

# EXPRESSION OF INTEREST (EOI)

(FAST TRACK PHASE-1 PROJECTS)

## LAST MILE CONNECTIVITY – E- AUTOS

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PROJECT DOMAIN:  
ROAD IMPROVEMENTS & TRANSPORT PLANNING  
DOCUMENT NUMBER – SCTL/PRJ/213/2018/EOI-E AUTO/ 01





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### Invitation for Global Expression of Interest (EOI)

For

**“Notice (Expression of Interest) for the Pre-Qualification of Domestic (Indian) / Overseas Competent Manufacturers/Aggregators/Operators for Electrical Autos (E-Autos) in Thiruvananthapuram City in the state of Kerala, India.”**

**EOI No.: SCTL/PRJ/213/2018/EOI-AUTO/01**

**Issued Date: 26/11/2018**

**Table 1:EOI Schedule**

S.No.	Activity	Details
1	Period during which EOI document will be available for submission purpose on <a href="https://etenders.kerala.gov.in/nicgep/app">https://etenders.kerala.gov.in/nicgep/app</a>	From 26/11/2018(1600 Hrs. IST) to 18/12/2018 (1600 Hrs. IST)
2	Last Date for Seeking Clarifications from SCTL through e-mail from the authorized person	30/11/2018 (1600Hrs.)
2	Closing Date and Time for Receipt of EOI (EOI Due Date)	On 18/12/2017 1600 Hrs. IST
3	Time and Date of Opening of EOI (Opening Date)	On 21 /12/2018 1000 Hrs. IST
4	Post EOI Opening Presentation by Entities with the Authority (SCTL)	From 23/12/2018 to 27/12/2018 other than holidays; Time allocated to each entity during above mentioned period will be indicated through e-mail.
5	Contact Details for any queries	General Manager (Operations) / Manager (PMM) Telephone No. : +91-471-2339944 E-mail: <a href="mailto:tenders.sctl@gmail.com">tenders.sctl@gmail.com</a>

The Smart City Thiruvananthapuram Limited (SCTL) is involved in execution of planning, implementation, operation and maintenance of infrastructure works including those involving information & communication technology and adoption of evolving technologies for developing Thiruvananthapuram as a smart city under Government of India Smart Cities Mission.

As a part of this endeavor and growing climate change requirements, the SCTL seeks to promote electric vehicles as vehicles of future for adoption and use in urban transit systems to begin with in the city.

Expressions of Interest are invited from reputed manufacturers/aggregators/operators in the Electric Vehicles (EV) segment on global basis (except from countries barred under UN sanctions and/or countries with which India is not having any diplomatic and/or trade relations). The entities shall be required to demonstrate in their proposals inter alia their state-of-the-art production facilities, R&D systems, existing business offerings, supply chain systems, vendor arrangements, quality certifications from accreditation agencies among others. The entities are required all necessary information required with regard to the following proposed inter alia scope of work and technical requirements:

**A. EOI Proposed Requirements:**

**1. Requirement related to entities experience:**

The Entity intending to be shortlisted under this EOI of SCTL, should fulfill the following minimum criteria and shall provide documentary evidence towards the following:

- A. The Entity should be an Indian or Foreign Company incorporated under the Companies Act, 2013. However, a foreign company registered under the respective laws of their country or as per the Companies Act, 2013 may be required to incorporate an Indian company in future to meet requirements of selection process. Further, all the entities bidding under the selection process will have to commit to Government of India's Make in India Programme for production of E-Autos or parts thereof.

*Documentary evidence to be provided*

**B. The Entity should be manufacturer/ operator/aggregator in the business of EVs.**

Documentary evidence of Business Operational Details

- C. The Entity or its Associate should not have been blacklisted or barred by Government of India, Government of Kerala, or any other state government of India or any of their agencies/undertakings/organisations/bodies etc. United Nations, Multilateral Development Institutions etc. The applicant entity to provide an undertaking substantiating the above mentioned.
- D. The applicant will be required to supply, operate and maintain the E-auto for at least 5 years period after award of the works after next stage of bidding i.e. RFP.

