

Department of Transport, Government of Punjab



**Request for Proposal to Supply, Install,
Maintain , Operate & Transfer
Innovative Driving Skills Test System
and Operation & Maintenance of
existing Infrastructure at Driving Test
Track S.A.S Nagar (Mohali)**



RFP Document no. 17695

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DISCLAIMER

The information contained in this Request for Proposal document (the “RFP”) or subsequently provided to Bidder(s), whether verbally or in documentary or any other form by or on behalf of the Department of Transport, Punjab(DTPB)(State Transport Commissioner Punjab)/Punjab State Transport Society (PSTS) or any of their employees or advisors, is provided to Bidder(s) on the terms and conditions set out in this RFP and such other terms and conditions subject to which such information is provided.

This RFP is not an agreement and is neither an offer nor invitation by the DTPB to the prospective Bidders or any other person. The purpose of this RFP is to provide interested parties with information that may be useful to them in preparing their technical proposals and financial offers pursuant to this RFP (the Proposal”).

This RFP includes statements, which reflect various assumptions and assessments arrived at by the DTPB in relation to the assignment. Such assumptions, assessments and statements do not purport to contain all the information that each Bidder may require. This RFP may not be appropriate for all persons, and it is not possible for the DTPB, its employees or advisors to consider the investment objectives, financial situation and particular needs of each party who reads or uses this RFP. The assumptions, assessments, statements and information contained in this RFP may not be complete, accurate, adequate or correct. Each Bidder should, therefore, conduct its own investigations and analysis and should check the accuracy, adequacy, correctness, reliability and completeness of the assumptions, assessments, statements and information contained in this RFP and obtain independent advice from appropriate sources. Information provided in this RFP to the Bidder(s) is on a wide range of matters, some of which depends upon interpretation of law. The information given is not an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. DTPB/PSTS accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on law expressed herein. DTPB/PSTS, its employees and advisors make no representation or warranty and shall have no liability to any person, including any Bidder or Bidder under any law, statute, rules or regulations or tort, principles of restitution or unjust enrichment or otherwise for any loss, damages, cost or expense which may arise from or be incurred or suffered on account of anything contained in this RFP or otherwise, including the accuracy, adequacy, correctness, completeness or reliability of the RFP and any assessment, assumption, statement or information contained therein or deemed to form part of this RFP or arising in any way in this Bid Stage. DTPB/PSTS also accepts no liability of any nature whether resulting from negligence or otherwise howsoever caused arising from reliance of any Bidder upon the statements contained in this RFP. DTPB/PSTS may in its absolute discretion, but without being under any obligation to do so, update, amend or supplement the information, assessment or assumptions contained in this RFP. The issue of this RFP does not imply that DTPB/PSTS is bound to select a Bidder or to appoint the Selected Bidder, as the case may be, for the Assignment and DTPB/PSTS reserves the right to reject all or any of the Bidders or Proposals without assigning any reason whatsoever.

The Bidder shall bear all its costs associated with or relating to the preparation and submission of its Proposal including but not limited to preparation, copying, postage, delivery fees, expenses associated with any demonstrations or presentations which may be required by DTPB/PSTS or any other costs incurred in connection with or relating to its Proposal. All such costs and expenses will remain with the Bidder.

DTPB/PSTS shall not be liable in any manner whatsoever for the same or for any other costs or other expenses incurred by a Bidder in preparation or for submission of the Proposal, regardless of the conduct or outcome of the Bidding Process.

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1 Definition and Acronyms

- 1) **Comprehensive Solution and Service Provider (SOLUTION PROVIDER)** means A party / agency/implementation partner to supply, install, customize, Maintain, Operate & Transfer Innovative Driving Skills Test System and operation & maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) , with whom Department shall enter into Service Level Agreement (SLA) including its successors & permitted assigns.
- 2) **Transport Department** means Department of Transport (DTPB), Govt. of Punjab, State Transport Commissioner ,Punjab ,CEO and Member Secretary Punjab State Transport Society(PSTS)/Client /Purchaser, Tendering Authority .
- 3) **Completion** means the implementation of technology with automation of the entire Business Processes herein specified in the required standards and to the complete satisfaction of the Department.
- 4) **Financial Bid** means the commercial bid from prospective bidders to supply, install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation & maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) with skilled manpower for a period of total 5 years from date of Go Live.
- 5) **Business Processes** means each activity related to supply, install, customize, Maintain & Operate & Transfer Innovative Driving Skills and operation & maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) , conducting physical driving test with automation of system without manual intervention and publishing result immediately on Sarathi web portal . It has data input and output in day - to - day working of the department.
- 6) **RFP** means Request for Proposal to Supply, Install, Maintain , Operate & Transfer Innovative Driving Skills Test System and Operation & Maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) for Transport Department, Govt. of Punjab.
- 7) **Operation& Maintenance Period** means the period of five years from date of Go Live of project at Driving Test Track(S.A.S. Nagar) Mohali ,Transport Department, Govt. of Punjab.
- 8) **Operation & Maintenance means** 24/7 support by service provider for continuous operations at Driving Test Track with implemented solution as per RFP and other infrastructure maintenance services to be provided by the service provider from date of go live in accordance with the requirements and performance of the services set out in the RFP document .
- 9) **Project period** is the period from starting/kick-off of implementation to 5 years from the date of successful implementation/ Go-live of the project and extendable up to another two years after evaluation and mutual consent.
- 10) **“Successful implementation/GO Live”** means the certificate issued by the Authority upon successful installation and demonstration of all functionalities as specified in RFP, i.e when an applicant appears in driving test and get pass or fail result based upon parameters defined in RFP and application push the result to VAHAN through API on immediate basis.
- 11) **“Bid/Proposal”** means the proposal submitted by the Bidder(s) in response to this RFP in accordance with the provisions hereof including Technical Proposal and Financial Proposal along with all other documents forming part and in support thereof as specified in this RFP.
- 12) **“Bidder”** means Solution Provider responding to the RFP.

- 13) **“Earnest Money Deposit (EMD)”** means Security furnished by the Bidder.
- 14) **“Contract”** means the Contract Agreement entered into between the Department of Transport, Punjab(DTPB) and the Bidder, together with the Contract Documents referred to therein. The Contract Agreement and the Contract Documents shall constitute the Contract, and the term “the Contract” shall in all such documents be construed accordingly.
- 15) **“Completion”** means the Automation of the entire Business Processes herein & certificate of completion issued by the department specified in the required standards and to the complete satisfaction of the Department.
- 16) **“Contract Agreement”** means the agreement entered into between the Department of Transport, Punjab and the Bidder using the Form of Contract Agreement contained in the Bidding Documents and any modifications to this form agreed to by the Purchaser and the Bidder. The date of the Contract Agreement shall be recorded in the signed form.
- 17) A vendor submitting the proposal in response to RFP for this project shall hereinafter be referred to as “Bidder / System Integrator / Vendor / SI”/Service Provider (SOLUTION PROVIDER)/ interchangeably.
- 18) Any other term(s), not defined herein above but defined elsewhere in this RFP shall have the meaning(s) ascribed to such term(s) therein and shall be deemed to have been included in this section.

2 Form of Notice

S. No.	Information	Details
1	Name of the Assignment	“Request for Proposal to Supply, Install, Maintain ,Operate & Transfer Innovative Driving Skills Test System and Operation & Maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)”
2	Bid Inviting Authority	Department of Transport, (DTPB)State Transport Commissioner, Punjab cum Punjab State Transport Society (PSTS)
3	Start date & time of issue of tender	23-08-2022 :11:00 HRS onwards
4	Last date and time for submission of proposals	15-09-2022 : till 17:00 HRS
5	Last date for submission of written queries for clarifications via email	27-08-2022 : till 17:00 HRS
6	Date of pre-bid meeting	02-09-2022 at 11:00 HRS
7	Bid Document Fees (No exemption for any category)	Rs. 10,000/- will be paid online on https://eproc.punjab.gov.in In case of any processing fees, it has to be borne by the bidder.
8	Bid Security (Earnest Money Deposit)	Rs. 500,000/- will be paid online on https://eproc.punjab.gov.in
9	Performance Security Deposit	Rs. 50,00,000/-
10	Date and Time to open the prequalification bid on e tendering web portal	16-09-2022 : 11:00 HRS onwards
11	Place of Opening of Bids/Proposals	O/o State Transport Commissioner, Punjab cum Punjab State Transport Society SCO 177-178,Sec 17 C ,Chandigarh-160017
12	Date and Time for opening of Technical Bids	To be decided after opening of pre-qualification bids
13	Technical Presentation & POC Demonstration	Will be intimated via email to eligible bidders
14	Opening of Commercial/Financial Bids	To be decided after Technical Presentation & POC demonstration
15	Declaration of Successful bidder	To be intimated later
16	Contact Details	Additional State Transport Commissioner, Punjab Department of Transport, (DTPB) O/o State Transport Commissioner, Punjab cum Punjab State Transport Society (PSTS) Email: stc.punjab@punjab.gov.in www.punjabtransport.org
17	Validity of tender	180 days
18	All bids must be submitted online on e tendering website	https://eproc.punjab.gov.in

Note:-

- All above events will be held at Head Office State Transport Commissioner, Punjab cum Punjab State Transport Society, Chandigarh
- In the event of the date specified above being declared as a holiday for the Department the due date will be the following working day.

- At any time prior to last date of receipt of the bids, may, for any reason, whether as its own initiative or in response to a clarification raised by a prospective bidder, modify the Bidding Document through a 'Corrigendum'. Any such corrigendum shall become part of this Tender Document. In order to provide prospective bidder reasonable time for taking the corrigendum into account while preparing the proposal, Department of Transport, may, as its discretion, extend the last date for submission of the Bid.
- All corrigendum /addendums /clarifications regarding this RFP shall be posted on the <https://eproc.punjab.gov.in> /www.punjabtransport.org websites only. No other communication or advertisement will be given. Authority will not be responsible in case any bidder fails to upload the bid in stipulated time for any reasons.
- While sincere efforts have been made to avoid errors in drafting the TENDER document, the bidders are advised to check the same carefully. No claim will be entertained because of any errors detected in the TENDER.

3 Project Profile

Road safety is a major public health issue, accounting for an estimated 1.35 million fatalities, and many more injuries, the world over, each year, placing it among the top 10 causes of death. Middle-income and particularly low-income countries bear a disproportionate burden of road accidents and fatalities. For instance, the estimates of road fatalities in India range from one every 4 minutes to almost a quarter of a million, or 20% of the world's total, each year. Besides the heavy human cost, road accidents also impose a significant economic cost.

- As a part of its initiatives, Transport Department (DTPB) of Govt. of Punjab has taken steps in the areas of road safety, skill development, and community development and employee engagement programs and has decided to select a Comprehensive Solution & Service Provider (SOLUTION PROVIDER) to Supply, Install, Customize, Maintain, Operate & Transfer Innovative Driving Skills Test System operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) of Transport Department, Govt. of Punjab (herein referred to as Bidder(s)).
- The Department intends to implement an Automated Driver Test solution based on the Innovative Driving Skills Test System technology, with a sensing device, specifically a smart phone to be used to construct a virtual control for vehicles. The goal is to monitor the state of the driver and how the vehicle is being driven in the context of the road environment that the vehicle is in.
- The automated testing enabled via mobile based Innovative Driving Skills Test System technology for LMV and Over-Head cameras technology for Two-Wheeler comprehensively covers the majority of the parameters listed in the Indian Central Motor Vehicles Rules (CMVR) Act.
- This technology should be successfully tested and implemented in India.
- The Request for Proposal is issued for inviting proposals (technical and commercial bids) "to Supply, Install, Customize, Maintain, Operate & Transfer Innovative

Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)

- DTPB may modify any / all of the terms of this RFP and shall be entitled to award the contract to a selected Bidder with / without modification of any conditions contained herein.
- All offers of the Bidders shall be unconditional and once accepted whether with or without modifications by DTPB shall be binding between DTPB and such Bidder. This is also a binding document
- This RFP document is structured in such a way that the Bidders understand and acquaint themselves with Driving Skill Analysis through Automated Computerized and mobile based monitoring of driver and path for Light Motor Vehicle, Two wheeler and propose Innovative Driving Skills Test System to meet DTPB's requirement.
- In order to have real time watch on all the activities, Transport Department wants to use ICT Systems for end to end customized web application and Mobile application in Android and IOS as per requirement .
- This section is a preface to the entire document and the following sections are meaningfully segregated for better understanding of the document. The section headings or any other headings do not have any contractual sequence and the submission of responses to RFP should be based on total understanding of the document.

4 Introduction

4.1 About Transport Department, Govt. of Punjab

The Non-Commercial Wing of Transport Department, Punjab (hereinafter referred to as "Transport Department") functions under the provisions of section 213 of Motor Vehicles Act, 1988. The Transport Department is primarily established for enforcement of the provisions of Motor Vehicles Act, 1988, Punjab Motor Vehicles Taxation Act, 1924 (Amended 1993) and the rules framed under these two acts from time to time.

The Transport Department is headed by the State Transport Commissioner (STC). STC is assisted by two Additional State Transport Commissioner, one Joint State Transport Commissioner, Deputy Controller (F&A), Deputy State Transport Commissioner, Service Engineer, Automobile Engineer, Assistant Transport Commissioner (Tech) in the Head office.

The Transport department has 11 Secy RTAs (Regional Transport Authority), 1 Secy STA (State Transport Authority) 81 SDMs as Licencing & Registering Authorities and 32 ADTTs (Automated Driving Test Tracks) offices across the State of Punjab. The offices including the STC, RTA, ADTT/Driving Test Tracks and SDM offices are collectively referred to as the "Transport Department Offices".

Transport Department is pioneer in using Information Technology for providing citizen centric services. Computerization of department started with the implementation of VAHAN and SARATHI along with computerization of all the managerial functions of the Transport Department.

The key services of vehicle registration and driving Licence are offered through NIC based applications, Sarathi (Driving Licence) and Vahan (Registration). Sarathi & Vahan have been

developed by NIC and are web-based application enabling citizens to apply for various services related to Driving Licence and Vehicle Registration.

4.2 Project Objective

The Transport Department, with an objective as part of Road Safety Program of (DTPB)TRANSPORT DEPARTMENT, GOVT OF PUNJAB initiative is to:

- 4.2.1 To reduce the accidents/fatalities, for better service delivery.
- 4.2.2 Encourage people to get proper driving training before applying for Driving Licence
- 4.2.3 Improve awareness about traffic & driving rules as per Central Motor Vehicle Rules.
- 4.2.4 Automation in process of Driving Licence issuance.
- 4.2.5 Reduce the waiting time in Driving Licence issuance process.
- 4.2.6 Revamp and upgrade the existing technology used at Driving Test Track S.A.S Nagar Mohali, for driving test for checking driving skills by using technology before issuance of driving Licence and making the entire process of Driving Licence more efficient and convenient for public.

4.3 Project benefits:

- ❖ The proposed technology aims at making driving Licence testing easy, quick, and technically right by using advanced technologies.
- ❖ It will to facilitate the department with a solution to help the Licencing Authority in issuing driving Licence to people who are appropriately trained, thereby making our roads safer.
- ❖ It will reduce the wait time for obtaining driving Licence .
- ❖ To negate the possibility of proxy drivers fraudulently taking the driving tests in place of others.

5 Scope of Work

The scope of the Bidder is to study the existing system and Supply, Install, Customize, Maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) of Transport Department, Govt. of Punjab (herein referred to as Bidder(s)).

Supply and installation of ready for implementation solution with minor customization for Automated Driver Test solution based on the Innovative Driving Skills Test System technology :

- i. The successful bidder shall supply the required equipment/services listed in **Annexure 2** and any other peripheral equipment required for the smooth functioning of the Automated Driver Test solution onsite, prepare the site suitably in all technological aspects, Install, conduct trials and make the system functional according to the specific needs and satisfaction of the Transport Department, operate and maintain the entire system for the period of Contract and transfer the same to the Transport Department on as-is basis in working condition.
- ii. Department of Transport, Punjab wants to implement an Automated Driver Test solution based on the Innovative Driving Skills Test System technology , with a sensing device, specifically a smart phone used to construct a virtual control for vehicles with a goal to monitor the state of the driver and how the vehicle is being driven in the context of the road environment that the vehicle is in.
- iii. The proposed solution should be able to provide end to end monitoring through the process driven with Automatic Driving Test Track (ADTT) management including entry / registration, Face authentication and biometric capture of applicants till final test result declaration through automation
- iv. The proposed solution/technology should have feature to manage the applicant queuing for overall operation and management of the driving licencing location, starting from the applicant entry up to exit from the Driving Test Track and shall be equipped to intelligently regulate the applicant queue management for smooth operations.
- v. The solution should be able to track the path of the test vehicle and provide a color-coded representation on a superimposed formation diagram. Direction flow of the vehicle should be indicated by different colours in the graphic interface.
- vi. In case of two wheeler this system shall be capable of acquiring the instantaneous vehicle position by a video camera supported overhead above the track integrated with mobile app and derive the position from its field of view in for tracking applicant vehicle location and movement.
- vii. In case of LMV the proposed mobile based solution shall compute driving analysis online, display test path ,driving speed ,display violations if any .
- viii. The application should be ready to implement with minor customization as per requirement of the Department
- ix. The proposed solution shall be capable of allowing multiple candidates to take the tests on the tracks by creating optimized zones. Test tracks should be arranged in a sequential order so that the candidates can take the test one after another in a continuous flow till complete. It means that as one candidate completes tracks in

zone-1 and enters to take the next track in zone-2, next candidate can enter to take track in zone-1 and so on more and more candidates will follow the same so that maximum candidates can be tested per day.

