|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Opportunity Evaluation Matrix** | | | | | | | | | | |
| **Client** | | | Beaurau of Energy Efficiency (BEE) | | | | | | | |
| **Name of Work** | | | Hiring of Consultant for Technical Study of Electric Vehicle and charging infrastructure | | | | | | | |
| **Broad Scope of Work** | | | | | | | | | | |
| 1 | Identify possible Electric Vehicle (EV) charging options such as public charging stations, private charging options, fleet charging stations and battery swapping stations. | | | | | | | | | |
|  | | | |  | | | | | |
| 2 | Analyzing Technical, safety and performance standards of EV charging stations in conjunction with the existing standards if any | | | | | | | | | |
| 3 | Assess the Indian market (Financially and technically) for type of electric vehicles & charging station. | | | | | | | | | |
| 4 | Define minimum standards for each of the identified options in terms of:  -The charging station design and their electrical aspects.  -Grid connectivity protocols.  -Distribution network design.  -Any other electrical / civil / mechanical aspects those are critical to safe and successful operations of the charging options | | | | | | | | | |
| 5 | Identify policies and regulations to be leveraged / strengthened / drafted for enabling charging infrastructure to set up along with scaling up in usage of electric vehicles. | | | | | | | | | |
| 6 | Detailed study of electric Vehicle-Grid interaction. | | | | | | | | | |
| 7 | Study the readiness of the manufacturing Industries for Electric Vehicles. | | | | | | | | | |
| 8 | Identification of latest technology available for Electric Vehicle and charging station. | | | | | | | | | |
| 9 | Identification of existing challenges/ barriers for usages of electric vehicles and in setting up the charging station infrastructure in India. | | | | | | | | | |
| 10 | International comparison of efficiency metrics of electric vehicles and charging station mechanism in selected countries, comparing the market sizes, trends and its energy performance with inclusion/exclusion of other relevant performance parameters that influence efficiency; | | | | | | | | | |
| 11 | Mapping Identification of international and national test procedures, initial comparison of test procedures, and identification of potential issues in test result comparisons. | | | | | | | | | |
| 12 | Analysis of knowledge gaps and other research needs to be addressed through benchmarking. | | | | | | | | | |
| 13 | Detail out possible options and identify optimal solution in consultation with stakeholders. | | | | | | | | | |
| **Timeline(After Issuance of Work Order)** | | | | | | | | | | |
| 1 Month | | Inception Report | | | | | | | | |
| 3 Month | | Interim Report | | | | | | | | |
| 4 Month | | Final Report | | | | | | | | |
| **Eligibility Criteria** | | | | | | | | | | |
| 1 | Firm incorporated in india | | | | | | | | | |
| 2 | Work Experience in Transport Sector covering aspect of standard related to transport and electric supply | | | | | | | | | |
| 3 | Min Annual Turnover of 2 crores for the last 3 financial years | | | | | | | | | |
| 4 | Profitable for at least 2 of the last 3 financial years | | | | | | | | | |
| 5 | Completed at least 3 assignments in providing consultancy related to E-mobility and charging infrastructure | | | | | | | | | |
| 6 | Should have offices in at least Four Metro cities | | | | | | | | | |
| **Evaluation of Proposals\*** | | | | | | | | | | |
| 1 | Turnover | | | | | | |  | | **5** |
| 2 | Team | | | | | | |  | | **37** |
| 3 | Experience | | | | | | |  | | **40** |
| 4 | Approach & Methodology | | | | | | |  | | **18** |
| 5 | Total | | | | | | |  | | **100** |
| **Evaluation Criteria** | | | **Bidders with minimum of 70 marks will be qualified for the financial bid opening.** | | | | | | | |
| **Date of Prebid Meeting** | | | 15:00,28/11/2017 | | **Prebid Query Submission** | | NA | | | |
| **Date of Tender Submission** | | | 17:00 ,11/12/2017 | | **Tender Fee** | NA | **EMD** | | Rs 1,50,000 | |
| **Performance Security** | | | 10% of Contract Value | | | | | | | |
| **Liquidity Damages** | | | 0.5 % per week delay in delivery ,Cap of 10 % of Contract Value |  |  |  | |  | |  |
| **Estimated Value** | | | Rs. 7.5 Cr. | | | | | | | |
| **Payments** | | | LOI,PG-10%-->Interim Report-50%-->Final Report-40% | | | | | | | |
| Complex Commercial quotation sheet | | | | | | | |
| **Partner's scope of Work, if any** | | | | | | | | | | |
| 1 | Consortium is allowed | | | | | | | | | |
| **Challenges / Concerns** | | | | | | | | | | |
| 1 | Eligibility in the Evaluation of Proposals | | | | | | | | | |
| 2 |  | | | | | | | | | |
| 3 |  | | | | | | | | | |
| 4 |  | | | | | | | | | |
| Prebid Venue | Conference Hall, Bureau of Energy Efficiency,4th floor, Sewa Bhawan, R K Puram New Delhi – 110066, Tel No.:-91-11-26179699 | | | | | | | | | |
| Bid Submission Venue | Bureau of Energy Efficiency,4th floor, Sewa Bhawan, R K Puram New Delhi – 110066, Tel No.:-91-11-26179699 | | | | | | | | | |
| Contact Person | Mr. Saurabh Diddi,  Director,  Bureau of Energy Efficiency  4th floor, Sewa Bhawan,  R K Puram New Delhi – 110066  Tel No.:-91-11-26179699  Email : sdiddi@beenet.in | | | | | | | | | |

