the Office of Transport Commissioner.

6.1.13 Indemnity

The SI shall hold the Office of Transport Commissioner harmless and indemnified for any losses, claims, damages, expenses (including all legal expenses), awards, penalties or injuries (collectively referred to as “**Claims**”) which may arise from or due to any unauthorized use of such Project Documents, or due to any breach or failure on part of the SI or its Sub-Contractor or a Third Party or any partner to perform any of its duties or obligations in relation to securing the afore mentioned rights of the Office of Transport Commissioner.

6.1.14 Materials furnished by the Office of Transport Commissioner

Materials made available to the SI by the Office of Transport Commissioner shall be the property of the Office of Transport Commissioner and shall be marked accordingly. Upon termination or expiration of this Agreement, the SI shall furnish forthwith to the Office of Transport Commissioner, an inventory of such materials and shall dispose of such materials in accordance with the instructions of the Office of Transport Commissioner.

6.1.15 Providing access to Project Office and Personnel

The SI shall ensure that the Office of Transport Commissioner, and officials of the Office of Transport Commissioner having authorization from the Office of Transport Commissioner, are provided unrestricted access to the office of the SI and to all Personnel during office hours or whenever required. The Office of Transport Commissioner’s official, who has been authorized by the Office of Transport Commissioner in this behalf, shall have the right to inspect the Services, the Project in progress, interact with Personnel of the SI and verify the records relating to the Services or the Project for his satisfaction.

6.1.16 Accuracy of Documents

The SI shall be responsible for accuracy of the documents drafted and/ or vetted and data collected by it directly or procured from other agencies/authorities, estimates and all other details prepared by it as part of these services. Subject to the provisions of appropriate clause, it shall indemnify the Office of Transport Commissioner against any inaccuracy in its work which might surface during implementation of the Project, if such inaccuracy is the result of any negligence or inadequate due diligence on part of the SI or arises out

of its failure to conform to good industry practice. The SI shall also be responsible for promptly correcting, at its own cost and risk, the documents including any re-survey / investigations.

6.2 Performance Bank Guarantee

- ❖ The successful bidder shall at their own expenses deposit with Office of Transport Commissioner, along with agreement, an unconditional and irrevocable Performance Bank Guarantee (PBG) from a nationalized bank except co-operative and Gramin banks acceptable to Office of Transport Commissioner payable on demand, for the due performance and fulfilment of the contract(s) by the bidder.
- ❖ This Performance Bank Guarantee will be for an amount equivalent to 10% of value of the contract(s). All incidental charges whatsoever such as premium, commission etc. with respect to the performance bank guarantee shall be borne by the bidder.
- ❖ The Performance Bank Guarantee shall be valid till 3 months after the completion of the Operation& Maintenance period of 3 years or as deemed suitable and communicated to the bidder by office of Transport Commissioner in writing.
- ❖ The selected bidder shall be responsible for extending the validity date and claim period of the Performance Guarantee as and when it is due on account of non-completion of the project.
- ❖ Subject to the terms and conditions in the Performance Bank Guarantee, at the end of support and maintenance period, the Performance Bank Guarantee will lapse. The Performance Bank Guarantee may be discharged/ returned by Office of Transport Commissioner upon being satisfied that there has been due performance of the obligations of the bidder under the contract. However, no interest shall be payable on the performance bank guarantee.
- ❖ In the event of the bidder being unable to service the contract(s) for whatever reason, Office of Transport Commissioner would invoke the PBG. Notwithstanding and without prejudice to any rights whatsoever of Office of Transport Commissioner under the contract in the matter, the proceeds of the PBG shall be payable to Office of Transport Commissioner as compensation for any loss resulting from the bidder’s failure to perform/comply with its obligations under the contract. Office of the Transport Commissioner shall notify the bidder in writing of the exercise of its right to receive such compensation within 14 days, indicating the contractual obligation(s) for which the bidder is in default.
- ❖ Office of the Transport Commissioner shall also be entitled to make recoveries from the bidder’s bills, invoices, Performance Bank Guarantee, or from any other amount due to him, the equivalent value of any payment made to him due to inadvertence, error, collusion, misconstruction or misstatement.

6.3 Payment Terms

The mode of payments to be made in consideration of the work and deliverables to be performed by the bidder shall be as follows. The Payment will be made to prime bidder only after performance deductions (if any) and statutory deductions (if any).

The Office of the Transport Commissioner at its sole discretion and depending on project progress and under certain criteria may release part-payment against any milestone payment after due undertaking from the bidder for completion of the activity or deliverable within 1 month of such submission of request by the bidder. However, the decision for part payment is entirely dependent on Office of the Transport Commissioner.

| SL | Milestone | Payment | Milestone Achievement | Required Documents |
|----|-----------|---------|-----------------------|--------------------|
|----|-----------|---------|-----------------------|--------------------|

RFP for Selection of SI for Intelligent Enforcement Management System

| SL | Milestone | Payment | Milestone Achievement | Required Documents |
|--|---|---|---|--|
| A. Gantry Mounted Products (Field) | | | | |
| I. | Payment for supply of Hardware & Accessories for Field including Warranty Support Charges | 40% of cost of Equipment's including Hardware & Accessories including Warranty support charge as per format provided. | Upon Supply of Hardware & Accessories | <ul style="list-style-type: none"> • Invoice of Items • Delivery Challan • Warranty Certificate of OEMs • Insurance Certificates • Certificate by STA |
| II. | Payment for Installation of hardware & Accessories for Field including Warranty support charges | 30% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and successful commissioning as per format provided | Upon installation and commissioning of Hardware & Accessories | Commissioning Certificate from STA |
| III. | Payment for Installation of hardware & Accessories for Field Warranty support charges | 20% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and commissioning as per format provided | After successful Go-Live for all locations | Go-Live Certificate from STA |
| IV. | Payment for supply of Hardware & Accessories for Field including Warranty Support Charges | 10% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and commissioning as per format provided | Upon submission of Quarterly Performance Report (QPR) | Acceptance of the QPR by STA for each quarter. |
| B. Civil & Cabling products (Field) | | | | |
| I. | Civil Work | 100% of the cost quoted as per format | Upon successful erection and commissioning of the Gantry across all locations | Completion Certificate from STA or designated members as appointed by STA |
| I. | Cabling products (Field) & others | 100 % of the cost quoted as per format | After successful Go-Live for all locations | Go-Live Certificate from STA |
| C. Centralized Software Products | | | | |
| I. | Payment for supply, Installation, Commissioning of Centralized Software | 90% of the cost quoted as per format | After successful Go-Live for all locations | Go-Live Certificate from STA |
| I. | Payment for supply, Installation, Commissioning & Maintenance of Centralized Software | 10% of the cost quoted as per format | Upon submission of Quarterly Performance Report (QPR) | Acceptance of the QPR by STA for each quarter. |
| D. Command Control Room Products | | | | |

RFP for Selection of SI for Intelligent Enforcement Management System

| SL | Milestone | Payment | Milestone Achievement | Required Documents |
|--|--|---|---|---|
| I | Payment for supply of Hardware & Accessories for Command Center including Warranty Support Charges | 40% of cost of Equipment's including Hardware & Accessories including Warranty support charge as per format provided. | Upon Supply of Hardware & Accessories | <ul style="list-style-type: none"> • Invoice of Items • Delivery Challan • Warranty Certificate of OEMs • Insurance Certificates • Acceptance by STA |
| II | Payment for Installation of hardware & Accessories for Command Center including Warranty support charges | 30% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and successful commissioning as per format provided | Upon installation and commissioning of Hardware & Accessories | Commissioning Certificate from STA |
| III | Payment for Installation of hardware & Accessories for Command Center including Warranty support charges | 20% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and commissioning as per format provided | After successful Go-Live for all locations | Go-Live Certificate from STA |
| IV | Payment for supply of Hardware & Accessories for Command Center including Warranty Support Charges | 10% of cost of Equipment including Hardware & Accessories including Warranty support charge on its installation and commissioning as per format provided. | Upon submission of Quarterly Performance Report | Acceptance of the QPR by STA for each quarter. |
| E. License for field equipment's connectivity & Integration, Training | | | | |
| I. | License Cost for Camera, LPU etc. | 100% of quoted value as per format provided | After successful Go-Live for all locations | Go-Live Certificate from STA |
| I. | Integration, Training | 100% of quoted value as per format provided | After successful Go-Live for all locations | <ul style="list-style-type: none"> • Go-Live Certificate from STA • Training Completion Certificate from STA |
| I. | AMC cost | Total AMC cost will be paid in quarterly basis | Upon submission of Quarterly Performance Report | Acceptance of the QPR by STA for each quarter. |

6.4 Commitments and Undertakings by the System Integrator (Selected Bidder)

The Selected Bidder commits and undertakes to take all measures necessary to prevent malpractices & corruption. Bidder commits to observe the following principles during his participation in the bidding process and during the execution of the contract.

- ❖ The Selected Bidder undertakes not to, directly or through any other person or firm offer, promise or give or influence to any employee of Office of the Transport Commissioner associated with the

bidding process or the execution of the contract or to any third person on their behalf any material or immaterial benefit which he/she is not legally entitled, to obtain in exchange any advantage of any kind whatsoever during the bidding process or during the execution of the contract.

- ❖ The Selected Bidder undertake not to enter into any undisclosed agreement or understanding, whether formal or informal with other Bidders. This applies to prices, specifications, certifications, subsidiary contracts, submission or non-submission of bids or any other action to restrict competitiveness or to introduce cartelization in the bidding process.
- ❖ The Selected Bidder undertakes not to commit any offence under the relevant Anti-Corruption Laws of India; further the Selected Bidder will not use improperly, any information or document provided by Office of Transport Commissioner as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically for purposes of competition or personal gain and will not pass the information so acquired on to others.
- ❖ The Selected Bidder will, when presenting his bid undertakes, to disclose all payments made, is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract.
- ❖ The Selected Bidder will not instigate and allure third persons/parties to commit offences outlined above or be an accessory to such offences.

6.5 Progress review meeting

The Selected Bidder shall attend all periodic progress review meetings organized by the Office of Transport Commissioner or his authorized representative. The deliberations in the meetings shall inter-alia include the scheduled program, progress of work achieved (including details of manpower deployed by the Selected Bidder vis-a-vis agreed Work Schedule), inputs to be provided by Office of Transport Commissioner, delays, if any and recovery-program, specific hindrances to the work and work instructions by Office of the Transport Commissioner.

6.6 Use of Contract Documents and Information

The SI shall not, without prior written consent from Office of Transport Commissioner, disclose the Contract, or any provision thereof, or any specification, plan, drawing, pattern, sample or information furnished by or on behalf of the Office of Transport Commissioner in connection therewith, to any person other than a person employed by the SI in the performance of the Contract. Disclosure to any such employed person shall be made in confidence and shall extend only so far, as may be necessary for purposes of such performance.

The SI shall not, without prior written consent of Office of the Transport Commissioner, make use of any document or information made available for the project, except for purposes of performing the Contract.

All project related documents issued by Office of Transport Commissioner, other than the Contract itself, shall remain the property of the Office of Transport Commissioner and shall be returned (in all copies) to the Office of Transport Commissioner, on completion of the SI's performance under the Contract if so, required by the Office of Transport Commissioner.

6.7 Insurance Requirement

The agency at his cost shall arrange, secure and maintain all insurance as may be pertinent to the works and obligatory in terms of law to protect its interest and interest of the Office of Transport Commissioner against all perils. The form and the limit of such insurance as defined herein together with the under-writer in each case shall be acceptable to the Office of Transport Commissioner. However, irrespective of such

acceptance, the responsibility to maintain adequate insurance coverage at all time during the period of contract shall be of agency alone. The agency's failure in this regard shall not relieve him of any of his contractual responsibilities and obligations. The insurance covers to be taken by the agency shall be in a joint name of the Office of Transport Commissioner and the SI. The agency shall, however, be authorized to deal directly with Insurance Company or companies and shall be responsible about maintain of all insurance covers. Further, the insurance should be in freely convertible currency.

The Selected Bidder shall take necessary insurance against loss, damage, theft, pilferage, fire, accident and damages during transit and installation from stores to site for all the materials/good either belonging to him or issued to him by Office of Transport Commissioner for execution of work. The insurance shall also cover for loss, damage, accidents occasioned by the Selected Bidder during operation carried out by him for complying with his contractual obligations thereof. The insurance shall cover the entire cost of materials.

It will be the responsibility of the SI to lodge, pursue and settle all claims (for all the equipment) with the insurance company in case of any damage, loss, or fire and the Office of Transport Commissioner shall be kept informed about it. The losses, if any, will have to be borne by the agency if the claims are not lodged and pursued properly in time or if the insurance company does not settle the same.

The SI shall replace the lost/-damaged materials promptly irrespective of settlement of the claims by the underwriters and ensure the work progresses as per the agreed schedule(s).

The agency shall also ensure the following: -

- (a) Deductible franchise should be minimum as per insurance rules. In case of any loss to the extent of deductible franchise, the same shall be borne by the agency.
- (b) The insurance should be valid from the date of start of work and shall remain valid up to 30 days from the date of expiration/termination of the contract.

6.8 Liquidated Damages

In the event SI fails to provide the Services in accordance with the Service Standard, SI shall be liable for penalty capped to 10% of the amount on milestone deliverables or as per the terms and conditions of Service Level Agreements (SLAs) to be agreed between the SI and Office of Transport Commissioner. Due to the criticality of the availability of the information, the solution should consider reliability, redundancy in hardware configuration and fail-safe design. No data loss/interface failure is permitted, and any recovery procedures should take into consideration this factor.

6.9 Limitation of Liability

Except in cases of gross negligence or willful misconduct:

- a) Neither party shall be liable to the other party for any indirect or consequential loss or damage, loss of use, loss of production, or loss of profits or interest costs, provided that this exclusion shall not apply to any obligation of the Supplier to pay liquidated damages to the Purchaser; and
- b) The aggregate liability of the Supplier to the Purchaser, whether under the Contract, in tort, or otherwise, shall not exceed the amount specified in the Contract Price. Provided that this limitation shall not apply to the cost of repairing or replacing defective equipment, or to any obligation of the Supplier to indemnify the Purchaser with respect to patent infringement.

6.10 Force Majeure

The SI shall not be liable for forfeiture of its Implementation Guarantee, Performance Security, Liquidated Damages, or termination for default if and to the extent that it's delay in performance or other failure to perform its obligations under the Contract is the result of an event of Force Majeure.

For purposes of this clause, “Force Majeure” means an event beyond the control of the SI and not involving the SI’s direct fault or negligence, and not foreseeable. Such events may include, but are not restricted to, acts of the Office of Transport Commissioner in its sovereign capacity, wars or revolutions, fires, natural disasters, terrorism, declarations of governments, epidemics, quarantine restrictions and freight embargoes.

If a Force Majeure situation arises, SI shall promptly notify the Authorized Representative, Office of Transport Commissioner, in writing of such condition and the cause thereof. Unless otherwise directed by the Authorized Representative, Office of Transport Commissioner, in writing, the SI shall continue to perform its obligations under the Contract as far as is reasonably practical and shall seek all reasonable alternative means for performance not prevented by the Force Majeure event.

6.11 Commencement, Completion, Modification and Termination of Contract

6.11.1 Commencement of Contract

The Office of Transport Commissioner will notify the successful bidder in writing for finalizing the contract conditions. The successful bidders will be asked to sign the Contract Agreement within 10 working days of the notification. However, the engagement of the System Implementer (SI) will start from the date of team mobilization by the bidder. The SI shall begin carrying out the Services not later than seven days from the date of signing of Contract.