- x. The proposed solution should have online queue management system with appointment management as per requirements
- xi. The proposed solution should have special provision for tatkal quota to jump the queue with online appointment management system as per requirement of DTPB.
- xii. The scope of the bidder is to study the existing system and arrive at customization and implementation of solution for testing Driving skills with Innovative Driving Skills Test System.
- xiii. The Bidder shall be required to estimate the required products and services given in this RFP.
- xiv. The Bidder has to take total responsibility for working out macro and micro level details of the project plan and the requirements and make provision to utilise the operation and maintenance of existing Infrastructure as per the information furnished in the RFP about the availability of such systems for the use in this project scope.
- xv. Successful Bidder shall be required to implement the proposed systems and provide support and maintenance for all the systems ,including maintenance of Infrastructure(refer clause 5.13) at Driving Test Track for a period of 5 years from the date successful handing over the system.
- xvi. The Bidder shall be required to submit a project plan considering the entire scope expressed in the RFP document or scope deemed necessary and manage the project execution as per requirement of DTPB . The plan submitted should cover all the assumptions that have been made by the Bidder for a smooth execution of the project.
- xvii. The Bidder will require to train the end users, till the end users personnel gain the sufficient expertise in the system and are capable of handling the system.
- xviii. The bidder will required to provide uninterrupted internet connectivity at Driving Test Track with an alternative backup connection during operational hours for successful conducting of driving skill test at Driving Test Track, S .A.A Nagar, Mohali
- xix. The system should complete automate the process of evaluating the driving skills of the applicant driving vehicle (LMV & Two-wheeler) on the designated track as mentioned in **Annexure 6**
- xx. The system to compute driving analysis on line, display test path, driving speed and display violations if any on proposed solution.
- xxi. The bidder will required to make adequate arrangement at Driving Test Track for power back up to run operation of the Driving Test Track.
- xxii. The bidder will be responsible for integration of proposed solution with SARATHI web application for immediate publishing of Driving Tests result in coordination with DTPB & NIC .
- xxiii. The bidder will make provision of storage of all Data related to Driving Tests conducted for minimum period of 90 days .
- xxiv. The proposed solution should store master database of the driving tests, track, devices, cameras, traffic signals, sensors, expert driver paths, applicant information and test pass / fail criteria.
- xxv. The bidder may refer to **Annexure 1** for operation and maintenance of existing IT infrastructure available on as is where is basis and maintenance of Infrastructure(refer clause 5.13) .

- xxvi. The IT & other infrastructure installed at Driving Test Track shall be property of the Department.

5.1 Audio Visual orientation training of the applicant before Driving Test

A link of orientation training consist of audio video presentation, covering ,Rules for Driving on the road, objective of Driving skills test, testing procedures and overall overview of the test process shall be sent on applicants registered mobile number and this audio video presentation shall also be available on website of the Department. The audio-visual link shall be sent to applicant on successful payment of prescribed user fees and after booking of online appointment.

5.2 Site readiness

The Driving Test Track already have the civil infrastructure, IT infrastructure and existing technology and required tracks to conduct the driver test. The proposed system should work with the existing tracks without alterations or additions except for installation of the solution and with any make and model of the vehicle brought by the Driver.

5.3 Site Survey

If required, the bidder should conduct field site survey and examine the site and obtain for itself at its own responsibility and risk, all information that may be necessary for preparing the solution of the bid and entering the Contract.

5.4 An integrated unified single system technology :

- I. **For LMV Track :**The system should use Mobile application as the primary technology (For LMV Driving Test) for all type of analysis with use of front and rear cameras of mobile to evaluate driving skills ,Face Authentication , seat belt detection ,an overhead video camera to record test conducted & TOKEN SYSTEM for application identification in the track, acquiring final result with 2D plotting of applicant vehicle along with Bollards/Poles with self-powered wireless sensor for kerb hit detection with required WiFi gateways and connectivity to detect kerb hit violations, traffic signal light automation . All these technologies must be integrated into one unified single system.

- II. **For Two Wheeler Track:**

The proposed solution should use pole mounted video camera to capture video for trajectory as the primary technology(For two wheeler Driving Test) integrated with proposed mobile application, in addition to manual parameters defined by department to evaluate driving skills, an overhead video camera mounted on a pole in the track acquiring the instantaneous vehicle position and derive the position from its field of view for tracking applicant vehicle location and movement ,along with Bollards/Poles with self-powered wireless sensor for Kerb Hit detection with required WiFi gateways and connectivity to detect kerb hit violations, traffic signal light automation and TOKEN SYSTEM for applicant identification . All these technologies must be integrated into one unified single system.

5.5 Multi Language Support :

Application may support minimum 3 languages (English, Punjabi, Hindi) as per requirement of the Department .

5.6 Grievance redressal /Feedback module :

The software /application should have web based grievance redressal module with Toll Free Helpline for applicants , DEPARTMENT OF TRANSPORT,PUNJAB ,Licencing Authorities Enforcement Officers and other stakeholders involved by ticket raising mechanism online and it should have feature to auto transfer voice calls to Transport Department Helpline/State Helpline and provision for integration with Grievance Redressal System of the State.

5.7 Smart Dashboard and MIS reports :

Development of state of the art Dashboard with drill down feature for DEPARTMENT OF TRANSPORT, PUNJAB with the latest tools, technologies, Business Intelligence and Predictive Analytics.

i. Generation of various type of MIS reports based on the data :

MIS Reports

- Report for the test taken by candidates for a particular date/period.
 - Report for the test taken by candidates between 2 dates.
 - Report for the test taken by candidates for a particular week.
 - Report for the test taken by candidates for a particular year.
 - Name, personal information and result of candidates who have taken test on a particular date.
 - Number of candidates passed/failed(reason if failed) for a particular day for different class of vehicles.
 - Report of candidates obtaining a specified mark in a particular track on a particular date.
 - Track wise performance sheet of a candidate along with the result sheet. Along with the video recording.
 - List of results data successfully updated to Sarathi server with status details.
 - Report on total number of tests conducted on hourly basis separately for two wheeler and light motor vehicle.
 - Report regarding appointment booked but applicant does not appear for test
 - If the applicant has to go for retest reason must be given and separate report should be generated.
 - Generation of daily and monthly reports regarding complaints received & complaints attended.
- ii. The successful bidder shall submit proposed formats of MIS reports to the DTPB for approval and finalize as per requirement of the department.
- iii. The Export option for reports shall be in PDF and Excel and any required format by department.
- iv. The reports should be dynamic ,available on dashboard of the Department .

5.8 Server for storage & Payment Gateway Services during installation, customization and Testing Phase :

The solution provider will use its own hardware, software, server for storage and other services during application installation, customization and testing phase and POC demonstration of the application.

5.9 Stakeholders :

- a) Applicant appearing for Driving Test
- b) Transport Department, Punjab,
- c) NIC
- d) Any other stakeholder as decided by Transport Department

5.10 Track Formations and Automation Requirement

5.10.1 LMV Track:

5.10.1.1 Gradient Test

In this test, applicant should drive the light motor vehicle on a gradient without any backward movement and park the vehicle in the specified area marked in yellow before the stop line. When the signal is green, the Applicant has to start the vehicle and move forward. Any backward movement during the test is measured through proposed mobile based solution and driver appearance in the test shall be recorded through overhead video camera/s. Backward movement of not more than 1 feet will be considered pass.

5.10.1.2 Reverse 'S' Test

In this test the Applicant has to drive in the Forward & backwards direction on a track shaped like the English alphabet 'S'. When the vehicle crosses the Start Line. The dedicated mobile application will monitor the time in the test area. This track shall have appropriate number of overhead video cameras. The Applicant will enter in forward direction and will reverse diagonally. The Applicant has to exit in forward direction and move to 8 track. The system shall assess the Applicant's driving skill and display online 2-dimensional driving path on the proposed solution based on driving parameters such as standard direction followed, Kerb hit detection, test duration, forward and reverse movements.

5.10.1.3 Forward '8' Test

In this test, the Applicant should drive the vehicle, within a specified time, in the forward direction, on a track shaped like the digit '8'. The application should be able to monitor the time in the test area. The track shall have appropriate number of sensors placed to the track surface. The system will display online 2-dimensional driving path on the proposed solution and will compute driving skill on various parameters like Standard Direction, Reverse Detection, Stoppage Detection, speed, time and Kerb Hit detection if any.

5.10.1.4 Reverse Parallel Parking Test

In this test Applicant has to park the vehicle in specified parking slot in reverse direction. The Applicant should start the vehicle, move forward and reverse the vehicle and park within the specified area within specified time. The

application should have provision to monitor the time in the reverse parking test . This track shall have appropriate number of sensors. The system will compute standard direction, test duration, kerb hit, forward and reverse movements while displaying online 2-dimensional driving path on the proposed solution.

5.10.1.5 Stop Line, Zebra Crossing and Traffic Signal Test

In this test, the Applicant should drive upto the traffic signal and stop before the stop line when the signal shows red. When the traffic signal shows green he/she can proceed to the next test. The system assesses the Applicant based on any traffic violations such as stopping after the stop line or red light jumping.

5.10.2 Automation required

The following automation is required at Driving Test Track:

- a. Signal turns green (default signal is red) only when it meets following conditions:
 - i. No other vehicle is taking this test in that area.
 - ii. Mobile based application solution detect the applicant
- b. Camera shall perform video recording only when vehicle is on the track
- c. All types of analysis to be done through proposed mobile based application solution
- d. Feed (schematic view) from all cameras shall be collected and combined to do analysis of applicant's performance
- e. Parameters to test/capture
 - Defined direction followed
 - Reverse direction
 - Vehicle Stoppages
 - Incomplete and un-attempted test
 - Face verification
 - Seatbelt detection
 - Plotting vehicle movement during test on track
 - Seamless working of boom barriers for zoning.
 - Kerb hits (to detect exceeding track limits)
 - Time taken for the test completion
 - Evaluation/grading of performance against defined criteria to arrive at result (pass/fail)

5.10.3 2-Wheeler Track

5.10.3.1 Serpentine Test for 2 wheeler test

In this test, the Applicant should drive the vehicle, within a specified time, in the forward direction, on a narrow serpentine track with multiple turns . The proposed solution will monitor the time and deviations in the test area. This track shall have appropriate number of sensors. The system will display online 2 dimensional driving path on the proposed solution and will computed driving skill on various parameters like forward movement, standard direction, stoppage detection, speed, time and kerb hit detection if any, while driving if

applicant loses balance, the event should be entered in the mobile app manually.

Serpentine (as mentioned in the layout is required)

- Mobile Application for face authentication at start of test
- A pole mounted video camera will capture video for trajectory path
- Plotting the vehicle travel path
- Kerb hit
- Standard Flow
- Face Verification
- Time taken for the test completion
- Integration with Mobile App for Additional manual parameters (signals, etc.,) defined by department .
- Mobile Application with inspector conducting 2 wheeler test .
- Evaluation/grading of performance against defined criteria to arrive at result (pass/fail)

5.11 Software Functional Specification

- The software shall be able to fetch applicants information from SARATHI web application ,having valid Learner's Licence.
- Upload/store data (media/photos/pdf files).
- Provide secure login to system and login for administration.
- Be protected against any tampering
- Integrate multiple Boom barriers and traffic signals with software, together.
- Provide video feed from all the test formations on the computer screen
- Take backup of Database & Video on a defied/regular interval.
- Provide a retention period of video and other records for minimum 90 days/defined period
- Fulfil other requirements (if any) as may be defined by RTO/DTPB
- Multilingual Support (English/Punjabi/Hindi) for test result.
- Integration with Sarathi system.
- MIS Reports

5.12 Post Test

- Automatic upload of test result to SARATHI web server
- Result data retrievable from the database for printing the results
- Videos Retrievable from Video Server database for playback, verification

5.13 Operation and maintenance of project

During the Operation Period, the Concessionaire/bidder/solution provider shall operate and maintain the Project. The obligations of the Concessionaire/bidder/ solution provider hereunder shall include:

- I. Permitting safe, smooth, and uninterrupted driving tests for intending applicants (Users) for issue of Driving Licence.

- II. Carrying out periodic preventive maintenance of the Project.
- III. To undertake routine maintenance including prompt repairs of potholes, cracks, joints, drains, structures, pavement markings, lighting, road signs, other traffic control devices, building works, any overhead/underground services.
- IV. To undertake major maintenance such as resurfacing of pavements, repairs to structures, building works, underground and overhead services and repairs and refurbishment of the system and other equipment.
- V. To undertake routine maintenance including prompt repairs/ replacement of all electrical works/services and electronic equipment's.
- VI. To undertake routine maintenance including prompt repairs/ replacement of all computer hardware, networking and software works etc;
- VII. To provide adequate power backup/generator facility for the Driving Test Track premises for uninterrupted operationalization of Driving Test track. It is further expressly clarified that such charges shall only be payable by the solution provider.
- VIII. To make adequate arrangements in waiting area with comfortable seating, supply of drinking water, and provision of clean sanitation, including urinals, etc., for his staff and department staff if any and applicants visiting Driving Test Track.
- IX. To make adequate arrangements for security of the IT infrastructure installed and other infrastructure at Driving Test Track.
- X. The track should be clean and well maintained on daily basis.
- XI. To pay monthly electricity bills of the Driving Test Track S.A. S Nagar Mohali directly to the service provider.
- XII. To pay monthly/yearly internet connectivity / lease line bill of the Driving Test Track directly to the service provider.
- XIII. Take backup of database & video on a defined/regular interval.
- XIV. Provide a retention period of video and other records for minimum 90 days/defined period .

5.14 Standard Process Flow

Detailed description of the testing process is outlined below:

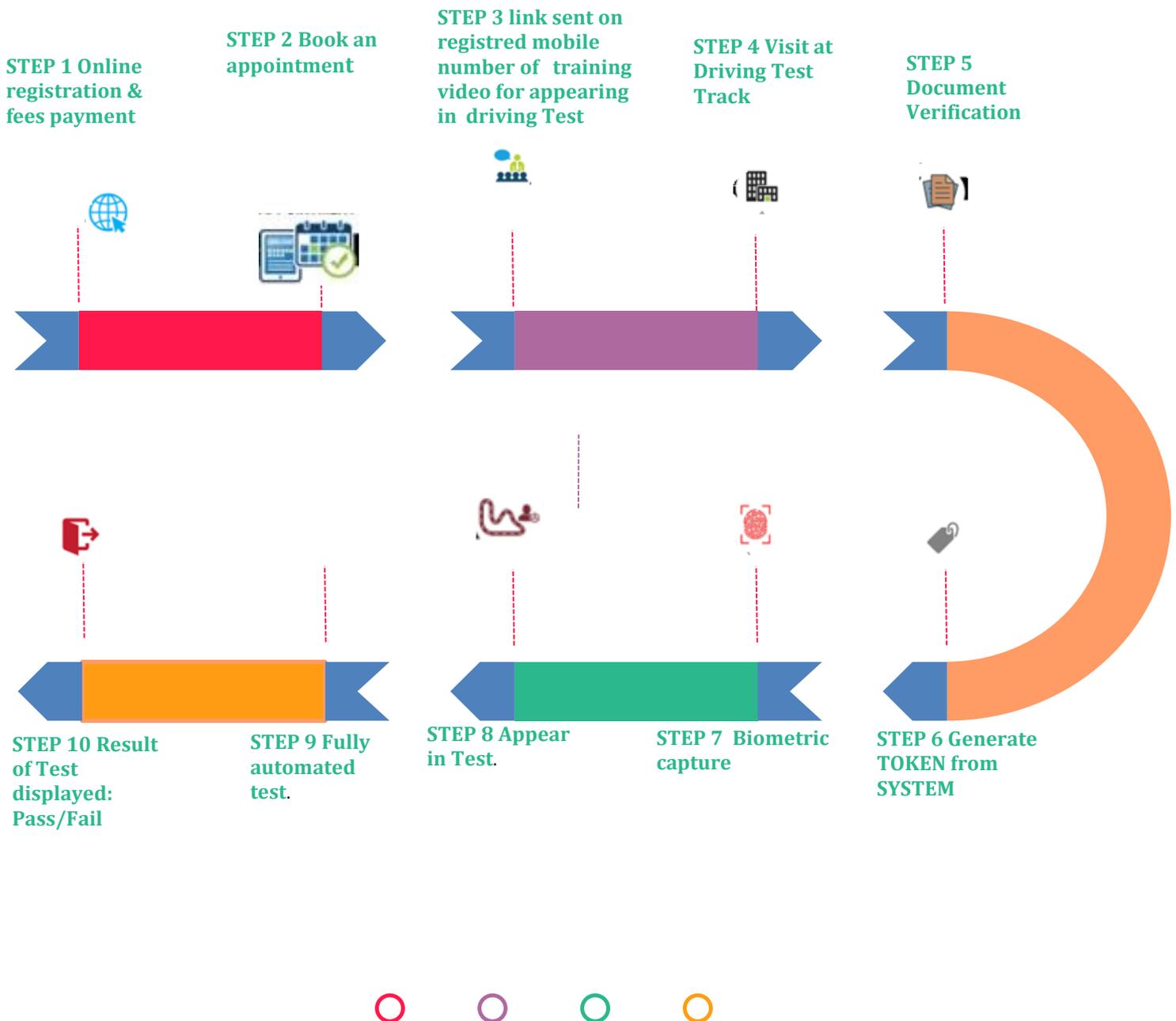
- i. Online appointment shall be taken by the candidate to appear in the Driving skills test. The data of the applicant with valid Learner's Licence will be fetched from Sarathi at the time of appointment. The applicant shall pay the prescribed "Driving Licence" test user fee online, as defined by the Department from time to time including. No other mode of payment will be accepted.
- ii. There should be a provision to reserve specific number of slots per day for tatkal service as defined by the Department.
- iii. The que shall be managed automatically by the application and turn of the applicant should be displayed at the waiting area of Driving Test Track .
- iv. The data of the applicant with valid Learner's Licence shall be fetched by entering application number for Driving test, name and date of birth from the Central Server (Sarathi Web Application) using secured method of Web Service, in a secured manner using Web Service Technology.
- v. Applicant Name, Applicant Photo, ID No, Birth Date, Gender, Driving School Name if any etc will be stored in the database.

