

F.No. 1(06)/2019-NAB-II (Auto)

Dated 28th August 2019

**Expression of Interest
Inviting
Proposals for availing incentives under Fame India Scheme
Phase II
For deployment of EV charging infrastructure within cities**

Last date of Submission of Proposal

15th September 2019

**Department of Heavy Industry
Ministry of Heavy Industries and Public Enterprises
Government of India
Udyog Bhawan
New Delhi**

Expression of Interest (EOI)
Inviting
Proposals for availing incentives under Fame India Scheme Phase II
For deployment of EV charging infrastructure within cities

1. Background:

Government of India has recently approved Phase-II of the FAME India Scheme [Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India], for 3 years commencing from -1st April 2019 with a total budgetary support of Rs. 10,000 Crore. The main focus of this phase is electrification of the public & shared transportation. The detail notification for FAME India scheme phase II is available at www.dhi.gov.in.

Under Phase-II of the FAME India Scheme, Government of India (GoI) intends to support the development of EV charging infrastructure by extending the capital grant to different organizations working with city government for the promotion of the use of Electric Vehicles (EVs).

Accordingly, this expression of interest (EOI) is being issued for inviting proposals from Urban Local Bodies (ULBs)/Municipal Corporations, PSUs (State/Central)/Govt DISCOMS and similar other public/private entities to build and operate EV charging infrastructure in different cities across the country. For simplicity, these bodies/corporations are referred to as 'entity'/ 'entities' in subsequent paragraphs of this EOI.

2. Coverage:

Proposals for installation of charging stations are invited from entities that intend to build and operate EV charging infrastructure in any of the cities that falls under the categories stated below:

- a. Million plus cities as per 2011 census;
- b. Smart cities as notified by MoHUA;
- c. Satellite towns connected to 7 metros (Delhi, Mumbai, Kolkata, Chennai, Hyderabad, Bangalore and Ahmedabad);
- d. Major Cities of Special Categories State/UTs;
- e. The capital city of all states/UTs not covered in the above categories.

3. Definitions:

- a. **Electrical Vehicle Supply Equipment (EVSE):** 'Electric Vehicle Supply Equipment' (EVSE) includes the electrical equipment external to the electric vehicle that provides a connection for an electric vehicle to a power source for charging and also is equipped with advanced features like Smart Metering, Cellular Capability and Network Connectivity.
- b. **EV Charging Station:** For this EOI, EV Charging Station is defined as a station with a set of Electrical Vehicle Supply Equipment (EVSE) equipped with advanced features like Smart metering, Cellular capability and Network connectivity capable of fast charging or slow charging of electrical vehicles along with associated Up-stream electrical infrastructure and conforming to National or International standards in force.
- c. **Fast Charging Stations:** Fast Charging Stations are those EV Charging Stations, wherein DC Fast Chargers of capacity 15 kW or higher and AC Type-2 Chargers of capacity 22 kW or higher are installed.
- d. **Slow Charging Stations:** Slow charging stations are those EV charging Stations, wherein AC Chargers capable of charging 2 Wheelers, 3 Wheelers and 4 Wheelers on slow charging mode are installed. These stations could optionally have DC fast chargers as well.

4. Quantity of EV Charging Stations:

Initially, a total of 1000 EV Charging Stations (Slow and Fast) are earmarked for deployment through this EOI. These Charging Stations will be sanctioned to different states/cities/entities after evaluation of the proposals received under this EOI. About 6000 to 8000 vehicles are expected to be charged at a time at these 1000 charging stations.

Type of Charging Stations	Minimum Number of Charging Guns	Minimum of Number of EVs to be charged simultaneously	Types of Chargers Mandatory	Optional Charger types (Any number in combination of one or more type of chargers)
Slow Charging Stations	10	10	<ul style="list-style-type: none"> Bharat AC 001 10KW (3 Guns of 3.3 kW each) 	<ul style="list-style-type: none"> Bharat DC 001 (15 KW) 1 Gun Type II AC Charger
Fast Charging Stations	6	6	<ul style="list-style-type: none"> CCS II & CHAdeMO 50 kW or higher capacity 	<ul style="list-style-type: none"> Bharat DC 001 (15 KW) 1 Gun Type 2 AC 22 kW or higher capacity

5. Categories of EV Charging Stations:

Following categories of EV Charging Stations will be supported under this EOI:

Category A: Charging Stations established at public places for commercial purpose to charge electric vehicles and are available to any individual without any restrictions for charging their vehicles. (e.g., EV Charging station established in at Municipal Parking Lots, Petrol Stations, Streets, Malls, and Market Complexes, Airports, Railway/Metro Stations, bus stops etc.)