6.11.2 Modification or Variation

Any modification or variation of the terms and conditions of this Contract, including any modification or variation of the scope of the Services, may only be made by written agreement between the Parties. However, each Party shall give due consideration to any proposals for modification or variation made by the other Party.

6.11.3 Termination

Termination for Default

- A. The Client may, without prejudice to any other remedy for breach of Contract, by Notice of default sent to the SI, terminate the Contract in whole or in part:
 - (i) if the SI fails to deliver any or all the Goods or Related Services within the period specified in the Contract, or within any extension thereof granted by the Office of the Transport Commissioner (OTC) or
 - (ii) if the SI, in the judgment of the OTC has engaged in corrupt, fraudulent, collusive or coercive practices, in competing for or in executing the Contract; or
 - (iii) Any representation made by the bidder in the proposal is found to be false or misleading
 - (iv) If the SI commits any breach of the Contract and fails to remedy or rectify the same within the period of two weeks (or such longer period as the OTC in its absolute discretion decide) provided in a notice in this behalf from OTC.
- B. In the event the OTC terminates the contract in whole or in part, OTC may procure, upon such terms and in such manner as it deems appropriate, Goods or Related Services similar to those undelivered or not performed, and the SI shall be liable to OTC for any additional costs and / or payment adjustments for such similar Goods or Related Services. However, the SI shall continue performance of the Contract to the extent not terminated.

Termination for Insolvency

Office of Transport Commissioner may at any time terminate the contract by giving notice to the SI, if the SI becomes bankrupt or otherwise insolvent. In such event, termination will be without compensation to the SI, provided that such termination will not prejudice or affect any right of action or remedy that has accrued or will accrue thereafter to the Client.

Termination for Convenience

- A. The Client, Office of the Transport Commissioner, by 30 days of written notice sent to the SI, may terminate the contract, in whole or in part, at any time for its convenience. The notice of termination shall specify that termination is for the client's convenience, the extent to which performance of the SI under the contract is terminated, and the date upon which such termination becomes effective.
- B. The goods that are complete and ready for shipment within thirty (30) days after the SI's receipt of the notice of termination shall be accepted by the Client at the contract terms and prices. For the remaining Goods, the Client may elect:
 - (i) To have any portion completed and delivered at the Contract terms and prices; and/or
 - (ii) To cancel the remainder and pay to the SI an agreed amount for partially completed Goods and Related Services and for materials and parts previously procured by the SI.

Consequences of Termination

Upon Termination of the Contract, the SI shall:

- (i) Prepare and present a detailed exit plan within five calendar days of termination notice receipt to the client.
- (ii) The client and along with designated team will review the Exit plan. If approved, SI shall start working on the same immediately. If the plan is rejected, SI shall prepare alternate plan within two calendar days. If the second plan is also rejected, the client or the authorized person will provide a plan for SI and it should be adhered to in totality.
- (iii) The Exit Plan should cover at least the following: -
 - a. Execute all documents that may be necessary to effectively transfer the ownership and title, including OEM warranties in respect of all equipment;
 - b. Handover all developed codes, related documentation (as per section 4.12) and other Configurable items, if any in his possession;
 - c. Handover the list of all IT Assets, Equipment's, Cameras, any tangible products, passwords for all locations to the Client.
- (iv) The list of documents that should be provided by the SI during the exit management phase are as follows. All these lists of project documents which are not exhaustive and include more based on requirement should confirm the standards of software engineering.
 - Detailed business process documents
 - Functional design documents
 - Technical design documents
 - UI design specification
 - Integration design specification
 - Data design documents including ER- Diagrams
 - Integration and performance test scenarios, test scripts and test results
 - Training manuals

- Error message & corrective actions
 - Configured and customized scripts
- (v) The Sland client (or the authorized person) will sign a completion certificate at the end of successful completion (all points tracked to closure) of the Exit Plan.

Note:

Definitions: It is the SI's policy to require that SI as well as its representatives observe the highest standard of ethics during the execution of the Contract. In pursuance of this policy, the Employer defines, for the purpose of this provision, the terms set forth below as follows:

- d) "Corrupt practice" means the offering, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of a public official in the selection process or in contract execution;
- (ii) "Fraudulent practice" means a misrepresentation or omission of facts in order to influence a selection process or the execution of a contract;
- e) "Collusive practices" means a scheme or arrangement between two or more agencies, with or without the knowledge of the Employer, designed to establish prices at artificial, noncompetitive levels;
- f) "Coercive practices" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in a procurement process or affect the execution of a contract.

6.11.4 Expiration of Contract

Unless terminated earlier, this Contract shall expire at the end of such time period after the Effective Date as specified in the Tender Documents or subsequently amended in the Contract Document or as decided by Office of the Transport Commissioner.

6.12 Notices

Any notice given by one party to the other pursuant to this Contract shall be sent to the other party in writing by official email, post or by telex, cable or facsimile and confirmed in writing to the party's address. A notice shall be effective from the date when delivered, tendered or affixed on notice board whichever is earlier.

6.13 Licenses

If the project demands so, the required and essential licenses to be deployed as part of the project would be in the name of the Office of Transport Commissioner, and the successful bidder at the Office of Transport Commissioner's office shall deposit the original copy before the installation of the IT product at any of the sites.

The SI shall ensure patches to the software/application product including the automation solution software, operating system, databases and other applications.

The OEM of the proposed automation solution to declare that they are the rightful owners (copyright, patent rights or Intellectual property right,) of the solution and have the rights/authority to license the solution to Office of Transport Commissioner.

The SI should ensure that the licenses are transferable to any entity currently present/ created in the future that is related to Office of Transport Commissioner.

6.14 Patent / Intellectual Property Rights (IPR) / Copy Rights

If the bidder intends to use any third-party tools or methodology or any proprietary tools, during the Project, for the project, the bidder is required to confirm that there are no infringements of any Patent or intellectual and industrial property rights or copyrights as per the applicable laws of relevant jurisdictions. During the Operation phase, the responsibility to maintain the IPR of the Application(s) provided by the selected SI would lie with the selected SI and the SI will transfer the IPR to Office of the Transport Commissioner during the Transfer stage and after the association with Office of Transport Commissioner ends after 5 years or intermediary due to unavoidable circumstance like poor delivery, no progress show stopper etc. If there is transfer of IPR for the application from Office of Transport Commissioner to any other firm/corporate/PSUs/Govt. Departments, the same can be transferred after mutual discussion.

Following conditions will also apply:

- ❖ **Ownership and Title:** Title to the minor enhancements, point updates and documentation, including ownership rights to patents, copyrights, trademarks and trade secrets therein shall be the exclusive property of Office of Transport Commissioner.
- ❖ **Confidentiality:** The Bidder hereby acknowledges that the minor enhancements, point updates, and documentation may contain information that may be trade secret and proprietary to the Office of Transport Commissioner. The Bidder hereby agrees not to disclose such information except to persons and organizations expressly authorized by the Client to receive such information. The Bidder shall not remove or alter any copyright notices or proprietary legends affixed by the Client to such minor enhancements, point updates or documentation.
- ❖ **Copies:** The Bidder shall make available to the Client an additional copy of the minor enhancements, point updates and documentation for back-up use on the Computer.
- ❖ **Limitation of Damages:** The Bidder shall not be liable for any failure to perform its services because of circumstances beyond the control of Bidder, where such circumstances shall include (without limitation) wars or revolutions, fires, natural disasters, terrorism, declarations of governments, epidemics, quarantine restrictions and freight embargoes, and misuse of the Software by the Office of Transport Commissioner.

The System Integrator along with Software OEM will be responsible to provide full documentation and sample codes used in the project by way of open APIs, SDKs and other tools, documentation etc. so that the customer/nominated agency on their behalf can carry out any customization, software development, changes in UI/UX etc. as may be needed as per their needs. In addition, the System Integrator along with Software OEM must provide an undertaking to enter into a software escrow agreement without any pre-conditions which is to cover server & client-side codes as below –

Server software: Source code of the dataflow of the software architecture including interconnects of all the necessary kernel modules and model files for customization.

Client software: Source code of the Client software to interface for GUI customization.

Similarly, The Source code of all the software code, data, algorithms, documentation, manuals, any other documents generated as a part of implementation of this project shall solely vest with the Office of the Transport Commissioner. Client shall have rights to use the Source Code of IEMS project. This would be restricted to the internal use by client only. Entire source code would be handed over to Client after completion of entire project and before final payments has been made to SI. The SI must take the approval of this Client if it wants to use the source code that has been developed specifically for this Client even after the expiration of contract agreement or period.

All IPR including the source code and materials developed or otherwise obtained independently of the efforts of a Party under this Agreement including any enhancement or modification thereto shall remain the sole property of that Party. During the performance of the services for this agreement, each party grants to the other party (and their sub-contractors as necessary) a non-exclusive license to use, reproduce and modify any of its pre-existing work provided to the other party solely for the performance of such services for duration of the Term of this Agreement. Except as may be otherwise explicitly agreed to in a statement of services, upon payment in full, the Implementation Agency should grant Purchaser a non-exclusive, perpetual, fully paid-up license to use the pre-existing work in the form delivered to Purchaser as part of the service or deliverables only for its internal business operations. Under such license, either of parties will have no right to sell the pre-existing work of the other party to a Third Party. Purchaser's license to pre-existing work is conditioned upon its compliance with the terms of this Agreement and the perpetual license applies solely to the pre-existing work that bidder leaves with Purchaser at the conclusion of performance of the services.

6.15 Exit Management

6.15.1 Purpose

This clause sets out the provisions, which will apply on expiry or termination of the "Contract Agreement". In the case of termination of the Contract Agreement due to any illegal activity performed by the SI during or as part of the activities and deliverables related to the project, the Office of Transport Commissioner shall have the right to, at its sole discretion; apply this clause with or without seeking an appropriate remedy from the SI.

The Parties shall ensure that their respective associated entities, in case of the client, Office of Transport Commissioner or its nominated agencies and in case of the SI carry out their respective obligations set out in this Exit Management Clause.

6.15.2 Exit Management Plan

- ❖ The SI shall provide the Client or its nominated agencies with a recommended exit management plan ("Exit Management Plan") which shall deal with at least the following aspects of exit management in relation to the project and in relation to the Project Implementation, the Operation and Management SLA and Scope of Work (SoW).
- ❖ A detailed program of the transfer process that could be used in conjunction with a replacement SI including details of the means to be used to ensure continuing provision of the services throughout the transfer process or until the cessation of the services and of the management structure to be used during the transfer; and
- ❖ Plans for communication with such of the SI's staff, suppliers, customers and any related third party or partners as are necessary to avoid any material detrimental impact on Office of Transport Commissioner's operations because of undertaking the transfer; and If applicable, proposed arrangements for the segregation of the SI's networks from the networks employed by Office of Transport Commissioner or its nominated agencies and identification of specific security tasks necessary at termination; and
- ❖ Plans for provision of contingent support to the Client or its nominated agencies, and replacement SI for a reasonable period after transfer for the purposes of providing service for replacing the Services.

- ❖ During the exit management period, the SI shall use its best efforts to deliver the services.
- ❖ Payments during the Exit Management period shall be made in accordance with the Terms of Payment Clause and based on goods and services delivered and discretion of Office of Transport Commissioner.

6.15.3 Cooperation and Provision of Information (During the exit management period)

- ❖ The SI will allow Office of Transport Commissioner or its nominated agencies access to information reasonably required to define the then current mode of operation associated with the provision of the services to enable it to assess the existing services being delivered.
- ❖ Promptly on reasonable request by the Office of Transport Commissioner or its nominated agencies, the SI shall provide access to and copies of all information held or controlled by it which it have prepared or maintained in accordance with the automation implementation project, the Operation and Management SLA and SOWs relating to any material aspect of the services. Office of Transport Commissioner or its nominated agencies shall be entitled to copy all such information. Such information shall include details pertaining to the services rendered and other performance data. The SI shall permit the Office of Transport Commissioner or its nominated agencies and/or any Replacement SI to have reasonable access to its employees and facilities as reasonably required to understand the methods of delivery of the services employed by the SI and to assist appropriate knowledge transfer.

6.15.4 Transfer of certain agreements

On request by the Client or its nominated agencies, the Bidder shall affect such assignments, transfers, innovations, licenses and sub-licenses as the Client may require in favor of Office of Transport Commissioner or its nominated agencies, or its Replacement SI in relation to any maintenance or service provision agreement between SI and third- party lessors, SI's, or SI, and which are related to the services and reasonably necessary for the carrying out of replacement services.

6.15.5 Right of Access to Premises

- a) At any time during the exit management period, where assets are located at the Bidder's premises, the Bidder will be obliged to give reasonable rights of access to (or, in the case of assets located on a third party's premises, procure reasonable rights of access to) Office of Transport Commissioner or its nominated agencies, and/or any Replacement Bidder to inventory the assets.
- b) The Bidder shall also give the Office of Transport Commissioner or its nominated agencies, or any Replacement Bidder right of reasonable access to the Bidder's premises and shall procure the Office of Transport Commissioner or its nominated agencies and any Replacement Bidder rights of access to relevant third-party premises during the exit management period and for such period following termination or expiry of the Contract as is reasonably necessary to migrate the services to Office of Transport Commissioner or its nominated agencies, or a Replacement Bidder.

6.15.6 Confidentiality

The SI shall not use or disclose to any third party, except for the purpose of the observance of these terms and Conditions any confidential information of the Office of Transport Commissioner, OTC without prior written approval and confirmation from OTC.

The information provided by the bidder, like the names of the customers of the bidder or any proprietary information about the bidder etc. will be treated as confidential information, unless asked to disclose by the orders of the court of law or the Information Commission (under the RTI Act).

Office of Transport Commissioner is not restricted in its rights to use or disclose any or all the information contained in the proposal and can do so without compensation to the bidder. Office of Transport Commissioner 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. The Selected Bidder, and the Personnel of them shall not, either during the term or within three years after the expiration or termination of this Agreement disclose any proprietary information, including information relating to reports, data, drawings, design software or other material, whether written or oral, in electronic or magnetic format, and the contents thereof; and any reports, digests or summaries created or derived from any of the foregoing that is provided by the Office of Transport Commissioner to the Selected Bidder, and the Personnel; any information provided by or relating to the Office of Transport Commissioner, its technology, technical processes, business affairs or finances or any information relating to the Office of Transport Commissioner's employees, officers or other professionals or suppliers, customers, or contractors of the Office of Transport Commissioner; and any other information which the Selected Bidder is under an obligation to keep confidential in relation to the Project, , without the prior written consent of the Office of the Transport Commissioner.

Notwithstanding the aforesaid, the Selected Bidder, and the Personnel of either of them may disclose Confidential Information to the extent that such Confidential Information:

- (a) Either was in the public domain prior to its delivery to the Selected Bidder, and the Personnel of them or becomes a part of the public knowledge from a source other than the Selected Bidder.
- (b) was obtained from a third party with no known duty to maintain its confidentiality;
- (c) is required to be disclosed by Applicable Laws or judicial or administrative or arbitral process or by any governmental instrumentalities, provided that for any such disclosure, the Selected Bidder, its Sub-Contractor and the Personnel of either of them shall give the Office of Transport Commissioner, prompt, prior written notice to enable Office of Transport Commissioner to obtain an injunction against such disclosure, and use reasonable efforts to ensure that such disclosure is accorded confidential treatment; and
- (d) is provided to the professional advisers, agents, auditors or representatives of the Selected Bidder, as is reasonable under the circumstances; provided, however, that the Selected Bidder or its Sub-Contractors or Personnel of either of them shall require their professional advisers, agents, auditors or its representatives, to undertake in writing to keep such Confidential Information, confidential and shall use its best efforts to ensure compliance with such undertaking.