**Table 2: Technical Specifications**

S.N	Description	Specifications	Remarks/Reference Standard/test Standards
1	Type of Electric Auto	Passenger	Four-Seater x E-Auto
2	Reverse gear	Yes	-
3	Maximum Speed	25 kmph	As per Motor Vehicle Amendment Act 2015
4	Curb Weight (Weight of Electric Auto including battery)	375 kg	Tentative
5	Loading capacity 7(Weight of Four Passengers. The driver and the luggage of 40 kg	380 kg	375+380=755 kg
6	Laden Weight (curb weight + weight of four passengers, the driver and luggage of 250 kg)	755 kg	For a tentative curb weight of 250 kg
7	Speed Range	25 kmph	For a full charge of battery, to be tested with full load at, maximum AIS- 040
8	Motor Output Power	860 Watt	At full load (48V, 850Watt or above but not more than 2000W)
9	Motor Type	BLDC (brushless DC motor)	AC /DC
10	Motor Controller	48V	PCB based Controller
11	Battery Voltage	12V	-
12	Battery Capacity	105Ah	-
13	Battery Type	Lead Acid	Amaron
14	Battery Charger	48V 15Ah	SMPS Charger
15	Grade Ability	Upto 7 degrees	-
16	Brakes	130mm dia	Drum Breaks Rear & Front
17	Duration for Fully charging Batteries	8hrs	-
18	Duration for achieving 80% charge of Batteries	4.5hrs	-
19	Mileage of the vehicle with 100% charge battery	80km	-
20	Mileage of the vehicle with 80% charge battery	60km	-
21	Overall Efficiency of the Electric Auto	80%	-

## 2. Proposed Technical requirements:

The entities are welcome to suggest better alternatives or technological solution suitable for project implementation area requirements.

The details below cover the proposed scope of work for the selected entity to be engaged for Initial Five (5) Years of operations, extendible by another Five (5) Years. The scope will be fully elaborated during the RFP stage:

## 2.1. E-Auto Specifications and Operations

E-Auto's should be powered exclusively by electric motors whose traction energy is supplied by batteries. A typical E-Auto for the purpose shall have the following features:

### 2.1.1. E-Auto's Type and Seating Capacity

3-Wheeler aesthetically designed electric vehicle (eco-friendly) that have seating capacity of max 4-pax (excl. driver) per e-Auto with maximum luggage of 40 kg in total as defined in the notification by Ministry of Road Transport & Highways, Govt. of India. The model of the e-Auto must be duly approved as per the statutory provisions and the e-Auto shall be registered with the appropriate authority.

### 2.1.2. Security Features of e-Auto's

In-built CCTV, Panic button and GPS tracking system to be available / installed to ensure added safety for passengers especially for female commuters. The vehicle should be equipped with First Aid box and Fire Extinguisher.

### 2.1.3. Make in India

The E-Auto shall be fully compliant with the Government's Make in India campaign.

### 2.1.4. Environmental benefits

Zero Carbon emissions as vehicle being electric.

### 2.1.5. Design

Aesthetic, safe, stable and aesthetic design.

### 2.1.6. Non- Fare box revenue sources

The operator should devise business model to explore opportunities of maximizing non-fare box revenue sources. The operators shall be required to present a business model to explore and exploit non-fare box revenue sources and expected business generation volumes.

## 2.2. Operational Requirements

The Operator shall meet following requirements and indemnify SCTL on all counts related with procurement and running of E-Auto's services in Thiruvananthapuram ABD area.

2.2.1. All e-Auto's, to be operated in ABD area initially and eventually across the city, to be registered with the appropriate authority with valid fitness certificate. The model of the e-Auto must be duly approved as per the statutory provisions.

2.2.2. The drivers of the e-Auto shall have a valid license issued by the appropriate authority.

2.2.3. The Operator is required to obtain Police verification of all the drivers with particulars/ antecedents duly verified from the police and the same shall be kept with the vehicle at all times.