Category B: Charging Stations established within the premises of a state or central Government Office Complexs, Government Hospitals/Clinics/Dispensaries, Government Educational Institutions or any other Public Office for non-commercial use. (e.g., EV Charging station established in Udyog Bhawan, Shram Shakti Bhawan, PSU Office Complex etc.) Said chargers are also available to any private individual for charging their EVs without any restrictions.

Category C: Charging Stations established within the semi-restricted premises for commercial or non-commercial purpose for charging of EVs. However, said chargers are also available to any private individual for charging their EVs without any restrictions. (e.g., EV Charging Stations established for Taxi Aggregators for charging of Taxies, Co-operative Housing Societies etc)

6. Essential Requirements for Submitting a Proposal Under this EOI:

- a. To promote adoption of EVs, DHI intends to support all categories of Charging Stations as stated above in Section-5.
- b. In order to have flexibility in terms of capital investment and sustainability of operations, each entity is free to choose either Slow Charging Station or Fast Charging Station or both at a particular location depending upon the business potential to ensure best use of the resources and maximization of ease of charging for EV Owners. The proposed Charging Stations can start their operations with the minimum number of chargers to cater to the initial requirements specified in Section-4 above; and can add more number of chargers of appropriate capacities as and when new makes of EVs are introduced and business volume increases.
- c. Any Govt Organisation/PSUs/DISCOMs seeking incentive to set up an EV Charging Stations in a particular city, needs to apply under this EOI to Department of Heavy Industry (DHI) with copy to the concerned City Administration as per procedure stated in the subsequent paragraphs.
- d. Any private entity who wish to apply under this EOI need to submit the proposal to concerned Municipal/Urban Local Bodies and in turn they will forward the proposal to DHI.
- e. For economies of scale, each entity has to apply for a certain minimum number of EV charging stations in particular city geographical area, as stated below:

Category	Minimum number of the EV charging station	Total No of target Cities	Number of cities to be selected	No of EV charging station to be sanctioned
4 Million Plus Cities	50	8	5	250
Million Plus Cities	25	45	20	500
Cities from Special Categories State	10	20	10	100
Other Cities	10	30	15	150
Total				1000

- f. Maximum demand incentive available from DHI under FAME India Scheme Phase II will be as given below:
 - i. Category A: 70% of the cost of EVSE
 - ii. Category B: 100% of the cost of EVSE
 - iii. Category C: 50% of the cost of EVSE

Note: Cost of upstream electrical infrastructure including the cost of transformer required for bringing power supply to EV Charging Stations, if required will not be covered as cost of the Charging Stations.

- g. It is advised that to the extent possible charging stations to be connected with 'Grid connected solar power plant' of required capacity as per MNRE guidelines so as to ensure grid stability and green energy for electric vehicles.

7. Information to be submitted:

Deployment of EV Charging Infrastructure in cities requires development of the entire ecosystem that supports EVs. This includes favourable policies for electrification of transportation, availability of power at an affordable price, availability of space/locations for installation of charging infrastructures, concession in registration fees of such vehicles and so on. For this purpose, detailed information will be required to be submitted by entities along with the proposal, as stated in subsequent paragraphs.

The proposal submitted by entities for installation of EV Charging Stations will be evaluated based on following parameters:

7.1. State Level Information:

1. Separate EV Policy for State;
2. Registration charges/Road Tax applicable for EVs;
3. Information on Parking Fee/Toll Tax for EVs;
4. State level policy for preferential permit regime for commercial EVs if any;
5. Special Tariff for charging of Electrical vehicles;
6. Any other measures taken by the state to promote EVs.

7.2. City Level Information:

1. Population of City;
2. Vehicular density (Number of 2W, 3W and 4W per 10,000 persons);
3. The average level of PM 2.5 pollutant for the city during 2018;
4. The number of Electric 3W and 4W expected to be registered by offering different fiscal/non-fiscal measures in 2019-2020 for last mile connectivity. (More the number, more the weight);
5. The number of charging stations (Public, Government, and Captive) installed in the city by different agencies;

6. The weighted average of total cost per unit charger as stated in the proposal.

7.3. In Addition, Each Entity is Required to Submit:

1. Detailed business plan for establishment, operation and maintenance of the proposed charging stations;
2. The undertaking that concerned entity will fund the remaining cost of the charging station including cost of upstream electricity infrastructure like transformer etc. from its own fund;
3. Details of Grid connected Solar Power plant where ever feasible.

