

CORRIGENDUM - 3

Additional Pre-bid queries from bidders

Tender Notice No.	1. NREDCAP/EVCI/PM E-DRIVE (Phase-1)/2026 , Dated. 29.05.2026
Name of Work	1. Request for Proposal (RfP) for Appointment of Charge Point Operators (CPOs) for Supply, Erection, Testing, Commissioning, Operation and Maintenance (O&M) of Electric Vehicle Public Charging Stations at identified locations in Andhra Pradesh.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
1.	General	Can the Technical Eligibility Criteria be fulfilled collectively by Consortium/JV members, with one member contributing charger deployment experience and another contributing O&M experience?	Technical eligibility criteria may be fulfilled collectively by the Consortium/JV members, subject to compliance with the provisions specified in the RfP. Please refer to Corrigendum 2.
2.	General	Can Parent Company / Ultimate Parent Company credentials be used simultaneously for both Technical and Financial Eligibility?	Yes. Credentials of the Parent Company / Ultimate Parent Company may be used simultaneously for both Technical and Financial Eligibility, subject to submission of valid supporting documents and compliance with the provisions specified in the RfP. Bidder shall also submit a certificate of relationship of Parent Company/ Ultimate Parent Company with the Bidding Company as per Format 10.
3.	General	Will experience certificates from private clients be accepted in addition to Government/PSU projects?	Experience certificates from private sector clients shall be accepted. However, bidder should provide supporting documents for such experience in accordance with RfP.
4.	General	Can ongoing O&M projects be considered if one year of O&M has already been completed?	Yes. Ongoing O&M projects shall be considered if a minimum of 6 (six) months of O&M has been completed. Please refer to Corrigendum 2.

Sd/-
VC & Managing Director
NREDCAP, HO, Tadepalli

S No.	Clause as per RfP	Clarification sought	Response/ clarification
5.	General	For the requirement of 65 locations, will multiple charging stations within the same campus be considered separate locations?	Multiple charging stations within the same campus/premises shall be considered as a single location for the purpose of evaluation.
6.	General	Will charger manufacturing experience be considered equivalent to charger deployment experience?	Charger manufacturing and charger deployment are distinct activities. Accordingly, charger manufacturing experience shall not be considered equivalent to charger deployment experience for the purpose of evaluation.
7.	General	Can foreign-manufactured chargers be supplied if they comply with BIS, ARAI and PM E-DRIVE requirements?	Foreign-manufactured chargers shall not be permitted for deployment under this tender. Bidders shall comply with the requirements specified in the RfP, including Phased Manufacturing Programme (PMP) guidelines, with respect to sourcing and deployment of EV chargers.
8.	General	Can a JV consist of a CPO and a charger manufacturer?	Yes. A Consortium/JV may consist of a CPO and a charger manufacturer, subject to compliance with the eligibility conditions and provisions specified in the RfP.
9.	General	Can one JV member provide technical credentials while another provides financial credentials?	Yes. In a Consortium/JV, one member may provide technical credentials while another member may provide financial credentials, subject to compliance with the provisions specified in the RfP.
10.	General	Will Class-A Electrical Contractor license from another state be accepted or must it be Andhra Pradesh-specific?	As per Clause 1.10 (i) – Technical Score of the RfP, “The Bidder / member of Consortium / JV is a Class A / Class 1 electrical contractor issued by the relevant authority in Andhra Pradesh.” Accordingly, licenses issued by authorities outside Andhra Pradesh shall not be considered for this criterion.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
11.	General	The tender awards 15 marks for manufacturing facilities in Andhra Pradesh. Will an assembly unit established before bid submission qualify?	An assembly unit established in Andhra Pradesh prior to the Bid Due Date (Bid Submission Deadline) shall be considered for evaluation under the relevant scoring criteria, subject to compliance with the provisions specified in the RfP.
12.	General	What minimum level of localization is required for a facility to be considered a manufacturing facility?	Please refer to the response provided against Query No. 11. The same shall be applicable.
13.	General	Will leased manufacturing facilities in Andhra Pradesh qualify?	Leased Manufacturing facility shall not be considered for Technical scoring.
14.	General	Can documentary proof submitted after bid submission but before technical evaluation be considered? This is important because 15 marks can significantly impact QCBS rankings.	All documentary evidence forming part of the Qualification Proposal shall be submitted on or before the Bid Due Date (Bid Submission Deadline). However, NREDCAP reserves the right to seek additional information, documents, or clarifications from the Bidder, at any stage of the Bid Process, for the purpose of determining responsiveness and evaluation of the Bid. The submission and consideration of such additional information shall be subject to the sole discretion of NREDCAP. In this regard, the provisions of Clause 4.3 (vi) of this RfP shall be applicable.
15.	General	Will all 131 locations be handed over free from encumbrances?	Yes. All locations falling under the respective awarded Cluster shall be handed over free from encumbrances.
16.	General	Will land possession letters be issued before LOA?	As per clause 9.3 of the RFP, the land lease/ revenue sharing agreement shall be entered between NREDCAP and the Land-Owning Agency. Accordingly, NREDCAP shall undertake appropriate measures to facilitate

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			timely handover to selected CPO in accordance with the provisions of the RfP.
17.	General	Who is responsible if the site is unavailable after award?	All locations falling under the awarded Cluster shall be handed over to the respective CPO free from encumbrances after execution of the Contract Agreement.
18.	General	Has power feasibility been obtained for all locations?	Power feasibility for all the proposed locations has been obtained from the respective DISCOMs. Please refer to the demand notes mentioned in the Annexure.
19.	General	Will DISCOM approvals be facilitated by NREDCAP?	Please refer to Clause 6.3 (iv) of the RfP.
20.	General	Who bears transformer augmentation costs?	All costs related to upstream infrastructure shall form part of the scope of CPO and shall be included by the bidder while quoting under Schedule No. 1A/ 1B/ 1C (Supply & Service), whichever is applicable, of the Price Bid.
21.	General	Who bears HT connection charges?	All costs related to upstream infrastructure shall form part of the scope of CPO and shall be included by the bidder while quoting under Schedule No. 1A/ 1B/ 1C (Supply & Service), whichever is applicable, of the Price Bid.
22.	General	Who bears security deposit payable to DISCOM?	The security deposit payable to DISCOM shall be borne by NREDCAP. Bidders are not required to include this cost while quoting under Schedule No. 1A/ 1B/ 1C (Supply & Service), whichever is applicable, of the Price Bid.
23.	General	Will right-of-way permissions be provided by NREDCAP?	Please refer to Clause 6.3 (xix) of the RfP.
24.	General	Can alternate nearby locations be proposed if a designated site becomes technically unfeasible?	The technical feasibility of the proposed sites under all three Clusters has been assessed

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			by BHEL. Bidders shall refer to the Cluster-wise site details in Annexure–1.
25.	General	Will site-wise load sanction details be provided before bidding? This is probably the most important commercial question.	Please refer to Annexure – 1. The data indicated is an estimate provided for reference purposes only and shall not be construed as the final project cost. Bidders are required to undertake their own site assessment and due diligence to arrive at the project cost while preparing their bids.
26.	General	Who owns the charging stations after project completion?	NREDCAP shall retain sole and exclusive ownership of the EV Charging Infrastructure during the entire Contract Period as well as upon expiry or completion thereof.
27.	General	Will charger ownership remain with the CPO during the entire 10-year O&M period?	Please refer to Clause 6.2 of the RfP.
28.	General	Will charging revenue be retained entirely by the CPO?	All charging revenue generated from the EV Charging Stations shall be retained by NREDCAP. The CPO shall receive O&M payments from NREDCAP, which shall be based on the O&M rate (INR/kWh) quoted by the bidder under Schedule No. 2A/ 2B/ 2C, whichever is applicable, of the Price Bid. Bidders are advised to refer to Clause 6.3 (xvi) of the RfP for further details.
29.	General	Will there be any revenue sharing with NREDCAP or site-owning departments?	All charging revenue generated from the EV Charging Stations shall be retained by NREDCAP. The CPO shall receive O&M payments from NREDCAP, which shall be based on the O&M rate (INR/kWh) quoted by the bidder under Schedule No. 2A/ 2B/ 2C, whichever is applicable, of the Price Bid. Bidders are advised to refer to Clause 6.3

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			(xvi) of the RfP for further details. NREDCAP shall enter into a separate agreement with the respective Land-Ownning Agency, and the applicable revenue share/lease amount of INR 1/kWh shall be borne by NREDCAP.
30.	General	Can charging tariffs be revised periodically?	Please refer to Clause 6.6 (v) of the RfP.
31.	General	Will APERC charging tariff regulations apply?	The applicable tariff shall be governed by the regulations and orders issued by the Andhra Pradesh Electricity Regulatory Commission (APERC), as amended from time to time.
32.	General	Will parking charges be retained by the CPO?	Parking Chargers are presently not within the scope of this tender and shall not be levied. However, in the event that parking charges are introduced in the future based on operational requirements, such charges shall be retained by NREDCAP, and the CPO shall be informed accordingly.
33.	General	Can the CPO introduce membership plans and fleet pricing?	As the owner of the EV charging infrastructure, NREDCAP reserves the right to introduce membership plans and fleet pricing at its discretion, and the selected CPO shall be informed accordingly.
34.	General	Can advertisements be displayed at charging stations?	Advertisement display at charging stations is presently not within the scope of this tender and shall not be permitted. However, in the event that advertisement opportunities are introduced in the future based on operational or commercial considerations, any revenue generated from such advertisements shall accrue to

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			NREDCAP, and the CPO shall be informed accordingly.
35.	General	Can the charging stations be monetized through branding rights?	Monetization of Charging Stations through branding rights is presently not within the scope of this tender and shall not be permitted. However, in the event that branding or advertising opportunities are introduced in the future based on operational or commercial considerations, any revenue generated from such activities shall accrue to NREDCAP, and the CPO shall be informed accordingly.
36.	General	Will rooftop solar integration be permitted?	The requirement mentioned is presently not within the scope of work of this tender. However, if such a need arises in the future, NREDCAP may consider its implementation based on technical and commercial feasibility.
37.	General	Can battery storage systems be integrated later?	The requirement mentioned is presently not within the scope of work of this tender. However, if such a need arises in the future, NREDCAP may consider its implementation based on technical and commercial feasibility.
38.	General	What is the expected minimum utilization assumed by NREDCAP?	The utilization of EV Charging Stations depends on multiple factors, including EV penetration, traffic density at the location, site accessibility, availability and reliability of chargers, tariff structures, network coverage, and quality of customer service. As maximizing utilization falls within the scope of the CPO, and O&M payments are linked to the utilization level of the chargers, the CPO

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			shall be responsible for implementing appropriate strategies to enhance utilization of the charging infrastructure.
39.	General	Is there any minimum guaranteed energy throughput?	This depends on the utilization level of the chargers. The utilization of EV Charging Stations depends on multiple factors, including EV penetration, traffic density at the location, site accessibility, availability and reliability of chargers, tariff structures, network coverage, and quality of customer service. As maximizing utilization falls within the scope of the CPO, and O&M payments are linked to the utilization level of the chargers, the CPO shall be responsible for implementing appropriate strategies to enhance utilization of the charging infrastructure.
40.	General	How will O&M payments be calculated?	Please refer to Clause 9.9 (ii) (b) of the RfP.
41.	General	Will O&M payments be linked to charger uptime?	O&M payments shall be calculated based on the total electricity dispensed by all operational Charging Stations falling under the respective awarded Cluster during the relevant billing period. The energy dispensed is inherently dependent on the availability and uptime of the chargers. The CPO is also expected for availability of charging stations as per clauses 8.6 and 8.7 of RfP.
42.	General	What is the billing cycle for O&M payments?	It shall be on a monthly basis. Please refer to clause 9.9 ii) (a) of RfP.
43.	General	What is the payment release timeline?	Please refer to Corrigendum 2.
44.	General	Will delayed payments attract interest?	Tender conditions prevail. NREDCAP shall ensure timely payments in accordance with the terms and conditions specified in the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
45.	General	Who certifies dispensed units for monthly billing?	Please refer to Clause 9.9 (ii) (c) of the RFP.
46.	General	Will data from CMS be considered final for billing purposes?	Please refer to the bullet points specified under Clause 9.9 (ii) (c) of the RfP. The provisions contained therein shall be applicable.
47.	General	If charger downtime is due to power outage, will O&M deductions apply?	Please refer to Clause No. 8.9 of the RfP.
48.	General	Can higher-capacity chargers than specified be installed?	The charger capacity specifications provided in Annexure 1 of the RfP have been determined based on the project requirements. Accordingly, bidders shall comply with the specified charger capacities, and deployment of alternative capacities shall not be considered.
49.	General	Can dual-gun chargers be deployed?	Please refer to Clause 6.7 (viii) of the RFP.
50.	General	Can chargers from multiple OEMs be used?	Yes. Chargers from multiple OEMs may be used, subject to compliance with the specifications and standards prescribed in the RfP.
51.	General	Can indigenous CMS platforms be used?	Please refer to Clause 6.3 (xiv) (a) of the RFP.
52.	General	Will OCPP 2.0.1 be accepted in place of OCPP 1.6?	Please refer to the Corrigendum 2.
53.	General	Will OCPI roaming integration be mandatory?	OCPI-based roaming integration shall be mandatory and shall fall within the scope of the CPO.
54.	General	Will chargers require integration with a central state-level platform?	All chargers under all three Clusters shall be onboarded onto the centralized CMS to be developed by the CPO of APSPDCL Cluster for NRED CAP. CPOs of APCPDCL Cluster and APEPDCL Cluster shall provide integration support. The CMS shall be configured to enable seamless integration

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			with the National Unified Hub being developed by the Ministry of Heavy Industries (MHI). Accordingly, all chargers shall also be integrated with the National Unified Hub through the CMS, ensuring real-time data exchange between the CMS and the National Unified Hub.
55.	General	Will remote diagnostics be mandatory?	Yes. Remote diagnostics for chargers shall be mandatory.
56.	General	Will uptime be calculated per charger or per location?	Please refer to Clause 8.6 and 8.7 of the RfP.
57.	General	The commissioning period is 180 days. Will delays caused by DISCOM approvals be excluded?	The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory approvals and clearances, including those from DISCOMs. However, in the event of delays attributable to DISCOMs, the same shall be brought to the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
58.	General	Will force majeure include delays caused by government departments?	Please refer to Clause 9.5 of the RfP for the detailed provisions on events included and excluded under Force Majeure. The same shall be applicable.
59.	General	Can site-wise commissioning be permitted instead of all 131 locations together?	Please refer to Corrigendum 2.
60.	General	Will partial COD be allowed?	Please refer to Corrigendum 2.
61.	General	Will extension be granted if land handover is delayed?	All 131 sites are planned to be handed over in a timely manner in accordance with the provisions of the RfP. In the event of any delay in handover of specific sites, the same shall be reviewed by NREDCAP, and extension of timelines may

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			be considered on a case-to-case basis, subject to due verification and approval.
62.	General	How many members can attend the presentation?	A separate communication shall be issued to the Qualified Bidders, detailing the guidelines and other relevant aspects of the Technical Presentation.
63.	General	Will virtual presentation be permitted?	A separate communication shall be issued to the Qualified Bidders, detailing the guidelines and other relevant aspects of the Technical Presentation.
64.	General	What is the duration of the presentation?	A separate communication shall be issued to the Qualified Bidders, detailing the guidelines and other relevant aspects of the Technical Presentation.
65.	General	Will the evaluation committee share the scoring methodology in detail?	Please refer to Serial No. 8 (Technical Presentation before Evaluation Committee) under Clause 1.10 (i) of the RfP.
66.	General	Will marks awarded under technical presentation be disclosed?	Yes. Marks awarded under the Technical Presentation shall be disclosed to the bidders.
67.	General	Will presentation scores be communicated to bidders?	Yes. Marks awarded under the Technical Presentation shall be disclosed to the bidders in the interest of fairness and transparency in the evaluation process.
68.	General	What is the maximum penalty cap under the contract?	Please refer to Clause 8.10 (iii) and Clause 8.12 (iv) of the RfP.
69.	General	Is there any cap on liquidated damages?	Please refer to Clause 8.10 (iii) and Clause 8.12 (iv) of the RfP.
70.	General	Can penalties exceed monthly billing value?	Please refer to Clause 8.10 (iii) of the RfP.
71.	General	Under what circumstances can the contract be terminated?	Please refer to Clause 9.6 of the RfP.
72.	General	Will a cure period be provided before termination?	Please refer to Clause 9.6 of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
73.	General	Can repeated grid failures trigger penalties?	Please refer to Clause 8.9 of the RfP.
74.	General	Will an AP-based charger assembly unit established before commissioning qualify for Andhra Pradesh manufacturing marks?	Manufacturing facility for EV chargers in Andhra Pradesh shall be established and operational on or before the Bid Due Date (Bid Submission Deadline) for consideration under the relevant evaluation criteria.
75.	General	Can a consortium member holding AP electrical contractor license contribute the qualification requirement?	Yes. A consortium/JV member holding a valid Electrical Contractor License issued by the competent authority in Andhra Pradesh shall be considered for meeting the qualification requirement.
76.	General	Will technical credentials of charger OEM and CPO be combined for evaluation?	A charger OEM and a CPO may jointly form a Consortium/JV to participate in the Bid, subject to compliance with the provisions specified in the RfP.
77.	General	Can O&M experience from private charging networks be accepted?	Yes. The same shall be accepted, subject to submission of valid documentary evidence as specified in the RfP to substantiate the claimed experience.
78.	General	Can experience from Metro Rail, Fleet Charging and Commercial Charging Hubs be considered?	Yes. The same shall be accepted, subject to submission of valid documentary evidence as specified in the RfP to substantiate the claimed experience.
79.	General	Will chargers manufactured by consortium partners be accepted without additional qualification restrictions?	Chargers manufactured by a Consortium/JV partner may be deployed under the project, provided that such chargers strictly conform to the technical specifications, certifications, statutory requirements, and applicable charging standards prescribed under the RfP and under prevailing Government of India guidelines, including but not limited to: (i) Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure,