- 2.2.4. The Operator is required to display the photographs of the authorized driver(s).
- 2.2.5. All the Drivers / Other staff deployed for running the e-Auto's shall be required to possess valid licenses, wherever required, from appropriate authorities, display valid ID Card, wear uniform in prescribed colour with identification name badges.
- 2.2.6. As far as practicable, the fleet operator shall arrange to run the e-Auto as per the defined / agreed frequency.
- 2.2.7. Relevant helpline numbers should be displayed on the e-Auto. This shall include Operator's helpline number to address the grievance / complaint of general public commuters. SCTL shall not be liable to handle any such complaint. However, the Operator is required to inform SCTL, in the agreed proforma, about the complaints / suggestions received from general public / commuters on monthly basis.
- 2.2.8. The name, address and telephone number of e-Auto owner shall be displayed on the e-Auto at an appropriate place.
- 2.2.9. The Operator is required to display the first & last mile connectivity route and applicable ticket charges for the journey undertaken. Reports pertaining to number of tickets sold & revenue generated, etc. shall be generated on daily basis by the Operator preferably through electronic media. The Operator shall be required to share the same with SCTL whenever asked.
- 2.2.10. The Operator is required to follow all statutory provisions and directions applicable from time to time towards traffic regulation.
- 2.2.11. The Operator is required to comply with all the statutory and other stipulations including but not limited to Labour Laws / Legal / Police / Taxation / Excise / STA / Transport Policy and that issued by SCTL from time to time.
- 2.2.12. The applicant/interested entities shall be required to demonstrate in their proposals Proof of Concept (POC) inter alia their state-of-the-art production facilities, R&D systems, existing business offerings, supply chain systems, vendor arrangements, quality certifications from accreditation agencies among others; for a period of one (1) month with at least one (1) complete vehicle system including charging stations and battery and other requisite components. The entities shall be required to include Products and service offerings related to E-Autos and Experience in design and operations of E-Autos system in their proposal. They will also have to propose and evidence, inventory of potential locations for development of E-Autos Innovative design and layout of the scheme, revenue streams and revenue sharing mechanism with the SPV. The companies shall be required to make a presentation to SCTL on specified date as communicated later by the SCTL. The shortlisted companies shall be required to demonstrate a proof of concept in designated area in Thiruvananthapuram city for a period of 1 month without any cost or liability SCTL whatsoever. The SCTL shall not reimburse for any cost towards the expenditure incurred in this regard by the selected entities. The SCTL shall evaluate the

performance of proof of concept and accordingly shall be given additional marks during the tendering stage to the shortlisted entities.

### 3. Scope of Work:

Electric auto also known as Electric drive vehicle uses one or more electric motors or traction motors for propulsion. An electric auto may be powered through a collector system by electricity from off-vehicle sources, or may be self-contained with a battery, solar panels or a generator to convert fuel to electricity.

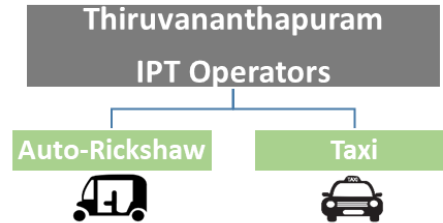


Figure 1 Types of IPT in Thiruvananthapuram

There are two types of Intermediate Para Transit Operators currently present in Thiruvananthapuram as shown the figure in the right.

Currently only a small percentage of the trips are covered through IPT modes. Measures to increase this share and reduce the use of personal modes should be taken as the existing public transport for the city has a high modal share. IPT modes when efficiently planned can be used as affordable and less polluting mode of transport by the commuters. As part of smart city proposal of improving the last mile connectivity, developing and implementing of E-autos with its required infrastructures has been suggested, a feasibility of the same has been understood from various parameter and factors, indeed it feels feasible expect in term of road conditions. The identified auto stand locations to improve last mile connectivity are as follows:

1. Near NGO quarters on Bakery Jn. Rd.
2. Near SVS Tea Stall on Nandavanam Rd.
3. Near Norka Roots Attention Centre Office on CV Raman Pillai Rd.
4. Mettukada Junction on CV Raman Pillai Rd.
5. At Thycaud W&C Hospital Bus Shelter
6. At KSRTC Exit
7. Back side Central Railway Station
8. In front of Govt. Central High School
9. At Kilipallam Junction
10. KSRTC Thampanoor Bus Stand
11. Central Railway Station

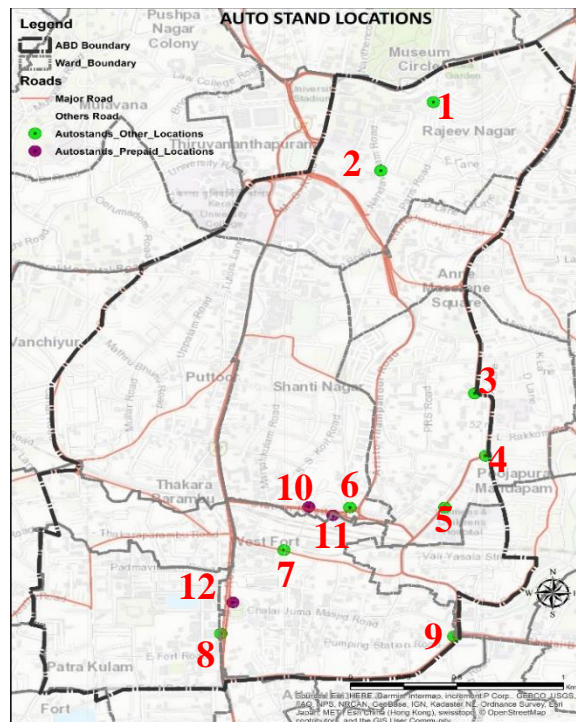


Figure 2 E Auto locations

## 12. Gandhi Park

The following are the phasing details of the project:

**Phase I:** For the first phase, E Autos are to be developed at the prepaid auto stands locations in the ABD area. At each locations, 6 autos are introduced and the charging stations can also be developed at the stand itself. Out of these 12 locations, only 3 locations are prepaid auto rickshaw stands namely – KSRTC Thampanoor Bus Stand, Central Railway Station and Gandhi Park. And the e-autos can be given in first phase to Women drivers (through Kudumbashree) for greater inclusion as a pilot project.

**Phase II:** E Autos can be integrated with heritage walks / trails being developed as part of Smart City Mission

**Phase III:** E-rickshaws parking/ charging spaces has to be integrated in all other development projects of Smart City projects like

1. Putharikhandam maidanam
2. Palayalam Market
3. Chalai Market
4. Manaveeyam Veedhi
5. Charitra veedhi
6. Multilevel car parking
7. Park re-development etc.

Later through subsidy models, all old diesel auto rickshaws in the city can be phased out.

To overcome the road conditions and create awareness among the people of Trivandrum a trial run has to be organized, which will iterate the performance of E-vehicles. The SCTL envisages to implement the project in consultation with the auto drivers unions as feasible for Trivandrum city.

The charging station in Trivandrum City is proposed to be developed as a 'parking-cum-charging station'. It is recommended that the electric power needs to be billed and payment needs to be collected. The power utilities may also want to manage power drawn by these chargers from time to time. Requirements relating to charging stations are as follows.

1. Each e-auto stand location shall have charging station and the charging infrastructure should be fast chargers/rapid chargers.
2. At each charging station, minimum 2 charging points shall be provided.
3. Additional charging stations at parking lots, malls, railway stations, office complexes, hospitals, government offices, near fuel stations and highways will provide added charging opportunity, as and when needed.



4. Provide detailed plan for charging infrastructure in ABD area and subsequent as phase 2 implementation across the Thiruvananthapuram city. The plan should also include how this infrastructure can be best scoped in the aggregator's scope. Identify charging infrastructure monetization opportunities and revenue sharing plan with SCTL.