- vi. A link of video tutorial, an informative video of minimum 15 minutes to understand driving test procedure along with road safety awareness videos /rules shall be sent on the registered mobile number of the applicant .
- vii. Before start of the test applicant photo will be captured along with vehicle.
- viii. The driving test begins as soon as the traffic signal at the track entry turns “Green”.
 - The applicant has to move on the track as directed by the road signs and as indicated in the training videos.
 - Variable messaging boards shall be placed at the end of the test to display in the waiting area if the candidate has “Passed or Failed” in the test.
 - If the message displays “Re-test” due to technical glitches in hardware & software, the candidate shall again appear for re-test.
 - The reason of re-test shall be specified and shown on the display to applicant.
 - On completion of the test, the applicant shall move to the tracks’ exit.
- ix. The complete test video, analysis and completion the result will be communicated & stored to the Local Server/Transport Department Central server. The test video shall be stored for minimum period of 90 days .
- x. Before start of the test. TOKEN SYSTEM and QR code will be issued to each applicant. The TOKEN SYSTEM and QR code will have information of Applicant ID.
- xi. All test parameters master file to be created. These parameters in future changed should not affect any previous records
- xii. Each test videos should embossed date, time stamp and User ID. The video stream to contain the user id and need to be protected for any alternatives.
- xiii. The proposed mobile based solution will do facial recognition of the driver during the test and also capture video from inside and outside the vehicle.
- xiv. The test report of the candidate shall be made available via link on the Transport Department website and result shall be sent immediately on Sarathi web application through API on completion of the Test.
- xv. The applicant should have provision to download test report from the website and test result via SMS shall also be sent on applicant’s registered phone number.
- xvi. The applicant data will be searched on ID / Name/Gender/District / Date (From & To) or any other field desired by the Department
- xvii. There should be a live dashboard for daily tests conducted and status sheet for all IT equipment installed at Driving Test Track are operational(i.e. sensors, wi-fi, CCTV cameras, Lights boom barriers etc)
- xviii. All screen to be password protected by the Master users. Log file to be maintained for the activity of each system users including master /admin users.
- xix. System downtime to be recorded in the system and reports to be available on Dashboard of the Department.
- xx. Training to be provided to the staff as and when required without any extra charges.

Case : Where applicant registers but does not appear for the test.

- (i) The Queue management software will flash the applicant name blinking in red color for a time period as defined.
- (ii) If applicant does not report back his/her appointment within the above-mentioned time period, the appointment will be cancelled for the day.
- (iii) The applicant shall be required to take a fresh appointment.

NOTE:- No test will be conducted without appointment.



5.15 Development Approach, Methodology and Plan

Solution provider shall propose a latest Architecture solution for Developing Solution

5.15.1 General guidelines:

- i. The proposed application should be developed with consistent visual elements in proposed application and Mobile Apps architecture that is scalable and expandable and W3 compliant.
- ii. The presentation of the content should be enhanced so that they sync with the growth oriented approach of the Authority.
- iii. The Government of India has launched “Guidelines for Indian Government Websites” in February 2009 & National Policy on Information technology, 2012. These guidelines are now part of the officer’s manual for the Administrative Officers and it is advisable that all Indian Government websites/Mobile applications are developed as per the guidelines defined in this document. Web application software /Mobile Apps should ensure compliance with the guidelines.
- iv. All the service delivery components must comply with the National Policy on Information technology, 2012 for adoption of latest Open standards, latest open source and latest open technologies to process the service through web services to be exposed to the users.
- v. The application /software should have dynamic content management features based on the page-tree as pages are added and subtracted, for making changes in the Mobile application software and web-based backend.

5.15.2 General requirements

- i. A graphical user interface (GUI) should be provided for the actual application.
- ii. Incorporate analytics into mobile and web application, to track and identify users experience and actions.
- iii. The solution architecture should be able to address the future scalability requirements, in terms of both application (to add new services) and infrastructure
- iv. Network level security, traffic to be encrypted using secured connectivity.
- v. Continuity Measures, risk management plan for the continuity of services, data backup policy, business continuity plan.
- vi. Functional Requirement Documentation, proposed solution, administration guide and User Operation document to be provided.
- vii. Identify the proposed solution limitations.
- viii. Identify Risks if any post implementation along with mitigation plan.
- ix. List out the assumptions related to load & infrastructure (such as device specifications, internet bandwidth etc.) so that response time is always < 30 seconds
- x. Software licence for the mobile app and web application any any other purpose shall be the property of the DEPARTMENT OF TRANSPORT PUNJAB.
- xi. Performance Testing, Security Testing & Usability Testing certification from recognized authority.
- xii. Capacity Building
- xiii. Overall Integration, User acceptance testing & Go-Live

- xiv. Shall be responsible for all Hardware, software, resources (labour etc.,) required for implementing the solution.
- 5.15.3 In proposed architecture for implementing this project of e-Governance in Transport Department, Govt. of Punjab various necessary aspects of extendibility, scalability, security, interoperability, performance and productivity improvements for the department has to be addressed while defining the overall architecture.
- 5.15.4 The application software components/modules must be integrated and should utilize minimum architecture as under:
- Presentation Layer
 - Business Logic Layer
 - Application Layer
 - Database Layer
- 5.15.5 The ready to implement application software/solution should be developed using n-tier architecture and Preferably with Open-source Database server as back end database system .
- 5.15.6 The suggested architecture should also be in alignment with latest micro services and other relevant industry standards.
- 5.15.7 The proposed solution should be event-based tracking system and should facilitate audit of all events.
- 5.15.8 To meet the diversified requirements of the department and considering the growth of the department in near future, the Centralized Architecture has been proposed for this project along with a Data Recovery Plan to ensure business continuity and high availability.
- 5.15.9 In centralized architecture of all the applications will be hosted at a central location i.e. Cloud /or as per the requirement of the Transport Department, Govt of Punjab. All the stake holders and its offices, Licencing Authorities and Citizens would be having access to the application software as per their access right through a single portal/mobile application .
- 5.15.9.1 The Application software should be built and deployed using Industry standard database technology with following features
- 5.15.9.1.1 Active-Active clustering at database layer for high availability and provision for seamless addition of computing node without any downtime during peak load
 - 5.15.9.1.2 The DBA's and internal user's access to database need to be provisioned through Access control list as finalized after discussion with TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
 - 5.15.9.1.3 The database should be provided with at least 256 bit encryption for data protection.
 - 5.15.9.1.4 Industry standard database should not be limited by number of CPUs, total data size and scalability.

5.15.9.2 The application would have workflow integrated with the same and the users and processes would be linked through a work flow, as defined by TRANSPORT DEPARTMENT, GOVT. OF PUNJAB. It should have option to change the workflow from front end without revisions of codes, as per requirement of the Department.

5.15.9.3 Integrated on-line MIS reporting systems for above modules would be available to all the Users as per Rights and authorization defined by DTPB .

5.15.9.4 Real time alerts dashboard for downtime should be available for DTPB.

5.15.9.5 The Solution provider shall be responsible for all the costs associated (direct & indirect) with development & maintenance of the application and all infrastructure at Driving Test Track.

5.15.9.6 Network Administration

- I. The solution provider will be responsible for privacy of the information stored on Local Server and Centralized servers
- II. Successful Bidder shall do continuous monitoring and management of the network during working hours.
- III. Network Analysis and performance tuning.
- IV. Attending to network failures and snags and making the network available.
- V. Database Management and System Support Successful bidder shall maintain the data and support systems for smooth functioning of the solutions. This shall include following activities:
 - a) Daily maintenance of equipment, hardware, system software, application software.
 - b) Guarding the systems against virus infections using latest anti-virus toolkits

5.15.9.7 Application customization would be undertaken in the following phases:

- System Study with respect to all the above modules and Submission System study report consisting of:
 - Functional Requirement Specifications
 - System Requirement Specifications
 - Entity relationship diagrams
 - Description of various processes
 - Process Flow Diagrams
 - Data Flow Diagram
 - Screen Interfaces
 - Formats of Screen and Print reports
 - Demonstration and approval of the Prototype
 - Development and Coding
 - Submission of Test Plan
 - Testing the application as per Test Plan on Test Data

5.15.10 The Application should have inbuilt security/monitoring features with the following:

- Definition of roles and users including suspension and revocation of user
- Define Add/edit/view/delete rights for each entry form/report in all modules for each role.
- Time and user stamping of each transaction
- On-line monitoring of the user activities

- All deleted & edited records should be tracked with audit trail and copy of all editions/deletions should be available with MIS reporting of the same.
 - All permutation combination reports would be required from the system it can be year on year basis also.
- 5.15.11 SOLUTION PROVIDER is required to present detailed security Architecture and Implementation Strategy for execution of the project.
- 5.15.12 All recurring charges related with SMS/Call operations would be borne by SOLUTION PROVIDER .
- 5.15.13 SOLUTION PROVIDER must also guide and prepare the communiqué to be done with TRAI in respect to compliance of TRAI guidelines for SMS.
- 5.15.14 SOLUTION PROVIDER is expected to study each of the above modules and processes in detail and customize the application software as per the requirement of the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- 5.15.15 The system should be integrated with NIC Sarathi Web application through Web API.
- 5.15.16 As the internet users cannot be quantified and the approximate number of users would be 1,000 at any given time, all system software including database licencing should be without any limitations.
- 5.15.17 The envisaged benefits of the proposed centralized deployment architecture in future are:
- Enables sharing of data across locations thus minimizing data redundancy;
 - Allows centralized control of data, access controls and systems thus leading to greater security and reliability;
 - Ease of deploying systems as the deployment only needs to be done at a central location. This is also beneficial when further upgrades or bug fixes etc. need to be deployed;
 - Easier to manage and control the deployed application and database. The database administrators, system administrators etc. can manage the systems from a single location for all the connected offices;
 - Lesser number of specialized staff is needed to manage the systems, hence ensures the faster implementation and lower cost of ownership.

5.16 Application Design Technology Standards

- 5.16.1 The designed application must follow the best practices and Industry standards. In order to achieve the high level of stability and robustness of the application, the system development life cycle must be carried out using the industry standard best practices and adopting the security constraints for access and control rights. Key features of a standard Application development practices are as follows:
- Various modules / applications should have a common Exception Manager to handle any kind of exceptions arising due to internal / external factors. This will ease of application maintenance and enhancements.
 - All the modules / applications are to be supported by the Session and Transaction Manager for the completeness of the request and response of the client request. It will bring better manageability and helps reducing over utilization of resources.

- The system should have an Audit module exclusively to record the activities happening within the system / application to avoid any kind of irregularities within the system by any User / Application.
- 5.16.2 Various technology standards to be a part of the proposed solution have been elaborated below:
- **Service Fulfillment** - The objective of the proposed system is to perform the internal functions and deliver the services from initiation till completion through electronic channels (as far as possible).
 - **Single-Sign On** - The solution should enable single-sign-on so that any user once authenticated and authorized by system is not required to be re-authorized for completing any of the functions in the same session.
 - **Support for PKI based Authentication and Authorization** - The solution shall support PKI based authentication and authorization, in accordance with IT Act 2000, using the Digital Certificates .
 - **Open Standards** - Keeping in view the evolving needs of interoperability like inter departmental dependency / coordination for most of the functions of the Department etc., it has been proposed that the solution should be built on SOA(Service-oriented architecture).
 - **Scalability** - The architecture should be proven to be scalable (cater to increasing load of internal and external users and their transactions) and capable of delivering high-performance for at-least eight years from the date of deployment. The system should be highly available, responsive and redundant.
- 5.16.3 The response time during peak office hours (9 AM to 5 PM) should be less than 15 seconds per application submitted and less than 1 min per report (for short period selected for short duration i.e one month)

5.17 Instant Solution Builder for Web Applications

An interface shall be provided to create web applications instantly. The system should have the following features:

- The application should provide multiple options to design the application such as text boxes, numerical, labels and bar-coded stickers.
- Dynamic Data Mapping facility through either connecting to remote database or through web services
- The application should allow users to give validations to the fields created by them.
- Automatic data consolidation
- It should have a scheduling feature.

5.18 Responsibility of SOLUTION PROVIDER with respect to Local Server and Cloud IT Infrastructure.

- 5.18.1 Initially the proposed application shall be hosted at local server as defined in Annexure 2.
- 5.18.2 At later stage the data of the application shall be hosted and stored at centralized Data Center/ cloud storage or as specified by the Department of Transport Punjab .

5.18.3 The DR shall also be created

SOLUTION PROVIDER would be responsible for all activities related to Local server/Cloud for seamless hosting which will include following during the contract period

- Administration and Maintenance of Server Infrastructure at Local server/Cloud.
- Uptime commitment of all the Servers.
- Ensure that all the Servers are virus free and that virus definitions are always updated regularly.
- Local server/Cloud would be equipped to operate 24x7 for 365 days and would be monitored continuously by DBA and other adequate technical manpower remotely.
- Implementation of PKI based Security authentication Solution for the INNOVATIVE DRIVING SKILLS TEST SYSTEM Application.
- Monitoring of all the Servers and the Bandwidth for targeted minimum 99% Uptime on monthly basis for a period of 5 years from date of Go-live.
- Ensure logical security of the Local server /Cloud and the data related to TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- Submit monthly uptime, latency and bandwidth report to the department.

5.19 Application Hosting, Administration and Maintenance at Local Server/Cloud storage or as specified by the Department

5.19.1 Application Hosting

- SOLUTION PROVIDER would be hosting the above application initially at Local server and later on which would be integrated with cloud storage or as specified by the department at centralized location and would maintain the same for a period of 5 years from date of Go-live, however SOLUTION PROVIDER may also indicate cloud hosting charges for a period of 5 years from date of Go-live as optional requirement in FORM F5 ,in case it is required .These Charges will be considered only after determining L1 in Financial Evaluation (Cloud Charges quoted will not be part of Financial Bid).It will not be considered for financial evaluation.
- SOLUTION PROVIDER would ensure compliance to Local Server/Cloud Security ISO Standard ISO 27017:2015, Privacy Standard ISO 27018:2014.
- SOLUTION PROVIDER shall use his own hosting infra for app development, testing, training etc. before Go-Live.
- SOLUTION PROVIDER would be responsible for maintenance of the application for a period of 5 years from date of Go-live.
- SOLUTION PROVIDER would ensure 99% uptime of the application. Average uptime calculation will be done on monthly basis.
- Application would be running for 24 X 7 and for 365 days.
- SOLUTION PROVIDER would also be managing all the Bugs reported in the Application Software through the Bug Management Software.
- Changes required in the Application Software to suite the requirement of the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB during the contract period would be responsibility of the SOLUTION PROVIDER. These changes would be however related to the existing modules only and would not include change of Software Architecture.

- Every Application user would have access to the bug/change management software. Any Bug or changes required by the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB with respect to the Web application would be reported by the User on the Bug Management Software and SOLUTION PROVIDER would be responsible to update the status of same.
- Changes required by the users would be undertaken as per requirement of the Transport Department
- The SOLUTION PROVIDER shall ensure the confidentiality/privacy of the data and shall ensure that no copy of the data unless authorized by the department, is created/retained by the solution provider.
- Should adhere to the ever evolving guidelines as specified by CERT-In (<http://www.certin.org.in/>)
- SOLUTION PROVIDER would be responsible for Database Administration activities related to the Innovative Driving Skills Test System database
- SOLUTION PROVIDER would have a dedicated DBA for Innovative Driving Skills Test System project for complete project duration having at least 5-6 years of RDBMS administration experience and should be able to handle multiple servers and their transactions with other application servers.

