

CORRIGENDUM/CLARIFICATIONS

Subject: Corrigendum/clarifications with reference to the pre-bid conference held at the Central Office, Katra on 24.02.2026 and the queries raised by prospective bidders through emails.

E-NIT No.: CO/Adm./1060/4725 dated: 17.02.2026.

Name of the Work:

Providing of Electric Vehicle (EV) Services for facilitating the transportation of material from Shrine Board's Stores, Banganga to various Units on the Track enroute to Bhawan for a period of three years further extendable by 02 years, starting from the date of commencement of operation

S. No.	Query	Reply
1.	<p>The BOQ requires quoting a single rate (₹ per quintal per km), inclusive of the capital cost of 20 EVs, charging infrastructure, electricity, O&M, manpower, spares, insurance, parking, GST, and all other costs for the full contract period (3 years + extendable by 2 years).</p> <p>Kindly confirm that no separate payments (such as fixed monthly charges, rentals, reimbursement of electricity/charging infrastructure, or one-time capital recovery) shall be made, and that the entire recovery shall be solely through certified quintal-km trips at the quoted rate.</p>	<p>The Shrine Board would only pay the material transportation charges.</p>
2.	<p><u>Charging and Power connection:</u></p> <p>1. Will the Shrine Board provide any designated land/space within the track premises?</p> <p>2. In case of power supply issues or grid connection delays, what contingency/support (if any) will the Board provide beyond the mentioned "exceptional emergency" charging?</p> <p>3. Please clarify if the bidder can install</p>	<p>The Shrine Board will not provide charging or parking facilities. The Successful Bidder (Operator) shall be solely responsible for arranging the required charging infrastructure and parking facilities at its own cost.</p> <p>The Operator has to make alternate arrangements at its own.</p> <p>The operator can install the</p>

	solar-powered charging as an option (to reduce electricity costs), and if it would be acceptable under the tender terms.	Solar Powered Charging facility.
3.	<u>Payment Mechanism & Certification:</u> Payment = Quoted Rate × Actual Weight (quintals) × Actual Distance (km) per trip, certified by Shrine Board officer via Challan.	Yes.
4.	What is the expected/approximate annual or monthly quintal-km volume (based on past data)?	Refer clause No. 02 of the e-NIT.
5.	How frequently will payments be released (e.g., monthly, fortnightly)?	Monthly
6.	Will there be any minimum guaranteed usage/volume, or is it purely pay-per-use with no floor?	No minimum load guarantee.
7.	The EVs must have payload ≥1,400 kg, fast-charging capability, GPS, CCTV, speed limiter (max 25 km/h). Please confirm if any specific make/model/OEM is preferred or if retrofitted EVs are allowed (provided they meet RTO/ARAI standards).	Refer Schedule-‘C’ of the e-NIT: The Electric Vehicle (EV) shall be a ‘Brand New’ commercial loader-type vehicle manufactured by an original equipment manufacturer (OEM). The vehicle must be RTO-approved and possess certified payload capacity of 1,400 kg or higher. The EV should conform to all applicable Automotive Industry Standards (AIS) and Central Motor Vehicle Rules (CMVR), ensuring suitability for commercial use in material transportation operations.
8.	Since operation is along the yatra track, please clarify permitted operating hours (24x7 or restricted during peak pilgrim movement) and any priority given to pilgrim movement over material transport.	Operations shall be strictly subject to the actual requirement of material/load. During peak rush days and special occasions such as Navratras, movement of material vehicles shall be minimized and permitted only for essential activities.
9.	At the end of the contract (or non-extension), what happens to the EVs and charging infrastructure owned by the bidder? (e.g., bidder removes them at own cost?)	Bidder may remove the same at its own cost.
10.	Is there any buy-back or transfer option to the Board?	No.

11	Please confirm if the bidder needs to quote GST separately in the BOQ or if the rate is inclusive, and how GST will be handled in payments.	Yes GST amount is to be quoted separately in the financial bid.
12.	Any preference for MSME / start up India benefits in evaluation?	No.
13.	<u>Clause No. 06 (A) (Vii) (01):</u> The bidder (Company/Firm) should possess proven experience in the operation of loader-type Electric Vehicles (EVs) and/or fuel-powered loader vehicles for services involving the transportation of materials or solid municipal waste for reputed Government, Semi-Government, or Corporate organizations during the last three financial years, ending on 31st March of the immediately preceding financial year. (Documentary evidence in support of the experience claimed for each year shall be submitted).	No change.
14.	<u>Clause No. 06 (A) (Vii) (02):</u> The bidder should have operated at least 60% of the estimated quantity of loader-type Electric Vehicles (EVs) and/or fuel-powered loader vehicles, i.e., a minimum of 12 loader vehicles, for material transportation under a single contract during at least one (1) of the last five (5) financial years, ending on 31st March of the immediately preceding financial year.	No change.
15.	Participation through Joint Venture / Consortium.	Not allowed.
16.	<u>Clause No. 07 (C):</u> The Shrine Board reserves the right to accept or reject any or all bids without assigning any reason, and its decision shall be final and binding on all bidders.	No change.

Sd/-
(Satish Kumar Sharma), JKAS
Joint Chief Executive Officer

No. CO/Adm./1060/4776

Dated: 02.03.2026