The interested entities must provide information indicating *inter alia* their past experience in related sectors (related sector means electric vehicle manufacturing/operation/aggregation, or manufacture/operation/aggregation of non-electric vehicles as taxis/radio taxis/autos, or other such similar services; the start-ups, are also encouraged to participate) details on technical personnel and financial strength to perform the services under the following heads:

**B. Submission:**

**1. Company Profile:**

- a. company profile including incorporation, registration, tax identification details including incorporation and registration documents like memorandum of association, GST registration, PAN details etc.
  - b. Shareholding structures and associate/subsidiary/holding and companies with common beneficial ownership arrangements,
  - c. Technology and R&D Team,
  - d. Production Team and Facilities/ Tie-ups,
  - e. Supply Chain Arrangements for existing business,
  - f. Existing business,
  - g. Sales and customer profile including government sector,
  - h. Vendor arrangements,
  - i. Quality, Testing and Certifications including technical team details,
  - j. Past Experience of the firm including years of similar experience of supply/operation of electric vehicles in last 5 financial years, clients' details, contract value, contract period, contractual relationship like PPP/ Supply/O&M etc.
  - k. Financial Capacity – Turnover, net profit, net-worth, working facilities from banks, loan arrangement specially for E-Autos or similar business, liquidity position, shareholder relationship like private equity/venture capital financing arrangements etc. for last 5 financial years and present.
2. Specifically, the entities should provide information showing their experience in the design, documentation and implementation of similar investments, and in particular of large-scale electric vehicles and related infrastructure. Entities may associate or form joint ventures with other entities to enhance their qualification.
  3. Proposed changes in EOI Requirements of SCTL – technology, infrastructure,

contractual arrangements, O&M plans, financing methods, number of vehicles, testing/trial run phase requirements, etc. suitable for EOI project requirements.

4. The proposed presentation by entities shall also cover include above mentioned submission among other things.

**C. The Entities should note that:**

1. If any entity conceals any material information or makes a wrong statement or misrepresents facts or make a misleading statement in its response, in any manners whatsoever to create circumstances for the acceptance of its response, SCTL reserves the right to out rightly reject such response(s) or bar the entity from participating in the tender process, without incurring any liability whatsoever.
2. SCTL reserves the right to accept the offer of any number of Entities who meet the requirements set out this EOI.
3. Responses submitted by the Entities, within the EOI Due Date for submission of responses, shall become the property (including proprietary information) of SCTL and shall not be returned to the Entities.
4. Provided that an entity shall always have the right to withdraw or modify its response before the EOI Due Date.
5. Language of the responses to EOI or any query/ clarifications/ correspondences shall be in English only.
6. Entities shall mention the name and contact details of two persons, with complete address, phone number and email id, in the covering letter itself.
7. SCTL may, at its sole discretion, ask for additional information/ documents and/ or seek clarifications/ documents from the entities after the opening of EOI inter alia, for removal of inconsistencies or infirmities in their responses.
8. Non-submission and/ or submission of incomplete data/ information required under the provisions of this EOI shall not be construed as waiver on the part of SCTL of the obligation of the entities to furnish the said data / information.
9. This EOI document includes statements, which reflect the various prospective business avenues, opportunities, which may not be appropriate for any or all the Entities.
10. The Entities are advised to carry out their own assessment, investigations and analysis and verify the completeness, accuracy and reliability of the information in this EOI from their own reliable sources.
11. The entire EOI document shall not upload separate documents related to its EOI, but the entire details including authorization documents like PoA, PoA for Lead Member etc. to sign the applications, signed in blue link and sealed with common seal of the entity, as one document, scanned clearly and in legible to understand manner. The