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			2024 issued by the Ministry of Power, Government of India, dated 17.09.2024 (as amended from time to time); (ii) Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme, issued by the Ministry of Heavy Industries (MHI), Government of India, dated 26.09.2025 (as amended from time to time); and (iii) Phased Manufacturing Programme (PMP) guidelines, as applicable and amended from time to time.
80.	General	Can the selected bidder subcontract civil works and electrical works while retaining overall responsibility?	Subcontracting of civil and electrical works shall be governed strictly by Clause 6.3 (xxxii) of the RfP. The selected bidder/CPO may undertake such subcontracting only to the extent permitted under the RfP; however, the selected bidder/CPO shall remain fully and solely responsible for due performance, quality, safety, statutory compliance, timely execution, and all obligations arising under the Contract. Any engagement of subcontractors shall not absolve or dilute the liability of the selected bidder/CPO under the RfP and the Contract Agreement.
81.	General	Reimbursement of expenses during installation and O&M period - Kindly clarify whether any reimbursement, compensation, viability gap support, electricity demand charges, site maintenance expenses, security expenses, or any other operational expenses incurred during the installation period and the 10-year O&M period shall	Please refer to Clause 9.9 of the RfP for details regarding the payment mechanism. The payment in respect of supply, installation, commissioning, and during the ten (10) year O&M period shall be governed strictly by the provisions specified therein. Unless expressly provided otherwise in the RfP, all costs, charges, expenses, and

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		be reimbursed by NREDCAP or the respective site-owning agency.	liabilities falling within the scope of the CPO shall be deemed to have been duly factored into the bidder's quoted prices, and no separate reimbursement, compensation, viability gap support, or additional payment shall be admissible from NREDCAP or the respective Land-Ownning Agency.
82.	General	Civil infrastructure requirements - The RfP indicates deployment at multiple public locations. Kindly clarify the scope and responsibility regarding civil infrastructure works such as compound walls, site fencing, toilets, security cabins, drainage arrangements, paving, lighting, water supply, and other ancillary civil works. Please confirm whether such infrastructure will be provided by the land-owning agency or shall be included within the bidder's scope.	The design, execution, provision, and maintenance of all civil infrastructure and ancillary works required for establishment and operation of the EV Public Charging Stations shall form part of the scope of work of the selected CPO. Such works may include as applicable based on site-specific requirements and necessary for safe, reliable, and efficient operation of the charging stations. The selected CPO shall undertake site assessment and due diligence and shall factor the cost of all such civil and ancillary works into its bid.
83.	General	Escalation in O&M Charges - Considering the 10-year O&M period, operational costs including manpower, consumables, communication services, maintenance materials, and inflation are expected to increase significantly. We request NREDCAP to consider an escalation provision of 10% in the quoted O&M rate after completion of the first five (5) years of operation, or alternatively provide a suitable escalation mechanism linked to a recognized index	Please refer to Clause 1.9 (iii) of the RfP, which specifies that the quoted O&M Price (INR/kWh) shall remain fixed for the entire ten (10) year contract period and shall not be subject to any escalation or revision. Accordingly, bidders are required to factor in all cost variations, including inflation and operational expenses, over the contract period while quoting the O&M rate. As O&M payments are linked to actual energy dispensed (kWh), revenue realization is dependent on utilization levels of the charging stations. Therefore, the CPO shall

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			be responsible for adopting appropriate strategies to improve utilization and optimize returns over the project lifecycle.
84.	General	Reimbursement of Expenses - Kindly clarify whether any reimbursement/ support shall be provided towards expenses incurred during the installation period and the 10-year O&M period, including security, housekeeping, communication, electricity demand charges, and other operational expenses.	Please refer to Clause 9.9 of the RfP for details regarding the payment mechanism. The payment in respect of supply, installation, commissioning, and during the ten (10) year O&M period shall be governed strictly by the provisions specified therein. Unless expressly provided otherwise in the RfP, all expenses relating to security, housekeeping, communication/connectivity, site maintenance, consumables, manpower, and other operational requirements forming part of the CPO's scope shall be deemed to have been factored into the bidder's quoted prices. Accordingly, no separate reimbursement, support, compensation, viability gap funding, or additional payment shall be admissible from NREDCAP or the respective Land-Owning Agency, except to the extent specifically provided under the RfP.
85.	General	Civil Works Scope - Kindly clarify the complete scope of civil works to be executed by the bidder. Specifically, please clarify responsibilities regarding compound wall construction, fencing, toilets, security cabins, drainage arrangements, paving, lighting, water supply arrangements, landscaping, and any other associated civil infrastructure.	The CPO shall bear the entire cost and responsibility for execution of all associated civil works at the EV Public Charging Stations.
86.	General	Canopy Design and Specifications - Kindly provide standard canopy designs,	Design, supply, and installation of canopies shall fall within the scope of the CPO.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		approved models, dimensions, sizes, technical specifications, and whether canopy construction is within the bidder's scope.	The size, dimensions, and configuration of the canopy may vary depending on the number and type of chargers, as well as site-specific conditions. Accordingly, standardization of canopy design, dimensions, and specifications by NREDCAP is not envisaged, and the same shall be determined by the bidder based on detailed site assessment. The canopy design shall comply with applicable safety standards, structural requirements, and industry best practices to ensure durability, adequate weather protection, and safe operation of the charging infrastructure. The selected CPO shall submit the proposed canopy design, drawings, dimensions, structural details, and technical specifications to NREDCAP for review and approval prior to installation. Installation of the canopy shall be undertaken only after obtaining such approval from NREDCAP.
87.	General	Detailed BOQ and Scope of Work -We request a detailed BOQ and clear demarcation of responsibilities between NREDCAP, DISCOMs, land-owning agencies, and the selected CPO for all civil, electrical, and auxiliary works.	Preparation of detailed BOQ and technical specifications for electrical, upstream infrastructure, and associated civil works shall fall within the scope of the bidder. The scope of work of the CPO, as well as the responsibilities of NREDCAP and the Land-Ownning Agency, are clearly defined in the RfP. Accordingly, the provisions of the RfP shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
88.	General	DISCOM-Related Payments - Kindly clarify the responsibility for payment of service connection charges, demand charges, meter charges, security deposits, transformer-related costs, and any future charges payable to DISCOMs during installation and O&M periods.	Please refer to Clause 6.3 (iii), and Clause 6.3 (iv) of the RfP. The provisions specified therein shall be applicable.
89.	General	O&M Price Escalation - Considering the 10-year O&M period and the likely increase in manpower, communication, maintenance, and operational costs, we request NREDCAP to consider an escalation provision of 10% in O&M rates after completion of five (5) years, or alternatively provide an appropriate escalation mechanism linked to a recognized index.	Please refer to Clause 1.9 (iii) of the RfP, which specifies that the quoted O&M Price (INR/kWh) shall remain fixed for the entire ten (10) year contract period and shall not be subject to any escalation or revision. Accordingly, bidders are required to factor in all cost variations, including inflation and operational expenses, over the contract period while quoting the O&M rate. As O&M payments are linked to actual energy dispensed (kWh), revenue realization is dependent on utilization levels of the charging stations. Therefore, the CPO shall be responsible for adopting appropriate strategies to improve utilization and optimize returns over the project lifecycle.
90.	General	Site Development Responsibilities - Kindly clarify whether the sites will be handed over in a ready-to-install condition or whether all site development activities including leveling, earthwork, access roads, foundations, drainage, and associated civil works are to be carried out by the selected bidder.	All sites shall be handed over to the CPO free from encumbrances and with necessary access. Site assessment and due diligence prior to submission of the bid shall fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard. All site development activities, and associated civil works, shall fall within the scope of the CPO, based on site-specific requirements identified during site

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			assessment, in accordance with the provisions of the RfP.
91.	Reference: Clause 1.8 (c) – Technical Eligibility Criteria Page No.: 20 Existing Requirement: The bidder shall have supplied, installed and commissioned EV Charging Stations having cumulative installed capacity of minimum 8,000 kW during the last five financial years.	Requested Amendment - Kindly amend the requirements as follows: "The bidder shall have supplied, installed and commissioned EV Charging Stations having cumulative installed capacity of minimum 2,000 kW during the last five financial years." Justification - The present threshold of 8,000 kW is restrictive and limits participation to a small number of established players. Reduction to 2,000 kW will encourage broader competition while ensuring that participating bidders possess substantial execution experience.	Please refer to Corrigendum 2.
92.	Reference: Clause 1.8 (c) – Technical Eligibility Criteria Page No.: 20 Existing Requirement: The bidder shall have supplied, installed and commissioned EV Charging Stations at minimum 65 distinct locations in India during the last five financial years.	Requested Amendment - Kindly amend the requirements as follows: "The bidder shall have supplied, installed and commissioned EV Charging Stations at minimum 30 distinct locations in India during the last five financial years." Justification - Many competent EV charging infrastructure companies have successfully executed projects across multiple states but may not have reached 65 locations due to the evolving nature of the EV market. A threshold of 30 locations will ensure adequate experience while promoting healthy competition.	Please refer to Corrigendum 2.
93.	Reference: Clause 1.8 (d) – Financial Eligibility Criteria	Requested Clarification / Amendment - Kindly allow consideration of overall	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	Page No.: 20-21 Existing Requirement: Average Annual Turnover shall be minimum INR 31 Crore and shall be considered from activities related to EV charging infrastructure, electrical works, power infrastructure, renewable energy projects, EPC works or allied infrastructure works.	company turnover certified by Statutory Auditor irrespective of business segment, provided: • Annual Turnover exceeds INR 250 Crores in overall business. • Positive Net Worth criteria are complied with. Justification - Many reputed organizations possess strong financial capability and infrastructure execution experience but have diversified business operations. Restricting turnover to specific business segments may unnecessarily limit competition despite adequate financial strength.	
94.	Reference: Technical Evaluation Framework Page No.: 24-25 Existing Requirement: The Technical Score is based on historical deployment experience, installed capacity, number of locations, O&M experience, mobile application ratings, manufacturing facility in Andhra Pradesh, etc.	Requested Amendment - Kindly consider providing relaxation or separate evaluation methodology for: • New EV Charger Manufacturers; • New CPOs having established manufacturing facilities; • Companies possess all mandatory BIS, ARAI certifications, testing approvals, quality systems and technical capabilities. Justification - The Government of India's Make in India initiative promotes participation of emerging domestic manufacturers. New entrants with established manufacturing facilities and certified products may not possess large historical deployment records despite	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		having adequate technical and financial capability to execute the project successfully.	
95.	Reference: Technical Evaluation Framework – Scoring Methodology Page No.: 24-25	Requested Amendment - Kindly consider one of the following: • Separate evaluation category for New Entrants; or • Award of minimum qualifying technical marks for certified EV charger manufacturers; or • Exemption from deployment-based scoring criteria for bidders having manufacturing facilities and mandatory certifications. Justification - The current QCBS methodology heavily favours existing large CPOs and effectively restricts participation of emerging manufacturers, despite possessing technically compliant products and manufacturing capability.	Please refer to Corrigendum 2.
96.	Reference: General Eligibility & Technical Eligibility Criteria Page No.: 18-21	Requested Clarification - Whether a bidder having: • Established EV Charger Manufacturing Facility; • BIS & ARAI compliant products; • Required testing reports and certifications; • Positive Net Worth; • Adequate turnover; but not meeting certain historical deployment criteria may participate through relaxation under MSME / Start-up / New Entrant category.	Tender conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Justification - This clarification will facilitate participation of emerging Indian manufacturers and support localization of EV charging infrastructure manufacturing. We request NREDCAP to kindly consider the above suggestions in the interest of promoting wider participation, encouraging indigenous manufacturing, and achieving the objectives of PM E-DRIVE and Make in India initiatives. We shall be grateful for your favorable consideration.	
97.	General	A Bidder can place only one Bid for the whole capacity of 20,832 kW. Bidding for any partial capacity is not allowed – We request you to allow partial bids as well, since the total project value is significantly high and many CPOs and OEMs may not be in a position to bid for the entire capacity. Permitting partial participation will encourage wider competition and improve bidder participation.	Please refer to Corrigendum 2.
98.	General	Exemptions for EMD - We request you to accept NIC codes 2790 and 27900 for EMD exemption, wherever applicable, in line with the eligibility criteria.	Please refer to Corrigendum 2.
99.	1.8 D - Documentary evidence in the form of work orders, commissioning certificates and O&M completion/continuation certificates issued by the respective Project Owners/Clients shall be submitted.	As discussed during the pre-bid meeting, obtaining commissioning and completion certificates from clients is not always possible in every case. We therefore request you to kindly accept Purchase Orders (POs) and attested e-invoices as supporting documentary evidence for review and evaluation.	As per the provisions of the RfP, submission of Completion/Commissioning/Go-Live Certificates and O&M Completion/Continuation Certificates issued by the respective client is mandatory to demonstrate successful execution and satisfactory performance of the project.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			Purchase Orders and e-invoices alone shall not be considered sufficient evidence, as they do not establish completion or operational performance. However, in cases where the bidder is unable to obtain the required client certificates, additional supporting documents demonstrating commissioning and/or operation of the charging stations may be considered, to corroborate the claimed experience, subject to verification and satisfaction of NREDCAP. In all cases, the bidder shall mandatorily submit Format 13 – Bidder's Experience, duly certified by the Statutory Auditor with signature, seal, and UDIN.
100.	6.6 - Procured EV chargers are compliant with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time	If PMP compliance is mandatory, we request that the certificate may be submitted prior to dispatch of the chargers, as several OEMs are in the process of obtaining PMP certification at present. This will help avoid unnecessary disqualification at the bid stage.	The selected bidder shall submit the PMP compliance certificate prior to the procurement of EV chargers. Deployment of chargers under the project shall be permitted only upon submission and verification of the requisite PMP compliance documentation.
101.	6.7 - The enclosure protection shall be minimum IP-65.	For outdoor applications, IP54 or a higher rating is generally sufficient. Considering the thermal design requirements of DC chargers, IP54 or IP55 would be more practical and cost-effective. We therefore request you to consider IP54/IP55 as an acceptable standard.	Tender Conditions shall prevail.
102.	General	GST - We request that the price format be split separately for supply and service components, as the applicable GST rates are different for both. This will ensure	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		proper tax calculation and a clear commercial evaluation.	
103.	General	Security, Demand chages - We request confirmation that all costs related to obtaining electrical infrastructure, including security deposits and demand charges, shall be under the scope of NREDCAP.	It will fall under the scope of the CPO. The refundable security deposit payable to DISCOM shall be borne directly by NREDCAP. Further, recurring electricity bills raised by DISCOMs for energy consumption, including tariff components forming part of such regular electricity bills, shall be paid directly by NREDCAP.
104.	8.13 - Downtime	We request that downtime arising due to electricity supply interruptions, telecom/network outages, or any other external reasons beyond the bidder's control, including those caused by third-party service providers, be excluded from the downtime calculation. Kindly confirm the same.	Please refer to Clause 8.9 of the RfP.
105.	General	Canopy Design - Kindly provide a standard canopy design along with dimensions and specifications so that all bidders can quote on a common basis. This will ensure uniformity in pricing and technical compliance across all bids.	Design, supply, and installation of canopies shall fall within the scope of the CPO. The size, dimensions, and configuration of the canopy may vary depending on the number and type of chargers, as well as site-specific conditions. Accordingly, standardization of canopy design, dimensions, and specifications by NREDCAP is not envisaged, and the same shall be determined by the bidder based on detailed site assessment. The canopy design shall comply with applicable safety standards, structural requirements, and industry best practices to

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			ensure durability, adequate weather protection, and safe operation of the charging infrastructure. The selected CPO shall submit the proposed canopy design, drawings, dimensions, structural details, and technical specifications to NREDCAP for review and approval prior to installation. Installation of the canopy shall be undertaken only after obtaining such approval from NREDCAP.
106.	General	Project Completion Date - The tender mentions a bid validity of 180 days; however, no specific project completion timeline has been provided. Kindly share the project completion schedule. Further, any delays attributable to electricity availability, land readiness, or other owner-side dependencies should be excluded from the project timeline.	Please refer to Clause 8.12 (i) and Clause 8.12 (ii) of the RfP.
107.	General	Safety of the Charger and Charging station - We request you to kindly add CCTV coverage at each charging station to ensure the safety and security of the chargers and related infrastructure. This will ensure that all bidders consider the same provision in their bids and quote accordingly.	Please refer to Clause 6.3 (vii) of the RfP.
108.	General	Manpower at each charging station - Since the chargers will be installed at multiple locations, we request that the requirement for security manpower at each charging station be included within the project scope. This will ensure that all bidders	Deployment of manpower, including appointment of security personnel and/or on-site operators, shall be at the discretion of the CPO , based on site-specific requirements, risk assessment, operational strategy, and applicable industry practices. NREDCAP