6.16 Inspection & Test

The hardware delivered by the bidder shall undergo inspection and test by Office of Transport Commissioner or nominated agencies by Office of Transport Commissioner at mutually agreed place, time, and site. Office of Transport Commissioner and/or its representative reserve the right of inspection and testing of the hardware/IT components after delivery or during commissioning at the site, or at any time during the period of the contract.

The purchaser reserves to him the right of having any inspection of special test of a reasonable nature in addition to those prescribed in applicable standards and the enclosed technical specification.

The purchaser reserves the right to reject all or any part of the equipment's supplied, due to any defect or deviations from the standard specifications prescribed as observed during the Inspection. In case of any

dispute or difference for specification, opinions, in this regard the decision of the Office of Transport Commissioner shall be final and binding.

Office of Transport Commissioner reserves the right to inspect, test and, wherever necessary, reject the hardware/IT components after the arrival at Project Site. This will in no way be limited or waived due to the hardware/IT components having previously been inspected, tested and passed by Office of Transport Commissioner or its representative prior to the hardware/IT components shipment.

6.17 Delivery & Documents

Delivery of Goods shall be made by the selected Bidder strictly in accordance with the specifications of the tender document or in case of deviations, the specifications approved and accepted by Office of Transport Commissioner of higher grade & version only catering to desired requirements.

6.18 Third Party Claims

The selected SI(s) shall indemnify Office of Transport Commissioner against all third-party claims of infringement of patent, trademark or industrial design rights arising from use of the Goods or any part thereof in India.

6.19 Ownership of Equipment

Office of Transport Commissioner shall have the right to use all the equipment provided by the SI during the contract period and the ultimate ownership of the equipment lies with Office of Transport Commissioner. The SI will therefore not shift, move, and transfer the equipment without the prior consent of Office of the Transport Commissioner. Such a request by the SI should be made with suitable justification and reasoning. However, the SI will be allowed to carry out normal maintenance activities as scheduled. It should be noted that if equipment must be replaced, the replacement must have a manufacturing date later than the equipment being replaced and the configuration of the replacement should be same or higher. Information about all such replacements along with reasons for should be provided in writing to Office of the Transport Commissioner, Odisha.

Ownership of all the data created during the period of contract shall be the property of Office of Transport Commissioner, however, the responsibility of its maintenance, updation, correctness and backup would be that of SI.

No third-party interest in any form (lien, mortgage, hypothecation etc.) without the prior approval and consent of Office of the Transport Commissioner, can be created on the assets, equipment etc. installed by the SI.

6.20 Prevention of Corrupt or Fraudulent Practices

1. The bidders and their respective officers, employees, agents and advisers shall observe the highest standard of ethics during the Selection Process. Notwithstanding anything to the contrary contained in this RFP, Office of the Transport Commissioner shall reject a Proposal without being liable in any manner whatsoever to the bidder, if it determines that the bidder has, directly or indirectly or through an agent, engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice (collectively the "Prohibited Practices") in the Selection Process. In such an event, Office of the Transport Commissioner shall, without prejudice to its any other rights or remedies, forfeit and appropriate the Performance Security, if available, as mutually agreed genuine

pre-estimated compensation and damages payable to Office of Transport Commissioner for, inter alia, time, cost and effort of Office of Transport Commissioner, regarding the RFP, including consideration and evaluation of such bidder's Proposal.

2. For the purposes of this condition on prohibited practices, the following terms shall have the meaning hereinafter respectively assigned to them as follows:
 - a. "corrupt practice" means (i) the offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of any person connected with the Selection Process (for avoidance of doubt, offering of employment to or employing or engaging in any manner whatsoever, directly or indirectly, any official of Office of Transport Commissioner who is or has been associated in any manner, directly or indirectly with the Selection Process or the LOA or has dealt with matters concerning the Agreement or arising there from, before or after the execution thereof, at any time prior to the expiry of one year from the date such official resigns or retires from or otherwise ceases to be in the service of Office of Transport Commissioner, shall be deemed to constitute influencing the actions of a person connected with the Selection Process; or (ii) save as provided herein, engaging in any manner whatsoever, whether during the Selection Process or after the issue of the LOA or after the execution of the Agreement, as the case may be, any person in respect of any matter relating to the Project or the LOA or the Agreement, who at any time has been or is a legal, financial or technical consultant/ adviser of Office of Transport Commissioner in relation to any matter concerning the Project
 - b. "fraudulent" practice means a misrepresentation of facts to influence a procurement process or the execution of a contract to the detriment of Office of Transport Commissioner, and includes collusive practices among Bidders (prior to or after bid submission) designed to establish bid prices at artificial, non-competitive levels and to deprive the purchaser of the benefits of free and open competition;
 - c. "coercive practice" means impairing or harming or threatening to impair or harm, directly or indirectly, any persons or property to influence any person's participation or action in the Selection Process;
 - d. "Unfair trade" practices mean supply of goods or services (computer hardware, software, printers, networking equipment, etc.) different from what is mentioned in the bid documents, and includes change of parts/components, use of refurbished/repaired/substandard/ duplicate parts instead of genuine new parts or change the specifications and/or make of the company for which the supply order was given by Office of Transport Commissioner
 - e. "undesirable practice" means (i) establishing contact with any person connected with or employed or engaged by Office of Transport Commissioner with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the Selection Process; or (ii) having a Conflict of Interest; and
 - f. "Restrictive practice" means forming a cartel or arriving at any understanding or arrangement among bidders with the objective of restricting or manipulating a full and fair competition in the Selection Process.

6.21 Interpretation of Clauses

All the clauses and content in this RFP has been prepared in accordance with the requirements as specified for the development of application for Office of Transport Commissioner. The interpretation onus lies with the bidder and discuss with Office of Transport Commissioner for any recommended changes. However, the decision of Office of Transport Commissioner remains binding on the bidder throughout the duration of the project.

6.22 Solution Acceptance

The primary goal of Acceptance Testing and Certification is to ensure that the Project (including all the project components as discussed in the scope of work) meets requirements, standards, specifications and performance, by ensuring that the following are associated with clear, quantifiable metrics for accountability:

- ❖ Functional requirements
- ❖ Infrastructure Compliance Review
- ❖ Availability of the project Services in the defined locations
- ❖ Performance
- ❖ Security
- ❖ Manageability
- ❖ SLA Reporting System
- ❖ Project Documentation (Design, development, configuration, training and administration manuals etc.)

As part of Acceptance testing, performed through a third-party agency or a committee may be formed for the purpose. Office of the Transport Commissioner shall review all aspects of project development and implementation covering software, hardware and networking including the processes relating to the design of systems and sub-systems, coding, testing, business process description, documentation, version control, change management, security, service-oriented architecture, performance in relation to defined requirements, interoperability, scalability, availability and compliance with all the technical and functional requirements of the RFP and the agreement.

The procedures and parameters for testing will be laid down by the Third-Party Agency/PMC after approval from Office of Transport Commissioner, the solution deployed by the bidder must satisfy third party acceptance testing upon which the system shall go-live, subject to Office of Transport Commissioner approval.

All identified gaps shall be addressed by the bidder immediately prior to Go-live of the solution. Office of Transport Commissioner will establish appropriate processes for notifying the selected bidder of any shortcomings from defined requirements at the earliest instance after noticing the same to enable the selected bidder to take corrective action.

Such an involvement of the Acceptance Testing and Certification agency, nominated by Office of Transport Commissioner will not, however, absolve the bidder of the fundamental responsibility of designing, developing, installing, testing and commissioning the various components of the project to deliver the services in perfect conformity with the SLAs.

It is to be noted that:Office of Transport Commissioner may get the solution audited through a Third Party before Go-Live and periodically after Go-Live to ensure the success of the project. Such third-party agency for carrying out the acceptance testing, and certification of the entire solution will be nominated by the Office of Transport Commissioner.

6.22.1 Infrastructure Compliance Review

Office of Transport Commissioner or any authorized party/agency shall perform the Infrastructure Compliance Review to verify the conformity of the Infrastructure supplied by the selected SI against the requirements and specifications provided in the RFP and/or as proposed in the proposal submitted by the selected SI. Compliance review shall not absolve the SI from ensuring that proposed infrastructure meets the SLA requirements.

6.22.2 Security Review

The software / application developed shall be audited by the agency from a security and controls perspective. Such audit shall also include the IT infrastructure and network deployed for the project.

Following are the broad activities to be performed by the Agency as part of Security Review. The security review shall subject the solution to at least the following activities.

- ❖ Audit of Network, Server and Application security mechanisms
- ❖ Assessment of authentication mechanism provided in the application /components/modules
- ❖ Assessment of data encryption mechanisms implemented for the solution
- ❖ Assessment of data access privileges, retention periods and archival mechanisms
- ❖ Server and Application security features incorporated etc.

6.22.3 Performance

Performance is another key requirement for the project and the agency shall review the performance of the deployed solution against certain key parameters defined in SLA. Such parameters include request-response time, workflow processing time, concurrent sessions supported by the system etc., Disaster Recovery drill etc. The performance review also includes verification of scalability provisioned in the solution for catering to the project requirements.

6.22.4 Availability

The solution should be designed to remove all single point failures. Appropriate redundancy shall be built into all the critical components to provide the ability to recover from failures. The agency shall perform various tests including network, server, security, fail-over tests to verify the availability of the services in case of component/location failures. The agency shall also verify the availability of the project services to all the users in the defined locations.

6.22.5 Manageability Review

The agency shall verify the manageability of the solution and its supporting infrastructure. The manageability requirements include requirements such as remote monitoring, administration, configuration, inventory management, fault identification etc.

6.22.6 SLA Reporting System

The SI shall design, implement/customize the application and shall develop any additional tools required to monitor the performance indicators listed as per the SLA's in the RFP. The Acceptance Testing and Certification agency shall verify the accuracy and completeness of the information captured by the SLA monitoring system implemented by the SI and shall certify the same. The application deployed for the project, based on SLAs, shall be configured by the SI to calculate the payment to be paid by the Office of Transport Commissioner after deducting the necessary penalties.

6.23 Patents

The selected Bidder shall indemnify Office of Transport Commissioner against all third-party claims of infringement of patent, trademark or industrial design and intellectual property rights arising from the use of equipment and services or any part thereof.

6.24 Currency of Payment

Payment shall be made in Indian Rupee (**INR**) only.

6.25 Service Level Agreements (SLA)

The purpose of this SLA is to clearly define the levels of service to be provided by successful bidder to Office of Transport Commissioner corresponding to Intelligent Enforcement Project, for the entire duration of this contract or until this SLA has been amended through mutual discussion and consent between Office of Transport Commissioner and bidder.

The benefits of this SLA are to:

- Trigger a process that applies Office of Transport Commissioner for successful vendor management and attention to some aspect of performance only when that aspect drops below an agreed upon threshold, or target.
- Makes explicit the performance related expectations on performance required by Office of Transport Commissioner
- This SLA is between successful Bidder and Office of Transport Commissioner.

Successful vendor shall provide services as defined across various sections of this RFP, in accordance to the definitions and conditions as defined under conditions of contract, technical specification, and functional condition.

This service level agreement (SLA) would be valid for entire period of contract. This SLA may be reviewed and / or revised according to the procedures through SLA change control by Office of Transport Commissioner and bidder needs to abide by the changes for the interest of the project.

SLA has been logically segregated in the following categories:

- a) During Implementation Period and
- b) Post Implementation Period

Office of Transport Commissioner shall regularly review the performance of the services being provided by the Bidder and the effectiveness of this SLA. It would also form a baseline for Office of Transport Commissioner to compute payment for the successful Bidder. Office of Transport Commissioner will impose a fine on the Bidder for not meeting the Implementation Service Level Agreements (SLAs) and Post-Implementation SLAs as detailed below.

6.25.1 SLA during Implementation Period

These SLAs shall be used to evaluate the timelines for completion of deliverables that are listed in the section Project Plan and timeline at appropriate section of the RFP. These SLAs will be applicable for commissioning of the project (up to GO-LIVE). As the project needs quick turnaround time, for delay of every week in completion & submission of the deliverable mentioned in the proposal, the Bidder would be charged with penalty as follows:

| Measurement | Definition | Target | Penalty |
|---|---|---|--|
| Manpower Deployment: Team Mobilization and commencement of work | Bidder is expected to mobilize project team for commencement of work through reporting and availability of Bidder's resources (proposed in the proposal submitted by the bidder) at the Office of Transport Commissioner office at Cuttack or any convenient location as decided by the client for the project. | Within defined period of 07 days of receiving the WO. | Delay beyond 07 calendar days may lead to penalty imposition of 0.5% of project cost submitted by the bidder. If the proposed resources are not deployed beyond 15 days of WO, 1% of the project cost will be imposed as penalty. The alternative resources will be accepted only after prior discussion with Office of Transport Commissioner. |

Bidder needs to commit 100 percent time availability of the key personnel proposed in the pre-qualification criteria from the day 1 of the project, onsite. Replacement of manpower is not encouraged at all without prior written consent from Office of the Transport Commissioner. However, Office of the Transport Commissioner may ask for replacement of any resource due to non-performance, or whatsoever reason. During the entire tenure, at most two replacements would be entertained (not requested by Office of Transport Commissioner) due to various reasons such as resignation, medical grounds etc. on providing relevant proofs and due acceptance of the reasons thereof.

| Number of resource / personnel replacements | Penalty |
|--|-------------------------|
| 3 rd and 4 th replacement | Rs 50,000 each resource |
| 5 th replacement | Rs 75,000 each resource |

| Delay in Execution of Work / Deliverables | Penalty Value |
|--|---|
| Per 2 Weeks of Delay against the defined timeline. | 0.5% of the Project Contract Cost |
| Maximum | 10% of the total Project cost. In case of delay in execution, goes beyond 2 months from the scheduled date of completion of any milestone then Office of Transport Commissioner may terminate the contract. |

In case, the Bidder reaches maximum of penalty at any point of time or failed to deliver deliverables outlined in the timeline chart impacting the Go-live of the project beyond 2 months or failed to deliver for two consecutive deliverables, Office of Transport Commissioner reserves the right to invoke the termination clause including imposition of LD and penalty and forfeiture of PBG.

Penalties shall not be levied on the Bidder in the following cases:

- a) In case of a force majeure event affecting the SLA, which is beyond the control of the Bidder. Force Majeure events shall be considered in line with the Force Majeure clause mentioned in this Bid document.
- b) Theft cases by default/ vandalism would not be considered as “beyond the control of Bidder”. Hence, the Bidder should be taking adequate anti-theft measures, spares strategy, Insurance as required to maintain the desired required SLA.
- c) In the event of any delay caused due to unavailability of proper approvals, authorizations from the competent authority.
- d) Any network outage/ link unavailability by the ISP shall be excluded from the SI scope.
- e) Scheduled downtime for maintenance (After Prior approval from STA) shall not be counted in the SLA.

6.25.2 SLA during Post-Implementation Period (Operations & Maintenance Phase)

The Post-Implementation SLAs will prevail from the start of the Operations and Maintenance Phase immediately after the go-live of all locations.