12. Any clarifications on the EOI may be sought in via e-mail.
13. All submissions shall be on the e-procurement portal of Government of Kerala i.e. <https://etenders.kerala.gov.in/nicgep/app>. All interested entities are requested to make itself, register themselves and make themselves familiar with the process as mentioned on the website for the EOI purposes. SCTL shall not be responsible for any loss or liability whatsoever to any entity. The responses to the EOI are to be submitted in soft copy in both original and copy on the e-procurement site. In the event of any discrepancy between the original and the accompanying copies, only the original shall prevail.
14. The responses are to be submitted in a single sealed envelope containing envelopes of original and copies each one duly sealed separately and should transcript in the following manner:
15. The entities submitting EOI shall submit one signed copy of this EOI document as acceptance of its terms and conditions.
16. At any time before the last date of submission of EOIs, SCTL may, for any reason, whether at its own initiative or in response to a clarification requested by an entity, modify the EOI document. The amendment will be posted on the website and will be binding on the entities and the entity will give due consideration to the same, while they submit their EOIs, and would invariably enclose documents/ information, as required, because of the amendment, as a part of the EOI. SCTL may, at its discretion, extend the deadline for the submission of EOIs.
17. The applicant entity is assumed to have examined all instructions, forms, terms, specifications and requirements in the EOI and fully inform itself as to all the conditions and matters which may in any way affect the operations or the cost thereof of participating in this EOI. Failure to consider all information required by the EOI will be at the risk and cost of the applicant entity.
18. No Deviations:
  - (a) EOIs containing any deviations from provisions in the invitation of EOI will be considered as non-responsive and such EOIs shall not be considered for evaluation.
  - (b) Entities should submit cover letter at the time of submission of EOIs confirming that the stipulation of all the clauses of EOI are acceptable to them and they have not taken any deviation. In the absence of such cover letter, the EOI is liable to be rejected.
  - (c) Completeness of EOI is an important part of the evaluation and selection process; the entities must ensure that the expressed EOI is prepared in line with invitation of EOI including instructions to Entities. The EOI quality will reflect the entities' capabilities and interest. In case required, SCTL shall invite the entities for presenting the capability and experience and hence should be supported with proper relevant case.

19. The entity shall submit the response which shall remain valid up to one hundred and eighty (180) days after the EOI Due Date (“**EOI Validity Period**”). The SCTL reserves the right to reject any response, which does not meet the validity requirement. SCTL may solicit the entities consent for extension of the period of validity of the EOI. The request and the response in this regard shall be in writing. In the event any entity refuses to extend its EOI validity as requested by SCTL, SCTL shall terminate processing of such entities’ responses. An entity accepting SCTL request for validity extension shall not be permitted to modify its response.
20. The entities shall be responsible for all the costs associated with the preparation of the response and participation in discussions and finalization and execution of the documents related with this EOI, SCTL shall not be responsible in any way for such costs, regardless of the conduct or outcome of this short-listing/ selection process.
21. The responses to the EOI shall be opened as per the time schedule provided and will be communicated to the entities via e-mail or through publication on the website. In the event of any of above dates falling on a day which is not a working day, or which is a public holiday, the responses shall be opened on the next working day at the same venue and time.
22. The entity should not have been blacklisted or barred by any government entity in India or abroad or any of its agencies, companies, organizations, autonomous organizations etc. as the case may be. The applicant entity shall provide an undertaking in this regard.
23. The entities undertake to hold in confidence this EOI and any document related or pursuant to this EOI and not to disclose the terms and conditions of the transaction contemplated hereby to third parties, except:
  - (a) To their professional advisors;
  - (b) To their officers, contractors, employees, agents or representatives, financiers, who need to have access to such information for the proper performance of their activities;
  - (c) Disclosures required under applicable Law, without the prior written consent of the other parties of the concerned agreements.
24. Selection Criteria for next stage of bidding process:
  - (a) The applicant shall be shortlisted on the basis of the eligibility criteria as mentioned in this EOI and selection criteria of the SCTL.
  - (b) Only shortlisted entities as per the criteria of the SCTL shall be selected for next round of bidding i.e. issuance of RFP. Such entities shall be informed through email or publication on the e-procurement website. The entities shall be selected based on ranking against the criteria as in this EOI.
  - (c) For the purpose of this EOI, all members of a consortium or JV should meet all

the criteria together. There will no exemption to any member of a consortium on positive net profit, net worth, solvency and banking arrangements. All members of the consortium shall have to provide a declaration signed by their CA, their authorized representative and signed by the authorized signatory for the consortium.