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		consider the same provision in their bids and quote accordingly.	does not mandate any specific requirement in this regard. However, the CPO shall be responsible for ensuring the prescribed availability and uptime of the charging stations and for maximizing their utilization. However, NREDCAP may, at its discretion, direct the selected CPO to deploy adequate manpower/security personnel at any charging station or location where needed due to risks such as theft, vandalism, downtime, safety issues, operational deficiencies, or other factors affecting the station's safety, security, availability, or reliability. NREDCAP and DISCOM shall not deploy any personnel at the charging stations, and all operational responsibilities, including site management and security, shall rest with the CPO.
109.	General	Due Date Extension - We request you to kindly extend the bid submission due date up to 15.07.2026, as considerable time is required to complete the site survey, finalize the JV/consortium arrangements, and prepare the other documents as stipulated under the tender	Please refer to Corrigendum 2.
110.	Pg 22/127 Documents Required: Audited Financial Statements for relevant FYs (Balance Sheet, P&L, Notes) - Any 3 of last 5 FYs	As the audit for the financial year 2025-26 is currently underway and not yet finalized, we will be able to submit the provisional balance sheet (CA Certified) for the evaluation.	As per the provisions of the RfP, only audited financial statements shall be considered for evaluation. In the event that the audited financial statements for FY 2025–26 are not available, the bidder may submit audited financial statements for any three (3) financial years out of the last five (5) financial years

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			preceding the Bid Submission Due Date for the purpose of computing Average Annual Turnover. For net worth assessment, the bidder may submit audited financial statements of the most recent available financial years, such as FY 2022–23, FY 2023–24, and FY 2024–25.
111.	Pg 115/127 Schedule of Rates (SOR)/ Price Bid: Schedule No.1	We request that Supply and Installation & Commissioning (I&C) be listed as separate line items within the Price Bid. As the supply of EV chargers attracts 5% GST and I&C services attract 18% GST, separating these line items is essential to ensure accurate tax compliance and to avoid discrepancies in price calculations.	Please refer to Corrigendum 2.
112.	Pg 116/127 Schedule of Rates (SOR)/ Price Bid: Schedule No.2	We propose establishing a minimum threshold (floor price) for O&M bids to ensure long-term service quality and prevent unviable, low-cost bidding that could compromise equipment uptime and operational efficiency in the 10 Year O&M period.	Tender conditions shall prevail.
113.	Pg 24/127 Technical Score: Additional Parameters	We propose that bidders with a proprietary, in-house Charging Management System (CMS) receive additional technical marks. Since the project requires a dedicated, OCPP-compliant CMS for NREDCAP, an in-house system provides superior reliability, faster customization, and eliminates the risks associated with third-party software dependencies.	Tender conditions shall prevail.
114.	General	Upstream Infrastructure / DT Charges - We seek clarification on who will bear the upstream infrastructure charges (including	Please refer to Clause 6.3 (iii) and Clause 6.3 (iv) of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Distribution Transformer / DT charges). In a previous meeting, it was indicated by a representative of NREDCAP that these charges would be taken care of by NREDCAP. We request confirmation on whether these charges are included within the scope of this tender or if they are to be borne separately by the CPO.	
115.	General	Scope of Civil Work (Compound Wall, Toilets, etc.) - The RFP appears to include civil work requirements such as construction of compound walls, toilet facilities, and related infrastructure. We request detailed clarification on the exact scope of civil works expected from the CPO, as these requirements will significantly increase the project budget and need to be factored into the bid accordingly.	Site assessment and due diligence prior to submission of the bid shall fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard. Based on such assessment, the bidder shall identify the necessary scope and quote the EPC cost under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid. All site development activities, and associated civil works, shall fall within the scope of the CPO, based on site-specific requirements identified during site assessment, in accordance with the provisions of the RfP.
116.	Pg 116/127 O&M Price Escalation Post 5 Years	We request that a provision be made to allow for a 10% escalation in the O&M price after the completion of the first 5 years of the 10-year O&M period. This will enable CPOs to account for rising operational costs (manpower, spares, energy) and ensure continued quality of service and equipment uptime throughout the full contract duration.	Please refer to Clause 1.9 (iii) of the RfP, which specifies that the quoted O&M Price (INR/kWh) shall remain fixed for the entire ten (10) year contract period and shall not be subject to any escalation or revision. Accordingly, bidders are required to factor in all cost variations, including inflation and operational expenses, over the contract period while quoting the O&M rate. As O&M payments are linked to actual energy

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			dispensed (kWh), revenue realization is dependent on utilization levels of the charging stations. Therefore, the CPO shall be responsible for adopting appropriate strategies to improve utilization and optimize returns over the project lifecycle.
117.	General	Standard Canopy Design - During the pre-bid meeting, it was mentioned by NREDCAP that a standard canopy design would be shared with all bidders to ensure uniformity in pricing and avoid significant variation in bids due to differing canopy specifications. We request that this standard canopy design (drawings/specifications) be officially shared at the earliest, so that all bidders can price this component uniformly and accurately.	Design, supply, and installation of canopies shall fall within the scope of the CPO. The size, dimensions, and configuration of the canopy may vary depending on the number and type of chargers, as well as site-specific conditions. Accordingly, standardization of canopy design, dimensions, and specifications by NREDCAP is not envisaged, and the same shall be determined by the bidder based on detailed site assessment. The canopy design shall comply with applicable safety standards, structural requirements, and industry best practices to ensure durability, adequate weather protection, and safe operation of the charging infrastructure. The selected CPO shall submit the proposed canopy design, drawings, dimensions, structural details, and technical specifications to NREDCAP for review and approval prior to installation. Installation of the canopy shall be undertaken only after obtaining such approval from NREDCAP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
118.	Page No: 6 Clause No. : 14 Performance Security (PS): The value of the Performance Bank Guarantee (PBG)/ Insurance Surety Bond shall be an amount of 5% of the Total Project Cost as per Clause 3.4.	Kindly provide the estimated project cost and sanctioned budget for the complete 131 location project. Since the Performance Security is stipulated as 5% of the Total Project Cost, kindly also indicate the estimated Performance Security amount for bid-planning purposes.	Please refer to the definition of “Total Project Cost” mentioned in the section “Corrigendum 2”. The final “Total Project Cost” shall be ascertained based on the outcome of the competitive tender process. Bidders are advised to undertake independent due diligence, including assessment of the project scope, site conditions, applicable costs, and associated risks, prior to submission of the Bid. Bidders shall independently estimate the Total Project Cost for bid-planning and financial assessment purposes in accordance with the provisions of the RfP.
119.	Page No: 20 Clause No: (d) Financial Eligibility Criteria : Sub Clause A. Average Annual Turnover: The Bidder (or, in case of a Consortium/ JV, the Bidder together with its Consortium/ JV Members) shall have an Average Annual Turnover of not less than INR 31 Crore (Indian Rupees Thirty-One Crore only).	The RfP requires an Average Annual Turnover of not less than INR 31 crore. To encourage wider participation by technically capable MSMEs and mid-sized CPOs bidding as single entities, kindly consider reducing the minimum Average Annual Turnover requirement to INR 20 crore, or prescribing a proportionate alternative eligibility threshold.	Please refer to Corrigendum 2.
120.	Page No. : 23 & 24 Clause No: 1.10. Scoring Methodology (QCBS). .. Sub Clause i) Technical Score	The technical-scoring framework allocates substantial marks to scale-based parameters, including turnover, cumulative commissioned capacity, O&M portfolio, HT infrastructure experience and the presence of a manufacturing facility in Andhra Pradesh. To promote wider and competitive participation by technically	Tender conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		capable MSMEs and emerging CPOs, kindly consider rationalizing the scoring slabs and providing proportionate scoring for demonstrated capability, service network, technology readiness and execution commitments. Kindly also consider allowing equivalent marks for an undertaking to establish an assembly or service-support facility in Andhra Pradesh within a specified period after award.	
121.	Page No: 42 Clause No.: 6.3 (iii) Scope of Work: The CPO shall procure, install, and commission all associated electrical works and upstream infrastructure required for the installation of app-based Electric Vehicle charging stations. The upstream infrastructure typically includes a distribution transformer, LT and HT cables, AC distribution boxes, circuit breakers/ isolators and other protection equipment, tubular or PCC mounting structures, fencing and civil works.	Clause 6.3(iii) places associated electrical works and upstream infrastructure in the CPO's scope. For accurate and comparable pricing, kindly provide site-wise details, including the applicable DISCOM existing sanctioned load, available spare capacity, voltage level, designated tapping or interconnection point, approximate HT/LT cable length, requirement and rating of transformer and RMU, metering arrangement, and any available DISCOM demand note or cost estimate. Kindly also provide a minimum technical design and indicative BOQ to ensure comparable bids.	Please refer to Annexure - 1
122.	Page No. : 56 Clause No. : 8.12 Scheduled Commissioning and Liquidated Damages:	Kindly confirm that delays caused by non-handover of obstruction-free sites, land owner approvals, DISCOM feasibility, sanction or energization delays, statutory approvals, or other reasons not attributable to the CPO shall result in a	The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory approvals and clearances. However, in the event of delays attributable to government departments, the same shall be brought to

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		corresponding site-wise extension of the Scheduled Commissioning Date without levy of liquidated damages.	the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
123.	Page No.: 60 Clause No.: 9.3 Provision of public land at promotional rates for Public Charging Stations: The public Land-Owning Agency shall offer land for installation of PCS at a subsidized rate to NREDCAP. This will be a revenue-sharing model where the Land-Owning Agency receives INR 1 per kWh of electricity used for charging at the station, to be paid quarterly. The revenue sharing agreement may be initially entered between NREDCAP and the Land- Owning Agency for a period of 10 years.	Kindly confirm that the revenue share of INR 1 per kWh payable to the Land-Owning Agency shall be borne and settled by NREDCAP from the charging revenue collected in NREDCAP's designated account, and shall not be deducted from the CPO's quoted O&M charges. Kindly also confirm that no separate rent, licence fee, parking fee or land-use charge shall be payable by the CPO unless expressly disclosed before bid submission.	The revenue share of INR 1 per kWh payable to the Land-Owning Agency shall be borne and settled by NREDCAP and shall not be deducted from the O&M charges quoted by the CPO.
124.	Page No. : 68 Clause No. : 9.9 (i) Payment Terms: Upon successful installation and commissioning of the Charging Stations, seventy percent (70%) of the Quoted Price as per Schedule No. 1 of the Schedule of Rates (SOR) shall be released by NREDCAP. The balance thirty percent (30%) of	Please confirm whether the 70% payment after commissioning and the balance 30% after 30 days of successful operations will be released site-wise, charger-wise or only after commissioning of the entire 131-location project.	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	the Quoted Price, as per Schedule No. 1 of the Schedule of Rates (SOR), shall be released after completion of thirty (30) days of successful operation of the Charging Stations, with a minimum individual availability of 95%.		
125.	General	Detailed scope and specification canopy and civil work- reference drawing attached.	Design, supply, and installation of canopies shall fall within the scope of the CPO. The size, dimensions, and configuration of the canopy may vary depending on the number and type of chargers, as well as site-specific conditions. Accordingly, standardization of canopy design, dimensions, and specifications by NREDCAP is not envisaged, and the same shall be determined by the bidder based on detailed site assessment. The canopy design shall comply with applicable safety standards, structural requirements, and industry best practices to ensure durability, adequate weather protection, and safe operation of the charging infrastructure. The selected CPO shall submit the proposed canopy design, drawings, dimensions, structural details, and technical specifications to NREDCAP for review and approval prior to installation. Installation of the canopy shall be

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			undertaken only after obtaining such approval from NREDCAP.
126.	General	detailed scope and specification for Distribution Panel board- reference drawing enclosed.	Bidders shall undertake detailed engineering, design, and due diligence for the Distribution Panel Board based on the project requirements, applicable standards, charger configuration, load requirements, and site-specific conditions.. The design, specifications, and configuration of the Distribution Panel Board shall form part of the scope of the selected CPO and shall comply with applicable BIS/IEC standards, electrical safety regulations, DISCOM requirements, and prevailing industry practices..
127.	General	Kindly request you to confirm the Schedule no1 and item no.1 - clear specifications we need, since IS -17017-2-7 has multiple chargers.	The EV chargers procured shall meet the standards and guidelines prescribed in (i) Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure, 2024 issued by the Ministry of Power, Government of India, dated 17.09.2024 (as amended from time to time); (ii) Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme, issued by the Ministry of Heavy Industries (MHI), Government of India, dated 26.09.2025 (as amended from time to time); and (iii) Phased Manufacturing Programme (PMP) guidelines, as applicable and amended from time to time.
128.	Clause No.: Format 15; Cl. 9.9(i) Page No. : 23, 67	Request that chargers and the associated electrical / civil / upstream works be quoted as separate line items with their respective	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	RfP Provision (Subject): Schedule 1 price quoted "inclusive of GST for each category of EV charger".	GST rates, rather than a single GST-inclusive figure per charger category. Justification - EV chargers attract 5% GST while electrical and civil works attract 18%. A single combined line prevents correct GST application and accurate, comparable pricing.	
129.	Clause No.: Cl. 9.9(i) Page No. : 67 RfP Provision (Subject): Payment for Supply, Erection, Testing and Commissioning against approved billing.	How is the Schedule 1 (supply, installation, commissioning) CAPEX paid: lump sum for every site based on commissioning or total for all sites together? Justification - The payment milestones determine working-capital need and project financing; bidders require them to price accurately.	Please refer to Corrigendum 2.
130.	Clause No.: O&M Charges (defn.); Schedule 2; Cl. (xvi) Page No. : 14, 23, 44 RfP Provision (Subject): O&M Charges payable on a per-kWh basis; end-user revenue credited to NREDCAP.	Is there a minimum guaranteed utilisation (kWh) per location, or an availability-based fixed payment component, given many sites are on highway / rural substations with uncertain initial throughput? Justification - As O&M income is purely per-kWh while uptime, spares and manpower obligations are fixed, low-traffic sites would be loss-making without a floor. A minimum offtake materially affects the quotable INR/kWh rate.	The utilization of EV Charging Stations depends on multiple factors, including EV penetration, traffic density at the location, site accessibility, availability and reliability of chargers, tariff structures, network coverage, and quality of customer service. As maximizing utilization falls within the scope of the CPO, and O&M payments are linked to the utilization level of the chargers, the CPO shall be responsible for implementing appropriate strategies to enhance utilization of the charging infrastructure.
131.	Clause No.: Cl. (xii) Page No. : 43 RfP Provision (Subject): CPO bears electricity bills,	Request that NREDCAP pay the DISCOM electricity bills directly, as charging revenue accrues to NREDCAP; alternatively, that the 30-day reimbursement period be shortened.	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	reimbursed within 30 days; no GST on reimbursement.	Justification - Funding statewide electricity for 131 sites and awaiting reimbursement imposes a significant working-capital burden, while NREDCAP collects the corresponding revenue.	
132.	Clause No.: Cl. 7 (v) service charge Page No. : 47 RfP Provision (Subject): Service charge may be revised periodically; tariff applicable to the PCS.	Confirm the electricity tariff category applicable to the PCS and who bears tariff increases over the term. Justification - Reimbursement at actuals is workable only if tariff escalation is passed through. Clarity prevents mispricing of the O&M rate.	The applicable electricity tariff shall be as determined by the concerned DISCOM as per APERC regulations and orders. Bidders are advised to refer to Corrigendum 2, wherein it is specified that payment of electricity bills for all charging stations shall be made directly by NREDCAP.
133.	Clause No.: Cl. 6 (iii, vii) Page No. : 42, 43 RfP Provision (Subject): CPO to procure / install all electrical works, upstream infrastructure and civil works.	Can NREDCAP provide a standardised BOQ and technical specifications for the electrical, upstream and civil works expected at each site category? Justification - A common BOQ ensures uniform, comparable pricing and removes scope ambiguity, since upstream and civil works are in the CPO's scope and vary by site.	Preparation of detailed BOQ and technical specifications for electrical, upstream infrastructure, and associated civil works shall fall within the scope of the bidder. Bidders are required to carry out site inspection and due diligence to assess site-specific requirements, including electrical and civil works. Based on such assessment, the bidder shall identify the necessary scope and quote the EPC cost under Schedule No. 1A/ 1B/ 1C (Supply & Services), whichever is applicable, of the Schedule of Rates/Price Bid.
134.	Clause No.: Cl. 6 (xiv); Scope of Work Page No. : 43, 44 RfP Provision (Subject): CMS in CPO scope; NREDCAP may	Where NREDCAP requires new functional feature upgrades to the mobile app or CMS during the contract, can the CPO raise a separate invoice for the associated development cost as and when such work arises?	The CPO of the APSPDCL Cluster shall deploy a mobile application and CMS platform with up-to-date and scalable technology. All costs associated with future technical and functional enhancements, upgrades, and maintenance of the mobile