The Selected Bidder is expected to provide the following service levels including all within the scope of work in all respects namely networking, cameras, application software, system software, integration with other

applications, APIs, hardware. The bidder is also required to provide 2 resources that they have mentioned in during the proposal submission. The SLA will be governed based on overall service and not on any individual items. In case these service levels cannot be achieved as defined in the tables below, it shall result in a breach of contract and invoke the penalty clauses. Payments to the Selected Bidder are linked to the compliance with the SLA metrics laid down in the tables below. The penalties will be computed and calculated as per the computation explained herewith. During the contract period, it is envisaged that there could be changes to the SLA, in terms of addition, alteration or deletion of certain parameters, based on mutual consent of both the parties i.e. Office of Transport Commissioner and Selected Bidder.

Following tables outline the key service level requirements for the system, which needs to be ensured by the selected bidder during the entire operations and maintenance period. These requirements shall be strictly imposed, and Office of Transport Commissioner/designated members will evaluate performance of the selected bidder against the target performance metrics as outlined in the following tables.

The SLA has been broadly categorized in to two segments, one is the Central software & next is the gantry mounted product including the command control center products. For gantry-mounted products, each gantry shall be treated as one node. All the components mounted in that particular gantry will create a separate node & failure of any of the component will treat as failure of that particular gantry/node. So, the QPR will be calculated proportionately. i.e. Total QPR of Gantry mounted product/ number of gantry (uptime >=99.5%) = QPR

| Central Application Software Uptime | Penalty |
|--|---|
| Uptime >= 99.5 % | No penalty |
| Uptime less than 99.5 % to 96 % | 10% of current quarter’s maintenance charges payable under the Agreement. |
| Uptime less than 96 % to 94 % | 20% of current quarter’s maintenance charges payable under the Agreement. |
| Uptime less than 94 % to 90 % | 30% of current quarter’s maintenance charges payable under the Agreement. |
| Uptime less than 90% | The Total payment for the Quarter will be deducted |

| Gantry Mounted & CCC Product Uptime | Penalty |
|--|---|
| Uptime >= 99.5 % | No penalty |
| Uptime less than 99.5 % to 95 % | 10% of current quarter’s QPR value payable under the Agreement. |
| Uptime less than 95 % to 90 % | 20% of current quarter’s QPR value payable under the Agreement. |
| Uptime less than 90 % to 85 % | 30% of current quarter’s QPR value payable under the Agreement. |
| Uptime less than 85% | The Total payment for the Quarter will be deducted |

Uptime: It means the time for which the application, services and facilities are available for conducting operations through the application and / or system including associated infrastructure. The Total Operations of the systems and applications will be 24X7X365 excl. scheduled Maintenance Time. The scheduled maintenance time is planned downtime with the prior permission of the Office of Transport Commissioner.

SLA monitoring during the AMC phase shall be same as the project phase as mentioned above, and the penalty shall also remain same.

6.26 Contract Agreement Signing

Upon acceptance of the same & the successful bidder's furnishing of Performance Bank Guarantee of 10% of the contract value within the stipulated time, Office of Transport Commissioner will notify each unsuccessful bidder and return their EMD.

The bidder shall be required to enter into a contract (Master Services Agreement and Service Level Agreements) in the form provided in the Proposal document or modified thereof during signing, incorporating all agreements between the parties, including any agreements reached during the negotiation process, if any) with Office of Transport Commissioner, within two weeks of the award of the LOI or within such extended period, as may be specified by Office of Transport Commissioner.

The agreement signed will be based on this document and the corrigendum (if any), the Bid of the bidder, the letter of intent and such other terms and conditions as may be determined by Office of Transport Commissioner to be necessary for the due performance of the work, as envisaged herein and in accordance with the Bid and the acceptance thereof.

Failure of the successful bidder to agree with the Terms & Conditions of the RFP/Corrigendum during later stages shall result in the annulment of the award, in which event Office of Transport Commissioner may award the contract to the next best value bidder or call for new proposals. In such a case, Office of Transport Commissioner shall invoke the PBG and/or forfeit the EMD submitted towards this RFP.

7. Forms and Formats

7.1 Format for Submission of Pre-Bid Queries

Bidders requiring specific points of clarification may communicate with Office of Transport Commissioner during the specified period using the following template in EXCEL (.xls/.xlsx)format only and send to staroadsafety@gmail.com. Submission through any other format (e.g. PDF, Word etc.) will not be addressed or accepted. The PBQ need to be send at least 2 days before the pre-bid meeting date.

RFP No:

Name of Project: <<_____>>

Name of the Company-

Contact Address of the Company-

Email ID of Company-

Contact Person Name –

Contact Person Mobile No –

| S. No. | Pg. No. | Section No. | Sub-section. (if any) | RFP statement requiring clarification | Type of Query (PQ/ Technical/ Payment milestone/ Legal, Others.) | Proposed Clarification/ Amendments |
|--------|---------|-------------|-----------------------|---------------------------------------|--|------------------------------------|
| 1. | | | | | | |
| 2. | | | | | | |
| 3. | | | | | | |

7.2 Earnest Money Deposit (EMD) Format

Date: _____

RFP Ref No: < Insert RFP NO >

To,

The Transport Commissioner,
State Transport Authority, Odisha
6th Floor, Rajaswa Bhawan,
Chandini Chowk, Cuttack
Pin- 753002

Sir,

In response to your invitation to respond to your RFP for Selection of System Integrator For Intelligent Enforcement Management System, Office Of Transport Commissioner, Odisha,

M/s _____ having their registered office at _____ (hereinafter called the 'Bidder') wish to respond to the said Request for Proposal (RFP) for self and submit the proposal for as per terms and conditions listed in the RFP document.

Whereas the 'Bidder' has submitted the proposal in response to RFP, we, the _____ Bank having our head office _____ hereby irrevocably guarantee an amount of Rs. _____ /- (Rupees) as earnest money deposit as required to be submitted by the 'Bidder' as a condition for participation in the said process of RFP.

The earnest money deposit for which this guarantee is given is liable to be enforced/ invoked: 1. If the Bidder withdraws his proposal during the period of the proposal validity; or 2. If the Bidder, having been notified of the acceptance of its proposal by the Odisha Computer Application Centre during the period of the validity of the proposal fails or refuses to enter into the contract in accordance with the Terms and Conditions of the RFP or the terms and conditions mutually agreed subsequently.

We undertake to pay immediately on a written demand to Transport Commissioner, the said amount of Rupees _____/-only without any reservation, protest, demur, or recourse. The said guarantee is liable to be invoked/ enforced on the happening of the contingencies as mentioned above and we shall pay the amount on any Demand made by Transport Commissioner which shall be conclusive and binding on us irrespective of any dispute or difference raised by the Bidder.

NOTWITHSTANDING ANYTHING CONTAINED HEREIN:

- I. Our liability under this Bank Guarantee shall not exceed Rs. <Amount in Figures> (Rupees <Amount in words> only)
- II. This Bank Guarantee shall be valid up to <Insert Date>
- III. It is condition of our liability for payment of the guaranteed amount or any part thereof arising under this Bank Guarantee that we receive a valid written claim or demand for payment under this Bank Guarantee on or before <insert date> failing which our liability under the guarantee will automatically cease.

(Authorized signatory of the Bank)

Seal:

Date

7.3 Covering Letter with Correspondence Details

RFP No: _____

The Transport Commissioner,
State Transport Authority, Odisha
6thFloor, Rajaswa Bhawan, Cuttack-753002

<Location, Date>

Dear Sir,

We, the undersigned, offer to implement Intelligent Enforcement Management System for Office of Transport Commissioner.

Our correspondence details regarding this RFP are:

| S. No. | Information | Details to be Furnished |
|--------|--|-------------------------|
| 1 | Name of the Contact / Key Person | |
| 2 | Address of the Contact / Key Person | |
| 3 | Designation of the key person to whom, all references shall be made, regarding this RFP. | |
| 4 | Office Telephone number of the Contact Person. | |
| 5 | Mobile number of the Contact Person | |
| 6 | Office Fax number of the Contact Person | |
| 7 | Official Email ID of the Contact Person | |
| 8 | Corporate website URL | |

We are hereby submitting our Proposal and we understand you are not bound to accept any proposal you receive.

We fully understand and agree to comply that on verification, if any of the information provided here is found to be misleading the short-listing process or unduly favors our company in the short-listing process, we are liable to be dismissed from the selection process or termination of the contract during the project or blacklisting.

We agree to abide by the conditions set forth in this RFP and any corrigenda published.

We hereby declare that our proposal submitted in response to this RFP is made in good faith and the information contained is true and correct to the best of our knowledge and belief.

Sincerely,

[Signature of authorized signatory]

(Signature) (In the capacity of)

Duly authorized to sign the Tender Response for and on behalf of:

(Name and Address of Company) Seal/Stamp of bidder

7.4 Details of the Bidder(s)

| S. No. | Information Sought | Details to be Furnished |
|--------|---|-------------------------|
| A | Name and address of the Company | |
| B | Incorporation status of the firm (Public Limited / Private Limited, etc.) | |
| C | Year of Establishment | |
| D | Date of Registration | |
| E | Details of Company Registration | |
| F | Details of Registration with appropriate authorities for GST | |
| G | Name, Address, email, Phone nos. and Mobile of the key contact person | |
| H | GSTIN Details of the Firm | |
| I | In case of consortium, proposed role in the consortium (Lead Bidder/ Consortium partner) | |
| J | Duties and responsibilities and deliverables as per the project | |

[Signature]

Authorized signatory of the company:

Designation:

Company Name & Seal:

Note: To be provided for each member of the consortium.

7.5 Power of Attorney

(Applicable only in case where the signatory to the Bid is not authorized directly by the Bidder firm through Board Resolution)

{On Requisite Stamp Paper}

Know all men by these presents, we.....<name of the firm and address of the registered office>do hereby irrevocably constitute, nominate, appoint and authorize Mr./ Ms.<name>,son / daughter / wife of <name> and presently residing at <address>, who is presently employed with us/ the Lead Member of our Consortium and holding the position of <designation> , as our true and lawful attorney (hereinafter referred to as the “Attorney”) to do in our name and on our behalf, all such acts, deeds and things as are necessary or required in connection with or incidental to submission of our application for pre-qualification and submission of our application for Implementation of <Name of the Project>Scheme in PPP framework proposed by< Name of the Department>(the “Authority”) including but not limited to signing and submission of all applications, bids and other documents and writings, participate in Pre-Applications and other conferences and providing information/ responses to the Authority, representing us in all matters before the Authority, signing and execution of all contracts including the Concession Agreement and undertakings consequent to acceptance of our bid, and generally dealing with the Authority in all matters in connection with or relating to or arising out of our bid for the said Project and/ or upon award thereof to us and/or till the entering into of the Concession Agreement with the Authority.

AND we hereby agree to ratify and confirm and do hereby ratify and confirm all acts, deeds and things done or caused to be done by our said Attorney pursuant to and in exercise of the powers conferred by this Power of Attorney and that all acts, deeds and things done by our said Attorney in exercise of the powers hereby conferred shall and shall always be deemed to have been done by us.

IN WITNESS WHEREOF WE,, THE ABOVE-NAMED PRINCIPAL HAVE EXECUTED

THIS POWER OF ATTORNEY ON THIS DAY OF 2....

For.....

(Signature, name, designation and address)

Witnesses:

1.

(Notarized)

2

Accepted

.....

(Signature)

(Name, Title and Address of the Attorney)

Note:

- i. 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.
- ii. Wherever required, the Applicant should submit for verification the extract of the charter documents and documents such as a board or shareholders' resolution/power of attorney in favor of the person executing this Power of Attorney for the delegation of power hereunder on behalf of the Applicant.
- iii. For a Power of Attorney executed and issued overseas, the document will also have to be legalized by the Indian Embassy and notarized in the jurisdiction where the Power of Attorney is being issued.

7.6 Manufacturer Authorization Form (MAF)

Tender Ref. No:

Date:

Tender Date:

To

The Transport Commissioner,

State Transport Authority, Odisha

6thFloor, Rajaswa Bhawan, Cuttack-753002

Sir,

We who are established and reputable manufacturers / producers of _____ having factories / development and Service facilities at (*address of factory / facility and Service*) do hereby authorize M/s _____ (*Name and address of Agent*) to submit a Bid, and sign the contract with you against the above Bid Invitation.

We hereby extend our full guarantee and warranty for the Solution, Products and services offered by the above firm against this Bid Invitation.

We hereby declare that we are not insolvent, in receivership, bankrupt or being wound up, our affairs are not being administered by a court or a judicial officer, our business activities have not been suspended and we are not the subject of legal proceedings for any of the foregoing.

We also undertake to provide any or all the following materials, notifications, and information pertaining to the Products manufactured or distributed by the Supplier:

Such Products as the Office of Transport Commissioner may opt to purchase from the Supplier, provided, that this option shall not relieve the Supplier of any warranty obligations under the Contract; and

In the event of termination of production of such Products: advance notification to the Office of Transport Commissioner of the pending termination, with enough time to permit Office of Transport Commissioner to procure needed requirements; and

Following such termination, furnishing at no cost to the Office of Transport Commissioner, the blueprints, design documents, operations manuals, standards, source codes and specifications of the Products, if requested.

We duly authorize the said firm to act on our behalf in fulfilling all installations, Technical support and maintenance obligations required by the contract.

We also confirm that products quoted and supplied by the supplier are not end-of-life and end of support for the further period of 5 years. Support including spares, software upgrades and updates shall be made available for next 5 years from date of acceptance/taking over of the system on request.

We assure you that in the event of <Name of the Bidder>_____, not being able to fulfil its obligation as our Service Provider in respect of our standard Warranty Terms we would continue to meet our Warranty Term through alternate arrangements and also provide spares in accordance with the Tender for the period of 5 (Five) years.

Yours faithfully,

(Name of the Signatory)

Designation of the signatory

Contact Phone No. of the signatory

Email ID of the signatory

Note: This letter of authority should be on the letterhead of the manufacturer of respective item and should be signed by a person competent and having the power of attorney.

7.7 Undertaking on defect free service

**The Transport Commissioner,
State Transport Authority, Odisha
6thFloor, Rajaswa Bhawan, Cuttack-753002**

Tender Ref No:

Sir,

We confirm that we have understood the scope of work under this tender in totality.

We guarantee that everything to be supplied and fabricated by us hereunder shall be brand new, free from all encumbrances, defects and faults in material, workmanship and manufacturer and shall be of the highest grade and quality and consistent with the established and generally accepted standards for materials of the type ordered and shall be in full conformity with the specifications, drawings or samples, if any, and shall operate properly. We shall be fully responsible for its efficient and effective operation. This guarantee shall survive inspection of and payment for, and acceptance of the goods, but shall expire 36 months after their acceptance by the Purchaser.

The obligations under the Guarantee expressed above shall include all costs relating to labour, repair, maintenance (preventive and unscheduled), and transport charges from site to manufacturers' works and back and for repair/adjustment or replacement at site of any part of the equipment/ item which under normal care and proper use and maintenance proves defective in design, material or workmanship or fails to operate effectively and efficiently or conform to the specifications and for which notice is promptly given by the Purchaser to the Supplier.