8. Selection Procedure:

- a. DHI will form a Technical Committee for evaluation of the proposals submitted by the entities under the chairmanship of Joint Secretary, DHI with members from NITI Aayog, M/o Power, ARAI, MNRE etc;
- b. The Technical Committee will shortlist the proposals based on the information sought in para 7 as decided by the committee. The representatives of CEA and ARAI will help the committee to shortlist the proposals.
- c. Final recommendations from the technical committee will be placed before the Project Implementation and Sanctioning Committee (PISC) for approval.
- d. With the approval of PISC, the proposal will be processed in the Department of Heavy Industry for approval by the competent authority in consultation with Internal Finance Wing.
- e. After the approval by the competent authority, participating entities will be informed about the total number of sanctioned charging stations for the selected cities with a request to initiate the procurement process.

9. Methodology to be Followed by Selected Entity/Entities:

Urban Local Bodies (ULBs)/municipal corporations and public/private entity etc. will have to follow the below methodology for procurement of EV chargers:

- a. Each selected cities/entity will need to deploy the approved number of EV Charging Stations through a transparent, competitive bidding process.
- b. Each entity should ensure completion of the procurement process and issue supply order to the selected bidder within 12 weeks from the issue of sanctioned order. Failure to stick to this timeline may result in cancellation of sanctioned grant without any further notice.

- c. Each entity is also responsible for ensuring that all procured EV chargers to be supplied and put to operation within a maximum period of 9 months from the date of issue of supply order.
- d. The EVSE procured under this EOI shall carry a three years comprehensive warranty.
- e. In order to have seamless and hassle free charging of different categories and models of EVs at charging stations, EV chargers intended to be setup under this EOI need to be tested and certified as per applicable Indian standards and Bharat Charger Specifications including communication protocols and interoperability.

10. Applicable Incentive and Incentive Disbursement Mechanism:

As stated in para 6 (f), the applicable incentive will be decided based on the lowest bid price of the charging equipment. However, Department of Heavy Industry reserves the right to further restrict the incentives based on pricing of different types of charger discovered through competitive bidding to be informed separately.

Once applicable incentive is finalised and conveyed, Department of Heavy Industry will release the same as per following instalments;

Instalment No	The Milestones to be Completed	Percentage of Demand Incentive to be Released by DHI
1	After the issue of supply order as mobilization advance	20%
2	After commissioning of EVSEs as per bid documents	40%
3	After 6 months of the successful commercial operation of Charging Stations and after the release of the corresponding portion by the respective entity as per bid document.	40%

Note:

- The PISC shall have full powers to alter the proportion of above instalments depending upon the availability of fund under through Union Budget.

11. Procedure for Submitting the Proposal Under this EOI:

- a) Each Urban Local Bodies (ULBs)/Municipal Corporations/PSUs/ DISCOMS etc which intends to submit the proposal in response to this Expression of Interest (EOI) is required to submit a detailed proposal to the Department of Heavy Industry with a copy to City Administration to avail incentives under phase II of FAME India scheme.
- b) Each private entity, which intends to submit the proposal in response to this Expression of Interest (EOI) is required to submit a detailed proposal to the respective ULB, and concerned ULB will forward the same to Department of Heavy Industry to avail incentives under phase II of FAME India scheme.
- c) To achieve economy of scale, before finalisation of the proposal, such ULB may aggregate proposals from different organisations/entities within its city limit/operational territory for their interest in installation of EV Charging Stations that may also be included in the final proposal.
- d) The entity/entities before submitting the proposal are required to identify suitable locations for installation of EV Charging Stations and same should be included in the proposal. It will be the responsibility of concerned entity to arrange the land/places/location for installation of EV charging stations in collaboration with Municipal Corporations/ULBs or owner of such land.
- e) The proposals submitted by the entity/entities should have a cover letter, as mentioned in *Annexure-A* along with other necessary information, as mentioned in *Annexure-B*.
- f) The complete proposals along with relevant documents shall be submitted to the Under Secretary (AEI), D/o Heavy Industry at the following address by 15th September 2019

The Under Secretary (AEI)
Department of Heavy Industry
Room No. 428, Udyog Bhawan, New Delhi - 110011
Tel. No. 011-23061340;

12. Performance Monitoring Mechanism:

Selected agency for the development of charging station has to tie up with at least one real time EVSE Network Management Software Platform Provider to enable advance remote/online booking of charging slots by EV owners. Such real time information to EV owners should also include information regarding location, types, the number of chargers installed, cost of charging and available slots, etc.