5.20 Project Manpower and Operational Services

- 5.20.1 Solution Provider should appoint one resident engineer at the site for operation and maintenance support of the track during the complete O&M period of the project .
- 5.20.2 The selected Bidder shall provide sufficient number of technically certified resources/manpower to support all activities at Driving Test Track .
- 5.20.3 Network monitoring and management, Driving Test Track operation and maintenance and ensuring smooth functioning of the overall solution.
- 5.20.4 The deployed resource must carry their own laptops/printers/internet connectivity and electricity supply, the Department shall only provide required space.
- 5.20.5 The support should be available to the department during the entire period of the contract.
- 5.20.6 In case there is a change request in the Scope of Work, the Agency shall prepare the CNS (“change note on Scope of Work”) and get it approved by the department for the additional cost, effort and implementation time.
- 5.20.7 The value of each CNS request should not be exceeding 5% (five percent) of the Contract value (calculated on average test conducted for year X percentage share of user charges quoted by successful bidder) in any case and overall cost of CNSs, during the term of Project, shall not exceed 15% (fifteen percent) of the Contract Value.
- 5.20.8 SOLUTION PROVIDER shall also responsible for maintaining application SLA.
- The staff deployed for operations shall only be changed with prior permission of the Department with proper handover between resources .

5.21 Security Audit of the Application

- 5.21.1 The SOLUTION PROVIDER shall be responsible for getting application audited by CERT-In empanelled application security auditors within 30 days of Go-Live of complete system. The cost of the same and any consequent re-audit to validate closure of deficiencies detected in previous audit, if need be, to achieve successful completion of Application Security Audit will be borne by the SOLUTION PROVIDER.
- If any inspected or tested software/web application fail to conform to the specifications, the department may reject the software and the SOLUTION PROVIDER shall either replace/redevelop the rejected software or make alterations necessary to meet specification requirements free of cost.
- 5.21.2 The auditor must submit the test results to the department and any deficiency found during the security audit shall be required to be removed to accept the implementation to be complete & as a prerequisite to start of Go-Live & subsequent Operations & Maintenance period.
- 5.21.3 The SOLUTION PROVIDER shall be responsible for engaging CERT-IN empanelled auditor & getting security certification of the system inclusive of all related cost and expenses. Hence SOLUTION PROVIDER shall factor in those expenses in their financial bid.
- 5.21.4 During the O&M Phase, the SI shall be responsible for getting security certification of the system from a CERT-IN empanelled auditor every 6 months. The cost of the same is to be borne by the SOLUTION PROVIDER.

5.22 Functionality Audit of the application (quality assessment of the services)

- 5.22.1 There should be a live status report available continuously on dashboard for functionality of IT infrastructure operational at Driving Test Track for conducting a driving test
- 5.22.2 The proposed solution should be able to automatically generate a functionality audit report of all IT infrastructure operational at Driving Test Track for conducting a driving test & submit it on quarterly basis to the DTPB(Department).
- 5.22.3 Department of Transport or any of its officer, as per instructions of State Transport Commissioner deployed shall physically verify the IT infrastructure functionality any time /or based on the functionality report submitted by the solution provider.

5.23 Change Management

- 5.23.1 This INNOVATIVE DRIVING SKILLS TEST SYSTEM project is positioned and treated as a transformation project by the Transport Department than as an IT project.
- 5.23.2 TRANSPORT DEPARTMENT, GOVT. OF PUNJAB recognizes that this system is likely to bring changes to the business processes, organization structures and current practices in the department.
- 5.23.3 These changes will have a direct impact on the staff and the other stakeholders.

- 5.23.4 The impact of these changes will need to be minimized through an effective change management and communications support for IT implementation.
- 5.23.5 It is required to provide change management and communications support for addressing the people related concerns and aspects in IT implementation to ensure successful adoption of the system.
- 5.23.6 It is important to understand the needs of various stakeholders so, as to plan capacity building and training plan appropriately.

6 Bidding Process

6.1 Bid Submission:

- 6.1.1 SOLUTION PROVIDER has to submit the bid online.
- 6.1.2 All pages of the bid, except for un-amended printed literature, shall have initials of the person or persons signing the Bid.
- 6.1.3 The last date for submission of bid as per section 2 Form of Notice of the RFP
- 6.1.4 Online bids can be submitted through <https://eproc.punjab.gov.in/>
- 6.1.5 Bids will be valid for 180 days from the date of submission.

6.2 Procedure for submission of Bid online

- 6.2.1 The bidder must have the DSC/PKI and user id of the e-procurement website before participated in the e-tendering process. The bidder may use their DSC/PKI if they already have the DSC/PKI. They can also take it from any of the authorized agencies. For user id they can get registered themselves on e-procurement website <https://eproc.punjab.gov.in/> and submit their bids online on the same.
- 6.2.2 The Bidder has to upload scanned copy of Tender Fee and EMD online on <https://eproc.punjab.gov.in/> website along with Financial Bid in the requisite format. Other documents of the technical bids also should be uploaded as mentioned in this RFP.

6.3 Technical Bid

- 6.3.1 The Technical Proposal should be submitted as per the instructions given in RFP.
- 6.3.2 Prices must not be indicated in the technical bid and must be quoted ONLINE only in the prescribed formats on <https://eproc.punjab.gov.in/>

6.4 Financial Bid

- 6.4.1 Financial Bids in the prescribed formats must be quoted ONLINE only in the prescribed formats on <https://eproc.punjab.gov.in/>
- 6.4.2 The Financial Proposal should be submitted as per the instructions given in Form 1, Form 2, of RFP.

6.5 Opening of Technical Bids

- 6.5.1 The technical bids will be opened in the conference hall, O/o. State Transport Commissioner, Govt. of Punjab, SCO 177-178 Sec 17 C Chandigarh.
- 6.5.2 The bids which are successfully submitted online on <https://eproc.punjab.gov.in/> will only be considered for further bid process.
- 6.5.3 The bidder shall be solely responsible for the cost of preparing and submitting the Bid and all other related costs.
- 6.5.4 The bidder will also required to submit hard copy of the Technical Proposal submitted by him online along with the details of tender fee and EMD deposited at the time of prequalification bid opening(only technical proposal shall be submitted).

7 Eligibility Criteria

7.1 Pre-Qualification Criteria

Following are the essential qualifying criteria for the agency to qualify for the next stage of evaluation of the assignment:

#	Eligibility Criteria	Document Proof
1.	The bidder must be a registered Company in India, registered under the Indian Companies Act, 1956 and have their registered offices with legal presence in India and operational for more than 3 years as on 31-03-2022 .	a) Certificate of Incorporation/ Registration under companies act, 1956 issued by the relevant statutory authority, should be submitted
2	The bidder must have valid PAN card and GST registration certificate	Self-Certified copy of documents
3.	The bidder should be a profitable entity for the last three (3) financial years (FY 19-20, FY 20-21, FY 21-22) with minimum annual turnover of Rs 1 crore (Rupees One Crore only)	a) Copy of audited financial statements b) Certificate from the statutory auditor/CA of the company regarding annual sales turnover c) Certificate from the statutory auditor/ company secretary regarding profitable entity for the last three (3) financial years (FY 19-20, FY 20-21, FY 21-22).
4	The innovative driving skills test application should be implemented at minimum one location in India for automated driving skills test	Relevant document and successful implementation certificate of application/proposed solution issued to owner(company) of the application .
5.	The Bidder or any of its sister concerns where directors or partners are same, should not have been blacklisted/debarred by Central Government / Any State Government in India/ PSU in last 03 years as on the date of bid submission	Affidavit (on Stamp Paper duly notarized) by the CEO/MD/Director of the bidder company, that the Bidder or any of its sister concerns where directors or partners are same, should not have been blacklisted/debarred by Central Government / Any State Government department/organization/PSU in last 03 years as on the date of bid submission

6.	The bidder should be a single legal entity, however bidder can use technology by purchasing usage rights, or signing MoU with application owner company . Important Note : In case bidder using technology of any other company he will be solely responsible for its operations and technical support for complete tenure of the project.	In case bidder is using technology of any other company ,copies of the authorization letter certificate from owner of the company
7	The application owner company should have ISO 9001:2008 quality certificate /CMMI Level certified	Valid copy of certificate

Note: Consortium / Joint Venture is not allowed.

8 Bid Evaluation

8.1 Technical Bid Opening

- 8.1.1 Tendering Authority will open the technical bids of pre-qualified bidders as per schedule defined in the RFP
- 8.1.2 The Tendering Authority will examine the technical bids to determine whether they are complete, the documents have been properly signed, the required Tender fee and EMD paid, and the bids are in order and complete in all the respects. Any bid found to be non- responsive for any reason or not meeting the minimum levels of performance or other criteria specified in the bid document will be rejected by the Tendering Authority and will not be included for further evaluation.
- 8.1.3 The Tendering Authority will evaluate the Technical bids of the Bidders as per the Evaluation criteria mentioned in this bid document.
- 8.1.4 The Tendering Authority will take technical presentation & POC as a part of evaluation criteria. If considered necessary the Tendering Authority may visit any similar project/s being handled by the bidder.
- 8.1.5 Any effort by the bidder to influence the Tendering Authority during the process of evaluation of technical bids, bid comparison or the Tendering Authority's decisions on acceptance or rejection of bids may result in rejection of the bidder's bid.

8.2 Technical Evaluation Criteria

The technical evaluation will be done only for those bidders who are eligible as per clause 7 of RFP document. The bidder must secure minimum 70 marks in Technical Evaluation Criteria to qualify for next stage of evaluation of the assignment.

#	Evaluation Criteria	Description	Max Marks
Turnover of Company			
1	Annual turn over of the bidders	=> 5 Cr(Crore) : 10 Marks =>2 Cr and < 5 Cr : 5 Marks < 2 Cr : 0 Marks	10
Experience			
2 (a)	Successful implementation of innovative driving skills	Experience in implementing of software application in number of States	20

	test solution at a Driving test Track in a State of India .	=> 2 States:10 Marks 1 State : 5 Marks 0 State : 0 Marks	
2(b)	Experience in online appointment and service delivery solution with online payment collection for any State Government/ Govt. Of India Organization/ Department/PSU.(owned by the bidder company)	=> 2 States:10 Marks 1 State : 5 Marks 0 State : 0 Marks	
Quality Certifications			
3	Technical Criteria	To be evaluated for application owner company on below certifications 1) CMMI Level certified & ISO 9001:2015 ISO 27001:20013- 10 Marks 2) CMMI Level certified - 5 Marks 3) No Certification: 0 Marks	10
Proposed Solution			
3	Approach & Methodology	To be evaluated from the technical proposal documentation and technical presentation to the committee. The committee shall evaluate the Approach and Methodology for the Implementation & Post-Implementation proposed by bidder and evaluate the same on the following parameters: Completeness of Approach and Methodology to meet the requirements to be evaluated on below criteria 1) Application Development Architecture & technology, 2 Marks 2) Execution Plan for Operation & Maintenance of Proposed Application 2 Marks 3) Execution plan for operation and maintenance of Driving Test Track (IT and other infrastructure) 2 Marks 4) Application Security and Integration Plan 2 Marks 5) Exit management Plan 2 Marks	10
5	Proof of Concept Demonstration of application	To be evaluated from the Demonstration of Proof Concept Application to the committee based on understanding and demonstration of each point of POC covered. Following Points needs to be demonstrated (5 marks each for below mentioned parameters) a) Online appointment system of the applicant/que Management	50

		<ul style="list-style-type: none"> b) Biometric Capture of the applicant, TOKEN issuance c) Online tutorial about the rules and Test via video link d) Face authentication during test with mobile app & Seatbelt detection e) Dual camera operational during the test in mobile app f) Tracking the vehicle real-time and plotting the path of the vehicle in a real time g) Should automatically calculate time taken h) Calculating impact of the Kerb/pole hit using the angle deviation of the boundary pole i) Evaluation/grading of performance against defined criteria to arrive at result (pass/fail) j) Mobile App for additional manual parameters defined by department 	
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- a. Minimum 70% marks are required for qualifying technical bids.
- b. All bidders technically qualified with than 70% marks would be eligible for next stage of evaluation
- c. The Technical Presentation shall be given by bidder with the objective of understanding of the Goals of the project.
- d. **All bidders must submit Exit Management plan along with their technical proposals otherwise their technical bid shall be disqualified.**
- e. A bidder whose TM score is more than 70% shall be classified as “Technical Qualified” bidder.
- f. The bidders who do not present any POC on the date specified by the Department, shall be disqualified.

8.3 Financial Bid Opening

- 8.3.1 The Financial Bid of the technically qualified bidders will be opened on a day as decided by the DTPB ; the time, date and location of which will be informed to the qualified bidders i.e. technically qualified Bidders.
- 8.3.2 The Tendering Authority will open the Financial Bids of only technically qualified bidders. The bidder’s representatives who are present shall sign a register evidencing their attendance.
- 8.3.3 Price Bids determined to be substantially responsive will be checked by the Tendering Authority for any errors. If there is a discrepancy between the quoted rate in figures and the quoted rate in words, the rate in words will take precedence.

8.4 Financial Bid Evaluation

- 8.4.1 Financial proposal of only technically qualified bidders would be opened as per technical evaluation process described above.
- 8.4.2 The Financial bids of only those bids that meet each of the qualification criteria mentioned would be opened for Financial bid evaluation. The Financial bid evaluation will take into account the information supplied by the Bidders in the Commercial Proposal, and the same shall be evaluated in accordance with the evaluation criteria specified in this RFP. The financial bid evaluation would be based on L1, i.e. the Bidder with the least financial quote shall be eligible for award of contract.

Please note that the financial bid should not be conditional and **no technical information should be provided along with the commercial.**

Note:

A substantially responsive Bid is one, which conforms to the requirements, terms, conditions and specifications of the Request for Proposals without material deviation. A material deviation is one which affects in any substantial way the functionality, scope, quality, or performance of the Deliverables, or which limits in any substantial way, inconsistent with the Request for Proposals, department's rights or the Bidder's obligations for, performance of the Project and the rectification of which deviation would affect unfairly the competitive position of other Bidders presenting substantially responsive Bids.

8.5 Method for Evaluation of L1 Bidder

- 8.5.1 The methodology used for evaluating Bidders (who qualify in technical proposal) based on the rates quoted by them in their commercial bid, which is final and binding to all Bidders. Transport Department, Punjab (DTPB) shall not entertain any queries on its evaluation methodology for L1 Bidder.
- 8.5.2 Consideration of rates with the L1 Bidder could be done for finalizing the rates at which the contract would be awarded to the BIDDER.
- a) The bid should be comprehensive and inclusive for all the services to be provided by the Bidder as per scope of his work. The work order would be issue to select Bidder on the basis of the following bid and further negotiations between the department and the Bidder only. No separate payment shall be made for services that are to be delivered by the vendor as part of his scope of work for this project.
 - b) The prices quoted shall be inclusive of all taxes, duties and statutory payments incident upon the Bidder and it shall be a fixed price bid. Once the prices have been e tendered to the department, no change / modification will be entertained for any cause whatsoever (including changes in regulation, tax and duty structure etc.) The prices once provided by the Bidder will be valid for the entire period of validity of the bid as defined in the bid document.
 - c) Any revision (increase or decrease) in the rates of taxes, duties, charges and levies at a later date and during the tenure of the bid will be to the account of the Bidder.

- d) The Bidder shall be responsible for the costs towards travel/stay, daily allowance or any other allowances with respect to their staff deployed with respect to the execution of this project before or after the award of the contract.
- e) The Bidder having the lowest bid would be invited for consideration of rates for award of project by the Transport Department, Govt. Of Punjab. Bidder should quote as per format given in **Form F2**

9 General Terms and Conditions

9.1 Earnest Money Deposit

- 9.1.1 Each e-tender should be accompanied with earnest money as given in Section (page 2) which is to be paid through online mode. Other mode of payment will not be considered and tenders will be rejected straightway.
- 9.1.2 The validity of EMD deposited must be valid for a period of 1 year. No interest amount payable on the EMD
- 9.1.3 Unsuccessful Bidder's EMD will be discharged / returned after signing of the contract with the successful Bidder. No interest will be paid by DTPB/PSTS on the EMD amount
- 9.1.4 EMD will be forfeited on account of one or more of the following reasons:
 - 9.1.4.1 If a bidder withdraws his bid or increases his quoted prices during the period of bid validity or its extended period, if any; or
 - 9.1.4.2 In the case of a successful bidder, if the bidder fails to sign the contract for any reason not attributable to the Govt. of Punjab or to furnish Performance Bank Guarantee within specified time in accordance with the format given in the RFP.
 - 9.1.4.3 During the bid process, if a bidder indulges in any such deliberate act as would jeopardize or unnecessarily delay the process of bid evaluation and finalization.
 - 9.1.4.4 During the bid process, if any information is found to be wrong/ manipulated/ hidden in the bid.