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	require functional upgrades during the term.	Justification - Future, presently undefined feature development is a variable cost that cannot be priced into the fixed bid and should be compensated when scoped.	application and CMS shall be deemed to be included in the quoted price. No separate compensation shall be payable for such upgrades during the contract period. The bidder shall factor in such costs based on its understanding of the technology landscape, market practices, and anticipated evolution of the system while quoting the price.
135.	Clause No.: Cl. 6 (xxi); Annexure 1 Page No. : 45 RfP Provision (Subject): Land provided by Land-Ownning Agency at 33/11 kV substations.	Has a specific area within each PCS location (for example, within each substation) been pre-identified and demarcated by NREDCAP / DISCOM for the CPO's charger installation? Justification - The available footprint, access and proximity to the LT source determine civil and cabling cost and feasibility.	The proposed locations for all 131 EV charging stations have been identified. Bidders may refer to Annexure 1 of the RfP for site-specific details.
136.	Clause No.: Cl. 6 (iii, vii) Page No. : 42, 43 RfP Provision (Subject): CPO to provide distribution transformer, LT/HT cables, AC distribution boxes and civil works.	Please confirm the exact scope demarcation for upstream works, and whether DISCOM-levied charges (service line / development / supervision / deposits) are reimbursed at actuals or form part of the CPO's quoted cost. Justification - DISCOM charges vary by location and are outside the CPO's control; their treatment materially affects the quote.	Please refer to Clause 6.3 (iii) of the RfP for details pertaining to the scope of electrical works and upstream infrastructure under the CPO's scope. The bidder shall factor in all associated costs while quoting the EPC price under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid
137.	Clause No.: Cl. 6 (xxi, xxx) Page No. : 45 RfP Provision (Subject): Land provided by Land-Ownning	Will all sites be handed over encumbrance-free, with assured access and right-of-way for cabling, before the CPO's civil works commence?	Yes, all sites will be handed over encumbrance free, with assured access. Also, please refer to Clause 6.3 (xix) of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	Agency; CPO has the right to use during O&M.	Justification - Encumbered or inaccessible sites would delay execution and the 180-day timeline through no fault of the CPO.	
138.	Clause No.: Cl. 8; Scheduled Commissioning Date (defn.) Page No. : 56, 15 RfP Provision (Subject): Commissioning within 180 days from the Effective Date, with a 30-day LD grace.	Is the 180-day period applicable per site or for all 131 sites in aggregate, and can the clock for each site start only after encumbrance-free site handover and energisation? Justification - Commissioning depends on site handover and power availability, which are upstream of the CPO; a per-site, post-handover clock fairly allocates timeline risk.	I. The Scheduled Commissioning Period shall be applicable for completion of all sites falling under the respective awarded Cluster, as specified in the RfP. II. All identified sites are Government land and are free from encumbrances. Accordingly, the commissioning timeline shall commence from the Effective Date of the Contract Agreement, in line with the provisions of the RfP. III. The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory approvals and clearances, including those from DISCOMs. However, in the event of delays attributable to DISCOMs, the same shall be brought to the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
139.	Clause No.: Cl. 8; LD clause Page No. : 56	Can delays in obtaining the power connection that are attributable to the	The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	RfP Provision (Subject): 180-day commissioning timeline with liquidated damages.	electricity department be excluded from the 180-day timeline and from any LD? Justification - Power connection timelines are controlled by the DISCOM, not the CPO; the CPO should not bear LD for third-party delays.	approvals and clearances, including those from DISCOMs. However, in the event of delays attributable to DISCOMs, the same shall be brought to the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
140.	Clause No.: Scope of Work Page No. : 42-44 RfP Provision (Subject): O&M responsibilities of the CPO.	Does each PCS need to be manned by an operator? Will NREDCAP / DISCOM station any personnel at the substation, or is the CPO expected to provide manning and security at each site? Justification - Manning and on-site security materially affect O&M manpower cost and the approach to theft / vandalism mitigation.	Deployment of manpower, including appointment of security personnel and/or on-site operators, shall be at the discretion of the CPO , based on site-specific requirements, risk assessment, operational strategy, and applicable industry practices. NREDCAP does not mandate any specific requirement in this regard. However, the CPO shall be responsible for ensuring the prescribed availability and uptime of the charging stations and for maximizing their utilization. However, NREDCAP may, at its discretion, direct the selected CPO to deploy adequate manpower/security personnel at any charging station or location where needed due to risks such as theft, vandalism, downtime, safety issues, operational deficiencies, or other factors affecting the station's safety, security, availability, or reliability. NREDCAP and DISCOM shall not deploy any personnel at the charging stations, and all operational responsibilities, including site management and security, shall rest with the CPO.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
141.	Clause No.: Cl. 8.5–8.9; Downtime (defn.) Page No. : 55, 12 RfP Provision (Subject): 98% fleet and 95% individual availability via CMS; causes not attributable to the CPO excluded at NREDCAP's binding determination.	Request objective, transparent, pre-agreed criteria for "causes not attributable to the CPO" (rather than sole binding NREDCAP discretion), with explicit exclusion of grid outages, connectivity loss, force majeure and vandalism from availability and LD. Justification - As NREDCAP's determination is currently binding, objective exclusion criteria are needed to fairly allocate downtime caused by factors beyond the CPO's control.	Given the dynamic nature of operational conditions, it is not feasible to prescribe exhaustive or objective criteria for all scenarios of downtime not attributable to the CPO. Accordingly, such instances shall be assessed by NREDCAP on a case-to-case basis, based on detailed examination and identification of the root cause. The determination of whether a particular event is attributable to the CPO or otherwise shall be made by NREDCAP in a fair, reasonable, and transparent manner, in accordance with the provisions of the RfP.
142.	Clause No.: Cl. 8.9 (LD) Page No. : 55 RfP Provision (Subject): LD of 3% of monthly O&M charges per 1% availability drop, capped at 35%; applies during the warranty period too.	Please confirm whether the 35% cap applies per charger per month, and that LD is waived where downtime arises from excluded causes or from delays in NREDCAP-side approvals. Justification - Clarity on the cap basis and waiver conditions is needed to quantify maximum O&M penalty exposure.	The Liquidated Damages (LD) cap of thirty-five percent (35%) of the applicable monthly O&M Charges shall be determined based on the fleet availability of chargers on a monthly basis for all charging stations falling under the respective awarded cluster. Bidders may refer to Clause 8.6 of the RfP for the methodology and formula for calculation of fleet availability.
143.	Clause No.: Cl. 8.1 Page No. : 54 RfP Provision (Subject): CPO bears all spares, consumables and repair / replacement at its own cost for the 3-year warranty plus 10-year O&M; O&M price inclusive of all replacement.	Please confirm that all component failures, including major sub-assemblies (e.g., power modules), for the full 10 years are within the CPO's scope and recovered only through the per-kWh rate, and whether catastrophic / abnormal failures are separately compensable. Justification - The RfP places full lifecycle cost on the CPO with no escalation and no minimum offtake; bidders need certainty	All component failures, during the O&M period shall fall within the scope of the CPO. All associated costs shall be deemed to be included in the O&M rate quoted by the CPO and shall be recovered solely through the per-kWh charge. No separate compensation shall be payable for such replacements or repairs during the contract period.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		on the extent of this exposure to price the O&M rate.	
144.	Clause No.: Scope of Work; Cl. 8.1 Page No. : 54 RfP Provision (Subject): CPO to maintain chargers and aesthetics throughout the term.	Who bears the cost of repairing or replacing equipment damaged by theft, vandalism, or third-party / accidental damage? Justification - At unmanned highway sites over a 10-year term, theft and vandalism are significant and partly outside the CPO's control; their cost allocation should be defined.	The cost of repairing or replacing equipment damaged due to theft, vandalism, or third-party/accidental causes shall fall within the scope of the CPO. The selected CPO shall adopt and maintain appropriate preventive, monitoring, operational, and security measures, including compliance with prevailing industry best practices, to minimize the risk of theft, vandalism, unauthorized access, accidental damage, and operational disruptions at the EV Public Charging Stations. In this regard, the bidder shall arrange and maintain appropriate insurance coverage as prescribed under Clause 9.10 of the RfP.
145.	Clause No.: Cl. 8 (iii) Type Test; Cl. 9 lab list Page No. : 56, 67 RfP Provision (Subject): Type test from a NABL-accredited lab (p.56); list cites "ARAI/ICAT/GARC/NATRAX or any other NABL-accredited laboratory" (p.67).	Please confirm that a type-test report from any NABL-accredited laboratory is acceptable, and that the four named labs are illustrative and not an exhaustive list. Justification - The two references should be reconciled to remove ambiguity; restricting to four labs creates capacity bottlenecks and cost, whereas NABL accreditation already ensures rigour.	Type test reports shall be accepted only from the following laboratories: Automotive Research Association of India (ARAI), International Centre for Automotive Technology (ICAT), Global Automotive Research Centre (GARC), and National Automotive Testing Tracks (NATRAX).
146.	Clause No.: Cl. 7 (vi) Page No. : 48 RfP Provision (Subject): "The enclosure protection shall be minimum IP-65."	Can an enclosure protection rating of IP-54 (or the prevalent applicable standard for the deployment environment) be accepted instead of IP-65? Justification - IP-54 is adequate for many installation environments and reduces cost	Tender Conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		without compromising safety and is also the default standard for all tenders so far; confirmation aligns the requirement with prevailing practice.	
147.	Clause No.: Definitions (Consortium/JV, Lead Member); Eligibility Page No. : 11, 13 RfP Provision (Subject): Consortium / JV permitted; Lead Member shareholding not less than 51%.	Can the technical experience and financial credentials (turnover, net worth) of all consortium members be aggregated across every eligibility and scoring parameter, and do group / parent / subsidiary credentials qualify? Justification - Clarity on aggregation is essential for structuring a compliant consortium.	The Technical Eligibility Criteria, Financial Eligibility Criteria, and Technical Score shall be met collectively by the members of the Consortium/JV, subject to the provisions of the RfP. In this regard, bidders are advised to refer to Bullet Point No. 4 under Clause 1.8 (i)(b) – General Eligibility Criteria of the RfP, which specifies the entities on whose credentials the bidder may rely for fulfilling the eligibility requirements.
148.	Clause 6 – Scope of Work (Pg. 43-44) Electricity bills shall initially be paid by the CPO and reimbursed later.	Considering deployment of 577 chargers across 131 locations, substantial working capital will be blocked towards electricity payments. We request NREDCAP to make direct payment of actual electricity bills to DISCOMs or establish a centralized payment mechanism.	Please refer to Corrigendum 2.
149.	Bid Submission Schedule Limited time available for site assessment and estimation.	Request for Extension of Bid Submission Date We respectfully request the extension of the bid submission date by at least two (2) weeks from the presently stipulated deadline. The tender involves multiple locations requiring detailed site visits, technical feasibility assessments, electrical load evaluations, utility connectivity verification,	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		civil infrastructure planning, and accurate cost estimation. Adequate time is essential to conduct these activities thoroughly and prepare a technically and commercially viable proposal.	
150.	Clause 8.12 – Commissioning Timeline (Pg. 57) Project completion period is 180 days.	Considering the scale of deployment, geographical spread, civil works, utility approvals and service connections, we request extension of the project completion period from 180 days to 240days.	The Scheduled Commissioning Date shall remain unchanged. However, in exceptional cases involving delays attributable to approvals, permissions, or other factors beyond the control of the CPO, the same shall be brought to the notice of NREDCAP. Such delays may be considered for extension on a case-to-case basis, subject to due verification and approval by NREDCAP.
151.	Charger Configuration Several locations are proposed with 12 kW chargers.	Subject: Request for Consideration of 10 kW Chargers in Place of 12 kW Chargers As per the Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme dated 26 September 2025, under Page 2, Clause 4 – Charging Standards (Table 1: EV Charging Connector Standards), the charging infrastructure requirements for E-2W and E-3W categories permit charging solutions up to 12 kW capacity. Further, the tender document also supports this interpretation:	The technical specifications, including the 12 kW charger configuration, have been defined in accordance with the requirements of the project. Accordingly, bidders shall comply with the specified charger capacities, and deployment of alternative capacities shall not be considered.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Page 48 of the tender document specifies the charging connector standards for E-2W/E-3W charging systems and indicates charger capacities up to 12 kW. Page 115 (SOR/Price Bid), Item No. 1 mentions a 12 kW charger. Since both the PM E-DRIVE Guidelines and the tender provisions indicate charger capacities up to 12 kW, and DC Chargers range is mentioned as 50kW to 250 kW, where as Adapted chargers are 60KW and 240KW, in the similar way, deployment of 10 kW chargers may be considered compliant with the technical intent of the tender and the applicable charging standards. In view of the above technical, operational, and implementation advantages, we request the competent authority to kindly permit the installation of 10 kW chargers in lieu of 12 kW chargers wherever feasible, without affecting the objectives and performance requirements of the project.	
152.	Technical Evaluation Criteria Marks awarded for application ratings.	We request allocation of additional marks for bidders possessing their own EV charging mobile application and proven EV charging experience.	Tender conditions shall prevail.
153.	Load Configuration & Electrical Infrastructure Certain locations may require HT connections due to connected load.	We request NRED CAP to redesign charging configurations such that all charging stations remain under LT category wherever permissible. Only the five (5) locations having 240 kW chargers	The charging configurations, including the type and number of chargers at each of the 131 locations, have been finalized as part of the project design and are specified in Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		may be considered for HT connectivity if technically required.	while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
154.	Utility Approvals Multiple approvals required from different agencies.	NREDCAP may provide a Single Window Clearance System for all upstream electrical approvals, DISCOM permissions, load sanctions and utility clearances.	Please refer to Clause 6.3 (iii) and Clause 6.3 (iv) of the RfP.
155.	O&M Eligibility Criteria Minimum one-year O&M experience required.	We request to consider ongoing Government O&M projects with less than one year operation shall be considered for qualification and evaluation.	Please refer to Corrigendum 2.
156.	Site Assessment Requirements Bidders are required to assess locations independently.	We request NREDCAP to provide site photographs, layout drawings and existing site conditions for all locations to enable accurate estimation of civil and infrastructure costs.	Site assessment and due diligence prior to submission of the bid fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard.
157.	Insurance Requirements Insurance to be arranged by CPO.	Third-party liability insurance for EV charging infrastructure is difficult to obtain. But, Insurance for FIRE,NATURAL CALAMITIES and theft of Guns may be acceptable with additional premium .We request clarification on acceptable coverage and whether NREDCAP can facilitate a centralized insurance arrangement.	Third-party liability insurance is a standard requirement in infrastructure projects and has been incorporated in the RfP in line with prevailing industry practices. Accordingly, arrangement and maintenance of such insurance coverage shall fall within the scope of the CPO. The bidder shall arrange the required insurance coverage, including third-party liability insurance, at its own cost and in accordance with Clause 9.10 of the RfP. No centralized insurance arrangement shall be facilitated by NREDCAP.
158.	Compound Wall Requirement Compound wall/fencing included in bidder scope.	Kindly provide exact dimensions, specifications and applicability criteria. Compound wall may be considered wherever necessary only and avoided	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid to ascertain site-specific details, including dimensions and

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		where the site is secured inside a substation.	layout of the land, in accordance with Clause 6.4 of the RfP. For sites located within secured premises such as substations, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
159.	Internet Connectivity Connectivity infrastructure included in bidder scope.	Internet availability varies significantly across locations. We request NREDCAP to bear recurring internet connectivity charges or clarify reimbursement provisions.	Internet connectivity charges shall form part of the CPO's operational expenses during the O&M period. Accordingly, bidders shall factor in such costs while quoting the O&M Price (INR/kWh) under Schedule No. 2A/ 2B/ 2C, whichever is applicable, of the Schedule of Rates/Price Bid.
160.	CCTV Requirement CCTV system included in scope.	Kindly specify required CCTV data retention period. Standard storage can provide 7–10 days backup; longer retention periods require dedicated servers and additional costs.	The CPO shall ensure provision of CCTV data storage with a retention period of 7 to 10 days. All associated costs for storage and maintenance shall be deemed to be included within the scope of the CPO.
161.	Consortium / JV Eligibility Different clauses appear to refer to either 2-member or 3-member Consortium/JV structures.	Kindly clarify the maximum number of Consortium/JV members permitted, minimum participation of Lead Member, and whether technical and financial credentials of all members can be combined for qualification.	Bidders are advised to refer to Clause 1.7 and Bullet Point No. 8 under Clause 1.8 (i)(b) – General Eligibility Criteria of the RfP.
162.	Compound Wall Inside Existing Premises Compound wall appears applicable to all locations.	Compound walls may not be required within existing secured Government premises, bus depots, municipal lands, DISCOM premises and other fenced locations. We request exemption in such cases.	For sites located within secured premises, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
163.	Charging Stations Inside Substations Common civil requirements applicable to all locations.	For charging stations proposed within existing substations and utility premises, compound wall, fencing and related boundary protection works may not be applicable as the premises are already secured.	For sites located within secured premises such as substations, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
164.	Upstream Infrastructure & Approvals Bidder responsible for obtaining approvals.	NREDCAP may facilitate Single Window Applications and Time-Bound Approvals for all upstream infrastructure including electrical service connections, load sanctions, road cutting permissions, municipal approvals and statutory clearances.	Please refer to Clause 6.3 (iv) and Clause 6.3 (xix) of the RfP.
165.	Technical Specifications – Charger Enclosure Protection Class The tender specifies IP65 enclosure protection for EV chargers.	We request NREDCAP to permit IP54-rated chargers as compliant equipment. EV chargers require adequate ventilation, heat dissipation, air circulation, cooling fans and ventilation openings for reliable operation under Indian ambient conditions.	Tender Conditions shall prevail.
166.	Technical Evaluation Criteria – Experience in Operation & Maintenance (O&M) of EV Charging Stations Experience in O&M of EV Charging Stations for a minimum of one (1) year completed during the last five financial years. 170–350 chargers: 5 Marks; >350–500 chargers: 10 Marks; >500 chargers: 15 Marks.	We request NREDCAP to consider Running work orders below the 1 year and also request to provide Additional marks for Government orders in O&M.	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
167.	Technical Evaluation Criteria – Experience in Supply, Installation & Commissioning of Electrical Infrastructure Experience in Supply, Installation & Commissioning of HT Electrical Infrastructure (11 kV or above) with RMU and 11/0.415 kV Transformer of minimum 250 kVA during last 5 FYs. Marks awarded based on cumulative MVA capacity and Class-A Electrical Contractor License.	In most EV charging projects, the HT electrical works, including service connection approvals, transformer installations, and related utility infrastructure, are generally executed, supervised, or approved by the concerned DISCOM/utility authorities or through specialized electrical contractors. As a result, many experienced EV charging operators and EV infrastructure companies may not possess direct HT electrical execution experience despite having successfully established and operated numerous EV charging stations. Considering the nature of the project, we request that the evaluation criteria be suitably revised to recognize experience that is more directly relevant to EV charging station deployment and operation. In particular, marks may be allotted for: A robust CSMS platform and mobile application are critical for efficient charger monitoring, uptime management, user experience, transaction processing, fault diagnosis, and overall O&M performance. These capabilities contribute significantly to the long-term success and sustainability of EV charging infrastructure.	Considering that the scope of work includes procurement, installation, and commissioning of the complete electrical and upstream infrastructure, including HT electrical systems, within defined timelines, experience in Supply, Installation, and Commissioning of HT Electrical Infrastructure has been incorporated as one of the technical evaluation criteria. At the same time, the RfP also takes into account other relevant technical parameters, including the bidder's experience in commissioning, operation, and maintenance of EV charging infrastructure, as well as user engagement and functionality of the mobile application.
168.	Clause 6 – Scope of Work (Pg. 43-44)	Electricity bills shall initially be paid by the CPO and reimbursed later.	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Considering deployment of 577 chargers across 131 locations, substantial working capital will be blocked towards electricity payments. We request NREDCAP to make direct payment of actual electricity bills to DISCOMs or establish a centralized payment mechanism.	
169.	Price Bid & GST Provisions	GST applicability not clearly segregated for different work components. Kindly clarify GST applicability separately for Charger Supply, Installation, Testing & Commissioning, Civil Works and O&M. Supply of chargers may attract 5% GST whereas services and civil works may attract 18% GST. So, Please allow base price for bidding chargers and infra and Breakup of components and GST component may be declared at a later stage. (Post award of Tender)	Please refer to Corrigendum 2.
170.	Bid Submission Schedule	Limited time available for site assessment and estimation. Request for Extension of Bid Submission Date We respectfully request the extension of the bid submission date by at least two (2) weeks from the presently stipulated deadline. The tender involves multiple locations requiring detailed site visits, technical feasibility assessments, electrical load evaluations, utility connectivity verification, civil infrastructure	Please refer to Corrigendum 2.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		planning, and accurate cost estimation. Adequate time is essential to conduct these activities thoroughly and prepare a technically and commercially viable proposal. An extension of the bid submission period will enable bidders to: Conduct comprehensive site surveys and feasibility assessments. Evaluate power availability and infrastructure requirements at each location. Obtain quotations from suppliers and subcontractors. Accurately estimate project costs, including charger supply, electrical infrastructure, civil works, and O&M requirements. Submit competitive and technically sound bids that best meet the objectives of the project. Granting an extension will encourage broader participation, enhance competition, and ensure that bidders are able to submit well-evaluated proposals, ultimately benefiting the project and the procuring authority. We therefore request the competent authority to kindly extend the bid submission date by a minimum period of two (2) weeks and oblige.	
171.	Clause 8.12 – Commissioning Timeline (Pg. 57)	Project completion period is 180 days. Considering the scale of deployment, geographical spread, civil works, utility approvals and service connections, we request extension of the project completion period from 180 days to 300 days.	The Scheduled Commissioning Date shall remain unchanged. However, in exceptional cases involving delays attributable to approvals, permissions, or other factors beyond the control of the CPO, the same shall be brought to the notice of NREDCAP. Such delays may be considered for extension on a case-to-case