\***Evaluation of Proposals**

BEE will evaluate proposals and will give marks to all the successful bidders from preliminary scrutiny on the following basis:

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | **S. No** |  |  | **Category** |  |  | **Max. Marks** |  |  | **Criteria** |  |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  | Turnover >Rs 2 crore & |  |
|  |  |  |  |  |  |  |  |  |  | less than 5 crores: 3 |  |
|  | **1** |  |  | **Turnover** |  |  | 5 |  |  | Marks |  |
|  |  |  |  |  |  |  |  |  |  | Turnover >Rs 5 crores: 5 |  |
|  |  |  |  |  |  |  |  |  |  | Marks |  |
| **2** | |  |  | **Team** | |  |  |  |  |  |  |
|  |  |  |  | Team Leader |  |  | 5 |  |  | Years of Experience |  |

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  | (Years of |  |  |  |  |  | between 10-15 years: 2 |  |
|  |  | experience in |  |  |  |  |  | Marks |  |
|  |  | electric |  |  |  |  |  | Years of Experience |  |
|  |  | mobility, |  |  |  |  |  | between 16-20 years: 4 |  |
|  |  | charging |  |  |  |  |  | Marks |  |
|  |  | infrastructur |  |  |  |  |  | Years of Experience more |  |
|  |  | e & related |  |  |  |  |  | than 20 years: 5 Marks |  |
|  |  | standards) |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | No of projects related to | |
|  |  |  |  |  |  |  |  | safety, power equipment | |
|  |  |  |  |  |  |  |  | standard between 1-5: 4 | |
|  |  |  |  |  |  |  |  | marks | |
|  |  | Team Leader | |  |  |  |  | No of projects related to | |
|  |  |  |  |  |  | safety, power equipment | |
|  |  | (No of | | 10 | |  |  |
|  |  |  |  | standard between 6-10: 8 | |
|  |  | Projects) | |  |  |  |  |
|  |  |  |  |  |  | Marks | |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | No of projects related to | |
|  |  |  |  |  |  |  |  | safety, power equipment | |
|  |  |  |  |  |  |  |  | standard more than 10: | |
|  |  |  |  |  |  |  |  | 10 marks | |
|  |  | Team |  |  |  |  |  | Team between 4-5: 2 |  |
|  |  |  |  |  |  |  | Marks |  |
|  |  | Strength |  |  |  |  |  |  |
|  |  |  |  |  |  |  | Team between 6-8: 3 |  |
|  |  | (with |  |  | 3 |  |  |  |
|  |  |  |  |  |  | Marks |  |
|  |  | relevant |  |  |  |  |  |  |
|  |  |  |  |  |  |  | Team more than 8: 5 |  |
|  |  | experience) |  |  |  |  |  |  |
|  |  |  |  |  |  |  | Marks |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Average Relevant | |
|  |  |  |  |  |  |  |  | Experience: year of | |
|  |  | Team | |  |  |  |  | exp/total team strength | |
|  |  |  |  |  |  | Avg Exp between 3-5 | |
|  |  | Average | | 5 | |  |  |
|  |  |  |  | years: 2 marks | |
|  |  | Experience | |  |  |
|  |  |  |  |  |  | Avg Exp between 5-8 | |
|  |  | (Years) | |  |  |  |  |
|  |  |  |  |  |  | years: 3 marks | |
|  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | Avg Exp more than 8 | |
|  |  |  |  |  |  |  |  | years: 5 marks | |
|  |  |  |  |  |  |  |  | Average Relevant |  |
|  |  |  |  |  |  |  |  | Experience: no of |  |
|  |  | Team |  |  |  |  |  | projects/total team |  |
|  |  |  |  |  |  |  | strength |  |
|  |  | Average |  |  | 12 |  |  |  |
|  |  |  |  |  |  | Avg no. of projects |  |
|  |  | Experience |  |  |  |  |  |
|  |  |  |  |  |  |  | between 3-5 : 4 marks |  |
|  |  | (Projects) |  |  |  |  |  |  |
|  |  |  |  |  |  |  | Avg no. of projects |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | between 5-8 : 8 marks |  |
|  |  |  |  |  |  |  |  | Avg no. of projects more |  |