All such entities are also mandatorily required to share these information with Department of Heavy Industry for a common Charging Station App being developed by DHI for all chargers of the country.

13. Timeline to be Followed by Selected Entity/Entities for Procurement and Installation of EVSE:

All entity/entities are required to adhere to the following timelines for the deployment of charging infrastructure:

S.No	Activity	Timeline
1	Issue of EOI for development of EV charging Infrastructure in cities	T ₀
2	Last date of submission of proposal in response to EOI by entity/entities to DHI	T ₀ + 8 weeks
3	Finalisation of selection process and issue of sanction letter by DHI	T ₀ +12 weeks T
4	Issue of Tender for inviting bids	T + 3 weeks
5	Last date of submission of bid by the interested bidder/supplier	T + 9 weeks
6	Finalisation of Bidding Process and issue of supply order	T + 12 weeks Say M
7	Release of the first instalment as mobilization advance up to 20% of the incentive amount	M + 1 month
8	Completion of installation of all chargers as per the approved DPR(s)	M + 9 months

14. Resolution of Disputes:

Any dispute shall be resolved by mutual discussion and reconciliation. In case of difference of opinion, the decision of the Department of Heavy Industry shall be final.

Concluded

Format of Cover Letter

(To be given in the letterhead of the organization)

To
The Under Secretary (AEI)
Department of Heavy Industry
Room No. 387, Udyog Bhawan, New Delhi - 110011

Subject: Proposal for setting up EV charging stations in response to EOI issued by DHI dated _____

Sir,

Please refer to Expression of Interest issued by Department of Heavy Industry's dated XX/XX/XXXX for inviting proposals for extending demand incentives for deployment of EV charging stations under FAME India scheme Phase II scheme.

In response to this EoI, we are hereby submitting our proposal, in the prescribed format, for consideration of the Department of Heavy Industry.

We agree to abide by the conditions outlined in the said EOI.

We hereby declare that our proposal submitted in response to this EOI is made in good faith and the information contained is true and correct to the best of our knowledge and belief. If any of the information provided here is found to be misleading, we are liable to be disqualified from the EOI selection process.

Sincerely,

Name:

Designation:

Signature:

AUTHORISED SIGNATORY'S SIGNATURE WITH SEAL

ANNEXURE-B

Format for proposals to be submitted by cities/entity in response to EOI

A. General details, along with documentary proof:

- Name of City:
- The population of the city
- Vehicular density (Number of 2W,3W and 4W per 10,000 persons)
- The average level of pollutant PM 2.5 of the city over 2018
- No. of Vehicles Registered in City
- Details about existing EV policy of state government
- Expected number of E3W and E4W to be registered in the city during 2019-20
- Details about existing EV policy of state government
- Details about the existing tariff of electricity for charging of Electric vehicles.

B. Description of Project Proposal

[In not more than 1000 words. If necessary, a detailed project proposal may be appended in a separate sheet/enclosure]

C. The number of EV chargers for which funding is sought under the scheme:

Maybe attached as a separate sheet.

Charging Station Number	Category of Charging Stations Category A Category B Category C	Type of EV Charging Station (Fast/Slow /Both)	Type of EV charger	Location	Power requirement and its availability	Number of EV chargers
	Total					----- no of EV chargers

D. Funding commitment:

The selected agency needs to inform as to how they wish to arrange the remaining fund required for the project over and above the demand incentive from DHI.

E. Details about the arrangement of upstream electricity supply for EV charging:

F. Any other information in support of proposal submitted by entity/entities

G. Details of Annexures

Based on the information collected, the final allotment of EV chargers to selected agencies will be informed by the Department of Heavy Industry. Once the agency receives allotment letter, they need to initiate the procurement process, which they need to be completed in a time bound manner as per the timelines mentioned and issue supply order to the selected bidder.

Name:

Designation:

Signature:

AUTHORISED SIGNATORY'S SIGNATURE WITH SEAL