9.2 Rejection of Bid

- 9.2.1 The Bids which does not fulfill any of the conditions or the notified requirements, directions & guidelines laid down by TRANSPORT DEPARTMENT, GOVT. OF PUNJAB shall be considered to be incomplete and are likely to be rejected without assigning any reason thereof.

9.3 Alternative proposals by Bidder

- 9.3.1 The Bidder shall submit Bid, which comply with the documents, including the basic requirements as indicated in the bid documents. Alternative bid may not be considered. The Attention of bidders is drawn to the provisions that one bidder shall submit only one bid either individually or as partner in any of the organization failing which both or all such bids shall be rejected.

9.4 Disqualification

- 9.4.1 TRANSPORT DEPARTMENT, GOVT. OF PUNJAB in its sole discretion and at any time during the processing of Bids, may disqualify any bidder from the bid process, if the bidder has:
 - Firms/company /bidder not meeting eligibility criteria.
 - Made misleading or false representations in the forms, statements and attachments submitted in proof of the eligibility requirements.

- 9.4.2 If found to have record of poor performance such as abandoning works, not properly completing the contract, inordinately delaying completion, being involved in litigation or financial failures,

9.5 Security Deposit (SD)/ Performance Bank Guarantee

- 9.5.1 Bidder shall carry out the services conformity with generally accepted professional and technically accepted norms relevant to such assignments that are required for the INNOVATIVE DRIVING SKILLS TEST SYSTEM project and which are to the entire satisfaction of the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- 9.5.2 In the event of any deficiency in services, the Successful Bidder shall promptly take necessary action to resolve it, at no additional fees to TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- 9.5.3 Successful bidder will have to execute an agreement on a Non-Judicial Stamp of appropriate value within a period of 7 days of receipt of order and deposit security deposit which shall be Rs 50,000,00/- only prior to signing of agreement.
- 9.5.4 The form of Security Deposit Money shall be as below:
- 9.5.5 The Bidder shall furnish an unconditional and irrevocable Performance Bank Guarantee, as per Form P 3 for valid for “The Term” plus three months as its commitment to perform services under the contract.
- 9.5.6 Performance Bank Guarantee of a nationalized bank in favor of State Transport Commissioner Punjab payable at Chandigarh
- 9.5.7 Performance Bank Guarantee shall be returned after expiry of contract period /extended period provided there is no breach of contract on the part of SOLUTION PROVIDER.
- 9.5.8 The Successful Bidder shall be required to execute Service level agreement and Non-Disclosure Agreement.
- 9.5.9 Failure to perform services / deliver working product as per contract shall constitute sufficient grounds for the annulment of the award and forfeiture of the PBG.
- 9.5.10 No interest shall be paid on the PBG.
- 9.5.11 DTPB shall also be entitled to make recoveries from the bidder’s bills, performance bank guarantee, or from any other amount due to him, the equivalent value of any payment made to him due to inadvertence, error.
- 9.5.12 Any of the Financial Terms & Conditions not covered in this bid document shall be governed as per the provisions of General Finance & Accounts Rules prescribed by the Government of Punjab.

9.6 Events of Default, Termination and Suspension

9.6.1 Events of Default by Solution Provider

- i. The failure on the part of the Solution Provider to perform any of its obligations or comply with any of the terms of this Agreement shall constitute an Event of Default on the part of the Solution Provider. The events of default as mentioned above may include, inter-alia, the following:
 - a. the Solution Provider has failed to perform any instructions or directives issued by the Purchaser which it deems proper and necessary to execute the scope of work under the Agreement, or

- b. the Solution Provider has failed to remedy a failure to perform its obligations in accordance with the specifications issued by the Purchaser, despite being served with a default notice which laid down the specific deviance on the part of the Solution Provider to comply with any stipulations or standards as laid down by the Purchaser; or
 - c. the Solution Provider or its team has failed to conform with any of the service levels as set out in the RFP or this Agreement or has failed to adhere to any amended direction, modification or clarification as issued by the Purchaser during the term of this Agreement and which the Purchaser deems proper and necessary for the execution of the scope of work under this Agreement;
 - d. the Solution Provider has failed to demonstrate or sustain any representation or warranty made by it in this Agreement, with respect to any of the terms of its Proposal, the RFP and this Agreement;
 - e. There is a proceeding for bankruptcy, insolvency, winding up or there is an appointment of receiver, liquidator, assignee, or similar official against or in relation to the Solution Provider;
 - f. The Solution Provider or its team has failed to comply with or is in breach or contravention of any Applicable Laws;
 - g. The Solution Provider has failed to comply with any terms and conditions of the this Agreement;
 - h. Undue delay in achieving the agreed timelines for delivering the services under this Agreement;
 - i. Quality of Deliverables and services consistently not being to the satisfaction of the Purchaser.
- ii. Where there has been an occurrence of such Event of Defaults, inter alia, as stated above, the Purchaser shall issue a notice of default to the Solution Provider, setting out specific defaults / deviances / omissions and providing a notice of up to thirty (30) days to enable the Solution Provider to remedy the default / deviances / omissions committed.
 - iii. Where despite the issuance of a default notice to the Solution Provider by the Purchaser the Solution Provider fails to remedy the default to the satisfaction of the Purchaser, the Purchaser shall proceed to adopt such remedies as may be available to the Purchaser including but not limited to the remedies provided in clause below.

9.6.1.1 Consequences for Events of Default

Where an Event of Default subsists or remains uncured, the Purchaser shall be entitled to:

- i. Impose any such obligations and conditions and issue any clarifications as

may be necessary to, inter alia, ensure smooth continuation of the Services and the project which the Solution Provider shall be obliged to comply with, which may include unilateral re-determination of the consideration payable to the Solution Provider under this Agreement. The Solution Provider shall in addition take all available steps to minimize loss resulting from such event of default.

- ii. Terminate this Agreement in full or in part.
- iii. Retain such amounts from the payment due and payable by the Purchaser to the Solution Provider as may be required to offset any losses caused to the Purchaser as a result of such event of default and the Solution Provider shall compensate the Purchaser for any such loss, damages or other costs, incurred by the Purchaser in this regard. Nothing herein shall effect the continued obligation of the other members of its Team to perform all their obligations and responsibilities under this Agreement in an identical manner as were being performed before the occurrence of the default.
- iv. Invoke the Performance Bank Guarantee furnished hereunder, enforce indemnity provisions, recover such other costs/losses and other amounts from the Solution Provider may have resulted from such default and pursue such other rights and/or remedies that may be available to the Purchaser under law.

9.6.2 Termination for Breach

The Purchaser may, terminate this Agreement by giving the Solution Provider a prior and written notice of up to 30 days indicating its intention to terminate the Agreement under the below given circumstances. The notice shall state the reason for termination and shall also afford an opportunity to the Solution Provider to cure the breach/rectify the error within such 30 days' notice period or such additional period as DTPB may deem appropriate. If the Solution Provider cures the breach/rectify the error to the satisfaction of DTPB within such cure period, DTPB may not terminate the Agreement under these provisions for such breach/error. The cure period does not in any manner impact the application of SLAs and Liquidated damages.

- i. Where the Purchaser is of the opinion that there has been such Event of Default on the part of the Solution Provider which would make it proper and necessary to terminate this Agreement and may include failure on the part of the Vendor to respect any of its commitments with regard to any part of its obligations under its Proposal, the RFP or under this Agreement.
- ii. Where it comes to the Purchaser's attention that the Solution Provider (or the Solution Provider's Team) is in a position of actual conflict of interest with the interests of the Purchaser, in relation to any of terms of the Solution Provider's Proposal, the RFP or this Agreement.
- iii. Purchaser may terminate the Agreement if it comes to knowledge of the Purchaser that the Solution Provider or any of the Solution Provider's

personnel have been involved in any fraudulent or corrupt practices or any other practice of similar nature.

9.6.2.1 Termination for Convenience

The Purchaser, may, by written notice of 90 (ninety) days sent to the Solution Provider, terminate the Agreement, in whole or in part at any time for its convenience. The notice of termination shall specify that termination is for the Purchaser's convenience, the extent to which performance of work under the Agreement is terminated, and the date upon which such termination becomes effective. Upon this Clause being invoked by the Purchaser, the Purchaser shall pay the Solution Provider for all invoices raised by the Solution Provider for Services and Deliverables provided and accepted by the Purchaser till the effective date of termination for convenience.

9.6.2.2 Effects of Termination

- i. In the event of termination of this Agreement due to any cause whatsoever, (whether consequent to the stipulated Term of the Agreement or otherwise) the Purchaser shall be entitled to impose any such obligations and conditions and issue any clarifications as may be necessary to ensure an efficient transition and effective business continuity of the project which the Solution Provider shall be obliged to comply with and take all available steps to minimize loss resulting from that termination/breach, and further allow the successor Solution Provider to take over the obligations of the erstwhile Solution Provider in relation to the execution/continued execution of the scope of this Agreement.
- ii. In the event that the termination of this Agreement is due to the expiry of the Term of this Agreement / a decision not to grant any (further) extension by the Purchaser, or where the termination is prior to the expiry of the stipulated term due to the occurrence of any Event of Default on the part of the Solution Provider, the Solution Provider herein shall be obliged to provide all such assistance to the successor Solution Provider or any other person as may be required and as the Purchaser may specify including training, where the successor(s) is a representative/personnel of the Purchaser to enable the successor to adequately provide the Services hereunder, even where such assistance is required to be rendered for a reasonable period that may extend beyond the Term/earlier termination hereof. Without prejudice to the foregoing, upon termination (or upon expiry of the Term) of this Agreement, the Parties will comply with the Transition and Exit Management Plan set out between them (and as revised from time to time).
- iii. Where the termination of the Agreement is prior to its stipulated term on account of a Default on the part of the Solution Provider or due to the fact that the survival of the Solution Provider as an independent corporate entity is threatened/has ceased, the Purchaser shall pay the Solution Provider for that part of the Services which have been authorized by the Purchaser and satisfactorily performed by the Solution Provider up to the date of termination. Without prejudice any other rights, the Purchaser may retain

such amounts from the payment due and payable by the Purchaser to the Solution Provider as may be required to offset any losses caused to the Purchaser as a result of any act/omissions of the Solution Provider. In case of any loss or damage due to default on the part of the Solution Provider in performing any of its obligations with regard to executing the scope of work under this Agreement, the Solution Provider shall compensate the Purchaser for any such loss, damages or other costs, incurred by the Purchaser. Additionally, the other members of its team shall perform all its obligations and responsibilities under this Agreement in an identical manner as were being performed before the collapse of the Solution Provider as described above in order to execute an effective transition and to maintain business continuity. All third parties shall continue to perform all/any functions as stipulated by the Purchaser and as may be proper and necessary to execute the scope of work under the Agreement in terms of the Solution Provider's Proposal, the RFP and this Agreement.

- iv. Nothing herein shall restrict the right of the Purchaser to invoke the Bank Guarantee furnished hereunder and pursue such other rights and/or remedies that may be available to the Purchaser under law.
- v. Any and all payments under this clause shall be payable only after the Solution Provider has complied with and completed the transition and exit management as per the Exit Management Plan to the satisfaction of the Purchaser. In case of expiry of the Agreement, the last due payment shall be payable to the Solution Provider after the Solution Provider has complied with and completed the transition and exit management as per the Exit Management Plan to the satisfaction of the Purchaser.

9.6.3 Termination of Agreement due to bankruptcy of the Solution Provider

- i. Where the Solution Provider's ability to survive as an independent corporate entity is threatened or is lost owing to any reason whatsoever, including inter alia the filing of any bankruptcy proceedings against the Solution Provider, any failure by the Solution Provider to pay any of its dues to its creditors, the institution of any winding up proceedings against the Solution Provider or the happening of any such events that are adverse to the commercial viability of the Solution Provider, the Purchaser shall reserve the right to take any steps as may be necessary, to ensure the effective transition of the project to a successor Solution Provider, and to ensure business continuity provided that such termination will not prejudice or affect any right of action or remedy which has accrued or will accrue thereafter to the Purchaser.

9.6.4 Rights other than Termination

The termination hereof shall not affect any accrued right or liability of either Party nor affect the operation of the provisions of this Agreement that are expressly or by implication intended to come into or continue in force on or after such termination. The termination provisions set out in this Clause are in addition to any termination rights that the Purchaser may have under this Agreement/RFP and are in addition to, and without prejudice to, other rights that the Purchaser may have under law and this Agreement.

9.6.5 SUSPENSION

- i. The Solution Provider shall, if ordered in writing by the Purchaser, temporarily suspend the performance of any services or any part thereof under this Agreement for such specified/ ordered period and time. The Purchaser shall inform the Solution Provider about such suspension at least 15 days in advance. The Solution Provider shall not be entitled to claim compensation for any loss or damage incurred by the Solution Provider by reason of such temporary suspension of the services for a continuous period of 30 days. The Purchaser may consider suitable compensation to the Solution Provider in event of suspension extending beyond a continuous period of 30 days. An extension of time for completion, corresponding to the delay caused by any such suspension of the services as aforesaid shall be granted to the Solution Provider, if written request for the same is made. In case the suspension of services lasts for a period of more than 3 months, the Solution Provider shall have the right to request the Purchaser to pay reasonable immobilization and mobilization charges as may be consented to by the Purchaser.
- ii. In the event the Purchaser suspends the progress of work for a period in excess of 30 days in aggregate, rendering the Solution Provider to extend the Solution Provider's Performance Guarantee then the Purchaser shall bear only the cost of extension of such bank guarantee for such extended period restricted to the normal bank rates as applicable in the banking procedures subject to the Solution Provider producing the requisite evidence from the concerned bank.

9.7 General Conditions

- 9.7.1.1 The IPR (Intellectual Property Rights) of the proposed software solution INNOVATIVE DRIVING SKILLS TEST SYSTEM will be with The State Transport Commissioner, Govt. of Punjab, will be the sole owner of the customized application software solution of the Innovative Driving Skills Test System System. This is not applicable for the system software supplied along with as per the requirements of the proposed application software. The Bidder shall indemnify the Department against all third-party claims of infringement of patent, trademark or industrial design rights arising from use of the supplied software solution or any part thereof in India. In the event of any claim asserted by a third party for software piracy, the Bidder shall act expeditiously to extinguish such claim. If the Bidder fails to comply and the Department is required to pay compensation to a third party resulting from such a claim, the Bidder shall be responsible for compensation including all expenses, court costs and lawyer fees. The Department will give notice to the Bidder of such claim if it is made, and the Bidder shall reimburse the same to the Department without delay. All Bidders have to provide SELF DECLARATION CERTIFICATE OF GIVING INTELLECTUAL PROPERTY RIGHTS.

9.7.1.2 Services, or materials comprising commercially released, pre-release or beta products (whether Licenced for a fee or no charge) and any derivatives of the foregoing which are made available to Purchaser for Licence which is published by product owner or its affiliates, or a third party. “Fixes” means product fixes that are either released generally (such as commercial product service packs) or that are provided to you when performing services (such as workarounds, patches, bug fixes, beta fixes and beta builds) and any derivatives of the foregoing.

9.7.1.3 Bespoke Development: The Intellectual Property Rights (IPR) rights for any bespoke development done during the implementation of the project must lie with the Purchaser. The “Policy on Collaborative Application Development by Opening the Source Code of Government Applications”, notified by Ministry of Electronic and Information Technology, Government of India, in the Gazette of India on 6th May 2015, must be adhered.

9.7.2 It is stipulated that:

- Neither party shall be liable to the other for any special, indirect, incidental, consequential (including loss of profit and revenue), exemplary or punitive damages whether in contract, tort or other theories of law, even if such party has been advised of the possibility of such damages.
- The total cumulative liability of either party arising from or relating to this contract shall not exceed the total amount paid to SOLUTION PROVIDER by the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB under the contract provided; however, this limitation shall not apply to any liability for damages arising from a) willful misconduct or b) indemnification against third party claims for infringement.

9.7.3 GST Tax Registration and Income Tax Clearance

- No bidder shall participate in the bid process without Registration under the provisions of relevant Act and produces registration and tax clearance certificate with the Technical Bid Certificates from the competent authority shall have to be enclosed with the technical bid, failing which bid may be liable to be rejected.
- Tender form shall be filled in ink or typed. The bidder shall sign the tender form at each page and at the end, in token of acceptance of all the terms and conditions of the tender.
- Bidder shall quote firm prices against each of the item as detailed in the price bid. No conditional discounts shall be quoted in the bid e.g. discounts based on conditions linked with bid/Security Deposit/guarantees, advance payments, selection of combination of products or product options, number of personnel etc. Financial bids with such conditional discounts may be rejected.