- (d) Not more than 3 members in a consortium shall be allowed.
- (e) Any entity submitting more than application either as part of a sole applicant or part of a consortium shall also cause disqualification of that consortium or sole applicant. The submission as sub-contractor shall also be considered for this purpose.
- (f) The entities could partner with a sub-contractor for enhancing their experience.

25. Disclaimer

- (a) This Expression of Interest (EOI) has been prepared by the SCTL for procuring and/or operating EVs from entities – manufacturers/aggregators/ operators.
- (b) This Expression of Interest (EOI) has been prepared by SCTL for procuring and /or operating EVs from entities -manufacturers/aggregators/operators, who meet the selection criteria at later stage i.e. RFP stage of the tender process.
- (c) In submitting an expressed EOI in response to the EOI, the Entities certify that it understands, accepts and agrees to the disclaimers on this page. Nothing contained in any other provision of the EOI nor any statements made orally or in writing by any person or party shall have the effect of negating or superseding any of the disclaimers set forth herewith.
- (d) The information contained in this EOI or subsequently provided to entities, verbally or in documentary or any other form by or on behalf of the SCTL or any of its employees or advisers, is provided to entities on the terms and conditions set out in this EOI and such other terms and conditions subject to which such information is provided.
- (e) This EOI is not an agreement and is neither an offer nor invitation by the SCTL to the prospective Entities or any other person. The purpose of this EOI is to provide interested parties with information that may be useful to them in making their offers, financial or technical proposals pursuant to this EOI. This EOI includes statements, which reflect various assumptions and assessments arrived at by the SCTL in relation to the project. Such assumptions, assessments and statements do not purport to contain all the information that each entity may require. This EOI may not be appropriate for all persons, and it is not possible for the SCTL, its employees or advisers to consider the investment objectives, technical expertise, financial situation and particular needs of each party who reads or uses this EOI. The assumptions, assessments, statements and information contained in the EOI document may not be complete, accurate, adequate or correct. Each entity

should, therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements and information contained in this EOI and obtain independent advice from appropriate sources.

- (f) Information provided in this EOI to the entity(ies) is on a wide range of matters, some of which may depend upon interpretation of law. The information given is not intended to be an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. The SCTL accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on law expressed herein.
  - (g) The SCTL, its employees and advisors make no representation or warranty and shall have no liability to any person, including any applicant or entity under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this EOI or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the EOI and any assessment, assumption, statement or information contained therein or deemed to form part of this EOI or arising in any way for participation in this stage.
  - (h) The SCTL also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any entity upon the statements contained in this EOI.
  - (i) The SCTL may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information, assessment or assumptions contained in this EOI. The issue of this EOI does not imply that the SCTL is bound to select an entity or to appoint the selected entity as the case may be, for the project and SCTL reserves the right to reject all or any of the entities or EOI without assigning any reason whatsoever.
  - (j) The entity shall bear all its costs associated with or relating to the preparation and submission of its EOI including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by SCTL or any other costs incurred in connection with or relating to its EOI. All such costs and expenses will remain with the entity and SCTL shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by an entity in preparation or submission of the EOI, regardless of the conduct or outcome of the EOI or subsequent process.
26. The entities shortlisted in the EOI round may be considered for next stage of bidding round i.e. RFP stage.



27. Interested applicants may submit 'Expression Of Interest' in an envelope clearly superscripted as "Expression of Interest for the [Name of EOI] " in one original and one copy in online mode addressed to the Chief Executive Officer, Smart City Thiruvananthapuram Limited, 4<sup>th</sup>Floor, Annexe Building, Thiruvananthapuram Municipal Corporation, Vikas Bhavan, Kerala – 695 033, India, Tel: +91-471 -2339944, E-mail: [tenders.sctl@gmail.com](mailto:tenders.sctl@gmail.com) through online submission mode at the designated website as mentioned in this EOI by 1600 Hrs IST of the 18 December, 2018.