SIGNATURE OF THE WITNESS SIGNATURE AND SEAL OF BIDDER

DATE:

7.8 Undertaking of Blacklisting

The Transport Commissioner,
State Transport Authority, Odisha
6thFloor, Rajaswa Bhawan, Cuttack-753002

Tender Ref No:

Sir,

In response to the tender Reference No: _____ I as a owner/Partner/Director of <<Name of Bidder>>, hereby declare that <<Name of Bidder>> has not been blacklisted by any State / Central Government in India/PSUs as on bid submission date for corrupt, fraudulent or any other unethical business practices or for any other reason during last 5 financial years.

Yours sincerely,

Name: _____

In the capacity of: _____

Signed: _____

Duly authorized to sign the Authorization for and on behalf of

Date: _____

[Signature] – [Company Seal]

7.9 Undertaking of Establishment of Office in Odisha

**The Transport Commissioner,
State Transport Authority, Odisha
6thFloor, Rajaswa Bhawan, Cuttack-753002**

Tender Ref No:

Sir,
In response to the tender Reference No: _____ I as aowner/Partner/Director of <<Name of Bidder>>, I/We herebydeclare that we do not have anylocal office in Odishaand we confirm to establish our office within 30 days fromthe date of issuing of Work Order.

Yours sincerely,
Name: _____

In the capacity of: _____

Signed: _____

Duly authorized to sign the Authorization for and on behalf of

Date: _____

[Signature] – [Company Seal]

7.10 Price Bid Letter

The Transport Commissioner,
State Transport Authority, Odisha
6thFloor, Rajaswa Bhawan, Cuttack-753002

Ref. RFP No.

Sir,

1. We hereby declare
 - i) that we have domain knowledge in implementation of CCTV / Electronic Surveillance /ANPR, Application Development, Database Synchronization, generic report, generation software, Training on Networking and Software.
 - ii) We/our principals are equipped with adequate manpower / machinery / technology for providing the Services as per the parameters laid down in the Tender Document and we are prepared for live/technical demonstration of our capability and preparedness before the representatives of Office of Transport Commissioner and we/our principals are also equipped with adequate maintenance and service facilities within India for supporting the offered document.
2. We hereby offer to provide the Services at the prices and rates mentioned in the Commercial Bid in Part III.
3. We do hereby undertake, that, in the event of acceptance of our bid, the Services shall be provided as stipulated in the schedule to the Bid document and that we shall perform all the incidental services.
4. We enclose herewith the complete Commercial Bid as required by you. This includes:
 - i) This Bid Letter
 - ii) Price Bid (Section III)

We agree to abide by our offer for a period of 180 days from the lastdate of submission of Bid and that we shall remain bound by a communication of acceptance within that time.

We have carefully read and understood the terms and conditions of the tender and the conditions of the contract applicable to the tender and we do hereby undertake to provide services as per these terms and conditions.

Certified that the bidder is a Company and the person signing the tender is the duly constituted attorney. Bid Security (Earnest Money Deposit) for an amount equal to Rs.35,00,000 (Rs. Thirty-Five Lakhs Only) is paid towards the tender.

We do hereby undertake, that, until a formal contract is prepared and executed, this bid, together with your written acceptance thereof or placement of WO awarding the contract, shall constitute a binding contract between us.

Dated this Day of YYYY

(Signature) (In the capacity of)

Duly authorized to sign the Tender Response for and on behalf of:

(Name and Address of Company) Seal/Stamp of bidder

7.11 Price Bid A: Gantry Mounted Products (Field)

| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|---|--|------|----------|---------------|----------------|---------------------|--------------------|
| 1 | Supply of ANPR Camera | Qty | 138 | | | | |
| 2 | Supply of Overview/ Surveillance Camera | Qty | 14 | | | | |
| 3 | Supply Pole Security Camera | Qty | 24 | | | | |
| 4 | Supply of Surge Protector pair | Qty | 306 | | | | |
| 5 | Supply of LPU Hardware with 4TB HDD | Qty | 48 | | | | |
| 6 | Supply of 8 Port Industrial switch 2 x 1000 BaseX SFP Uplink ports | Qty | 48 | | | | |
| 7 | Supply of UPS 1 KVA, offline, 1 hour back up with Voltage stabilizer | Qty | 48 | | | | |
| 8 | Supply of Junction Box for putting Junction server, UPS, Power supply & Switch with Power Extension Board & Junction Box security sensor | Qty | 24 | | | | |
| 9 | Rader Based Speed detection system with Solar panel with Pole | Qty | 40 | | | | |
| 10 | Supply & installation of Variable Messaging Services (VMS) Display Boards | Qty | 4 | | | | |
| 11 | Desktop with 1000VA UPS for PS | Qty | 3 | | | | |
| 12 | Miscellaneous Items (Per Location) | Qty | | | | | |
| Total Cost of Gantry Mounted Products (Field): | | | | | | | |
| Total Cost in words: | | | | | | | |

Note:The cost of all the above items is inclusive of 3 years of warranty maintenance after Go-Live of the solution.

7.12 Price Bid B: Gantry, Civil & Cabling products (Field)

| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|--|---|-------|----------|---------------|----------------|---------------------|--------------------|
| 1 | Supply of Gantry with necessary installation & foundation, with necessary clamp for Camera mounting & necessary clamp for mounting Junction BOX with Earthing of Pole (as per spec) | Qty | 48 | | | | |
| 2 | Supply of Cabling STP Cat 6 (305 mtrs) | Box | 30 | | | | |
| 3 | Supply of Cabling 2 Core 1 sq.mm (300 mtrs) | Mtr s | 7200 | | | | |
| 4 | Supply Cable 3 core 2.5 sq.mm (100 mtrs) | Mtr s | 2880 | | | | |
| 5 | Supply & installation of PVC conduit/ SDPE & GI wire (200 mtrs) | Mtr s | 7200 | | | | |
| 6 | Supply of Dummy Camera housing with Pole (7 Mtrs.) & foundation | Qty | 40 | | | | |
| 7 | Additional Items (If Any) | | 24 | | | | |
| Total Cost of Gantry, Civil & Cabling products (Field): | | | | | | | |
| Total Cost in words: | | | | | | | |

Note:The cost includes masonry, labor charge, transportation, designing, fabrication, excavation, coating, foundation etc.

7.13 Price Bid C: Software Products

| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|---|--|------|----------|---------------|----------------|---------------------|--------------------|
| 1 | Centralized Software for ANPR, SDV, No Helmet, Triple riding, wrong way driving, reverse lane driving, Event Aggregation, User Management, Resource Management Including Integration with Existing E-Challan System etc. | Lot | 1 | | | | |
| 2 | Supply of channel license for Overview Camera | Qty | 14 | | | | |
| 3 | LPU Unit License cost | Qty | 48 | | | | |
| 4 | Supply of channel license for Pole security Camera | Qty | 24 | | | | |
| 5 | Supply of channel license for ANPR camera including speed detection, No Helmet, Triple riding, wrong way driving | Qty | 138 | | | | |
| 6 | Additional Items (If Any) | | | | | | |
| Total Cost of Software Products: | | | | | | | |
| Total Cost in words: | | | | | | | |

Note:The cost of acquisition includes 3 years of warranty maintenance after Go-Live of the application and security testing certification.The above cost includes cost of handholding, which will be done after Go-Live of solution.

7.14 Price Bid D: Command Control Room Products

| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|---|--|------|----------|---------------|----------------|---------------------|--------------------|
| 1 | i7 workstations with keyboard, mouse, monitor for viewing with OS, antivirus | Qty | 3 | | | | |
| 2 | 2x2 50" Video wall at Command control center (with Base & Accessories) | Qty | 1 | | | | |
| 3 | Additional Items (If Any) | | | | | | |
| Total Cost of Command Control Room Products: | | | | | | | |
| Total Cost in words: | | | | | | | |

Note: Physical setup of the command control room, including civil work, furniture, interior, raw power, cooling, power backup network etc. will be done by the STA, and the bidder is to do perform only those works, which is related to their product installation.

7.15 Price Bid E: License, Integration, Training, Handholding

| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|-------|---|------|----------|---------------|----------------|---------------------|--------------------|
| 1 | Supply of channel license for Third party hardware, i.e. Mobile vehicle speed detection | Qty | 10 | | | | |
| 2 | Integration with, Mobile vehicle speed detection & others | Lot | 1 | | | | |
| 3 | Centralized Dashboard with RTO database | Lot | 1 | | | | |

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| SL NO | PRODUCT | Uo M | Unit (Q) | Unit Rate (A) | Amount (Q*A)=B | Tax Amount (B*x%=C) | Total Cost (T=B+C) |
|---|--|------|----------|---------------|----------------|---------------------|--------------------|
| | integration | | | | | | |
| 4 | Installation, Training, Handholding services | Lot | 1 | | | | |
| 5 | Additional Items (If Any) | | | | | | |
| Total Cost of License, Integration, Training, Handholding: | | | | | | | |
| Total Cost in words: | | | | | | | |

7.16 Price Bid F: Annual Maintenance Cost

| Sl. No. | Particulars | Per Year Value in Rs. (A) | Tax Amount (B) | Total Amount (C=A+B) | Total Cost in Rs. (T)=C*2 |
|--|--|---------------------------|----------------|----------------------|---------------------------|
| 1 | AMC Cost for 1 year (Maximum 10% on total value A+C+D) | | | | |
| 2 | AMC Cost for 2 years (Maximum 10% on total A+C+Dvalue) | | | | |
| Total Annual Maintenance Cost | | | | | |
| Total Annual Maintenance Cost in words: | | | | | |

Note:

- ❖ AMC cost for 2 years is to be proposed, maximum of 10% of total price quoted for Price bid section A, C & D will be calculated as AMC cost.
- ❖ The above cost includes AMC for all items and products to be supplied/delivered (Hardware items, civil infrastructure, Solution software etc.)by the selected bidder under this project.
- ❖ The AMC cost will be considered for bid evaluation purpose but will not form the part of scope of work & contract. The price will be valid for three years from date of acceptance of the whole system and Office of Transport Commissioner may award the workorder to the selected bidder on completion of warranty & maintenance period. However, awarding of this work is the sole discretion of the Office of Transport Commissioner.

7.17 Price Bid: Summary

| Sl. No | Cost Items | Total Cost (In INR) |
|-----------------------------|---|---------------------|
| A. | Gantry Mounted Products (Field) | |
| B. | Gantry, Civil & Cabling products (Field) | |
| C. | Software Products | |
| D. | Command Control Room Products | |
| E. | License, Integration, Training, Handholding | |
| F. | Annual Maintenance Cost | |
| Total Cost | | |
| Total Cost in words: | | |

Annexures

Annexure-1: Draft Contract

(On stamp paper of Rs. 100)

AGREEMENT

This **AGREEMENT** is made as on this day of _____, YYYY

BY AND BETWEEN

Office of Transport Commissioner, having its head office at 6th Floor, RAJASWA BHAWAN BUILDING, CHANDINI CHOWK, CUTTACK – 753002 (hereafter called “**Client**”) which expression shall, unless inconsistent with the context thereof, mean and include its successors and permitted assigns) and represented by _____ of one part

AND

_____, a company registered under the laws of India, with its registered office _____ India (hereinafter called “_____” which expression shall, unless inconsistent with the context thereof, mean and include its successor and permitted assigns) and represented by Director of other part.

Office of Transport Commissioner and _____, wherever the context so admits, hereinafter individually referred to as a “Party” and collectively as the “Parties”

WHEREAS

a) Office of Transport Commissioner is desirous of developing _____ for Office of Transport Commissioner in state of Odisha.

b) The Parties have agreed to enter into this Agreement.

NOW THESE PRESENTS WITNESSETH AND THE PARTIES, FOR GOOD AND VALUABLE CONSIDERATION, AND ON THE TERMS AND CONDITIONS AS HEREINAFTER SET FORTH, AGREES AS FOLLOWS:

1. DEFINITION AND INTERPRETATION

1.1 **Definition:** In this Agreement, unless contrary to the context or meaning thereof, the following expressions shall have the meanings hereby assigned to them: -

1.2 **Applicable Laws** mean any and all acts, statues, laws, rules, regulations, codes, standards, ordinances, judgments, orders, decrees, directives, guidelines or policies (to the extent mandatory) or any similar form of decision or determination by, or any interpretation or administration of any

of the foregoing, by any Authority and shall include references to any such laws, rules, regulations, guidelines, decrees, or other legislative measures as may, after the date hereof, from time to time, be amended, supplemented or re-enacted, and any reference to statutory provision shall include any subordinate legislation made from time to time under that provision.

- 1.3 **Best Industry Practices** shall mean the exercise of degree of skill, diligence, and prudence, which is expected from a skilled, experienced and internationally recognized and reputed organization engaged in the same type of undertaking under similar circumstances and acting generally in accordance with the prevailing laws, rules, regulations, codes, and industry standards.
- 1.4 **Intellectual Property** shall include: Software, Software Code, Patents, copyrights, trademarks & service marks owned by _____ (Company Name) trade secrets or other intellectual property rights associated with the Services.
- 1.5 **Services** means services to be provided by _____ (Company Name) as per terms and conditions as well as the Scope of Work detailed in Scope of work of the contract.
- 1.6 **Work Order** shall mean written or electronic order for Services issued by Office of Transport Commissioner to _____ (Company Name) from time to time.
- 1.7 **Confidential Information** means all information (whether provided in oral, written or electronic format) concerning _____ (Company Name), Intellectual Property, know-how, business and/or the Project, its operation and maintenance.
- 1.8 Office of Transport Commissioner hereby engages _____ (Company Name) on exclusive basis to render Services in the manner as set out in "Scope of work", Work Order issued by Office of Transport Commissioner from time to time.
- 1.9 **(Company Name)** hereby accepts the engagement and agrees to render Services and to perform its duties and obligations herein in accordance with the terms and conditions of this Agreement, Scope of Work and Work Order issued by Office of Transport Commissioner from time to time.

2. CONTRACT TERM (Timeline for the Project)

The Contract period of the project will be for 3 (three) years after Go-Live and Hand Holding Period, which may be extended for further (2) years for AMC, after reviewing the performance of SI by Office of Transport Commissioner.

3. PAYMENTS, TAXES AND SECURITY

- 3.1 Payments in consideration for _____ (Company Name) _____ performing the services as per the terms and conditions mentioned in LOI, W.O. & SLA.
- 3.2 All prices mentioned by the bidder are firm till completion of the contract period and inclusive of all taxes, duties etc. No revision in any price is permitted throughout the entire course of the project.

4. MISCELLANEOUS

- 4.1 Office of Transport Commissioner will not assign or transfer this Agreement or any of its rights hereunder, without (Company Name) prior written consent, which consent may be withheld in its absolute discretion.