9.7.4 Comparison of Rates

- Bids offered shall include All Taxes, Duties, Case or any other charges including Freights and the like excluding GST. The financial Bids of all the Technically Qualified Bidder shall be evaluated as per procedure given in the evaluation criteria of this bid document.
- Direct or indirect canvassing on the part of the bidder or his representative will be a disqualification.
- Any change in the constitution of the bidder, etc. shall be notified forthwith in writing to TRANSPORT DEPARTMENT, GOVT. OF PUNJAB. Such change shall not

relieve any former member of the company, firm etc. from any liability under the contract.

- 9.7.5 If any dispute arises out of the contract with regard to the interpretation, meaning and breach of the terms of the contract, the matter shall be referred to by the bidder to the State Transport Commissioner, Govt. of Punjab, who will be the Sole Arbitrator and whose decision shall be final & binding.
- 9.7.6 **Loss of Revenue to Purchaser:** Bidder shall be vicariously liable to indemnify the Purchaser in case of any misuse of data/information by the bidder, deliberate or otherwise, which comes into the knowledge of the purchaser during the performance or currency of the contract and thereafter.
- 9.7.7 **Currency of Payment:** Payment shall be made in Indian Rupees only.
- 9.7.8 **Contract Amendments:** No variation in or modification of the terms of the Contract excepting as per Annual Transport Policy of Govt. of Punjab shall be made except by written amendment signed by between the parties i.e. the SOLUTION PROVIDER/ TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- 9.7.9 **Purchaser rights to accept/ reject any Bid:** The purchaser reserves the right to accept any bid, and to annul the tender process and reject all bids at any time prior to award of contract, without assigning reasons & without thereby incurring any liability to the affected bidder or bidders or any obligation to inform the affected bidder or bidders of the grounds or the Purchasers action.
- 9.7.10 **Notification of Award:** Prior to the expiry of the period of the bid validity, the purchaser will notify the successful bidder in writing that its bid has been accepted. The notification of award will constitute the formation of contract.
- 9.7.11 Upon the successful bidder's furnishing of Security Deposit, TRANSPORT DEPARTMENT, GOVT. OF PUNJAB, will notify each unsuccessful bidder and will discharge their EMD.
- 9.7.12 **Period of Contract:** The period of the contract shall be five years renewable for next two years from the date of successful acceptance/ Go-live completion of the project on existing terms and conditions and mutual understanding subject to requirement of the project.
- 9.7.13 This RFP confirms to IT ACT 2000/2012 and any amendments made thereof.

9.8 Force Majeure

- 9.8.1 Notwithstanding the provisions of contract, the bidder shall not be liable for forfeiture of its Security Deposit, or termination for default, if any to the extent that, its delay in performance or other failure to perform its obligations under the contract is the result of an event of Force Majeure.
- 9.8.2 For purposes of this clauses, –Force Majeurell means an event beyond the control of the bidder and not involving the bidder's fault or negligence and not foreseeable. Such events may include but are not restricted to acts of the purchaser either in its sovereign or contractual capacity, wars or revolutions, fires, floods, epidemics, quarantine restrictions and freight embargoes.

- 9.8.3 If a Force Majeure situation arises, the bidder shall promptly notify the State Transport Commissioner, Govt. of Punjab in writing of such conditions and the cause thereof. Unless otherwise directed by the purchaser in writing the bidder shall continue to perform its obligations under the contract as far as is reasonably practical.
- 9.8.4 The purchaser may terminate this contract, by giving a written notice of minimum 30 days to the bidder being unable to perform a material portion of the services for a period of more than 60 days
- 9.8.5 If the contract is terminated by TRANSPORT DEPARTMENT, GOVT. OF PUNJAB due to change in its Government Plan's/ Policies without fault of SOLUTION PROVIDER, in that case TRANSPORT DEPARTMENT, GOVT. OF PUNJAB whom so ever responsible for payment, will reimburse the full cost of
- The IT Services till the period of services provided
 - The Actual cost of the software application as per the payment milestones achieved in the project.

9.9 Subletting Contract:

- 9.9.1 The contractor shall not assign or sub-let his contract or any part thereof to any other agency, the subletting of the contract is not allowed

9.10 Other Conditions:

- 9.10.1 The bidder shall pay the expenses of stamp duty for execution of agreement.
- 9.10.2 If a bidder imposes conditions, which are in addition to or in conflict with the conditions mentioned herein, his tender shall liable to be rejected. In any case, none of such conditions will be deemed to have been accepted unless specifically mentioned in the letter of acceptance of tender issued by the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB.
- The Purchase Officer/Tendering Authority reserves the right to accept any tender not necessarily the lowest, reject any tender without assigning any reasons.

9.11 Use of Contract Documents and Information

- 9.11.1 The bidder shall not without TRANSPORT DEPARTMENT, GOVT. OF PUNJAB's prior written consent, disclose the contract, or any provision thereof, or any specification, plan, drawing, pattern, sample or information furnished by or on behalf of the purchaser in connection therewith, to any person other than a person employed by the bidder performance of the contract. Disclosure to any such employed person shall be made in confidence and shall extend only so far, as may be necessary for purposes of such performance.
- 9.11.2 The bidder shall not, without TRANSPORT DEPARTMENT, GOVT. OF PUNJAB's prior written consent, make use of any document or information enumerated in this document except for purposes of performing the contract.

9.12 Penalty for Non Performance as per SLA

9.12.1 The Tendering Authority would deduct the penalty for non-performance of SLA. The detailed Performance parameters, the penalty structure and computation have been defined in SLA.

9.13 Payment Terms

Monthly payments for successful driving tests conducted in a month :

- i. The payments for successful driving tests conducted will be made to successful bidder from the date of complete Go Live of the proposed solution and its acceptance by the Department .
- ii. The successful bidder will submit monthly invoice of total number of successful driving tests conducted at driving test track S.A.S Nagar in a particular month .
- iii. No payment shall be made for other charges like Manpower, monthly operation & maintenance of Driving Test Track , data center, hardware maintenance, Internet connectivity ,manpower hired for maintenance and SMS or any other charges shall not be made during this period.
- iv. Successful Driving test means, a complete driving test conducted on driving test track S.A.S. Nagar with result either pass or fail.
- v. The payment will be made by Head Office, Chandigarh for Location of Driving Test Track to the bidder on monthly basis. The monthly bill will be submitted by the bidder to the authority decided by DTPB at Head Office, who will in turn release the payment after receiving verification/certification from the concerned Secy RTA and MIS report of result updated in Sarathi webportal either pass or fail.
- vi. The monthly bills will be processed on the basis of invoice submitted by the successful bidder for a particular month (“total number of successful driving tests conducted at driving test track S.A.S Nagar in a month ”)
- vii. Implementing agency will make a web based proposed solution which will show number of tests conducted on any particular date or between a date range and showing Test category wise number of days since which proposed solution is defective for verification of bill. Track Authority will be given rights to enter date and time on which they lodge complaint regarding non working device and again enter date on which device is made operational. Deduction from monthly payment bill will be made as per penalties /deductions specified in Service level agreement.
- viii. If there is dispute in any bill of that particular Driving Test Track and/or period, the payment would be withheld only for that Driving Test Track and/or period. Any dispute may be settled within a month otherwise 70% payment for that particular bill will be released and remaining 30% would be released after settlement of the dispute.
- ix. Payment will be worked out on the basis of “Per Complete test conducted per month (inclusive of Taxes)”
- x. Invoice format :

Sr. No	Description	Calculation of Amount for Successful Driving Test conducted
1	Total Number of successful 2 Wheeler tests conducted in a month = A	= A X (P percentage of Rs 200/- quoted by successful bidder)

2	Total Number of successful LMV tests conducted in a month = B	= B X (P percentage of Rs 250/- quoted by successful bidder)
3	Total Number of successful tests conducted for both (two wheeler and LMV) in a month = C	= C X (P percentage of Rs 300/- quoted by successful bidder)
Note: The successful tests conducted for Sr. 3 shall not include any application number (successful test conducted) mentioned in Sr. 1 and Sr. 2		

Note : P is constant of all such cases as mentioned above.

- xi. The successful bidder must certify in the invoice raised by him that total Number of successful tests conducted for both (two wheeler and LMV) doesn't include any application number (successful test conducted) for 2 wheeler and LMV individually.

9.14 Price Basis

9.14.1 All prices should be inclusive of all Taxes, packing forwarding FOR TRANSPORT DEPARTMENT, GOVT. OF PUNJAB sites excluding GST. The format of the Commercial bid is enclosed and should be submitted duly filled in the same format.

9.15 Deliverables

9.15.1 General Obligations

- Payments to the Solution Provider (SOLUTION PROVIDER) shall be made as per the Schedule of Prices by TRANSPORT DEPARTMENT, GOVT. OF PUNJAB as per payment terms mentioned in RFP.

9.15.2 The bidder should sign and stamp each and every page of bid document. If the bidder fails to do so, his bid may not be considered.

10 Project Timelines

S. No.	Key Milestones	Timelines (in Days/Month)
1	Issue of LOA to the Successful Bidder	T
2	Submission of Performance Bank Guarantee	T + 7 Days
3	Civil work for automation ,like trenching refilling ,installation of poles ,fiber cable lying ,signal system, TOKEN SYSTEM system ,Camera ,Signal system configuration	T + 14 Days
4	Software tailoring & customization for each parameters on the track, integration of mobile app and other application with signal system and available at a single platform	T + 20 Days
5	Software Testing	T+25 days

6	Successful Trail runs for each parameter on the track LMV - (Approx 100) Two Wheeler (Approx 100)	T+25 Days
7	Final rollout	T+35 Days
8	Commissioning and Training	T+40 Days
9	Project Go-live and Acceptance of Full Scale roll out	T+45 Days
10	Third Party Security Audit	T+75 Days and every six months
10	Functional Audit of the Application and report submission	T +4 months and on quarterly basis
11	Operations & Maintenance	T + 45 days (1 month 15 days) to T+ 61 Months and 15 days

11 Service Level Agreement

Service Level Agreement (SLA) is the contract between the State Transport Commissioner, Govt. of Punjab and the successful bidder. SLA defines the terms of the successful bidder's responsibility in ensuring the timely delivery of the deliverables and the correctness of the same based on the agreed performance Indicators as detailed in the bidding documents. This section defines various service level indicators which will be considered by State Transport Commissioner, Govt. of Punjab in the SLA with successful bidder.

The successful bidder has to comply with service levels requirements to ensure adherence to project timelines, quality and availability of services.

11.1 Project Delivery Related SLA

S. No.	Key Milestones	Timelines (in Months)	Penalty
1	Issue of LOA to the Successful Bidder	T	N.A.
2	Submission of Performance Bank Guarantee	T + 7 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to 2 weeks and then termination of the Contract
3	Civil work for automation ,like trenching refilling ,installation of poles ,fiber cable lying ,signal system, TOKEN SYSTEM system ,Camera ,Signal system configuration	T + 14 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to 2 weeks and then termination of the Contract
4	Software tailoring & customization for each parameters on the track, integration of mobile app and other application with signal system and available at a single platform	T + 20 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to 3 weeks and then termination of the Contract
5	Software Testing	T+25 days	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.
6	Successful Trail runs for each parameter on the track LMV - (Approx 100) Two Wheeler (Approx 100)	T+25 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to 4 weeks and then termination of the Contract
7	Final rollout	T+35 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.

8	Third Party Security Audit	T+75 Days(30 days from date of go live and every 6 months	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.
9	Commissioning and Training	T+40 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.
10	Project Go-live after acceptance of Full Scale roll out	T+45 Days	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.
11	Operations & Maintenance	T + 45 day (1 month 15 days) to T+ 61 Months and 15 days	As per section 11.2 &11.3 Support Related SLA
12	Functional audit of the application and report submission	T +4 months and on quarterly basis	For any delay, penalty of INR 10,000 per week shall be applicable for up to first 4 weeks and INR 20,000 for every subsequent week of delay.

Note:

- The Bidder must provide SLA Monitoring tool including penalty details for the client.
- The date of submission of documentary proof to the Department(DTPB) will be considered as date as per timelines.
- The weekly penalty period shall be calculated as under:

Period between 1 to 7 days shall be considered as one week and period between 8 to 15 days shall considered as 2nd week and similarly every subsequent week .

11.2 Support Related SLA

SLA	System Resolution Time
Definition	Time in which a complaint/issue type related to application/Driving Test Track is resolved after it has been reported/escalated by the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB to the Solution Provider
Service Level Requirement	R1, R2, R3 - 100% within response and resolution times
Measurement of Service Level Parameter	Support query should be classified in following three categories. <ul style="list-style-type: none"> Severity Level 1 (R1):System Issues that have the greatest business impact wherein users are not able to perform his/her regular work at a time. Or there is a downtime of Innovative Driving Skills Test System Application, the Servers, or Central equipment,

<p>result of the applicant not displayed, Driving Test not conducted, Mobile application not operational, CCTV cameras installed for conducting Driving Test Track not operational, HD web camera for Biometric Capture not operational, internet connectivity not available.</p> <p>other examples, unable to login to the system, Web Server, Database server not responding, result of the applicant not displayed after successful completion of the Test, etc.</p> <ul style="list-style-type: none"> • Severity Level 2 (R2): System Issues that have medium business impact wherein the user is partially able to perform his/her regular work. But not fully functional, impacts delivery of service and has bugs, errors, faults etc. For example, user is able to login and perform most of his normal work, but some of the features or issues are troubling. <p>For Example Some supplement reports are not available, some misalignment in reports, some role access issues, privileges conflicts, slow fetching of data etc</p> <ul style="list-style-type: none"> • Severity Level 3 (R3): System issues which have the least/no business impact on working and follow data back up and retention policy as per RFP . <p>For example, change of profile settings, screen resolution issues, customer tracking, error popup, messages etc and in case data backup and retention policy not followed.</p> <p>Prime Business Hours are defined as 8AM - 8PM</p> <p>The selected vendor should provide service as per the following requirements</p>			
Type of Support Call	No. of Instances Per Month	Resolution time from reporting the issue (Not more than)	Penalty payment from the Monthly Payment
R1	Exceeding 2	2 Hrs	INR 5000 X Per Instance X Every 2 Hrs
R2	Exceeding 5	4 Hrs	INR 10000 X Per Instance X Every 4 Hrs
R3	Exceeding 10	2 Working Days	INR 15000 X Per Instance X Every 2 Working Days

11.3 Operation & Maintenance related SLA

SLA		Resolution Time			
Definition		Time in which a complaint/issue type related to application/Driving Test Track is resolved after it has been reported/escalated by the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB to the Solution Provider			
100% within response and resolution times Appropriate Penalties will be recovered from the monthly payment of next billing cycle if successful bidder is not able to achieve required Service levels as mentioned below:					
Sr. No	SLA	No. of Instances Per Month	Resolution time from reporting the issue (Not more than)	Target	Penalties
1	Operationalization & Maintenance of all infrastructure and services in clause 5.13 of RFP mentioned at Sr. no I to VI	Per instance	7 days	As per SLA	INR 10,000 X Per Instance X per day from 8 th day onwards
2	Operationalization of CCTV camera/ Wi-Fi / LED Display panel/sensors Bollards/Poles with self-powered wireless sensor for Kerb Hit detection /internet connectivity during working hours.	Exceeding 2 instances	2 hours	As per SLA	INR 5000 X Per Instance X Every 2 Hrs
3	Operationalization of all IT components & services under scope other than mentioned at Sr. no 2	Exceeding 2 instances	4 hours	As per SLA	INR 5000 X Per Instance X Every 4 Hrs
4	Operationalization & Maintenance of all infrastructure and services in clause 5.13 of RFP mentioned at Sr. no VII to IX	Per instance	2 days	As per SLA	INR 10,000 X Per Instance X per day from 3 rd day onwards
5	Security Breach Detection	Detection of security Breach -	within 30 minutes	As per SLA	3% Of MP for every 30 Minutes delay in detection
6	Security Breach Mitigation	Mitigation of Security Breach -	within 1 hr from the time of Breach	As per SLA	Additional 1% for every 1 hr. delay in the mitigation of security breach

11.4 Liquidity damages (LD)

- 11.4.1 Project Plan Period is 45 days for the Development and Deployment of all the Software Modules listed in the RFP and other Infrastructure defined in RFP, the SOLUTION PROVIDER is expected to set up all other location infrastructure within timelines from the date of Purchase Order.
- 11.4.2 In the event of failure of the setup of the Core Infrastructure defined in RFP as per project timeline in chapter 10 from the date of issue of Order the TRANSPORT DEPARTMENT, GOVT. OF PUNJAB reserves the option to recover liquidated damages (LD) which is to be recovered from the contractor in the following manner:

S. No.	Delay Limit	LD to be recovered
1.	Delay upto 25% of the Project Plan Period (i.e 25% of total number of days as per milestones)	INR 50000
2.	Delay more than 25% and upto 50% of the Project Plan period	INR 100000
3.	Beyond 50% of the Project Plan period	Up to a maximum of 500000

12 Exit Management

12.1 Exit Management Plan

The bidder must prepare and submit the detailed EXIT management plan as part of the technical bid proposal.