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			basis, subject to due verification and approval by NREDCAP.
172.	Charger Configuration	Several locations are proposed with 12 kW chargers. Subject: Request for Consideration of 10 kW Chargers in Place of 12 kW Chargers Wherever Feasible We respectfully request consideration for deployment of 10 kW chargers instead of 12 kW chargers wherever technically feasible under the project. A unique charging gun/connector cannot presently be provided for all EV chargers, as different vehicle manufacturers use different charging ports and connector types. At present, there is no mandatory Government standard prescribing a single charging connector for all electric two-wheelers and three-wheelers. Further, by adopting 10 kW chargers with three charging points/plugs instead of 12 kW chargers, the charging stations can generally be operated through LT service connections, thereby avoiding delays associated with obtaining HT service approvals and facilitating faster project implementation. As per the Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme dated 26 September 2025, under Page 2, Clause 4 – Charging Standards (Table 1: EV Charging Connector Standards), the charging infrastructure requirements for E-	The technical specifications, including the 12 kW charger configuration, have been defined in accordance with the requirements of the project. Accordingly, bidders shall comply with the specified charger capacities, and deployment of alternative capacities shall not be considered.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		2W and E-3W categories permit charging solutions up to 12 kW capacity. Further, the tender document also supports this interpretation: Page 48 of the tender document specifies the charging connector standards for E-2W/E-3W charging systems and indicates charger capacities up to 12 kW. Page 115 (SOR/Price Bid), Item No. 1 mentions a 12 kW charger. Since both the PM E-DRIVE Guidelines and the tender provisions indicate charger capacities up to 12 kW, and DC Chargers range is mentioned as 50kw to 250 kw, where as Adapted chargers are 60KW and 240KW, in the similar way, deployment of 10 kW chargers may be considered compliant with the technical intent of the tender and the applicable charging standards. In view of the above technical, operational, and implementation advantages, we request the competent authority to kindly permit the installation of 10 kW chargers in lieu of 12 kW chargers wherever feasible, without affecting the objectives and performance requirements of the project.	
173.	Technical Evaluation Criteria	Marks awarded for application ratings. We request allocation of additional marks for bidders possessing their own EV charging mobile application and proven EV charging experience.	Tender conditions shall prevail.
174.	Load Configuration & Electrical Infrastructure	Certain locations may require HT connections due to connected load.	The charging configurations, including the type and number of chargers at each of the

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		We request NREDCAP to redesign charging configurations such that all charging stations remain under LT category wherever permissible. Only the five (5) locations having 240 kW chargers may be considered for HT connectivity if technically required.	131 locations, have been finalized as part of the project design and are specified in Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
175.	Utility Approvals	Multiple approvals required from different agencies. NREDCAP may provide a Single Window Clearance System for all upstream electrical approvals, DISCOM permissions, load sanctions and utility clearances.	Please refer to Clause 6.3 (iv) of the RfP.
176.	O&M Eligibility Criteria	Minimum one-year O&M experience required. We request to consider ongoing Government O&M projects with less than one year operation shall be considered for qualification and evaluation.	Please refer to Corrigendum 2.
177.	Site Assessment Requirements	Bidders are required to assess locations independently. We request NREDCAP to provide site photographs, layout drawings and existing site conditions for all locations to enable accurate estimation of civil and infrastructure costs.	Site assessment and due diligence prior to submission of the bid fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard.
178.	Insurance Requirements	Insurance to be arranged by CPO.	Third-party liability insurance is a standard requirement in infrastructure projects and has been incorporated in the RfP in line with

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Third-party liability insurance for EV charging infrastructure is difficult to obtain. But, Insurance for FIRE, NATURAL CALAMITIES and theft of Guns may be acceptable with additional premium .We request clarification on acceptable coverage and whether NREDCAP can facilitate a centralized insurance arrangement.	prevailing industry practices. Accordingly, arrangement and maintenance of such insurance coverage shall fall within the scope of the CPO. The bidder shall arrange the required insurance coverage, including third-party liability insurance, at its own cost and in accordance with Clause 9.10 of the RfP. No centralized insurance arrangement shall be facilitated by NREDCAP.
179.	Compound Wall Requirement	Compound wall/fencing included in bidder scope. Kindly provide exact dimensions, specifications and applicability criteria. Compound wall may be considered wherever necessary only and avoided where the site is secured inside a substation .	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid to ascertain site-specific details, including dimensions and layout of the land, in accordance with Clause 6.4 of the RfP. For sites located within secured premises such as substations, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
180.	Internet Connectivity	Connectivity infrastructure included in bidder scope. Internet availability varies significantly across locations. We request NREDCAP to bear recurring internet connectivity charges or clarify reimbursement provisions.	Internet connectivity charges shall form part of the CPO's operational expenses during the O&M period. Accordingly, bidders shall factor in such costs while quoting the O&M Price (INR/kWh) under Schedule No. 2A/ 2B/ 2C, whichever is applicable, of the Schedule of Rates/Price Bid.
181.	CCTV Requirement	CCTV system included in scope.	The CPO shall ensure provision of CCTV data storage with a retention period of 7 to 10 days. All associated costs for storage and

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Kindly specify required CCTV data retention period. Standard storage can provide 7–10 days backup; longer retention periods require dedicated servers and additional costs.	maintenance shall be deemed to be included within the scope of the CPO.
182.	Customer Support	Complaint management included in O&M scope. We request NREDCAP to provide a centralized customer support/helpdesk number for customer grievance handling while technical maintenance remains under the CPO scope.	Please refer to Clause 8.3 of the RfP.
183.	Consortium / JV Eligibility	Different clauses appear to refer to either 2-member or 3-member Consortium/JV structures. Kindly clarify the maximum number of Consortium/JV members permitted, minimum participation of Lead Member, and whether technical and financial credentials of all members can be combined for qualification.	Bidders are advised to refer to Bullet Point No. 8 under Clause 1.8 (i)(b) – General Eligibility Criteria and Clause 1.7 of the RfP. The Technical Eligibility Criteria, Financial Eligibility Criteria, and Technical Score shall be met collectively by the members of the Consortium/JV, subject to the provisions of the RfP.
184.	Civil Works Scope	Civil works included in bidder scope. Kindly provide detailed BOQ, technical specifications, standard drawings, foundation details, paving requirements, drainage requirements and site development requirements for accurate cost estimation.	Preparation of detailed BOQ and technical specifications for electrical, upstream infrastructure, and associated civil works shall fall within the scope of the bidder. Bidders are required to carry out site inspection and due diligence to assess site-specific requirements, including electrical and civil works. Based on such assessment, the bidder shall identify the necessary scope and quote the EPC cost under Schedule No. 1A/ 1B/ 1C (Supply & Services), whichever is

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			applicable, of the Schedule of Rates/Price Bid.
185.	Parking Bay Requirements	Parking bays to be developed by bidder. Kindly provide parking bay dimensions, number of bays required for each charger type, circulation area requirements, entry/exit requirements and total area earmarked for each charging station.	Bidders shall carry out detailed site assessment and due diligence prior to submission of the bid to determine parking bay layout, dimensions, circulation area, and entry/exit arrangements based on site-specific conditions. Parking bay design and development shall be undertaken by the CPO in accordance with applicable standards, safety requirements, and industry best practices, while ensuring efficient operation and accessibility of the charging stations.
186.	Compound Wall Inside Existing Premises	Compound wall appears applicable to all locations. Compound walls may not be required within existing secured Government premises, bus depots, municipal lands, DISCOM premises and other fenced locations. We request exemption in such cases.	For sites located within secured premises, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
187.	Charging Stations Inside Substations	Common civil requirements applicable to all locations. For charging stations proposed within existing substations and utility premises, compound wall, fencing and related boundary protection works may not be applicable as the premises are already secured.	For sites located within secured premises such as substations, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
188.	Site-wise Land Availability	Site information is limited. Kindly provide site-wise land area availability, coordinates, layout sketches and proposed charger locations to facilitate engineering design and cost estimation.	Bidders may refer to Annexure 1 of the RfP for details related to site coordinates and proposed charger locations. For additional site-specific details, the bidder is advised to carry out site visits and conduct due diligence, and at its own responsibility obtain all information necessary for preparation of the bid and execution of the project, in accordance with the provisions of the RfP.
189.	Upstream Infrastructure & Approvals	Bidder responsible for obtaining approvals. NREDCAP may facilitate Single Window Applications and Time-Bound Approvals for all upstream infrastructure including electrical service connections, load sanctions, road cutting permissions, municipal approvals and statutory clearances.	Please refer to Clause 6.3 (iv) and Clause 6.3 (xix) of the RfP.
190.	Electrical Connection Category	Some locations may require HT service connections. We request NREDCAP to ensure all charging station loads are planned under LT category connections except the five locations proposed with 240 kW chargers, thereby reducing project cost and implementation timelines.	The charging configurations, including the type and number of chargers at each of the 131 locations, have been finalized as part of the project design and are specified in Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
191.	HT Infrastructure Cost	HT infrastructure may be required based on load.	The charging configurations, including the type and number of chargers at each of the 131 locations, have been finalized as part of the project design and are specified in

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		We request review and optimization of charger configurations so that connected loads remain within LT limits wherever possible, minimizing transformer, switchgear and statutory approval requirements.	Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
192.	Delay Due to Utility Approvals	Completion timelines linked to commissioning. Delays arising from DISCOM approvals, load sanctions, service connection releases and Government approvals should be excluded from the contractor's completion period and corresponding extension of time should be granted without penalty.	The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory approvals and clearances, including those from DISCOMs and other government departments. However, in the event of delays attributable to DISCOMs or other departments, the same shall be brought to the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
193.	Technical Specifications – Charger Enclosure Protection Class	The tender specifies IP65 enclosure protection for EV chargers. We request NREDCAP to permit IP54-rated chargers as compliant equipment. EV chargers require adequate ventilation, heat dissipation, air circulation, cooling fans and ventilation openings for reliable operation under Indian ambient conditions. Most globally accepted EV charging equipment is designed with IP54 protection while maintaining safe operation in outdoor environments through appropriate enclosure design. Allowing IP54-rated chargers from reputed manufacturers will increase competition,	Tender Conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		reduce procurement lead times and provide wider technology options without compromising safety, reliability or performance.	
194.	Technical Evaluation Criteria – Experience in Operation & Maintenance (O&M) of EV Charging Stations Experience in O&M of EV Charging Stations for a minimum of one (1) year completed during the last five financial years. 170–350 chargers: 5 Marks; >350–500 chargers: 10 Marks; >500 chargers: 15 Marks.	We request NREDCAP to consider both Public and Private EV Charging Station O&M experience executed by the CPO. Further, the evaluation may be based on the aggregate charging capacity (kW) or operational chargers under management, considering the practical challenges involved in operating high-capacity charging infrastructure. We propose the following revised scoring criteria: 130–150 chargers: 5 Marks; >150–200 chargers: 10 Marks; >200–250 chargers: 15 Marks. Alternatively, equivalent capacity-based O&M experience (up to 250 kW and above) may also be considered for awarding full marks. This will enable wider participation by experienced CPOs who have successfully operated EV charging infrastructure in both public and private sectors.	The bidder may rely on O&M experience from both public and private EV charging stations, subject to submission of valid documentary evidence as specified in the RfP. For the other queries, the tender conditions shall prevail.
195.	Technical Evaluation Criteria – Experience in Supply, Installation & Commissioning of Electrical Infrastructure Experience in Supply, Installation & Commissioning of HT Electrical Infrastructure (11 kV or above) with RMU and	Request for Review of Bid Evaluation Criteria Related to HT Electrical Experience We respectfully submit that the requirement of HT Electrical Experience as a significant criterion for bidder evaluation may not accurately reflect the competencies required for successful implementation and operation of EV charging infrastructure. In most EV charging projects, the HT electrical works,	Considering that the scope of work includes procurement, installation, and commissioning of the complete electrical and upstream infrastructure, including HT electrical systems, within defined timelines, experience in Supply, Installation, and Commissioning of HT Electrical Infrastructure has been incorporated as one of the technical evaluation criteria.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
	11/0.415 kV Transformer of minimum 250 kVA during last 5 FYs. Marks awarded based on cumulative MVA capacity and Class-A Electrical Contractor License.	including service connection approvals, transformer installations, and related utility infrastructure, are generally executed, supervised, or approved by the concerned DISCOM/utility authorities or through specialized electrical contractors. As a result, many experienced EV charging operators and EV infrastructure companies may not possess direct HT electrical execution experience despite having successfully established and operated numerous EV charging stations. Considering the nature of the project, we request that the evaluation criteria be suitably revised to recognize experience that is more directly relevant to EV charging station deployment and operation. In particular, marks may be allotted for: Experience in installation, commissioning, and operation of EV charging stations. Ownership or deployment of a Charging Station Management System (CSMS). Availability of a proprietary or dedicated EV charging mobile application/platform. Experience in remote monitoring, energy management, payment integration, and charger network operations. Proven capability in Operations & Maintenance (O&M) of EV charging infrastructure. A robust CSMS platform and mobile application are critical for efficient charger monitoring, uptime management, user experience, transaction processing, fault diagnosis,	At the same time, the RfP also takes into account other relevant technical parameters, including the bidder's experience in commissioning, operation, and maintenance of EV charging infrastructure, as well as user engagement and functionality of the mobile application.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		and overall O&M performance. These capabilities contribute significantly to the long-term success and sustainability of EV charging infrastructure. We therefore request the competent authority to reconsider the weightage assigned to HT electrical experience and provide suitable marks for EV-specific operational capabilities such as CSMS deployment, proprietary charging applications, and demonstrated EV charging network management experience. This will enable wider participation by experienced EV charging operators and ensure selection of bidders possessing competencies that are directly relevant to the successful execution and operation of EV charging stations..	
196.	General	We respectfully request NREDCAP to review locations situated in remote areas and consider shifting suitable sites to National Highways, State Highways, major connecting roads, transport hubs, tourist destinations, and high-traffic corridors to improve charger utilization and project viability.	The feasibility assessment of all proposed sites has been carried out by BHEL, and all locations included under the scope of this tender have been found to be technically feasible. Accordingly, the site locations have been finalized after due evaluation, and no modification to the proposed locations is envisaged under the current scope of the RfP.
197.	General	Smart Metering experience may be considered for technical evaluation as it is directly related to energy accounting, billing, and revenue management of EV charging stations.	Tender conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
198.	General	Experience in LT Smart Metering, AMI systems, meter data management, and utility billing may be awarded additional technical marks.	Tender conditions shall prevail.
199.	General	Additional marks may be allotted to bidders possessing and operating their own Charge Management System (CMS).	Tender conditions shall prevail.
200.	General	Experience in HT/LT electrical infrastructure projects may be considered during technical evaluation.	Please refer to Serial No. 5 under Clause 1.10 (i) of the RfP.
201.	General	All charging stations except the five locations with 240 kW chargers may be planned under LT category connections wherever permissible.	The charging configurations, including the type and number of chargers at each of the 131 locations, have been finalized as part of the project design and are specified in Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
202.	General	A Single Window Clearance System may be established for all utility and statutory approvals.	Please refer to Clause 6.3 (iv) and Clause 6.3 (xix) of the RfP.
203.	General	Time-bound approval timelines may be defined for all utility clearances and service connections.	Obtaining necessary approvals and clearances from DISCOMs, including electricity service connections, shall fall within the scope of the bidder, who shall engage directly with the concerned authorities and coordinate timelines accordingly. NREDCAP shall provide necessary facilitation and support, wherever required, to assist in the process.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
204.	General	Delays arising from utility approvals may not be considered as delays attributable to the CPO.	The commissioning period of 180 days has been determined considering the time required for obtaining necessary statutory approvals and clearances, including those from DISCOMs and other government departments. However, in the event of delays attributable to DISCOMs or other departments, the same shall be brought to the notice of NREDCAP. Such delays may be considered for exclusion on a case-to-case basis, subject to due verification by NREDCAP.
205.	General	Electricity bills may be paid directly by NREDCAP to the respective DISCOMs.	Please refer to Corrigendum 2.
206.	General	NREDCAP may facilitate upstream electrical infrastructure approvals and coordination.	Please refer to Clause 6.3 (iv) of the RfP.
207.	General	Support may be provided for installation and supervision of upstream electrical infrastructure.	Execution of upstream electrical infrastructure shall fall within the scope of work of the CPO, in accordance with the provisions specified in the RfP.
208.	General	Site-wise electrical load availability and nearest power source details may be shared.	Please refer to Annexure - 1
209.	General	Preference may be given to local contractors and service partners for faster maintenance support.	Tender conditions shall prevail.
210.	General	Only Class-A Licensed Electrical Contractors may be permitted for electrical works.	Tender conditions shall prevail.
211.	General	Ongoing Government EV charging projects may also be considered for eligibility and evaluation.	Ongoing Government EV charging projects may be considered for eligibility and evaluation, provided they comply with the