- 4.2 No consent or waiver, express or implied, to or of any provision of this Agreement will be effective unless in writing signed by the Parties hereto and then only in the specific instance and for the specific purpose given.
- 4.3 The Parties will execute such further assurances and other documents and instruments and do such further things as may be necessary to implement and carry out the intent of this Agreement.
- 4.4 This Agreement may not be amended or supplemented except in writing signed by the Parties.
- 4.5 This Agreement may be signed in any number of counterparts or by facsimile, each of which will together, for all purposes, constitute one and the same instrument, binding on the Parties, and each of which will together be deemed to be an original, notwithstanding that all the Parties are not signatories to the same counterpart or facsimile.
- 4.6 In case of inconsistency between this Agreement and the Scope of Work, the terms of this Agreement will prevail.
- 4.7 _____ (Company Name) _____ agrees and undertakes that it shall at its own cost and expense engage and mediate experienced, efficient, and qualified personnel for rendering Services hereunder.
- 4.8 _____ (Company Name) _____ shall, at least once each month, hold a meeting with Office of Transport Commissioner's project management team to discuss the progress of completion of work of each Work Order and the Project.
- 4.9 Office of Transport Commissioner shall not solicit any employee of _____ (Company Name) or its Affiliates without the prior written consent of _____ (Company Name) or such Affiliate.
- 4.10 _____ (Company Name) shall provide Services at various locations of Office of Transport Commissioner in Odisha, as may be notified by Office of Transport Commissioner from time to time.
- i. Apply and keep Office of Transport Commissioner informed of, its most recent, relevant technical knowledge and organizational experience and consider relevant knowledge gained from other sources worldwide or any developments by _____ (Company Name), from time to time;
 - ii. Apply and keep Office of Transport Commissioner informed of, the concepts of quality assurance and safety in accordance with globally accepted industry practice followed in provision of similar services and deliverables, and such other practices followed by _____ (Company Name) while rendering services to organizations globally located;
 - iii. Comply with all statutory and industrial standards applicable to performance of Services and other standards as may be provided by Office of Transport Commissioner from time to time; and
 - iv. Always use the most upgraded technology and information for rendering the Services.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date first written above.

SIGNED AND DELIVERED by [.....]

Acting by its duly authorized signatory Name:

[.....]

Title: [...]

In the presence of:

Witness

Name: [.....]

Title: [.....]

SIGNED AND DELIVERED by [.....]

Name: [.....]

Title: [.....]

In the presence of:

Witness

Name: [.....]

Title: [.....]

Annexure 2: Performance Bank Guarantee

(To be stamped in accordance with Stamp Act)

Ref: Bank Guarantee No.

Date:

To,

The Transport Commissioner,
State Transport Authority, Odisha
6th Floor, Rajaswa Bhawan, Cuttack-753002
Government of Odisha,

Dear Sir / Madam,

WHEREAS (Name of the System Implementer) herein after called “the System Implementer” has undertaken, in pursuance of Contract, dated..... (hereinafter referred to as “the Contract”) to implement the Project for the Office of Transport Commissioner, Government of Odisha.

AND WHEREAS it has been stipulated in the said Contract that the System Implementer shall furnish a Bank Guarantee (“the Guarantee”) from a nationalized bank for the sum specified therein as security for the project/performance of Project solution as per the agreement.

WHEREAS we..... (“the Bank”, which expression shall be deemed to include its successors and permitted assigns) have agreed to give the Government of Odisha(“GoO”) the Guarantee.

THEREFORE, the Bank hereby agrees and affirms as follows:

1. The Bank hereby irrevocably and unconditionally guarantees the payment of all sums due and payable by the System Implementer to Office of Transport Commissioner, under the terms of their Agreement dated _____ on account of full or partial non- implementation and/ or delayed and/ or defective implementation. Provided, however, that the maximum liability of the Bank towards Office of Transport Commissioner, under this Guarantee shall not, under any circumstances exceed _____ in aggregate.
2. In pursuance of this Guarantee, the Bank shall, immediately upon the receipt of a written notice from Office of Transport Commissioner, stating full or partial non-implementation and/ or delayed and/ or defective implementation, which shall not be called in question, in that behalf and without delay/demur or set off, pay to Office of Transport Commissioner, any and all sums demanded by Office of Transport Commissioner, under the said demand notice, subject to the maximum limits specified in Clause 1 above. A notice from Office of Transport Commissioner, to the Bank shall be sent by Registered Post (Acknowledgement Due) at the following address:
.....
3. This Guarantee shall come into effect immediately upon execution and shall remain in force for a period of 36 months from the date of its execution. The Bank shall extend the Guarantee annually in the manner herein before provided for a period of Seven years from the date of issue of this Guarantee.
4. The liability of the Bank under the terms of this Guarantee shall not, in any manner whatsoever, be modified, discharged, or otherwise affected by:
 - i) any change or amendment to the terms and conditions of the Contract or the execution of any further Agreements.

- ii) any breach or non-compliance by the System Implementer (SI) with any of the terms and conditions of any Agreements/credit arrangement, present or future, between System Implementer (SI) and the Bank.
- 5. The BANK also agrees that <<Office of Transport Commissioner, GoO>> at its option shall be entitled to enforce this Guarantee against the Bank as a Principal Debtor, in the first instance without proceeding against System Implementer (SI) and not withstanding any security or other guarantee that <<Office of Transport Commissioner, GoO>> may have in relation to the System Implementer's liabilities.
- 6. The BANK shall not be released of its obligations under these presents by reason of any act of omission or commission on the part of <<Office of Transport Commissioner, GoO>> or any other indulgence shown by <<Office of Transport Commissioner, GoO>> or by any other matter or thing whatsoever which under law would, but for this provision, have the effect of relieving the BANK.
- 7. This Guarantee shall be governed by the laws of India and only in the Hon'ble High court of Odisha, shall have exclusive jurisdiction in the adjudication of any dispute which may arise hereunder.

Dated this the Day of

Witness

(Signature)

(Signature)

(Name)

Bank Rubber Stamp

(Name)

(Official Address)

Designation with bank Stamp

Plus, Attorney as per Power of Attorney No:

Dated:

Dated:

Annexure-3: Relevant Project Case Study

| | |
|---|---|
| • Name of the Project Assignment | ❖ |
| • Project Location | ❖ |
| • Name of Client with Address, Email of Contact Person & Contact Details | ❖ |
| • Duration of the Assignment (in Months) | ❖ |
| • Start Date | ❖ |
| • Status (Ongoing or Completed, if completed, provide the date of completion) | ❖ |
| • Approx. Value of the assignment (INR) | ❖ |
| • Name of senior staff (Project Coordinator / Team Leader) involved and functions performed | ❖ |
| • Detailed narrative of project objective | ❖ |
| • Detailed description of actual services provided by your firm | ❖ |

Annexure-4 : CV of Resource / Personnel

(In below format only, any deviation will impact outcome of PQ evaluation)

| | | | | | |
|-----|--|-------------|-------------------------------|--------------------------------|--------------------------------|
| 1. | Name of The Resource | | | | |
| 2. | Designation in Current Organization | | | | |
| 3. | Date of Birth (dd/mm/yyyy) | | | | |
| 4. | Nationality | | | | |
| 5. | Total Years of Experience | | | | |
| 6. | No. of Years in Current Organization | | | | |
| 7. | Education (Year in Which Various Qualifications Were Obtained Must Be Stated) | <i>Year</i> | <i>Degree/Diploma</i> | <i>Institution/University</i> | |
| | | | | | |
| | | | | | |
| 8. | Other Training & Certifications | | | | |
| 9. | Language & Degree of Proficiency | Languages | Read (Excellent/Good/Fair) | Write (Excellent/Good/Fair) | Speak (Excellent/Good/Fair) |
| | | English | | | |
| | | Odia | | | |
| | | Hindi | | | |
| 10. | Country of Work Experience | | | | |
| 11. | Summary of relevant experience in CCTV, Surveillance, ANPR and associated integration and application development. | | | | |
| 12. | Skill Sets | | | | |
| 13. | Employment Record (Please add rows, if required) | | | | |
| | From – To | | | | |
| | Employer | | | | |
| | Position Held | | | | |
| 14. | Work Undertaken That Best Illustrates Capability to Handle the Tasks Assigned for IEMS Project (Please cite at least 3-4 experiences in relevant domain. <i>(Please add rows, if required)</i>) | | | | |
| A | Name of The Assignment | | | | |

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| | | |
|----|-----------------------|---|
| | Year | |
| | Location | |
| | Client | |
| | Main Project Features | |
| | Positions Held | |
| | Activities Performed | |
| 19 | Name & Signature | <p>Declaration:All the information mentioned in the CV are correct to the best of my knowledge and believe.</p> <p>Key Personnel:<<NAME OF THE RESOURCE>></p> <p>(Signature of the Personnel)</p> <p>Full name of Signatory: Designation:</p> |

Annexure-5: Classification of Vehicles

A. Transport Vehicle

| SL# | TRANSPORT VEHICLE TYPE |
|--------|--|
| i. | Motorcycle with side car for carrying goods |
| ii. | Motorcycle with taller to carry goods |
| iii. | Motorcycle used for hiring to carry one passenger on pillion and motorized cycle rickshaw for carry goods/passengers on hire |
| iv. | Luxury cabs |
| v. | Three wheeled vehicles for Transport of passenger/goods |
| vi. | Goods Carrier Trucks/Tankers/Mall, Carriers (N.N Category) |
| vii. | Power Tiller and Tractors using public roads |
| viii. | Mobile Clinic/X-ray Van/Library Vans |
| ix. | Mobile Workshops |
| x. | Private Service Vehicle |
| xi. | Public Service Vehicle such as Maxi-Cab, Motor Cab, state Carriage and Contract Carriages including Tourist Vehicle |
| xii. | Education Institution Buses |
| xiii. | Ambulances |
| xiv. | Animal Ambulances |
| xv. | Camper Vans/Trailers |
| xvi. | Cash Vans |
| xvii. | Fire Tenders, Snorkel Ladders, Auxiliary Trailers and fire fighting vehicles |
| xviii. | Articulated Vehicles |
| xix. | Hearses Vehicles |
| xx. | Omni Bus |

B. Non-Transport Vehicle

| SL# | NON-TRANSPORT VEHICLE TYPE |
|-------|---|
| i. | Motorcycle with or without side car for personal use |
| ii. | Mopeds and Motorized Cycles (Engine Capacity exceeding 25cc) |
| iii. | Invalid Carriage |
| iv. | Three wheeled vehicles for personal use |
| v. | Motor Car |
| vi. | Forklift |
| vii. | Vehicles/Trailers filled with equipment's like Rig, Generator Compressor |
| viii. | Crane mounted vehicle |
| ix. | Agriculture Tractor and Power Tiller |
| x. | Private Service Vehicle, registered in the name of an individual and if declared to be used by him solely |
| xi. | Camper van/trailer for private use |
| xii. | Tow Trucks/Breakdown Van/Recovery Vehicles/ Construction Equipment vehicles |
| xiii. | Tower Wagons and tree trimming vehicles owned by Central, State and Local Authorities |

Annexure-6 : Unpriced BOM

| SL NO | PRODUCT | Unit | Total | Make/Model | Remarks |
|--|--|------|-------|------------|---------|
| A. Gantry Mounted Products (Field) | | | | | |
| 1 | ANPR Camera | Qty | 138 | | |
| 2 | Overview/ Surveillance Camera | Qty | 14 | | |
| 3 | Supply Pole Security Camera | Qty | 24 | | |
| 4 | Surge Protector pair | Qty | 306 | | |
| 5 | LPU Hardware with 4TB HDD | Pair | 48 | | |
| 6 | 8 Port Industrial switch 2 x 1000 BaseX SFP Uplink ports | Qty | 48 | | |
| 7 | UPS 1 KVA, offline, 1 hour back up with Voltage stabilizer | Qty | 48 | | |
| 8 | Junction Box for putting Junction server, UPS, Power supply & Switch with Power Extension Board & Junction Box security sensor | Qty | 24 | | |
| 9 | Rader Based Speed detection system with Solar panel with Pole for installation between 2 gantry location | Qty | 40 | | |
| 10 | Variable Messaging Services (VMS) Display Boards | Qty | 4 | | |
| 11 | Desktop with 500VA UPS for PS | Qty | 3 | | |
| 12 | Additional Items (If Any) | | | | |
| B. Civil & Cabling products (Field) | | | | | |
| 1 | Gantry with necessary installation & foundation, with necessary clamp for Camera mounting & necessary clamp for mounting Junction BOX with Earthing of Pole (as per spec) | Qty | 48 | | |
| 2 | Cabling STP Cat 6 (305 mtrs) | Box | 30 | | |
| 3 | Cabling 2 Core 1 sq.mm (300 mtrs) | Mtrs | 7200 | | |
| 4 | Cable 3 core 2.5 sq.mm (100 mtrs) | Mtrs | 2880 | | |
| 5 | PVC conduit/ SDPE & GI wire (200 mtrs) | Mtrs | 7200 | | |
| 6 | Dummy Camera housing with Pole (7 Mtrs.) & foundation | Qty | 40 | | |
| 7 | Additional Items (If Any) | Qty | | | |
| C. Centralized Software Products | | | | | |
| 1 | Centralized Software for ANPR, SDV, No Helmet, Triple riding, wrong way driving, reverse lane driving, Event Aggregation, User Management, Resource Management Including Integration with Existing E-Challan System etc. | Lot | 1 | | |
| 2 | Supply of channel license for Overview Camera | Qty | 14 | | |
| 3 | LPU Unit License cost | Qty | 48 | | |
| 4 | Supply of channel license for Pole security Camera | Qty | 24 | | |
| 5 | Channel license for ANPR camera including speed detection, No Helmet, Triple riding, wrong way driving | Qty | 138 | | |
| 6 | Additional Items (If Any) | Qty | | | |
| D. Command Control Room Products | | | | | |
| 1 | i7 workstations with keyboard, mouse, monitor for viewing with OS, antivirus | Qty | 3 | | |
| 2 | 2x2 50" Video wall at Command Control Centre (with Base & Accessories) | Qty | 1 | | |
| 3 | Additional Items (If Any) | Qty | | | |
| E. License for field equipment's connectivity & Integration, Training | | | | | |

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| SL NO | PRODUCT | Unit | Total | Make/Model | Remarks |
|--------------------|---|-------------|--------------|-------------------|----------------|
| 1 | Channel license for Third party hardware, i.e. Mobile vehicle speed detection | Qty | 1 | | |
| 2 | Integration with, Mobile vehicle speed detection & others | Lot | 10 | | |
| 3 | Centralized Dashboard with RTO database integration | Lot | 1 | | |
| 4 | Training other services | Lot | 1 | | |
| 5 | Additional Items (If Any) | Qty | | | |
| F. AMC Cost | | | | | |
| 1 | AMC Cost for 1 year (Maximum 10% on total value A+C+D) | Qty | 1 | | |
| 2 | AMC Cost for 2 years (Maximum 10% on total A+C+D value) | Qty | 1 | | |
| 3 | Additional Items (If Any) | Qty | | | |

Annexure-7 : Pre-Qualification Criteria : Checklist for Submitted Documents

This checklist need to be submitted by the bidder along with the pre-qualification documents in PART I: PRE-QUALIFICATION BID. Any shortfall of documents or not abiding to given format may lead to disqualification of the bidder.

| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements | Compliance (Yes / No) Submitted Doc. |
|----------|----------------------|---|--|---|
| 1. | Legal Entity | The Lead bidder and all the consortium partners (in case of Consortium) should be registered under the Companies Act, 1956 and in existence for at least 5 years (as on 31 st March 2015) should be in related field | <ul style="list-style-type: none"> • Copy of Certificate of Incorporation (CoI) countersigned by authorized signatory of the Lead Bidder or Consortium Partner whose CoI is being produced (in case of Consortium) • Consortium agreement to be submitted, In case of Consortium. | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 2. | Annual Turnover | The bidder/ Lead Partner of consortium (in case of Consortium) is required to have minimum cumulative Annual Turnover of Rs. 40.00 Crores in aggregate for the last 3 financial years i.e. FY 2017-18, FY 2018-19 & FY 2019-20 and should have minimum turnover of Rs.15 Cr in last financial year (2019-20). | <ul style="list-style-type: none"> • Audited Balance sheet and Profit & Loss account statement of the Bidder / each Partner (in case of Consortium) for each of the last 3 FYs • Certificate duly signed by Statutory Auditor / CA of the Bidder / respective Consortium Partner (in case of Consortium) | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 3. | Technical Capability | The Bidder/ Lead Partner of consortium (in case of Consortium) should have worked where the CCTV / Electronic Surveillance/ ANPR had been installed in at-least 1 Project, with value >= INR 1 crore, with any Central / State Government Departments / PSU in India in last five financial years. | Copy of Work Order / Agreement having the scope of work, client details and project value clearly mentioned along with project snippets as per Annexure 3 | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 4. | Power of Attorney | Power of Attorney in the name of the Authorized Signatory of the Bidder or Lead Bidder (in case of consortium) | As per format provided in this RFP in Forms and Format 7.4 | Compliance (Yes / No) Submitted |