13 Bill of Material

13.1 Bill of Material for INNOVATIVE DRIVING SKILLS TEST SYSTEM Project

- a) The total number of successful driving tests conducted in a period 01-04-2020 to 31-03-2022 at Driving Test Track S.A.S. Nagar (Mohali) are approximately 28,905 .
- b) The fees for a successful test conducted at Driving Test Track S.A.S. Nagar (Mohali) as defined by the Department vide order, endst no 10/33/2011-2T2/572424/II ,dated 25-08-2015 is as under :

Sr. No	Type of Vehicles	Rate of user charges per driving test
1	Two wheeler Vehicles	Rs 200/-
2	Four wheeler Vehicles	Rs 250/-
3	For both type of vehicles	Rs 300/-

- c) The bidder is required to mention percentage share(lumpsum) to be charged ,of user fee collected by the Department for conducting successful Driving Test on Driving Test Track ,
- d) The bidder shall responsible to Supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali).
- e) The DTPB (department) if required may revise the user charges, per driving test ,in this case the percentage share of successful bidder shall be considered only as per user charges per driving test mentioned above in table 13.1 b) .

14 Bidding Formats

From P1: Proforma for Financial Bid

To
The State Transport Commissioner, Punjab
SCO-177-178, Sec 17 C, Chandigarh-160017

Sub: Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)

Dear Sir,

1. We the undersigned bidder/(s), having read and examined in details the specifications and other documents of the subject tender no. Govt. of Punjab/ / dated do hereby propose to execute the job as per specifications as set forth in your Bid documents.
2. Earnest Money Deposit: We have deposited EMD online on e tendering website sum of Rs. _____ (Proof Attached)
3. We declare that items shall be executed strictly in accordance with the specifications and documents irrespective of whatever has been stated to the contrary anywhere else in our proposal. Further, we agree that additional conditions, deviations, if any, found in the proposal documents other than those stated in our deviation schedule, save that pertaining to any rebates offered shall not be given effect to.
4. If this proposal is accepted by you, we agree to provide services and complete the entire work, in accordance with schedule indicated in the proposal. We fully understand that the work completion schedule stipulated in the proposal is the essence of the job, if awarded.
5. We further agree that if our proposal is accepted, we shall provide a Performance Bank Guarantee of Rs 50,000,00/- as per RFP document and will be stipulated in our Price Bid Document.
6. We agree that Govt. of Punjab reserves the right to accept in full/ part or reject any or all the bids without any explanations to bidder and his decision on the subject will be final and binding on Bidder.

Dated, this day of 2022

For and on behalf of

Signature

Name in full

Designation

Form P2: Covering Letter Format

(Bidders are requested to furnish the Covering Letter in the Format given in this form, filling the entire Blank and to be submitted on Letter Head)

To
The State Transport Commissioner, Punjab
SCO-177-178, Sec 17 C, Chandigarh-160017

Sub: Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)

Dear Sir,
Please find enclosed our Bid in respect for "Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)", in response to the Request for Proposal (RFP) Document issued by Govt. of Punjab on behalf of Transport Department, Govt. of Punjab dated

We hereby confirm the following:

1. The Bid is being submitted by (Name of the Bidding Company), in accordance with the conditions stipulated in the RFP. Our Bid includes the Letter of Acceptance in the format specified in the RFP.
2. We have examined in detail and have understood the terms and conditions stipulated in the RFP Document issued by Transport Department, Govt. of Punjab. We agree and undertake to abide by all these terms and conditions. Our Bid is consistent with all the requirements of submission as stated in the RFP or in any of the subsequent communications from Govt. of Punjab
3. The Bidding Company meets all the eligibility criteria laid down in the RFP.
4. This bid is unconditional and we hereby undertake to abide by the terms and conditions of the RFP.

We, as the Bidding Company, designate Mr./Ms. (mention name, designation, contact address, phone no., fax no., etc.), as our Authorized Representative and Signatory who is authorized to perform all tasks including, but not limited to providing information, responding to enquiries, entering into contractual commitments etc. on behalf of the us in respect to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) . The Board Resolution authorizing the said person is enclosed.

For and on behalf of: (Company Seal)

Signature:
Name & Designation:

Form P3: Proforma for Performance Bank Guarantee

(To be executed on Non-Judicial Stamp Paper of appropriate value, as per Stamp Act prevailing in the State of Punjab, to be executed in the name of the executing Bank)

PROFORMA OF BANK GUARANTEE FOR SECURITY DEPOSIT -CUM-PERFORMANCE GUARANTEE

Ref.....

Bank Guarantee no.....

Date.....

PROFORMA OF BG FOR SECURITY DEPOSIT

We (Name & detailed address of the branch) (hereinafter called “the Guarantor”) do hereby undertake to indemnify and keep indemnified the Purchaser to the extent of Rs. (Rupees) only against any loss or damage caused to or suffered by the Purchaser by reason of any breach by the Contractor of any of the terms and conditions contained in the said Work Order No. dated of which breach the opinion of the Purchaser shall be final and conclusive.

ANDWE, _____ DO HEREBY Guarantee and undertake to pay forthwith on demand to the Purchaser such sum not exceeding the said sum of Rupees) only as may be specified in such demand, in the event of the Contractor failing or neglecting to execute fully efficiently and satisfactorily the order for Work Order no., dated

We further agree that the guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said order as laid down in the said Work Order No. dated including the warranty obligations and that it shall continue to be enforceable till all the dues of the Purchaser under or by virtue of the said Work Order No. dated have been fully paid and its claims satisfied or is charged or till the Purchaser or its authorized representative certified that the terms and conditions of the said Work Order No. dated_ have been fully and properly carried out by the said contractor and accordingly discharged the guarantee.

We the Guarantor undertake to extend the validity of Bank Guarantee at the request of the contractor for further period of periods from time to time beyond its present validity period failing which we shall pay the Purchaser the amount of Guarantee.

(1) The liability under the Guarantee is restricted to Rs. _ (Rupees) only and will expire on _ and unless a claim in writing is presented to us or an action or suit to enforce the claim is filled against us all your rights will be forfeited and we shall be relieved of and discharged from all our liabilities (thereinafter)

(2) The Guarantee herein contained shall not be determined or affected by liquidation or winding up or insolvency or closer of the Contractor.

(3) The executants have the power to issue this guarantee on behalf of Guarantor and holds full and valid power of Attorney granted in his favour by the Guarantor authorizing him to execute the Guarantee.

(4) Notwithstanding anything contained herein above, our liability under this guarantee is restricted to Rs. (Rupees) only and our guarantee shall remain in force upto and unless a demand or claim under the guarantee is made on us in writing on or before all your rights under the guarantee shall be forfeited and we shall be relieved and discharged from all liabilities there under.

We, ___ lastly undertake not to revoke this guarantee during the currency except with the previous consent of the Purchaser in writing. In witness whereof we _____ have set and subscribed our hand on this ___ day of _____.

SIGNED, SEALED AND DELIVERED

WITNESS

1) _____

(Stamp of the executants)

2) _____

(Name & address in full with Rubber Stamp)

INSTRUCTIONS FOR FURNISHING BANK GUARANTEE

1. Bank Guarantee (B.G.) for Advance payment, Mobilization Advance, B.G. for security Deposit-cum- Performance Guarantee, should be executed on the Non-Judicial Stamp paper of the applicable value and to be purchased in the name of the Bank.
2. The Executor (Bank authorities) may mention the Power of Attorney No. and date of execution in his/her favor with authorization to sign the documents. The Power of Attorney is to be witnessed by two persons mentioning their full name and address.
3. The B.G. should be executed by a Nationalized Bank/ Scheduled Commercial Bank, BG from Co-operative Bank / Rural Banks is not acceptable.
4. A Confirmation Letter of the concerned Bank must be furnished as a proof of genuineness of the Guarantee issued by them.
5. Any B.G. if executed on Non-Judicial Stamp paper after 6 (six) months of the purchase of such stamp shall be treated as Non-valid.
6. Each page of the B.G. must bear signature and seal of the Bank and B.G. Number.
7. The content of the B.G. shall be strictly as Performa prescribed by Govt. of Punjab in line with Purchase Order LOI/ Work Order etc. and must contain all factual details.
8. Any correction, deletion etc. in the B.G. should be authenticated by the Bank Officials signing the B.G.
9. In case of extension of a Contract the validity of the B.G. must be extended accordingly.
10. B.G. must be furnished within the stipulated period as mentioned in Purchase Order / LOI / Work Order etc.
11. Issuing Bank / The Vendor are requested to mention the Purchase Order / Contract / Work Order reference along with the B. G. No. for making any future queries to Govt. of Punjab

Form P4: Bidder Details

No.	Detail	Particulars
1.	Name of the Bidder	
2.	Registered Office of Bidder with Phone, Fax and E-mail address	
	Phone No.	
	Fax No.	
	E-mail address	
3.	Name & Designation of Contact Person at Office	
	Is the Bidder a registered company? If yes, submit documentary proof with Year and Place of establishment of the Bidder.	
	Total number of employees	
	Are you registered with any Government/ Department/ Public Sector Undertaking (if yes, give details)	
	Does your Proposed application organization have CMMI level certificates?	
	List the major clients with whom your organization has been / is currently associated.	
	Have you ever been denied tendering facilities by any Government Department/ Public Sector Undertaking? (Give details)	
	Have you in any capacity not completed any work awarded to you? (If so, give the name of project and reason for not completing the work)	
5.	Nature of Constitution of the Bidder (Enclose a Certificate, whether individual, Partnership Firm or company registered under the Companies Act)	
6.	Name of the Chief Executive Officer/Managing Director	
	Phone No and mobile number	
	Fax No.	
	E-mail address & website	

Form P5: Letter of Acceptance

(The Letter of Acceptance is to be submitted by the Bidding Company on their respective Letter Heads.)

To
The State Transport Commissioner, Punjab
SCO-177-178, Sec 17 C, Chandigarh-160017

Sub: Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)

Dear Sir,

Sub: Selection of "Bidder" to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali).

This has reference to the Bid being submitted by _____ (mention the name of the Bidding Company), in respect of Selection of "Bidder" to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali), in response to the Request for Proposal (RFP) Document issued by the Transport Department, Govt. of Punjab dated _____.

We hereby confirm the following:

1. We _____ (Name of the Bidding Company furnishing the Letter of Acceptance), have examined in detail and have understood and satisfied ourselves regarding the contents including in respect of the following:
 - The RFP Document issued by Govt. of Punjab on behalf of Transport Department, Govt. of Punjab;
 - All subsequent communications between Govt. of Punjab and the Bidder, represented by _____ (Mention name of the Bidding Company).
 - The Bid being submitted by _____ (name of the Bidding Company).
2. We have satisfied ourselves regarding our role as (here give a brief description of the role) Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali) as specified in the Bid.
3. If the Bidding Company is awarded to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali), we shall perform our role as outlined in the Bid to the best of our abilities. We have examined the Bid in detail and the commitments made in the same. We agree and undertake to abide by the Bid and the commitments made therein.
4. We authorize (Name of the Bidder of the Bidding Company), as the Lead Member and authorize the same to perform all tasks including, but not limited to providing information, responding to enquiries, entering into contractual commitments etc., with respect to supply, Install, customize, maintain ,

Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali).

For and on behalf of : (Company Seal)

Signature :

Name :

Designation :

Form P6: Performa for Pre-Bid Queries

Sr. No.	Section No.	Clause No.	Page No.	RFP Clause	Query
1					
2					
3					
4					
5					

(to be submitted via email only)

For and on behalf of : (Company Seal)

Signature :

Name :

Designation :

Form P7: Document Submission Checklist

Sl. No.	Document Name	Enclosed (Yes / No)	Page No.
1	Certificate of Incorporation		
2	Memorandum of Article of Association or Partnership Deed or Relevant Legal document		
3	Earnest Money Deposit as per RFP document (document enclosed)		
4	Bid Form as per the format		
5	Photocopy of GST Registration and Tax clearance		
6	Photocopy of PAN Registration		
7	Photocopy of Audited balance sheet and P&L Statements for last three financial years:		
	FY 2019-20		
	FY 2020-21		
	FY 2021-22		
8	Statutory Auditor certificate for Turnover and Net worth		
9	SELF DECLARATION CERTIFICATE OF GIVING INTELLECTUAL PROPERTY RIGHTS for web application/software developed as per scope of work		
9	Power of Attorney of Authorization for signing the bid in Rs.100.00 Non- Judicial Stamp Paper		
10	Original Tender document duly Stamped & Signed on all pages by the bidder		
11	Photocopy of Quality Certificate as per Eligibility Criteria		
12	Details of Past Experience along with Work Orders and Completion / Performance certificates.		
13	Technical Bid Documents		
14	Approach & Methodology		
15	Exit Management Plan		

Form F1: Financial Proposal

The Financial Proposal should be provided in the following format

Date:

Place:

To

The State Transport Commissioner, Punjab
SCO-177-178, Sec 17 C, Chandigarh-160017

Sub: Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)

Dear Sir,

I/We, the undersigned having read and examined in detail all the bidding documents in respect of “Selection of Solution Provider to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)”, do hereby propose to provide Services as specified in the bidding documents. Our quoted amount is inclusive of all the taxes excluding GST.

Price and Validity

- All the prices mentioned in our Bid are in accordance with the terms as specified in the bidding documents.
- All the prices and other terms and conditions of this Bid are valid for a period of six months from the date of submission of the Bids.
- The prices we have offered, will remain fixed and not be subject to escalation for any reason whatsoever within the period of Contract. Any increase/ decrease in the rates of duties, charges and levies at a later date and during the tenure of the Bid/ Project will be to the account of the Bidder.

Unit Rates

- We have indicated in the relevant schedules enclosed, the unit rates for the purpose of payment as per the Scope of Work under the Contract.

Procurement in whole or in Part

- We understand that Transport Department, Govt. of Punjab reserves the right to procure the components/services listed in this RFP in whole or in part. In case of procurement in part, the value of the work order will be on pro rate basis.

Our Commercial Proposal shall be binding upon us, subject to the modifications resulting from Contract negotiations, up to expiration of the validity period of the Proposal i.e. 180 days from the due date of bid submission.

We agree to bind by this offer if we are the selected bidder.

For and on behalf of :

Signature :

Name:

Designation with Seal :

Form F2: Financial bid Performa

S. No.	Description	UOM	Qty
1	The percentage share of user fee mentioned at Sr. 13.1 b) for conducting a successful Driving Test on Driving Test Track	Lumpsum	1

Note :

1. The bidder will responsible to supply, Install, customize, maintain , Operate & Transfer Innovative Driving Skills Test System and operation and maintenance of existing Infrastructure at Driving Test Track S.A.S Nagar (Mohali)
2. Percentage should be same for all driving tests conducted(mentioned at Sr. 13.1 b) at Driving test Track S A S Nagar(Mohali)
3. Bidders are requested to furnish the Bid Form in the Format given in this form, filling the entire details and to be submitted on Letter Head of the company .