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			applicable requirements and conditions specified in the RfP.
212.	General	Additional marks may be allotted for bidders having their own EV charging mobile application.	Tender conditions shall prevail.
213.	General	Utility billing and energy management experience may be considered relevant to EV charging operations.	Tender conditions shall prevail.
214.	General	Detailed civil BOQ and standard construction drawings may be provided.	Preparation of detailed civil BOQ and construction drawings shall fall within the scope of the CPO. The bidder shall be responsible for developing the same based on detailed site assessment, project requirements, and applicable standards, in accordance with the provisions of the RfP.
215.	General	Standard charger foundation drawings may be shared.	Preparation of charger foundation drawings shall fall within the scope of the bidder. The design of foundations shall be based on the specifications and type of chargers proposed, as well as site-specific conditions, in accordance with applicable standards and the provisions of the RfP.
216.	General	Parking bay dimensions and circulation requirements may be provided.	Bidders shall carry out detailed site assessment and due diligence prior to submission of the bid to determine parking bay layout, dimensions, circulation area, and entry/exit arrangements based on site-specific conditions. Parking bay design and development shall be undertaken by the CPO in accordance with applicable standards, safety requirements, and industry best practices, while ensuring efficient operation and accessibility of the charging stations.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
217.	General	Site-wise parking layout drawings may be shared.	Bidders shall carry out detailed site assessment and due diligence prior to submission of the bid to determine parking bay layout, dimensions, circulation area, and entry/exit arrangements based on site-specific conditions. Parking bay design and development shall be undertaken by the CPO in accordance with applicable standards, safety requirements, and industry best practices, while ensuring efficient operation and accessibility of the charging stations.
218.	General	Site photographs may be provided for all proposed locations.	Site assessment and due diligence prior to submission of the bid fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard.
219.	General	Site-wise land area and dimensions may be provided.	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid to ascertain site-specific details, including dimensions and layout of the land, in accordance with Clause 6.4 of the RfP.
220.	General	GPS coordinates of all locations may be shared.	Please refer to Annexure 1 of the RfP.
221.	General	Site layout sketches indicating charger placement may be provide	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid to ascertain site-specific details, including dimensions and layout of the land, in accordance with Clause 6.4 of the RfP.
222.	General	Compound walls may not be mandatory at all locations.	For sites located within secured premises such as substations or other government departments, provision of compound walls may not be required. The applicability of

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
223.	General	Compound walls may not be required within secured Government premises.	For sites located within secured premises such as substations or other government departments, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
224.	General	Compound walls may not be required within substations and utility premises.	For sites located within secured premises such as substations or other government departments, provision of compound walls may not be required. The applicability of compound walls shall be determined based on site conditions and security requirements, in accordance with the provisions of the RfP.
225.	General	Standard specifications for fencing and security infrastructure may be provided.	NREDCAP shall not prescribe specific technical specifications for fencing and security infrastructure. The bidder shall be responsible for providing appropriate fencing and security measures, based on site conditions and industry best practices, to ensure safety of the charging infrastructure and protection against theft, vandalism, and unauthorized access.
226.	General	CCTV retention requirements may be clearly defined.	The CPO shall ensure provision of CCTV data storage with a retention period of 7 to 10 days. All associated costs for storage and maintenance shall be deemed to be included within the scope of the CPO.
227.	General	Additional costs for extended CCTV storage may be considered separately.	All associated costs for storage and maintenance shall be deemed to be included within the scope of the CPO.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
228.	General	Internet connectivity expenses may be reimbursed separately or clearly defined.	Internet connectivity charges shall form part of the CPO's operational expenses during the O&M period. Accordingly, bidders shall factor in such costs while quoting the O&M Price (INR/kWh) under Schedule No. 2A/ 2B/ 2C, whichever is applicable, of the Schedule of Rates/Price Bid.
229.	General	A centralized customer support and grievance redressal system may be established by NREDCAP.	Please refer to clause 8.3 of the RfP.
230.	General	Insurance requirements may be clearly defined.	Please refer to clause 9.10 of the RfP.
231.	General	NREDCAP may explore a centralized third-party liability insurance arrangement.	Arranging the required insurance coverage, including third-party liability insurance shall fall under the scope of the CPO. Please refer to clause 9.10 of the RfP.
232.	General	Payment terms may be revised to 80% upon supply, installation and commissioning, and 20% upon final acceptance.	Tender conditions shall prevail.
233.	General	EMD exemption may be extended to MSME/Udyam and DPIIT-recognized Startups as per Government norms.	Tender conditions shall prevail.
234.	General	Performance Security requirements may be aligned with prevailing Government procurement guidelines.	Tender conditions shall prevail.
235.	General	Consortium/JV structure may be clearly defined, including the number of members permitted.	Bidders are advised to refer to Clause 1.7 and Bullet Point No. 8 under Clause 1.8 (i)(b) – General Eligibility Criteria of the RfP
236.	General	Technical and financial credentials of Consortium/JV members may be considered cumulatively.	The Technical Eligibility Criteria, Financial Eligibility Criteria, and Technical Score shall be met collectively by the members of the Consortium/JV, subject to the provisions of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
237.	General	Bid submission timelines may be extended by at least two weeks.	Please refer to Corrigendum 2.
238.	General	Project completion timelines may be extended from 180 days to 300 days considering site spread and utility dependencies.	The Scheduled Commissioning Date shall remain unchanged. However, in exceptional cases involving delays attributable to approvals, permissions, or other factors beyond the control of the CPO, the same shall be brought to the notice of NREDCAP. Such delays may be considered for extension on a case-to-case basis, subject to due verification and approval by NREDCAP.
239.	General	Wherever feasible, 12 kW chargers may be replaced with 10 kW chargers to facilitate LT connectivity.	The technical specifications, including the 12 kW charger configuration, have been defined in accordance with the requirements of the project. Accordingly, bidders shall comply with the specified charger capacities, and deployment of alternative capacities shall not be considered.
240.	General	The process for future load enhancement and charger augmentation may be clearly defined.	The quantity, configuration, and capacity of chargers have been clearly defined under the scope of the RfP and shall remain fixed throughout the contract period. Accordingly, no provision for future load enhancement or augmentation of chargers is envisaged under the current scope of the tender. The CPO shall not be required to install additional chargers beyond those specified in the RfP.
241.	General	Dedicated nodal officers may be appointed for coordination with DISCOMs and Government agencies.	Coordination with DISCOMs and other Government agencies for obtaining necessary approvals and permissions shall fall within the scope of the CPO. Accordingly, the bidder shall be responsible for managing

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			such interactions and ensuring timely progress of the project in line with the provisions of the RfP.
242.	General	Sites may be handed over free from encroachments, litigation, and access restrictions.	Yes. All the proposed sites shall be handed over to the CPO free from encumbrances, including encroachments, litigation, and access restrictions.
243.	General	Downtime due to DISCOM outages, transformer failures, and force majeure events may be excluded from uptime calculations.	Please refer to Clause 8.9 and Clause 9.5 of the RfP.
244.	General	IP54-rated chargers from reputed manufacturers may also be permitted considering ventilation and cooling requirements of power electronic equipment.	Tender Conditions shall prevail.
245.	General	Site-wise photographs, available land area, dimensions, coordinates, layout sketches, and a joint site survey opportunity may be provided to bidders for accurate estimation of civil, electrical, and infrastructure costs before bid submission.	Site assessment and due diligence prior to submission of the bid fall within the scope of the bidder. Bidders are advised to refer to Clause 6.4 of the RfP in this regard.
246.	Clause 6.7 ix)	Clause 6.7 ix) requires the charger to safely shut down when input voltage goes outside $\pm 15\%$ of nominal and log an event to the CMS. Will this automatic shutdown be considered an outage attributable to the CPO for the purpose of availability calculations (Clause 8.6), or will it be excluded as an external power quality issue?	Such instances shall be assessed by NREDCAP on a case-to-case basis, based on detailed examination and identification of the root cause. Once the examination is completed and the root cause is identified, the determination of whether a particular event is attributable to the CPO or otherwise shall be made by NREDCAP.
247.	Clause 6.3 xiv(e)	Clause 6.3 xiv(e) states that the entire source code and database of the CMS	As per the provisions of the RfP, NREDCAP has not prescribed any restriction on whether the CMS is developed in-house by the CPO

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		shall become the exclusive property of NREDCAP. Please clarify: - Does this apply to the CPO's existing proprietary CMS platform, or only to any customised NREDCAP-specific modules built on top of it? - If the CPO uses a third-party or white-label CMS (e.g., a licensed OCPP backend), and the source code is not owned by the CPO, how should the bidder comply with this clause?	or procured from a third-party service provider. Where the CPO uses a pre-existing proprietary CMS platform or a third-party licensed CMS, the CPO shall ensure that NREDCAP receives a perpetual, irrevocable, royalty-free, transferable licence/right to use the CMS for the Project during the Contract Period and for transition/handover purposes, along with necessary APIs, documentation, data export tools, administrative access, and escrow/continuity arrangements as may be required by NREDCAP. In all cases, the CPO shall ensure that there is no disruption to NREDCAP's ownership and access to project data and continuity of CMS operations.
248.	Clause 7.1 ii(b)	Clause 7.1 ii(b) states the CMS must support OCPI for multi-network roaming. Is NREDCAP expecting active roaming agreements with third-party CPOs on Day 1 of commissioning, or is OCPI capability sufficient without live roaming arrangements? Who initiates and manages roaming agreements NREDCAP or the CPO?	The CMS shall be OCPI-compliant and shall support interoperability and information exchange with other Network Service Providers (NSPs). Active roaming arrangements with third-party CPOs shall be established and operational from the date of commissioning, to enable multi-network access for EV users. The responsibility for initiating, establishing, and managing roaming agreements with other CPOs shall rest solely with the CPO, in line with the objective of ensuring wider accessibility and maximizing utilization of the charging infrastructure.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
249.	Clause 7.2 iii)	Clause 7.2 iii) requires the CMS to be integrated with the MHI National Unified Hub. The National Unified Hub is described as a portal "being developed" by MHI. What is the current API specification and integration readiness of the National Unified Hub? If the Hub is not technically ready will NREDCAP extend the commissioning timeline accordingly?	The CPO shall integrate the CMS with the National Unified Hub once the platform is operational and integration interfaces are made available by the Ministry of Heavy Industries (MHI). The readiness or availability of the National Unified Hub shall not impact the commissioning timeline of the EV Charging Stations, and no extension of timelines shall be considered on this account.
250.	Clause 1.10 i)	Clause 1.10 i) awards up to 5 marks for "Technology: CMS quality (OCPP compliance, cybersecurity, scalability)" and calls for a technical write-up in the Technical Proposal. Please clarify: • Will NREDCAP evaluate a live demonstration of the CMS, or only the written proposal? • Is OCPP 1.6 compliance sufficient to score full marks? • How will cybersecurity be evaluated — against a checklist, a third-party audit report, or both?	Please refer to Corrigendum 2.
251.	Clause 1.10 i)	The Technical Scoring criterion at Clause 1.10 i) awards 15 marks for having a manufacturing facility in Andhra Pradesh. If a bidder does not currently have a manufacturing facility in AP but commits to establishing one within 12 months of the LOA, will this commitment (backed by a binding undertaking) qualify for any marks, or is it strictly limited to existing operational facilities?	The charger manufacturing facility shall be commissioned and operational on or before the Bid Due Date (Bid Submission Deadline).