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| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements | Compliance (Yes / No) Submitted Doc. |
|-----------------|----------------------------|---|--|---|
| | | | | Document Details [Page No., Index] |
| 5. | Local Presence | The Bidder or Lead Bidder (in case of consortium) firm should have its office in Odisha. | Document in support of address proof of office premises in Odisha. OR Undertaking as per format provided in section 7.8 to open a project office in Odisha within a period of one month of signing the contract. | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 6. | Blacklisting | The Bidder / All Consortium Partners (in case of consortium)/OEM should not have been Blacklisted/Banned by any State / Central Government in India/PSUs/ Any Government Internationally as on bid submission date for corrupt, fraudulent or any other unethical business practices or for any other reason. | As per format provided in section 7.7 for the bidder and each bidder of the consortium (in case of consortium) signed by the authorized signatory | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 7. | PAN | The bidder and the consortium Partners should have PAN (Permanent Account Number) with Income Tax authority in India. | Copy of PAN card of the bidder/ each bidder of the consortium (in case of consortium) | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 8. | Goods & Services Tax (GST) | The bidder and consortium partners should have Goods & Services Tax Identification Number (GSTIN) in India. | Copy of GST registration copy of the bidder/ each bidder of the consortium (in case of consortium) | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 9. | OEM Certificate | Copy of Tender Specific Authorization Certificate from Manufacturer/Authorized Dealer should be submitted for all products to be | MAF Form (Section 7.5) stating the Tender Ref. No | Compliance (Yes / No) Submitted Document Details |

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| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements | Compliance (Yes / No) Submitted Doc. |
|-----------------|---|--|--|---|
| | | <p>supplied otherwise the bid may be rejected.</p> <p>The bidder must submit and mention in MAF Form from OEMs for comprehensive support for 5 years.</p> <p>The letter from respective OEM should also confirm about the authorization of the bidder and that products quoted are not end-of-life for the further period of 5 years. Support including spares, software upgrades shall be made available for next 5 years from date of acceptance/taking over of the system on request.</p> | | [Page No., Index] |
| 10. | OEM Infrastructure | The major OEM (Camera, Software, Network Active & Passive components, Display, UPS, and Servers) must have operational office and service center in India. | Declaration along with documentary evidence on OEM Letterhead duly signed by authorized signatory need to be submitted. | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 11. | Resource competency (Technical Resources= 2 Nos.) during Implementation and integration phase | <p>Technical Resource with 7-10 years of relevant experience and having at least two implementation and integration experiences on the proposed solution in CCTV, Surveillance, ANPR, Networking Domain.</p> <p>Minimum qualification for the resources should be B.E./B.Tech/MCA/ M.Sc. /M. Tech etc. from recognized university and full-time courses.</p> | <p>The resources mentioned should be deployed for the project implementation phase onsite at Cuttack. No replacement of resources will be entertained.</p> <p>CVs as per format under Annexure 4</p> | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 12. | General Bidder or OEM clause | Model Clause / certificate, In view of office memorandum F.No.6/18/2019-PPD dated 23 rd July 2020 issued by Public Procurement Division, Department of Expenditure, Ministry of Finance | Bidders or OEM to provide certificate on letterhead signed by authorized signatory regarding compliance as per Annex III of the mentioned order. | Compliance (Yes / No) Submitted Document Details [Page No., Index] |

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| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements | Compliance (Yes / No) Submitted Doc. |
|--------------------------|---|---|--|---|
| 13. | The members of the consortium should enter into a Memorandum of Understanding (MOU) for the purpose of submitting the bid and the same should be submitted along with the proposal. | MOU signed between consortium partners for the project. | Copy of the signed MoU | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| Generic Documents | | | | |
| 14. | Tender Fee of Rs 10,000 by DD from nationalized bank drawn in favor of Transport Commissioner, payable at Cuttack | | | Compliance (Yes / No) DD Details |
| 15. | EMD of Rs 35,00,000 in form of DD or BG (as per prescribed format) from nationalized bank | | | Compliance (Yes / No) DD / BG details |
| 16. | CVs (2 Resources) for O&M Phase | | CV as per required Format (Annexure 4) | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 17. | Covering Letter with Correspondence Details | | As per Form 7.2 | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 18. | Details of the Bidders | | As per Form 7.3 | Compliance (Yes / No) Submitted Document |

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| Sl. No # | Criteria | Evidence Requirements | Documentary Requirements | Compliance (Yes / No) Submitted Doc. |
|-----------------|--|------------------------------|--|---|
| | | | | Details [Page No., Index] |
| 19. | Undertaking on defect free service | | As per Form 7.6 | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 20. | F. No 6/18/2019-PPD dated 23 rd July 2020 issued by Public Procurement Division, Department of Expenditure, Ministry of Finance, on 23 July 2020 reg. all participating tenderers, Vendors or service providers should comply the restrictions under rule 144(xi) of General financial Rules (GFR). | | On Company Letter head duly signed by authorized signatory mentioning that all products, items and or services are governed under the said rule. | Compliance (Yes / No) Submitted Document Details [Page No., Index] |

Annexure-8 : Technical Evaluation Criteria : Checklist for Submitted Documents

This checklist need to be submitted by the bidder along with the technical qualification documents in PART II: TECHNICAL BID. Any shortfall of documents or not abiding to given format may lead to disqualification of the bidder.

| Sl. No | Criteria | Parameters | Supporting Documents | Compliance (Yes / No) Submitted Doc. |
|---------------------------------------|--------------------------------|--|---|---|
| A. Company Competence | | | | |
| 1 | Company Competence | <p>Minimum three years of experience of the bidder, (in case of Consortium Prime bidder) in IT/ ICT infrastructure projects / CCTV Surveillance System / Smart City/ City wide Surveillance system in last 3 financial years in India.</p> <p>Additional 2 marks for bidder (Prime bidder, in case of Consortium) if they have R&D Facility, at least 2 Patents filed in CCTV, Surveillance system. Subject to maximum up to 7 years of relevant experience.</p> | <p>Work Order /Client Certificate/Agreement Copies/Completion Certificate clearly indicating the scope of work and year of engagement.</p> <p>Submission of R&D Facility Details on Company Letter Head signed by Auth. Signatory and Patents details with dates filed etc.</p> | <p>Compliance (Yes / No)</p> <p>Submitted Document Details [Page No., Index]</p> |
| 2 | Certificate 1 Certificate 2 | <p>ISO 9001:2015</p> <p>ISO 27001:2013</p> | <p>Valid Certification copy</p> <p>Valid Certification copy</p> | <p>Compliance (Yes / No)</p> <p>Submitted Document Details [Page No., Index]</p> |
| B. Relevant Project Experience | | | | |
| 3 | Implementation Experience | <p>Design & Implementation of IT/ ICT infrastructure projects and City wide CCTV Surveillance System / Smart City / all with the Value of projects minimum 1 Cr. Each in last 5 financial years in India</p> | <p>Work Order /Client Certificate/Agreement Copies/Completion Certificate clearly indicating the scope of work and value of contract and year of engagement.</p> | <p>Compliance (Yes / No)</p> <p>Submitted Document Details along with Project Snippet as per Annexure 3 [Page No., Index]</p> |
| 5 | Domain Experience | <p>Integration of CCTV based Public Safety and Traffic Control services over</p> | <p>WO/Client Certificate/Agreement Copies/Completion</p> | <p>Compliance (Yes / No)</p> |

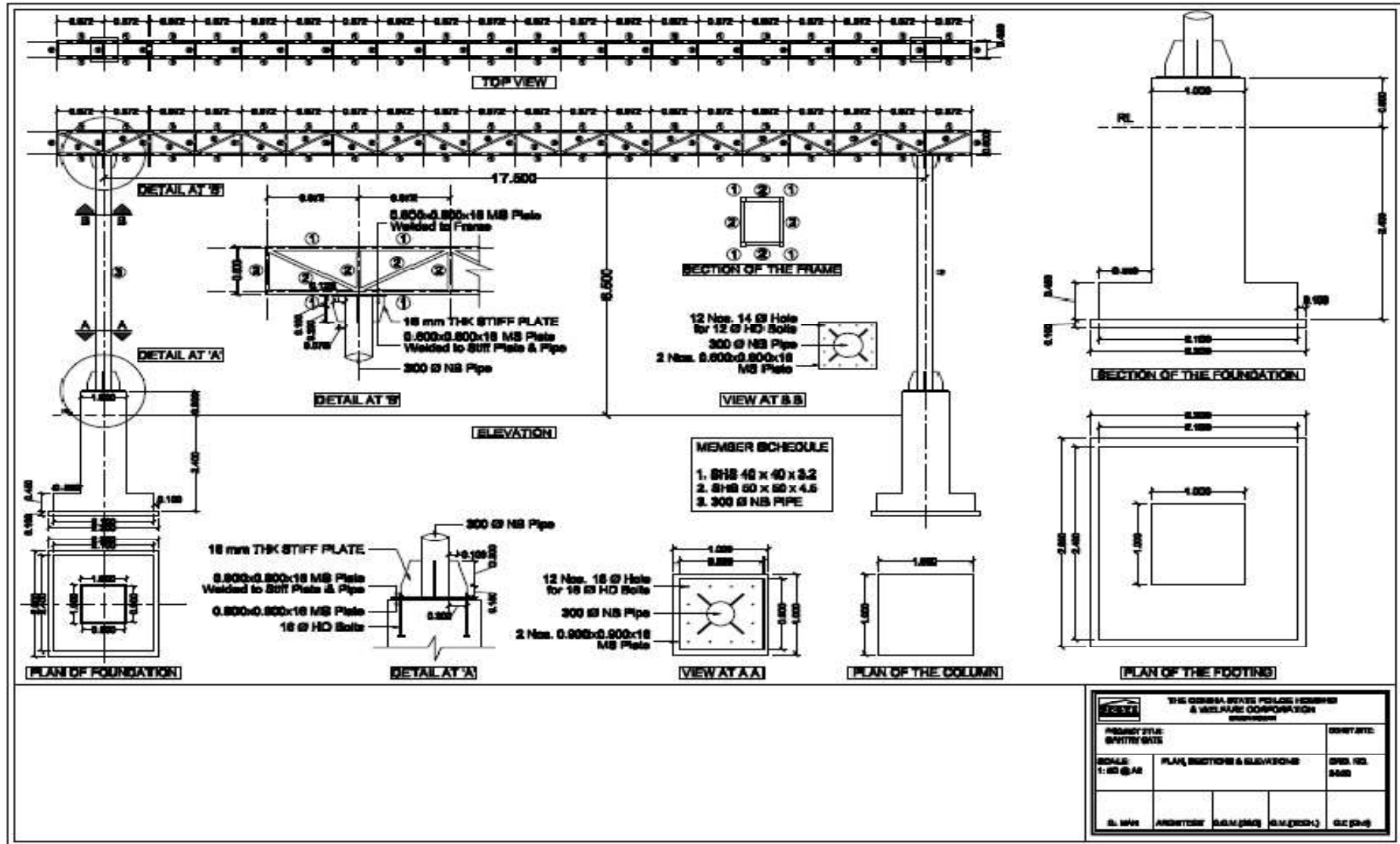
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| Sl. No | Criteria | Parameters | Supporting Documents | Compliance (Yes / No) Submitted Doc. |
|--|---|---|--|--|
| | | minimum 150 IP cameras during last 5 financial years in India | Certificate clearly indicating the Scope of the Project. The work executed for any Ministry/ Department of GoI/ State/UT Government/ Government Organizations | Submitted Document Details along with Project Snippet as per Annexure 3 [Page No., Index] |
| 6 | Maintenance Experience | Project for maintenance of fully IP based CCTV surveillance for ITMS/ Smart City/ Airport / any Ministry/ Department of GoI/ UT Government/ State Government Organizations in last 5 financial years in India | WO/Client Certificate/Agreement Copies/Completion Certificate clearly indicating the Scope of the Project and year. | Compliance (Yes / No) Submitted Document Details along with Project Snippet as per Annexure 3 [Page No., Index] |
| C. Product Technical Compliance | | | | |
| 7 | Certificate for Speed violation detection | The technology including solution proposed by bidder for speed violation detection | Valid Certification copy should certify from NABL accredited laboratory of Government of India | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 8 | Software Development Company | CMMI level 3 certificate | Valid Certification copy | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| Generic Documents | | | | |
| 9 | Functional Requirements Specification (FRS) | | Compliance to FRS as per Section 3.5 of the RFP | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 10 | Unpriced BOM | | Unpriced BOM as per Annexure 6 | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 11 | Technical Specification of all items | | As per Section 3.6 of the RFP | Compliance (Yes / No) Submitted Document Details [Page No., Index] |
| 12 | Infrastructure Items, Network | | On Company Letter head | Compliance (Yes / No) |