Form F3: Charges for hosting of Application on Cloud*

Sr. No.	Items	Total Price (INR) Without Taxes.	Total Price (INR) (including Taxes)	Total Price (INR) - in Words (including Taxes)
1.	Hosting charges on cloud for a period of 5 years from date of Go-live			
Total Cost				

**Note : The hosting charges on cloud for a period of 5 years from date of Go-live are optional requirement ,in case it is required .These Charges will be considered only after determining L1 in Financial Evaluation (these charges are not part of Financial Bid)*

Annexure 1 : Details of operation and maintenance of existing Infrastructure available at Driving Test Track S.A.S Nagar (Mohali)

S.No	Description	Make	UoM	Qty	Remarks
1	CCTV installed at Driving Test Track S.A.S Nagar (Mohali) with specification UNIVIEW 2MP(1920*1080)Bullet Camera (IPC2322LBR3-SPZ28-D), Description:Optics:Day/night functionality,Smart IR, up to 30 m (98 ft) IR distance,IR anti-reflection window to increase the infrared transmittance,2D/3D DNR (Digital Noise Reduction),Compression: Ultra 265,H. 265, H			8	Available on 'as is where is Basis'
2	Desktop Computers available at Driving Test Track with its configuration AMD Processor Desktops Make Acer - AMD R5 3400G / 8 GB RAM / 1 TB HDD / Integrated Gigabit LAN / 8 USB Wired USB Keyboard & Mouse/ Win 10 / 05 years comprehensive onsite warranty from OEM.			2	Available on 'as is where is Basis'

Annexure 2 : Details of Infrastructure & services required at Driving Test Track S.A.S Nagar (Mohali)

S.No	Description	Make	UoM	Qty	Remarks
Server Room					
1	Intel i9 12900/11900 CPU, nVIDIA RTX2080TI 11GB/ nVIDIA RTX3080TI 12GB Corsair 64GB RAM, Water 3.0 360 ARGB SYNC/ALL IN 92 Cooler Thermal take View 37 or higher Chassis, Corsair 1000w Power Supply (SMPS), 2TB SSD, Seagate 4TB firecuda/WD Black HDD, 22" Full HD LED with HDMI Port and Cable, Logitech Media Combo Keyboard and Mouse, Windows OS 10 PRO	Any Recognized Brand		1	
2	I7-10700 processor,32 GB Ram,1TB SSD, 2 + 4 TB SATA HDD(7200RPM),1Gb integrated NIC card, GPU NVIDIA Quadro 6GB, Windows OS 10 PRO, Monitor	Hp/Dell		1	
3	4TB NVR Box With required Accessories and API to read the recorded videos	Any Recognized Brand		1	
4	6 KVA UPS with 2 hours backup	Emmerson/AP C/Numeric		1	
Registration Desk					
1	Full HD Web Cam	Logitech/MI		1	
2	Desktop with 8 GB RAM, Dual Core, 500 GB HDD and Windows 8/10 PRO OS	HP/Dell		2	Existing IT equipment available at Driving test Track available on 'as is where is Basis' may be used
3	Black & White Laser Printers, 25ppm	HP/Canon		1	
Field Electronics - LMV (Gradient, Parallel Parking, 8-Track, Reverse-S)					
1	IP 66 rated overhead video sensor 1920x1080 resolution, With operating temp -25 to 50 C, Vandal rating of IK10, H.265 and POE support	Cisco/Mobitek/Bosch/Axis /Hikvision		6	Existing IT equipment available at Driving test Track available on 'as is where is Basis' may be used
2	Bollards/Poles with self-powered wireless sensor for Kerb Hit detection with required WiFi gateways and connectivity only for LMV	Custom		154	
3	6 mts Boom Barriers	Any Recognized Brand		3	

4	Minimum Recommended mobile phones: Android 10, Chipset: Qualcomm SM6115 Snapdragon 662 (11 nm) CPU: Octa-core (4x2.0 GHz Kryo 260 Gold & 4x1.8 GHz Kryo 260 Silver), GPU: Adreno 610, Supports Dual Camera recording simultaneously	Any Recognized Brand		10	
5	9 Mtrs Galvanized Sectional tower/ Octagonal Pole with foundation and accessories	Custom	Nos	2	Existing towers installed at Driving test Track available on 'as is where is Basis' may be used
6	15 Mtrs Galvanized Sectional tower with foundation and accessories	Custom	Nos	4	Existing towers installed at Driving test Track available on 'as is where is Basis' may be used
7	6 Mtrs 2'/3' GI Poles with concrete foundation for camera.	ISI Marked		1	
Field Electronics -Two Wheeler - Serpentine Track					
1	IP 66 rated overhead video sensor 1920x1080 resolution, With operating temp -25 to 50 C, Vandal rating of IK10, H.265 and POE support	Cisco/Mobite k/Bosch/Axis / Hikvision			Existing CCTV cameras installed at Driving test Track available on 'as is where is Basis' may be used
2	Bollards/Poles with self powered wireless sensor for Kerb Hit detection with required WiFi gateways and connectivity only for Two Wheeler	Custom		60	
3	6 Mtrs 2'/3' GI Poles with concrete foundation for camera.	ISI Marked		2	
5	9 Mtrs Galvanized Sectional tower/ Octagonal Pole with foundation and accessories	Custom	Nos	1	Existing towers installed at Driving test Track available on 'as is where is Basis' may be used
Switches & Access Point					
1	24 10/100/1000 PoE+ ports with 195W power budget, 4 Gigabit SFP	Cisco/HP		1	
2	8 10/100/1000 PoE+ ports with 67W power budget, 2 Gigabit copper/SFP combo ports	Cisco/HP		2	
3	Single mode Fiber transceiver uplink Switches(server room and outdoor switch)	Dlink/Cisco		4	

4	Outdoor Access Point - 802.11a/b/g/n/ac Wi-Fi network standards and operates on both the 2.4 GHz and 5 GHz frequencies minimum supporting data transfer rates of up to 1200 Mbps	Cisco/ TP-Link		3	
OFC					
1	Single mode Fiber transceiver uplink Switches	Tyco/Schnider/Molex/Panduit		290	
2	12 Core Fiber Fully loaded LIU	Tyco/Schnider/Molex/Panduit		3	
3	SC-LC patch cords	Tyco/Schnider/Molex/Panduit		6	
4	OFC Modules			6	
UTP					
1	UTP Cable Boxes for LMV and 2 wheeler	Tyco/Schnider/Molex/Panduit/Dlink	Nos	As Required	
2	Cat6 I/O	Tyco/Schnider/Molex/Panduit/Dlink	Nos	As Required	
3	SMBox, Dual port face plates set	Dlink/Schnider	Nos	As Required	
4	2 Mtr patch cords	Dlink/Schnider	Nos	10	
5	Cat 6 24 port jack panel	Dlink/Schnider	Nos	1	
1	IP 66 rated enclosure for I/O with 3 no's 25 mm Glands & Mounting clamp		Nos	14	
2	6U network rack	Netrack/Rittal	Nos	1	
3	1" 6 KG/Cm Hdpe pipe		Mtrs	As Required	
5	1" PVC Pipe (3mtr length)		Nos	40	
6	1.5" Casing & Capping (1.5mtrs)		Nos	4	
7	Hard flexible pipe (30 Mtrs Bundle)		Nos	2	
8	Weatherproof Outdoor Rack for network housing with foundation	Netrack/Rittal	Nos	2	
9	Pit Holes		Nos	20	

10	2 Core Power Cable (90 mtrs)		Nos	As Required	
11	IP66 rated cable loop holder enclosures		Nos	14	
12	Maker poles	Custom	Nos	38	
13	Maker Stickers/Boards	Custom	Nos	38	
14	Ladder for maintenance of cameras	Custom	Nos	1	
Software					
1	Proposed mobile application based solution with innovative driving skills test system for Driving Test Automation for LMV	Proposed customized solution	Nos	1	
2	Proposed solution with video camera-based trajectory integrated with mobile application for Driving Test for 2 Wheeler	Proposed customized solution	Nos	1	
2	Solution Software to integration of all the Hardware components with Software	Proposed Solution	Nos	1	
3	Automated Q Management Software	Proposed Solution	Nos	1	
4	MIS Reports	customized application	Nos	1	
5	Web Service integration with Sarathi/NIC	customized application	Nos	1	
Services					
1	Services: <ul style="list-style-type: none"> • Cabling, Installation and Configuration of Active Components • Documentation, training and project management • Onsite Visit 		Lump sum		

Note: The existing computers, installed CCTV cameras and other IT infrastructure already used for conducting Driving Test at location may be utilized for Proposed Solution .

Warranty and AMC: The Bidder shall provide onsite comprehensive Warranty for all equipment for a period of 1+2 years from the date of go live to the DTPB.

ANNEXURE 3- List of 11 RTAs and 81 SDMs

S.No	RTA Name	CODE	District	SDM/RTA
1	BATHINDA	PB-03	Bathinda	RTA
2	FARIDKOT	PB-04	Faridkot	RTA
3	FEROZPUR	PB-05	Ferozepur	RTA
4	PATIALA	PB-11	Patiala	RTA
5	SANGRUR	PB-13	Sangrur	RTA
6	GURDASPUR	PB-06	Gurdaspur	RTA
7	AMRITSAR	PB-02	Amritsar	RTA
8	LUDHIANA	PB-10	Ludhiana	RTA
9	MOHALI	PB-65	Mohali	RTA
10	JALANDHAR	PB-08	Jalandhar	RTA
11	HOSHIARPUR	PB-07	Hoshiarpur	RTA

S.No	SDM Name	CODE	District	SDM
1	RAMPURA	PB-40	Bathinda	SDM
2	TALWANDI	PB-45	Bathinda	SDM
3	MAUR	PB-80	Bathinda	SDM
4	SARDULGARH	PB-51	Mansa	SDM
5	MANSA	PB-31	Mansa	SDM
6	BUDHLADHA	PB-50	Mansa	SDM
7	KOTKAPURA	PB-79	Faridkot	SDM
8	JAITU	PB-62	Faridkot	SDM
9	MALOUT	PB-53	Shri Muktsar Shahib	SDM
10	MUKTSAR	PB-30	Shri Muktsar Shahib	SDM
11	GIDDERBAHA	PB-60	Shri Muktsar Shahib	SDM
12	WALA	PB-66	Moga	SDM
13	MOGA	PB-29	Moga	SDM
14	PURANA	PB-69	Moga	SDM
15	DHARAMKOT	PB-76	Moga	SDM
16	ZIRA	PB-47	Ferozepur	SDM
17	GURUHARSAHAI	PB-77	Ferozepur	SDM
18	JALALABAD	PB-61	Fazilka	SDM
19	FAZILKA	PB-22	Fazilka	SDM
20	ABOHAR	PB-15	Fazilka	SDM
21	SAMANA	PB-42	Patiala	SDM
22	DUDHNSADHAN	PB-83	Patiala	SDM
23	PATRAN	PB-72	Patiala	SDM
24	NABHA	PB-34	Patiala	SDM

25	RAJPURA	PB-39	Patiala	SDM
26	PATHANA	PB-52	Fatehgarh Sahib	SDM
27	FATEGARHSAHIB	PB-23	Fatehgarh Sahib	SDM
S.No	SDM Name	CODE	District	SDM
28	KHAMMANO	PB-49	Fatehgarh Sahib	SDM
29	AMLOH	PB-48	Fatehgarh Sahib	SDM
30	MOONAK	PB-64	Sangrur	SDM
31	LEHRA	PB-75	Sangrur	SDM
32	SUNAM	PB-44	Sangrur	SDM
33	DIRBA	PB-86	Sangrur	SDM
34	BHAWANIGARH	PB-84	Sangrur	SDM
35	DHURI	PB-59	Sangrur	SDM
36	MALARKOTLA	PB-28	Malerkotla	SDM
37	AHMEDGARH	PB-82	Malerkotla	SDM
38	AMARGARH	PB-92	Malerkotla	SDM
39	MANDI	PB-73	Barnala	SDM
40	BARNALA	PB-19	Barnala	SDM
41	DINANAGAR	PB-99	Gurdaspur	SDM
42	BATALA	PB-18	Gurdaspur	SDM
43	Dera Baba Nanak	PB-58	Gurdaspur	SDM
44	KALANOUR	PB-85	Gurdaspur	SDM
45	PATHANKOT	PB-35	Pathankot	SDM
46	DHARKALA	PB-68	Pathankot	SDM
47	ASR-1	PB-89	Amritsar	SDM
48	AJNALA	PB-14	Amritsar	SDM
49	BAKALA	PB-17	Amritsar	SDM
50	MAJITHA	PB-81	Amritsar	SDM
51	PATTI	PB-38	Tarantaran	SDM
52	TARANTARAN	PB-46	Tarantaran	SDM
53	BHIKHIWIND	PB-88	Tarantaran	SDM
54	SAHAB	PB-63	Tarantaran	SDM
55	KHANNA	PB-26	Ludhiana	SDM
56	JAGRAON	PB-25	Ludhiana	SDM
57	NORTH)	PB-91	Ludhiana	SDM
58	PAYAL	PB-55	Ludhiana	SDM
59	SAMRALA	PB-43	Ludhiana	SDM
60	RAIKOT	PB-56	Ludhiana	SDM
61	KHARAR	PB-27	Mohali	SDM
62	DERABASSI	PB-70	Mohali	SDM
63	MORINDA	PB-87	Ropar	SDM
64	ROPAR	PB-12	Ropar	SDM
65	SAHIB	PB-16	Ropar	SDM
66	SAHIB	PB-71	Ropar	SDM

67	NANGAL	PB-74	Ropar	SDM
68	PHILLIOUR	PB-37	Jalandhar	SDM
69	SHAHKOT	PB-67	Jalandhar	SDM
70	JALANDHAR 2	PB-90	Jalandhar	SDM
71	NAKODAR	PB-33	Jalandhar	SDM
72	PHAGWARA	PB-36	Kapurthala	SDM
73	KAPURTHALA	PB-09	Kapurthala	SDM
74	BHOLATH	PB-57	Kapurthala	SDM
S.No	SDM Name	CODE	District	SDM
75	LODHI	PB-41	Kapurthala	SDM
76	DASUYA	PB-21	Hoshiarpur	SDM
77	MUKERIAN	PB-54	Hoshiarpur	SDM
78	GHARSHANKAR	PB-24	Hoshiarpur	SDM
79	BANGA	PB-78	Nawan shahar	SDM
80	NAWANSHAHR	PB-32	Nawan shahar	SDM
81	BALACHOR	PB-20	Nawan shahar	SDM

Annexure 4 List of 32 Automated Driving Test Tracks

List of 32 Automated Driving Test Tracks		
Sr. No	Track Name	Location
1	Abohor	New Grain Market
2	Amritsar	Near Vijay Chowk, Gobindgarh fort near Lohgarh
3	Barnala	PRTC Workshop
4	Batala	Near Judicial Court complex
5	Bathinda	Red Cross land near village Naruana
6	Dasuya	Village Khera kotli
7	Faridkot	Horticultlure Department land in Mini Sectt.
8	Fatehgarh Sahib	Vill. Mahadian
9	Fazilka	Village Rampura near Dera Bassi
10	Ferozpur	Old DM Roadways Office
11	Gurdaspur	Near Fist Park of Village Kotli Nangal
12	Hoshiarpur	Provincial Govt Land on Tanda road
13	Jagroan	Punjab Roadways workshop

14	Jalandhar	Punjab Roadways workshop, near bus stand
15	Kapurthala	Revenue Department Land in Ajitnagar Kapurthala
16	Khanna	Vill. Bullepur
17	Ludhiana I	SCD College
18	Ludhiana II	Sector 32, Ludhiana
19	Malerkotla	Vill. Tolewal
20	Mansa	Vill. Malakpur Khiala
21	Moga	Vill. Singhawala
22	Pathankot	Punjab Roadways workshop Near Bus stand
23	Patiala	Nabha Road back side CE Public Health, Patiala
24	Patran	BPEO Office, Patran
25	Phagwara	Vill. Bir Puad
26	Phillaur	Vill. Dosanjh Khurd
27	Ropar	Vill. Haveli Khurd
28	S.A.S Nagar (Mohali)	Sector 82
29	S.B.S Nagar (Nawan Shahar)	Bus Stand
30	Sangrur	Zila Parishad land near ADC office
31	Sri Muktsar Sahib	Near Girls Sen. Sec. School, Bathinda Road.
32	Tarn Taran	Roadways Workshop

The offices including the STC, Secy STA , RTA and SDM offices have been collectively been referred as the Transport Department Offices in this RFP.

Annexure 5 Sample Test Report



Punjab Transport Department

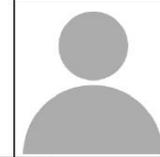
App No: XXXXXXXXXX

6/8/2022

Test Summary

Test Date: 08-06-2022 09:34:43

LLR No: PB0100123632022 Name: RANJAN KUMAR
 Class: LMV Veh No: PB01PM0811



Sno	Track	Parameters	Allocated Marks	Marks Obtained
1	Face Verification	During the entire duration of the test	PASS/FAIL	PASS
2	Use of seat belt	During the entire duration of the test	PASS/FAIL	PASS
3	Gradient -Track / Up hill	Stopping at uphill zone	10/0	10
		Roll back on uphill (not more than 1 feet)	10/0	10
		Time Allocated - 60Sec	PASS/FAIL	PASS
4	Parallel parking	Kerb hit (not more than 1)	PASS/FAIL	PASS
		Unscheduled reverse (not more than 4)	10/0	20
		Standard Path	PASS/FAIL	PASS
		Parking inside the box	PASS/FAIL	PASS
		Time Allocated - 130 Sec	PASS/FAIL	PASS
5	8-Track	Kerb hit (not more than 1)	PASS/FAIL	PASS
		No reverse	20/0	20
		Standard Path	PASS/FAIL	PASS
		Stoppage (more than 5 Sec)	10/0	10
		Time Allocated - 60Sec	PASS/FAIL	PASS
6	Reverse 'S' formation	Kerb hit (not more than 3)	PASS/FAIL	PASS
		Stoppage (more than 5 Sec)	10/0	10
		Forward's (not more than 2)	20/0	20
		Standard Path	PASS/FAIL	PASS
		Time Allocated - 120Sec	PASS/FAIL	PASS
Total		Minimum Passing Marks - 60	100	100

Note- 1. Applicant will be disqualified, in case of major fault or overspeed or resigned.

Scoring guidelines

- Mandatory fields are to be marked as Pass or Fail, Any Mandatory field if marked as Fail, then the outcome of test is deemed as failed irrespective of the total score.
- For any scoring parameter if the test criteria is not met, the points allotted are 0
- Parallel parking - Not Following Correct Path Minus 25 Marks
- 8-Track - Not Following Correct Path Minus 20 Marks
- Reverse 'S' formation - Not Following Correct Path Minus 25 Marks

Result: Pass

Candidate Signature
(अभ्यर्थी हस्ताक्षर)

Name of MVI
(सम्भागीय निरीक्षक प्रावि.
नाम)

* Computer generated report therefore officer signature not required.