S No.	Clause as per RfP	Clarification sought	Response/ clarification
252.	Clause 6.3 iii	The RfP (Clause 6.3 iii) requires the CPO to arrange the upstream infrastructure including distribution transformer, HT/LT cables, circuit breakers, and protection equipment. However, most of the 131 sites are existing APEPDCL/APTRANSCO substation premises. Please clarify: • Will the existing HT/LT infrastructure at these substation sites be made available to the CPO, or must we install independent infrastructure end-to-end? • If existing infrastructure is available for shared use, who bears the metering, protection, and interconnection costs?	The existing HT/LT infrastructure within the substations shall not be utilized for the scope of this tender. The CPO shall be required to design, procure, install, and commission the complete upstream electrical infrastructure on its own, including all associated equipment, as specified in Clause 6.3 (iii) of the RfP. All costs related to upstream infrastructure shall form part of the EPC scope and shall be included by the bidder while quoting under Schedule No. 1A/ 1B/ 1C (Supply & Service), whichever is applicable, of the Price Bid.
253.	General	Technical Evaluation Criteria –Smart Metering Experience: Evaluation criteria primarily consider EV charging infrastructure deployment and O&M experience. Since energy accounting, transaction settlement, billing accuracy and energy audit are critical components of EV Public Charging Stations (EVPCS), we request allocation of 10 marks for experience in Smart Metering projects, including deployment, integration, billing and revenue management of LT/HT Smart Meter systems executed for Utilities, DISCOMs, Railways, Defence, Smart Cities and Government organizations.	Tender Conditions shall prevail.
254.	General	Technical Evaluation	Tender Conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		Criteria – Smart Meter Billing Experience: No specific marks are assigned for utility billing and energy management experience. Organizations having experience in handling largescale LT Smart Metering projects, AMI systems, meter data acquisition, billing and revenue management possess significant expertise relevant to EV charging operations. We request allocation of 10 additional marks for such experience.	
255.	General	Payment Terms - A portion of payment is linked to supply and balance payment after commissioning and operational period.: Considering the significant procurement and logistics costs involved in deployment of 577 chargers across 131 locations, we request revision of payment terms to 80% payment upon successful supply and installation/commissioning and 20% payment upon final acceptance, instead of retaining 30% payment after one month of operation. This will reduce working capital burden on the CPO.	Tender conditions shall prevail.
256.	General	Technical Evaluation Criteria – CMS Platform : Marks are assigned for charger deployment and operational capability.	Tender Conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		We request allocation of additional technical marks for bidders possessing and operating their own proprietary Charge Management System (CMS) platform with demonstrated experience in charger monitoring, remote diagnostics, transaction management, uptime management, billing, payment gateway integration and customer management.	
257.	General	Utility Connectivity & HT/LT Infrastructure Experience – No specific marks assigned for electrical infrastructure execution capability. Since EV charging projects require extensive coordination for LT/HT connections, utility approvals, metering integration and electrical infrastructure development, we request allocation of evaluation marks for bidders having demonstrated experience in HT/LT electrical infrastructure projects and utility interface management.	Please refer to Serial No. 5 under Clause 1.10 (i) of the RfP.
258.	Exhibit-6: Presence of Manufacturing Facility for EV Chargers in Andhra Pradesh (Annexure Section)	The tender document includes Exhibit-6 requiring confirmation of the Bidder having an operational EV Charger Manufacturing Facility located in Andhra Pradesh. We request clarification on whether the presence of a manufacturing facility within Andhra Pradesh is a mandatory eligibility requirement or whether the Exhibit is intended only for evaluation/scoring purposes.	Presence of a manufacturing facility within Andhra Pradesh shall be considered solely for scoring purposes, as specified under Serial No. 7 of Clause 1.10 (i) of the RfP.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		As Servotech Renewable Power System Limited is an established EV charger manufacturer having fully operational manufacturing facilities in Haryana with adequate production capacity, quality certifications, and extensive project execution experience across India. Restricting participation to manufacturers having facilities only within Andhra Pradesh may limit competition from experienced domestic OEMs. We therefore request NREDCAP to kindly permit participation by manufacturers having operational EV charger manufacturing facilities anywhere in India, subject to compliance with all technical and quality requirements of the RfP, and issue suitable clarification/amendment accordingly.	
259.	General	Under Clause 1.10 (Technical Scoring Methodology), marks are awarded for experience in HT Electrical Infrastructure (11 kV or above) with RMU and 11/0.415 kV Transformer of minimum 250 kVA, with scoring starting from cumulative capacity $\geq$ 2.5 MVA. However, this requirement does not appear under the mandatory Technical Eligibility Criteria specified under Clause 1.8(c) (Pages 20-21). We therefore request clarification whether this experience is required only for award of technical marks under QCBS evaluation	This experience is required only for award of technical marks under QCBS evaluation.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		or whether it is intended to be treated as a mandatory qualification requirement. In case it is only a scoring parameter, we request confirmation that bidders not possessing such experience shall remain technically qualified provided all mandatory eligibility requirements under Clause 1.8(c) are fulfilled.	
260.	6.3 - CPO shall be required to supply, erect, test and commission app-based Electric Vehicle (EV) Public Charging Stations (PCS) for e-2Ws, e-3Ws, e-4Ws and buses at 131 locations proposed by NREDCAP across various districts of Andhra Pradesh under the PM E-DRIVE Scheme	As per the stated scope, CPO is responsible for supply, erection, testing and commissioning of EV chargers and app-based services. Kindly clarify whether civil infrastructure works (site development, foundations, etc.) and electrical infrastructure (transformers, HT/LT connections, cables, and associated equipment) are within the bidder's scope or will be provided by NREDCAP	All the aforementioned activities, including civil infrastructure works (such as site development, foundations, etc.) and electrical infrastructure (including transformers, HT/LT connections, cables, and associated equipment), shall fall within the scope of the CPO. Bidders are advised to refer to Clause 6.3 (iii) and Clause 6.3 (vii) of the RfP for detailed provisions in this regard.
261.	General	Kindly clarify whether the charging station sites will be provided as fully developed plots or in raw/greenfield condition it's Impacts civil scope, cost, and timeline.	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid, as specified in Clause 6.4 of the RfP, to ascertain site-specific conditions, including the extent of civil works required. The condition of sites may vary, and bidders shall evaluate the requirements for site development, including foundations and associated civil works, based on their assessment. Accordingly, all such costs shall be factored by the bidder while quoting the EPC price under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
262.	General	Land Development - Please confirm responsibility for land leveling, grading, and site preparation.	Bidders are advised to carry out site assessment and due diligence prior to submission of the bid, as specified in Clause 6.4 of the RfP, to ascertain site-specific conditions, including requirements for land development such as leveling, grading, and site preparation. Based on the site assessment, the bidder shall identify the extent of land development works required, and all such activities shall fall within the scope of the CPO. Accordingly, the bidder shall factor in the associated costs while quoting the EPC price under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid.
263.	Civil Infrastructure	Confirm scope for foundations of chargers, transformers, RMU, and shelters.	All civil works, including foundations for chargers, transformers, RMUs, and associated shelters or structures, shall fall within the scope of the CPO. Bidders shall carry out site assessment and due diligence to determine site-specific requirements and accordingly design and execute the necessary foundations and supporting structures. All such costs shall be factored into the EPC price quoted under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid. Bidders are advised to refer to Clause 6.3 (iii) and Clause 6.3 (vii) of the RfP for detailed provisions in this regard.
264.	Civil Infrastructure	Whether control room / operator cabin construction is included in bidder scope?	Construction of operator cabins, if required, shall fall within the scope of the CPO.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			Bidders shall assess the need for such facilities based on their deployment strategy, including manpower requirements and site-specific conditions, during the site assessment process. Accordingly, the bidder shall factor in the associated costs while quoting the EPC price under Schedule No. 1A/ 1B/ 1C, whichever is applicable, of the Schedule of Rates/Price Bid.
265.	Electrical Infrastructure	Confirm who will arrange HT/LT electrical connection from DISCOM.	Arrangement of HT/LT electrical connections, including obtaining approvals and clearances from the concerned DISCOM, shall fall within the scope of the CPO. Bidders are advised to refer to Clause 6.3 (iii) and Clause 6.3 (iv) of the RfP for detailed provisions in this regard.
266.	Electrical Infrastructure	Whether transformer, RMU, switchgear, and metering are in bidder scope?	All equipment, including transformers, RMUs, switchgear, and metering systems, shall fall within the scope of the CPO. Bidders are advised to refer to Clause 6.3 (iii) of the RfP for detailed provisions in this regard.
267.	Electrical Infrastructure	Clarify if earthing, lightning protection, and internal cabling are included.	All associated electrical works required for the safe and reliable operation of the charging infrastructure, including earthing, lightning protection, and internal cabling, shall fall within the scope of the CPO. Bidders are advised to refer to Clause 6.7 (v) and Clause 7.3 of the RfP for detailed provisions in this regard.
268.	Electrical Infrastructure	Who is responsible for statutory approvals (CEIG, DISCOM, electrical inspector)?	Obtaining all statutory approvals shall fall within the scope of the CPO.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			Bidders are advised to refer to Clause 6.3 (iv) and Clause 6.3 (xix) of the RfP for detailed provisions in this regard.
269.	Operation & Maintenance	Whether fixed manpower deployment (24×7) is mandatory or can be optimized through remote monitoring?	Deployment of manpower, including appointment of security personnel and/or on-site operators, shall be at the discretion of the CPO , based on site-specific requirements, risk assessment, operational strategy, and applicable industry practices. NREDCAP does not mandate any specific requirement in this regard. However, the CPO shall be responsible for ensuring the prescribed availability and uptime of the charging stations and for maximizing their utilization. However, NREDCAP may, at its discretion, direct the selected CPO to deploy adequate manpower/security personnel at any charging station or location where needed due to risks such as theft, vandalism, downtime, safety issues, operational deficiencies, or other factors affecting the station's safety, security, availability, or reliability. NREDCAP and DISCOM shall not deploy any personnel at the charging stations, and all operational responsibilities, including site management and security, shall rest with the CPO.
270.	Revenue Risk in O&M	Is there any minimum revenue guarantee / viability gap support in case of low utilization of charging stations?	No. There is no provision for minimum revenue guarantee or viability gap funding under the scope of this tender. The utilization of EV Charging Stations depends on multiple factors, including EV

S No.	Clause as per RfP	Clarification sought	Response/ clarification
			penetration, traffic density at the location, site accessibility, availability and reliability of chargers, tariff structures, network coverage, and quality of customer service. As maximizing utilization falls within the scope of the CPO, and O&M payments are linked to the utilization level of the chargers, the CPO shall be responsible for implementing appropriate strategies to enhance utilization of the charging infrastructure.
271.	Scope Matrix	Request detailed scope matrix defining roles of client, bidder, and third parties.	Tender conditions shall prevail.
272.	Utilities & Power	Whether future capacity expansion provisions are included.	The charging configurations, including the type and number of chargers at each of the 131 locations, have been finalized as part of the project design and are specified in Annexure 1 of the RfP. Accordingly, bidders shall consider the prescribed configurations while submitting their bids, and no changes to the approved configurations are envisaged under the current scope of the tender.
273.	Approvals & Permits	Confirm responsibility for local authority approvals and permits.	Obtaining approvals and permits from local authorities shall fall within the scope of the CPO. Bidders are advised to refer to Clause 6.3 (iv) and Clause 6.3 (xix) of the RfP for detailed provisions in this regard.
274.	Approvals & Permits	Whether Right of Way for power connection is under client or bidder.	It shall fall under the scope of the CPO.
275.	6.7.vi - The enclosure protection shall be minimum IP-65.	Kindly confirm whether the specified minimum IP-65 enclosure protection is mandatory for all equipment/chargers under all site conditions, or if any deviation/relaxation is permissible based	Tender conditions shall prevail.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		on installation location (e.g., indoor installations, sheltered environments, or specific equipment types).	
276.	Evaluation stages	Kindly confirm whether the purchaser reserves the right to split the bid among multiple bidders, or if the evaluation will result in a single overall award	The award under this tender shall be made to a single CPO for the respective cluster. Accordingly, the bid shall not be split among multiple bidders. The successful bidder may participate either as a single entity or as a Consortium/JV, in accordance with the provisions of the RfP.
277.	Evaluation stages	Please clarify whether evaluation will be carried out schedule-wise / package-wise, allowing bidders to quote and be awarded partially, or if it will be based on a combined (overall) evaluation for the complete scope.	Refer to Corrigendum 2.
278.	Evaluation stages	In case multiple schedules exist, kindly specify: 1. Whether L1 will be determined individually per schedule, or 2. Based on aggregate pricing across all schedules	The bid shall not be evaluated schedule-wise or on an L1 basis for individual schedules. Evaluation shall be carried out based on the Quality-and-Cost-Based Selection (QCBS) methodology. Bidders are advised to refer to Corrigendum 2.
279.	General	In general, the Lead Member holding more than 51% share in the JV/Consortium shall be entirely responsible for project completion, both technically and financially. Other Consortium/JV members may be non-MSME entities contributing complementary technical, financial, and execution capabilities. In view of the above, we request you to extend the EMD exemption to such Consortia/JVs where the Lead Member holds a valid	Consortium/ Joint Ventures (JV) are not eligible to avail the benefits of the Public Procurement Policy for MSEs Order, 2012.

S No.	Clause as per RfP	Clarification sought	Response/ clarification
		UDYAM Registration with the relevant NIC Code, instead of requiring all Consortium/JV members to be MSME registered. Accordingly, we request you to kindly amend the EMD exemption clause to incorporate the above provision	

ANNEXURES

ANNEXURE -1

The project cost indicated is an estimate provided for reference purposes only and shall not be construed as the final project cost. Bidders are required to undertake their own site assessment and due diligence to arrive at the project cost while preparing their bids.

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
1	APEPDCL	WEST GODAVARI	Municipal Office, Tadepalligudem	16.81001	81.53118	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
2	APEPDCL	WEST GODAVARI	RDO office /Old Police Station Narasapuram	16.4374	81.69449	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1	CCS-II (IS-17017-2-3)	240	1	312	45.2	28.1	73.3
3	APEPDCL	WEST GODAVARI	Government Hospital Narasapuram	16.43078	81.68588	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
4	APEPDCL	VISAKHAPAT ANAM	GVMC Zone-8 Zonal Office,Vepagunta	17.7716	83.21631				CCS-II (IS-17017-2-3)	60	2				120	27.5	15	42.5
5	APEPDCL	VISAKHAPAT ANAM	33/11KV Sub Station Chinamushidiwada	17.79932	83.20143	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
6	APEPDCL	VISAKHAPAT ANAM	APEPDCL Gopalapatnam Section Office	17.75823	83.21756	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1	CCS-II (IS-17017-2-3)	240	1	312	45.2	28.1	73.3
7	APEPDCL	VISAKHAPAT ANAM	APEPDCL 33/11KV CHIPPADA Sub Station	17.92746	83.45551	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
8	APEPDCL	VISAKHAPAT ANAM	APEPDCL 33/11KV Cheemalapalli Sub Station, Cheemalapalli	17.7845	83.19883				CCS-II (IS-17017-2-3)	60	2				120	27.5	15	42.5
9	APEPDCL	VISAKHAPAT ANAM	APEPDCL 33/11KV Sattivanipalem Sub Station, Sattivanipalem	17.72248	83.19022				CCS-II (IS-17017-2-3)	60	2				120	27.5	15	42.5
10	APEPDCL	VISAKHAPAT ANAM	APEPDCL 33/11 KV Vellanki Sub Station	17.88534	83.38237				CCS-II (IS-17017-2-3)	60	1				60	18.5	7.5	26
11	APEPDCL	VISAKHAPAT ANAM	APEPDCL 33/11KV CHITTIVALASA	17.9271	83.42233	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2	CCS-II (IS-17017-2-3)	240	1	384	64.3	37.2	101.5

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
12	APEPDCL	WEST GODAVARI	AP TRANSCO 220/132/33KV Undi EHT Sub Station	16.57826	81.47819	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	2				132	28.1	16.6	44.7
13	APEPDCL	WEST GODAVARI	APEPDCL subdivision office pkl	16.51183	81.74573	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
14	APEPDCL	VISAKHAPAT ANAM	Chinamushidi wada Junction (Govt.Land), Beside Panchamukhi Anjaneya swamy Temple.	17.80575	83.20846	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1				72	19.1	9.1	28.2
15	APEPDCL	VIZIANAGAR AM	MDO Office,Denkada	18.07956	83.45806	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	29.3	19.8	49.1
16	APEPDCL	KAKINADA	Andhra Polytechnic, Kakinada Compound	16.93088	82.23417	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	1	CCS-II (IS-17017-2-3)	240	1	324	51.34	29.7	81.04
17	APSPDCL	SPSR NELLORE	Govt Office (NRP SubdivisionOffice)	14.44	79.99	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
18	APSPDCL	SPSR NELLORE	33/11KV VINJAMURUSS	14.84221	79.58351	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
19	APSPDCL	TIRUPATI	33/11KV Chinnapanduru SS	13.54242	79.94187	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	4				264	43.3	33.2	76.5
20	APSPDCL	TIRUPATI	33/11KV Menakur Substation	13.92155	79.83259	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
21	APSPDCL	TIRUPATI	33/11KV Balayapalli Substation	14.06384	79.68307	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
22	APSPDCL	TIRUPATI	33/11KV Dakkili Substation	14.10757	79.55104	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	1				84	14.32	10.7	25.02
23	APSPDCL	CHITTOOR	33/11KV Paipalli SS	13.26245	79.04872	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
24	APSPDCL	CHITTOOR	33/11 KARVETINAGARAM SS	13.40969	79.44105	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
25	APSPDCL	CHITTOOR	TANA SS	13.22594	79.15701	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	1				84	14.32	10.7	25.02
26	APSPDCL	CHITTOOR	33/ 11 kv Kalluru SS	13.55697	78.99341	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	4				264	43.3	33.2	76.5
27	APSPDCL	CHITTOOR	33/ 11 kv Sodem SS	13.54708	78.91791	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
28	APSPDCL	CHITTOOR	33/ 11 kv Sugalmitta SS	13.37154	78.57621	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
29	APSPDCL	CHITTOOR	33/ 11 kv Peddapanjani SS	13.29278	78.68668	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
30	APSPDCL	CHITTOOR	33/11KV SS,V.kota	13.00041	78.49064	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
31	APSPDCL	CHITTOOR	33/ 11 kv Santhipuram SS	12.87108	78.40391	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
32	APSPDCL	CHITTOOR	33/ 11 kv BR Palli SS	13.09314	78.60761	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
33	APSPDCL	CHITTOOR	33/ 11 kv Somala SS	13.48054	78.81244	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
34	APSPDCL	ANNAMAYYA	Gandboyanapalle SS	13.6429	78.75029	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
35	APSPDCL	Y.S.R. KADAPA	Chennur SS	14.55657	78.79523	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
36	APSPDCL	Y.S.R. KADAPA	Mittameedipalli SS	14.46718	78.6902	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
37	APSPDCL	Y.S.R. KADAPA	CHAPADU 33/11KV SUBSTATION	14.72706	78.6503	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
38	APSPDCL	Y.S.R. KADAPA	33/11 KV SS PORUMA	14.99541	78.98984	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
39	APSPDCL	Y.S.R. KADAPA	KANAGUDURU 33/11KV	14.91354	78.61826	Light EV AC/DC	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			33/11KV SUBSTATION			Combo (IS-17017-2-7)												
40	APSPDCL	Y.S.R. KADAPA	VANIPENTA 33/11KV SUBSTATION	14.79662	78.77822	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
41	APSPDCL	Y.S.R. KADAPA	33/11KV Kamalapuram SubStation	14.58263	78.6531	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
42	APSPDCL	Y.S.R. KADAPA	33/11KV Proddatur Rurals SubStation	14.73803	78.58473	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
43	APSPDCL	Y.S.R. KADAPA	PEDDARANA GAPURA MSS	14.44946	78.2332	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
44	APSPDCL	SRI SATHYA SAI	Market yards	14.43182	77.73381	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
45	APSPDCL	SRI SATHYA SAI	Bathalapalli ss	14.51766	77.76375	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	3				216	38.9	27.3	66.2
46	APSPDCL	SRI SATHYA SAI	Dcherlopalli ss	14.44718	77.89034	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
47	APSPDCL	SRI SATHYA SAI	Gorantla Substation	13.97819	77.74689	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	4				264	43.3	33.2	76.5
48	APSPDCL	SRI SATHYA SAI	Bukkapatnam ss	14.19486	77.8098	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	4				264	43.3	33.2	76.5
49	APSPDCL	SRI SATHYA SAI	Gunipalli ss	14.2683	77.88558	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	3				204	40.3	25.7	66
50	APSPDCL	SRI SATHYA SAI	33/11 KV Kutagulla SS	14.14747	78.14811	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
51	APSPDCL	SRI SATHYA SAI	33/11 KV Tanakai SS	13.92881	78.19137	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
52	APSPDCL	SRI SATHYA SAI	33/11 KV ODC SS	14.02388	77.99607	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
53	APSPDCL	SRI SATHYA SAI	33/11 KV Gajulavaripalli Substation	14.08929	78.32767	Light EV AC/DC	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
						Combo (IS-17017-2-7)												
54	APSPDCL	SRI SATHYA SAI	33/11 KV NP Kunta Substation	14.06134	78.40959	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
55	APSPDCL	SRI SATHYA SAI	33/11 KV Mudigubba Substation	14.35293	77.99433	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
56	APSPDCL	SRI SATHYA SAI	Kodikonda Substation	13.88638	77.71065	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
57	APSPDCL	SRI SATHYA SAI	Kallumarri Substation	13.88828	77.36711	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
58	APSPDCL	SRI SATHYA SAI	Madakasira Substation	13.93675	77.2871	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
59	APSPDCL	SRI SATHYA SAI	Lepakshi Substation	13.8054	77.6034	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	36.7	19.8	56.5
60	APSPDCL	ANANTAPUR	HAMPAPUR AM Substation	14.55522	77.62464	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	3				204	40.3	25.7	66
61	APSPDCL	ANANTAPUR	KUDERU SS	14.73107	77.43388	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	3				204	40.3	25.7	66
62	APSPDCL	ANANTAPUR	ITUKULAPAL LI Substation	14.60344	77.65376	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	3				204	40.3	25.7	66
63	APSPDCL	NANDYAL	Jupadu Banglow SS	15.86062	78.37791	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
64	APSPDCL	NANDYAL	132/33KV Sub Station at Sunnipenta	16.07955	78.90344	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
65	APSPDCL	NANDYAL	Nallagatla SS	15.22644	78.50312	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
66	APSPDCL	NANDYAL	Sirivella SS	15.32238	78.5219	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
67	APSPDCL	NANDYAL	Owk SS	15.21616	78.12248	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
68	APSPDCL	NANDYAL	33/11KV Gonavaram Substation	15.43108	78.32344	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
69	APSPDCL	NANDYAL	33/11KV Gadigarevul Substation	15.61998	78.44353	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
70	APSPDCL	NANDYAL	33/11KV Velugodu SS	15.73159	78.56854	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
71	APSPDCL	NANDYAL	33/11KV Mahanandi SS	15.46871	78.62697	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
72	APSPDCL	NANDYAL	33/11KV Bukkapuram Substation	15.471	78.57931	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
73	APSPDCL	NANDYAL	33/11KV Bandi Atmakur SS	15.57235	78.52945	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
74	APSPDCL	NANDYAL	33/11KV S Juturu SS	15.6316	78.53731	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
75	APSPDCL	KURNOOL	33/11 KV SS Pd.Thumbala m	15.75664	77.25779	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
76	APSPDCL	KURNOOL	33/11 KV SS Alur	15.39924	77.22301	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
77	APSPDCL	KURNOOL	33/11KV SS Devanakonda	15.55656	77.54616	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
78	APSPDCL	KURNOOL	33/11KV SS Banavasi	15.72348	77.42886	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
79	APSPDCL	KURNOOL	33/11KV SS Kalugotla	15.28938	78.35304	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
80	APSPDCL	KURNOOL	33/11KV SS Pyalakurthi	15.71261	77.80511	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
81	APSPDCL	KURNOOL	33/11KV SS K.Nagulapura m	15.75732	77.90825	Light EV AC/DC Combo (IS-17017-2-7)	12	2	CCS-II (IS-17017-2-3)	60	2				144	26.2	18.2	44.4
82	APEPDCL	SRIKAKULAM	33/11KV NARASANNA	18.41927	84.04712	Light EV AC/DC	12	2	CCS-II (IS-17017-2-3)	60	2				144	28.7	18.2	46.9