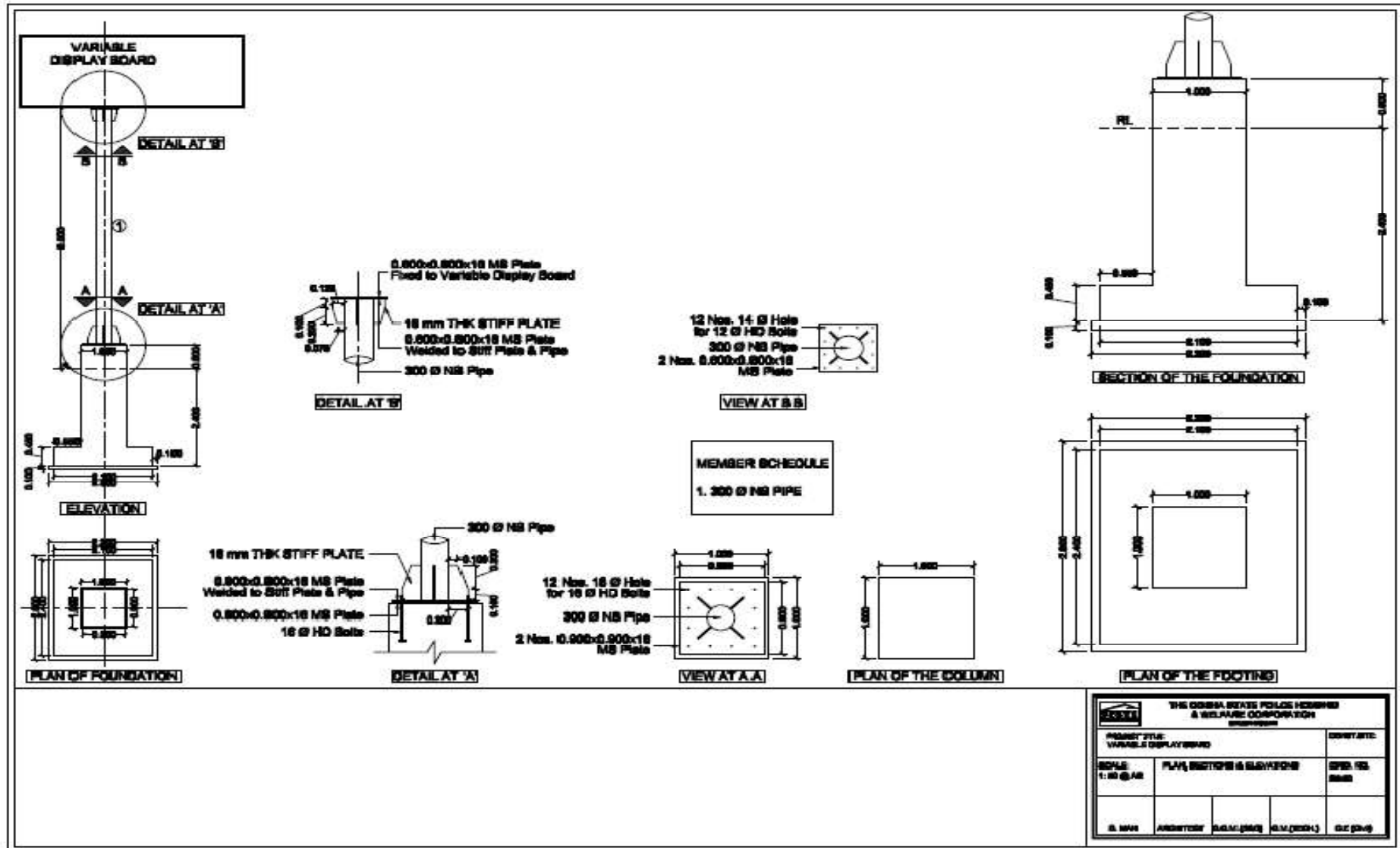
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| Sl. No | Criteria | Parameters | Supporting Documents | Compliance (Yes / No) Submitted Doc. |
|---------------|---|-------------------|--------------------------------------|---|
| | Bandwidth, VM, Core/VM, Storage, VPN (if any) | | duly signed by authorized signatory. | Submitted Document Details [Page No., Index] |

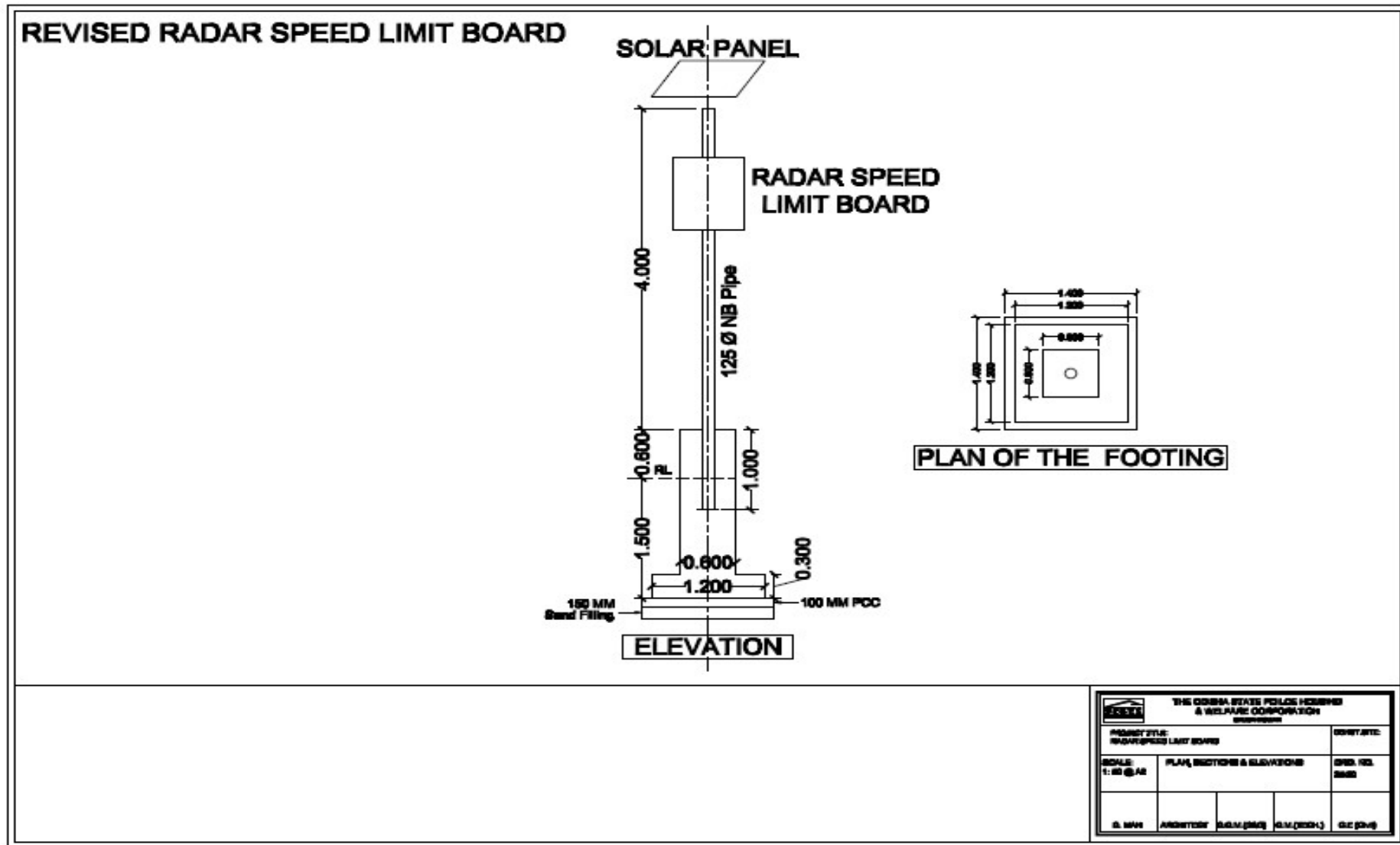
Annexure-9: Gantry Design



Annexure-10: Design for Variable Display Messaging Board



Annexure-11: Design for Radar Pole



Annexure-12: Gantry BoQ

BILL OF QUANTITY FOR ONE GANTRY GATE

| SL NO | DESCRIPTION OF ITEMS | QUANTITY | UNITS |
|-------|--|----------|-------|
| 1 | Earth Work in hard soil or gravelly soil within 50m.Initial Lead and1.5m.Initial Lift including rough dressing and breaking clods to maximum 5cm.to 5cm. And Laying and Layers not exceeding 0.3m. In depth. | | |
| | GROUND FLOOR | 31.69 | CUM |
| 2 | Filling sand in foundation and plinth watering, ramming, consolidating and dressing labours tools,taxes etc all complete as per specification and direction of E.I.C. | | |
| | GROUND FLOOR | 20.85 | CUM |
| 3 | Providing and Laying plain cement concrete 1: 4: 8 .(1 cement : 4 sand : 8 stone Aggregate 40mm nominal size) As levelling course in foundation and plinth etc. complete all depth and height. | | |
| | GROUND FLOOR | 1.20 | CUM |
| 4 | Providing and Laying reinforced cement concrete M-20 Grade20 mm nominal size HBG chips including cost all materials,labours,T & P,curing etc complete (excluding the cost of reinforcement) and direction of Engineer-in-charge. | | |
| | GROUND FLOOR | 9.64 | CUM |
| 5 | Cutting, bending , binding and placing in position of uncoated HYSD bar reinforcement as per drawing for R.C.C work including the cost of binding wire, steel,labour tools and taxes etc. | | |
| | GROUND FLOOR | 13.00 | QNTL |
| 6 | Rigid & smooth centering and shuttering false,levelled works and dismantling , then after casting including cost of materials complete for plinth band and column footing. | | |
| | GROUND FLOOR | 8.10 | SQM |
| 7 | Rigid and smooth centering and shuttering of RCC works including false works griders, beams, column including removal of form work at all depth and heights. | | |
| | GROUND FLOOR | 20.40 | SQM |
| 8 | 6mm thick cement plaster in cement mortar 1:4 to RCC surfaces finished smooth including closed deep chiping and slurry treatment with necessary scaffolding, curring etc all complete. | | |
| | GROUND FLOOR | 6.80 | SQM |
| 9 | Cement washing one coat including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 6.80 | SQM |
| 10 | Providing and applying priming one coat with any approved primer on new work to give an even shade including scaffolding and cleaning the surface before application etc. complete. | | |
| | GROUND FLOOR | 6.80 | SQM |
| 11 | Painting two coats of Anti-fugal weather coat water proofing paint including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 6.80 | SQM |
| 12 | One coat of priming with approved primer over new wood work. including cost of alllabour, materials, brushes,putty etc. | | |
| | GROUND FLOOR | 80.27 | SQM |
| 13 | Supplying, fitting,fixing and hoisting joists & M.S trusses and placing in position including cost of labour materials transportation etc. | | |
| | GROUND FLOOR | 2356.50 | KG |
| 14 | Painting Two coat of Aluminium Paint over Iron work | | |
| | | 80.27 | SQM |
| 15 | Errrection, Fitting, Fixing,Installation of M.S Pipe & Truss etc | | |
| | | 2356.50 | KG |

Annexure-13: VMS Pole BoQ

| SL NO | DESCRIPTION OF ITEMS | QUANTITY | UNITS |
|-------|--|----------|-------|
| 1 | Earth Work in hard soil or gravelly soil within 50m. Initial Lead and 1.5m. Initial Lift including rough dressing and breaking clods to maximum 5cm. to 5cm. And Laying and Layers not exceeding 0.3m. In depth. | | |
| | GROUND FLOOR | 15.85 | CUM |
| 2 | Filling sand in foundation and plinth watering, ramming, consolidating and dressing labours tools, taxes etc all complete as per specification and direction of E.I.C. | | |
| | GROUND FLOOR | 7.88 | CUM |
| 3 | Providing and Laying plain cement concrete 1: 4: 8 .(1 cement : 4 sand : 8 stone Aggregate 40mm nominal size) As levelling course in foundation and plinth etc. complete all depth and height. | | |
| | GROUND FLOOR | 0.60 | CUM |
| 4 | Providing and Laying reinforced cement concrete M-20 Grade 20 mm nominal size HBG chips including cost all materials, labours, T & P, curing etc complete (excluding the cost of reinforcement) and direction of Engineer-in-charge. | | |
| | GROUND FLOOR | 4.82 | CUM |
| 5 | Cutting, bending, binding and placing in position of uncoated HYSD bar reinforcement as per drawing for R.C.C work including the cost of binding wire, steel, labour tools and taxes etc. | | |
| | GROUND FLOOR | 6.50 | QNTL |
| 6 | Rigid & smooth centering and shuttering false, levelled works and dismantling, then after casting including cost of materials complete for plinth band and column footing. | | |
| | GROUND FLOOR | 4.05 | SQM |
| 7 | Rigid and smooth centering and shuttering of RCC works including false works, girders, beams, column including removal of form work at all depth and heights. | | |
| | GROUND FLOOR | 10.20 | SQM |
| 8 | 6mm thick cement plaster in cement mortar 1:4 to RCC surfaces finished smooth including closed deep chipping and slurry treatment with necessary scaffolding, curing etc all complete. | | |
| | GROUND FLOOR | 3.40 | SQM |
| 9 | Cement washing one coat including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 3.40 | SQM |
| 10 | Providing and applying priming one coat with any approved primer on new work to give an even shade including scaffolding and cleaning the surface before application etc. complete. | | |
| | GROUND FLOOR | 3.40 | SQM |
| 11 | Painting two coats of Anti-fungal weather coat water proofing paint including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 3.40 | SQM |
| 12 | One coat of priming with approved primer over new wood work. including cost of all labour, materials, brushes, putty etc. | | |
| | GROUND FLOOR | 15.52 | SQM |
| 13 | Supplying, fitting, fixing and hoisting joists & M.S trusses and placing in position including cost of labour materials transportation etc. | | |
| | GROUND FLOOR | 1032.05 | KG |
| 14 | Painting Two coat of Aluminium Paint over Iron work | | |
| | | 15.52 | SQM |
| 15 | Errection, Fitting, Fixing, Installation of M.S Pipe & Truss etc | | |
| | | 1032.05 | KG |

Annexure-13: Radar Pole BoQ

| SL NO | DESCRIPTION OF ITEMS | QUANTITY | UNITS |
|-------|---|----------|-------|
| 1 | Earth Work in hard soil or gravelly soil within 50m.Initial Lead and 1.5m.Initial Lift including rough dressing and breaking clods to maximum 5cm.to 5cm. And Laying and Layers not exceeding 0.3m. In depth. | | |
| | GROUND FLOOR | 3.43 | CUM |
| 2 | Filling sand in foundation and plinth watering, ramming, consolidating and dressing labours tools,taxes etc all complete as per specification and direction of E.I.C. | | |
| | GROUND FLOOR | 2.80 | CUM |
| 3 | Providing and Laying plain cement concrete 1: 4: 8 .(1 cement : 4 sand : 8 stone Aggregate 40mm nominal size) As levelling course in foundation and plinth etc. complete all depth and height. | | |
| | GROUND FLOOR | 0.20 | CUM |
| 4 | Providing and Laying reinforced cement concrete M-20 Grade 20 mm nominal size HBG chips including cost all materials,laboure,T & P,curing etc complete (excluding the cost of reinforcement) and direction of Engineer-in-charge. | | |
| | GROUND FLOOR | 1.08 | CUM |
| 5 | Cutting, bending , binding and placing in position of uncoated HYSD bar reinforcement as per drawing for R.C.C work including the cost of binding wire, steel,labour tools and taxes etc. | | |
| | GROUND FLOOR | 1.50 | QNTL |
| 6 | Rigid & smooth centering and shuttering false,levelled works and dismantling , then after casting including cost of materials complete for plinth band and column footing. | | |
| | GROUND FLOOR | 1.44 | SQM |
| 7 | Rigid and smooth centering and shuttering of RCC works including false works grids, beams, column including removal of form work at all depth and heights. | | |
| | GROUND FLOOR | 4.32 | SQM |
| 8 | 6mm thick cement plaster in cement mortar 1:4 to RCC surfaces finished smooth including closed deep chipping and slurry treatment with necessary scaffolding, curring etc all complete. | | |
| | GROUND FLOOR | 1.80 | SQM |
| 9 | Cement washing one coat including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 1.80 | SQM |
| 10 | Providing and applying priming one coat with any approved primer on new work to give an even shade including scaffolding and cleaning the surface before application etc. complete. | | |
| | GROUND FLOOR | 1.80 | SQM |
| 11 | Painting two coats of Anti-fugal weather coat water proofing paint including scaffolding and cleaning the surface before application. | | |
| | GROUND FLOOR | 1.80 | SQM |
| 12 | One coat of priming with approved primer over new wood work. including cost of all labour, materials, brushes,putty etc. | | |
| | GROUND FLOOR | 1.75 | SQM |
| 13 | Supplying, fitting,fixing and hoisting joists & M.S trusses and placing in position including cost of labour materials transportation etc. | | |
| | GROUND FLOOR | 112.42 | KG |
| 14 | Painting Two coat of Aluminium Paint over Iron work | | |
| | | 1.75 | SQM |
| 15 | Errection, Fitting, Fixing,Installation of M.S Pipe & Truss etc | | |
| | | 112.42 | KG |