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  |  |  | than 8 : 12 marks |  |
| **3** |  |  | **Experience** | |  |  |  |  |  |  |
|  |  |  | Batteries |  |  |  |  |  |  |  |
|  |  |  | Standards |  |  |  |  |  | Each Project will have 2 |  |
|  |  |  | development |  |  |  |  |  |  |
|  |  |  |  |  | 10 |  |  | marks subject to |  |
|  |  |  | ( like TFLA, |  |  |  |  |  |
|  |  |  |  |  |  |  |  | maximum of 10 marks |  |
|  |  |  | VRLA, Li-ion |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  | etc) |  |  |  |  |  |  |  |
|  |  |  | Charging | |  |  |  |  | Each Project will have 2 | |
|  |  |  | equipment | |  |  |  |  |
|  |  |  | 15 | |  |  | marks subject to | |
|  |  |  | standards | |  |  |
|  |  |  |  |  |  |  | maximum of 10 marks | |
|  |  |  | development | |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Framing of |  |  |  |  |  |  |  |
|  |  |  | International |  |  |  |  |  |  |  |
|  |  |  | standards/re |  |  |  |  |  |  |  |
|  |  |  | regulate |  |  |  |  |  | Each Project will have 2 |  |
|  |  |  | related to |  |  |  |  |  |  |
|  |  |  |  |  | 15 |  |  | marks subject to |  |
|  |  |  | electric |  |  |  |  |  |
|  |  |  |  |  |  |  |  | maximum of 10 marks |  |
|  |  |  | mobility and |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |
|  |  |  | related |  |  |  |  |  |  |  |
|  |  |  | infrastructur |  |  |  |  |  |  |  |
|  |  |  | e |  |  |  |  |  |  |  |
| **4** |  |  | **Approach &** | |  |  |  |  |  |  |
|  |  | **Methodology** | |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  | Roadmap on |  |  |  |  |  |  |  |
|  |  |  | creation of |  |  |  |  |  | Average of marks from all |  |
|  |  |  | EV |  |  | 10 |  |  | the reviewers (Subjective |  |
|  |  |  | infrastructur |  |  |  |  |  | assessment) |  |
|  |  |  | e in India |  |  |  |  |  |  |  |
|  |  |  | Suitability | |  |  |  |  | Average of marks from all | |
|  |  |  | with the | |  |  |  |  |
|  |  |  | 8 | |  |  | the reviewers (Subjective | |
|  |  |  | national | |  |  |
|  |  |  |  |  |  |  | assessment) | |
|  |  |  | requirement | |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
|  |  |  | TOTAL |  |  |  |  |  |  |  |
|  |  |  | TECHNICAL |  |  | **100** |  |  |  |  |
|  |  |  | SCORE |  |  |  |  |  |  |  |

**

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