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			PETA SUB STATOIN, POLAKI ROAD,NARA SANNAPETA			Combo (IS-17017-2-7)												
83	APEPDCL	KONASEEMA	JONNADA- ,NH 216a Irrigation Dept. site	16.79401	81.86125	Light EV AC/DC Combo (IS-17017-2-7)	12	1	CCS-II (IS-17017-2-3)	60	1	CCS-II (IS-17017-2-3)	240	1	312	45.2	28.1	73.3
84	APCPDCL	NTR	33/11KV SS Kanchikacherla , Opp.Market Yard, Kanchikacherla – 521185	16.71109	80.32171	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
85	APCPDCL	NTR	33/11KV SS Allur , Madira Road, near Hanuman temple, Allur – 521181	16.76659	80.43675	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
86	APCPDCL	NTR	33/11KV SS Nuzivid, Revenue Ward 25, NSP Colony, Nuzivid – 521201	16.78677	80.86009	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
87	APCPDCL	NTR	33/11KV SS Meerjapuram, Meerjapuram – 521111	16.69973	80.93898	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
88	APCPDCL	NTR	33/11KV SS Agiripalli , Nuzivid Road, Vadlamanu, Agiripalli – 521211	16.68552	80.78946	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
89	APCPDCL	NTR	33/11KV SS Chintalapadu Chintala Padu	17.03806	80.5584	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
90	APCPDCL	NTR	33/11KV SS Gampalagudem, Pedakorima, Gampalagudem – 521403	16.99027	80.51812	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
91	APCPDCL	NTR	33/11KV SS ViSSannapeta, Chandrupatla, ViSSannapeta – 521215	16.9495	80.77417	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
92	APCPDCL	KRISHNA	33/11KV SS kowthavaram , NH-214, Machilipatna	16.33866	81.06823	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			m – Gudivada Road, Gudivada, Kowthavaram – 521331															
93	APCPDCL	KRISHNA	33/11KV SS Arthamuru, Bantumilli Rd, Arthamuru – 521369	16.33234	81.23289	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
94	APCPDCL	KRISHNA	33/11KV SS Tarakaturu, Vijayawada to Machilipatnam Road, Tarakaturu – 521156	16.23308	81.04863	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	3				216	36.19	27.3	63.49
95	APCPDCL	KRISHNA	33/11KV SS Vuyyur, D1 Block, Rajesh Nagar, Vuyyur – 521165	16.35867	80.85999	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
96	APCPDCL	KRISHNA	33/11KV SS Challapalli, KCP Sugar and Industries, Main road, Challapalli	16.12946	80.96121	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
97	APCPDCL	KRISHNA	33/11KV SS Avanigadda New, Avanigadda New Koduru road, Avanigadda	16.0248	80.92542	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
98	APCPDCL	CRDA	33/11KV SS Amaravathi, Amaravathi Temple Road, Dharanikota, Amaravathi-522020	16.56546	80.35863	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
99	APCPDCL	CRDA	33/11KV SS Rayapudi, Rayapudi Village, Amaravati – 522237	16.54547	80.4808	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
100	APCPDCL	CRDA	33/11KV SS Pedakurapadu, Pedakurapadu Railway Station	16.46015	80.25639	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
101	APCPDCL	CRDA	33/11KV SS Dokiparru, Near Univasal	16.31131	80.32102	Light EV AC/DC	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			College, Narasaraopet Road			Combo (IS-17017-2-7)												
102	APCPDCL	GUNTUR	33/11KV SS Namburu , Kolkatta Hwy – Chennai, Namburu ANU University – 522510	16.37565	80.5191	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
103	APCPDCL	GUNTUR	33/11KV SS Ponnur -1, Near RTC Bus Depot – Ponnur -1 – 522124	16.08035	80.54852	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
104	APCPDCL	GUNTUR	33/11KV SS Vadlamudi, Vadlamudi village, Chebrolu Mandal Near Sangam Dairy 522213	16.23722	80.55709	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
105	APCPDCL	GUNTUR	33/11KV SS Pedanandipadu, Nagulapadu Pedanandipadu Main Road	16.06901	80.33874	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
106	APCPDCL	BAPATLA	33/11KV SS J.Panguluru, Inkollu, Main Road, J.Panguluru-523214	15.81707	80.10492	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
107	APCPDCL	BAPATLA	33/11KV SS Muppavaram, Jagarlamudi vari palem, J.Panguluru – 523261	15.83391	80.04629	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
108	APCPDCL	BAPATLA	33/11KV SS Kommalapadu, Kommalapadu Road, Ballikurava, Santhamaguluru – 523303	16.03318	79.94051	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
109	APCPDCL	BAPATLA	33/11KV SS V.Kopperapadu, Ballikurava	15.94562	79.95428	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
110	APCPDCL	BAPATLA	33/11KV SS Bapatla SS 2 , GBC Road, Jagannadhap	15.90064	80.45539	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			uram, Bapatla – 522102															
111	APCPDCL	BAPATLA	33/11KV SS Vemuru, Vemuru – 522261	16.18386	80.73326	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
112	APCPDCL	BAPATLA	33/11KV SS Challareddypalem, Akkaipalem, Chirala, Nayanipalli rural VETAPALEM – 523187	15.78061	80.32697	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
113	APCPDCL	BAPATLA	33/11KV SS Ramannapeta, BypaSS Junction, Bus Stop, VETAPALEM – 523187	15.77538	80.30303	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	4				276	40.39	34.8	75.19
114	APCPDCL	PALNADU	33/11KV SS Veldurthy, NH-565, Macherla-522613	16.35085	79.37442	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
115	APCPDCL	PALNADU	33/11KV SS Sirigiripadu, NH-565, Sirigiripadu 522613	16.31205	79.33377	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
116	APCPDCL	PALNADU	33/11KV SS Rentachintala, NH-167AD Macherla 522421	16.54869	79.53638	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
117	APCPDCL	PALNADU	33/11KV SS Nadikudi, Dachepalli/SH-2 Dachepalli 2	16.60486	79.72117	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
118	APCPDCL	PALNADU	33/11KV SS Sattenapalli SS 1, Satteenapalli – 522403	16.39157	80.16223	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
119	APCPDCL	PRAKASAM	33/11KV SS Chinnarikatla, SH 54, Obulakka Palle, Near Chinnarikatla Junction, Chinnarikatla – 523240	15.57395	79.5324	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
120	APCPDCL	PRAKASAM	33/11KV SS KK Mitla, Opposite to	15.64678	79.49509	Light EV AC/DC	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			KK Mitla Police Station			Combo (IS-17017-2-7)												
121	APCPDCL	PRAKASAM	33/11KV SS Darsi Old SS, Opposite to RTO Office Podili road Darsi-523247	15.76251	79.67655	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
122	APCPDCL	PRAKASAM	33/11KV SS Pamur road, Fire Station Area, K Kotaiah Nagar, Kandukur – 523105 Pamur road Near by Kandukur MLA Office	15.20932	79.89107	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
123	APCPDCL	PRAKASAM	33/11KV SS Kondepi, Tangutur – Kondepi Road, M.1: Konepi (Opp. Tobacco Board) Kondepi – 523270	15.41325	79.86783	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
124	APCPDCL	PRAKASAM	33/11KV SS VV Palem, Mile stone No: 155, VV Palem – 523116	15.16501	79.72348	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
125	APCPDCL	PRAKASAM	33/11KV SS Vaggampalli, Beside Vaggampalli High school, Vaggampalli – 523108	15.17486	79.44379	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	3				216	36.19	27.3	63.49
126	APCPDCL	PRAKASAM	33/11KV SS sanikavaram , Sanikavaram Bus stop, sanikavaram – 523331	15.90102	79.17154	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
127	APCPDCL	PRAKASAM	33/11KV SS B.Cherlopalli , Near B.Cherlopalli High School	15.85634	79.19193	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
128	APCPDCL	PRAKASAM	33/11KV SS Tipayapalem , Tipayapalem Village, Opp:	15.68934	79.17842	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38

Sl. No.	DISCOM	DISTRICT	Location Name	Latitude	Longitude	Connector Type - e-2W and e-3W	Capacity Per Charger - e-2W and e-3W (kW)	No. of Chargers - e-2W and e-3W	Connector Type - e-4W	Capacity Per Charger - e-4W (kW)	No. of Chargers - e-4W	Connector Type - e-Bus and e-Truck	Capacity Per Charger - e-Bus and e-Truck (kW)	No. of Chargers - e-Bus and e-Truck	Total Electrical Load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM * (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project Cost (INR Lakhs)
			Govt. Hospital, Tippayapalem -523329															
129	APCPDCL	PRAKASAM	33/11KV SS Komatikunta , Komatikunta 4 Roads circle Vemulakota, Komatikunta-523329	15.75166	79.22828	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
130	APCPDCL	PRAKASAM	33/11KV SS Medapi , Near Ramaswamy Hotel, Annasamudram, Medapi-523326	16.02782	79.50794	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
131	APCPDCL	PRAKASAM	33/11KV SS P.O.Palli , B.C.Colony, P.O.Palli-523370	15.56436	79.19665	Light EV AC/DC Combo (IS-17017-2-7)	12	3	CCS-II (IS-17017-2-3)	60	2				156	24.58	19.8	44.38
								306			266			5	20,832	3,714.55	2,579.60	6,294.15

*This shall include civil cost as well.

ANNEXURE - 2A

Tentative estimates for electricity connections

S.No	Load in KW	11KV line	Supply voltage	Capacity of Transformer	Estimate Cost (in Rs. Lakhs)	Metering Equipment (in Rs. Lakhs)	Total Cost (in Rs. Lakhs)
1	12	OH 160 Mts	LT	25 KVA	5.4	0.14	5.54
2	24	OH 160 Mtrs	LT	63 KVA	9.4	0.14	9.54
3	36	OH 160 Mtrs	LT	63 KVA	9.4	0.14	9.54
4	60	OH 160 Mtrs	HT-11KV	100KVA	11	4.5	15.5
5	72	OH 160 Mtrs	HT-11KV	100KVA	11	4.5	15.5
6	84	OH 160 Mts	HT-11KV	100KVA	11	4.5	15.5
7	120	OH 430 Mtrs	HT-11KV	160 KVA	17	4.5	21.5
8	132	OH 430 Mtrs	HT-11KV	160 KVA	17	4.5	21.5
9	144	OH 430 Mtrs	HT-11KV	160 KVA	17	4.5	21.5
10	156	OH 430 Mts	HT-11KV	160 KVA	17	4.5	21.5
11	204	OH 430 Mtrs	HT-11KV	315 KVA	24	5.6	29.6
12	252	OH 430 Mts	HT-11KV	315 KVA	24	5.6	29.6
13	264	OH 430 Mtrs	HT-11KV	315 KVA	24	5.6	29.6
14	312	OH 430 Mtrs	HT-11KV	315 KVA	24	5.6	29.6
15	324	OH 430 Mtrs	HT-11KV	315 KVA	24	5.6	35.14
				25 KVA	5.4	0.14	
16	372	OH 430 Mts	HT-11KV	315 KVA	24	5.6	39.14
				63 KVA	9.4	0.14	
17	384	OH 430 Mts	HT-11KV	315 KVA	24	5.6	45.1
				100KVA	11	4.5	
18	396	OH 430 Mts	HT-11KV	315 KVA	24	5.6	45.1
				100KVA	11	4.5	
19	432	OH 430 Mts	HT-11KV	315 KVA	24	5.6	51.1
				160 KVA	17	4.5	
20	564	OH 430 Mts	HT-11KV	315 KVA	24	5.6	29.6
				315 KVA	24	5.6	
21	612	OH 430 Mts	HT-11KV	315 KVA	24	5.6	59.2
				315 KVA	24	5.6	
22	624	OH 430 Mts	HT-11KV	315 KVA	24	5.6	59.2
				315 KVA	24	5.6	
23	636	OH 430 Mts	HT-11KV	315 KVA	24	5.6	68.74
				315 KVA	24	5.6	
				63 KVA	9.4	0.14	
24	720	OH 430 Mts	HT-11KV	315 KVA	24	5.6	80.7
				315 KVA	24	5.6	
				160 KVA	17	4.5	
25	936	OH 430 Mts	HT-11KV	315 KVA	24	5.6	88.8
				315 KVA	24	5.6	
				315 KVA	24	5.6	

Note: The cost of Civil work is additional to the above.


 CHIEF GENERAL MANAGER
 EC&SOLAR
 APEPDCL :: VISAKHAPATNAM

ANNEXURE - 2B

Tentative estimates for electricity connections

S.No	Load in KW	11KV line	Supply voltage	Capacity of Transformer	Estimate Cost (in Rs. Lakhs)	Metering Equipment (in Rs. Lakhs)	Total Cost (in Rs. Lakhs)
1	84	OH 150 Mtrs	HT-11KV	100 KVA	6.62	3.5	10.12
2	144	OH 430 Mtrs	HT-11KV	160 KVA	14.5	4.5	19
3	156	OH 260 Mtrs	HT-11KV	315 KVA	23.3	5.6	28.90
4	204	OH 430 Mtrs	HT-11KV	315 KVA	24.5	5.6	30.1
5	216	OH 150 Mtrs	HT-11KV	315 KVA	22.5	5.6	28.1
6	264	OH 430 Mtrs	HT-11KV	315 KVA	24.5	5.6	30.1

Note: 1) The DN does not include the associated civil works cost. It is over and above the value indicated in the Demand Note.

2) The civil cost is also in accordance with the clarifications provided in the FAQs issued by MHI under the PM E DRIVE scheme i.e., Rs. 5000/- per KW load of the proposed EV Charging Station

**CHIEF GENERAL MANAGER / PROJECTS & IT
APSPDCL :: TIRUPATI**

Tentative estimates for electricity connections

S. No.	Load in KW	Cable	Supply voltage	Capacity of Transformer	Estimate cost (in Rs. Lakhs)	Metering Equipment (in Rs. Lakhs)	Total cost (in Rs. Lakhs)
1	156	OH 100 Mts	HT-11KV	160 KVA	13.868	2.914	16.782
2	216	OH 120 Mts	HT-11KV	315 KVA	22.480	2.914	25.394
3	276	OH 220 Mts	HT-11KV	315 KVA	23.680	2.914	26.594

Note : The cost of civil works is additional to the above


CHIEF GENERAL MANAGER/O&M
APCPDCL:: VIJAYAWADA