

Sr. No.	Topic	AEML Bid Reference Document & Page No.	Reference Clause	Query / Suggestion of Bidders	AEML Response
1	Bid Details				
1.1	Bid Details	NIT Document Pg. 4	2.2.4 Bid Details	Is CPBG for complete project?	Yes. CPBG is for complete Contract value / Allocated Value.
1.2	Bid Details		Bid Submission Date	Require relaxation in bid submission time period considering the huge scope of the project & clarity required prior bid submission.	AEML will review & take decision accordingly.
1.3	Bid Details	RFP Document Pg. 4	2.2.4 Bid Details	Contract Performance Bank Guarantee cum Performance Bank Guarantee (CPBG cum PBG): What is the validity of CPBG?	CPBG amount equal to Ten percent (10%) of the total contract value, which shall remain valid and effective till the expiry of the Defect Liability Period (5Yrs), with a claim period of Three (3) months.
1.4	Bid Details	RFP Document Pg. 20	3.4 EVALUATION OF BID	What is the evaluation and comparison criteria for vendor selection ?	AEML will be reviewing technical bids first where vendors will be selected for subsequent Commercial Evaluation based upon Specification and Technical Qualification compliance.
1.5	Bid Details	RFP Document Pg. 20	3.4 EVALUATION OF BID	a) Explain Bidder Evaluation criteria. b) Is the reverse auction applicable. c) What are the parameters on which the technical bids would be evaluated?	a) AEML will be reviewing technical bids first based upon compliance to Technical Qualification & Specification. Successful technical evaluated bids will be further considered for commercial evaluation. b) Reverse Auction will be applicable. c) Technical bids will be evaluated based on compliance to Technical Qualification, Specification and AEML requirement.
1.6	Bid Details	RFP Document Pg. 20	3.4 EVALUATION OF BID	As per tender document, PO can be shared among multiple vendors (L1, L2, L3). What is the sharing criteria? How sharing quantity will be decided?	Distribution of quantities depends on the commercial evaluation received from Bidders.
1.7	Bid Details	RFP Document Pg. 20	3.4 EVALUATION OF BID	How evaluation will be carried out for bidder participating one/multiple Packages	Bidder has to participate in Part-1 or Part-2 or both packages. Bidder would be evaluated for Part-1 & Part-2 packages separately.
1.8	Bid Details	-	N/A	What is acceptance criteria for material received at site, since 90% payment shall be made on receipt & acceptance of material at site?	Firstly AEML will carry out Factory Inspection Test and physical material inspection while accepting the material at store / Site.
1.9	Bid Details	-	N/A	If the material is not installed at site due to some kind of issues (not pertaining to material) after receipt of material by AEML, How the remaining 10% payment if the same is held up due to issues in installation & Commissioning	Will be reviewed during commercial evaluation on case to case basis.
1.10	Bid Details	-	N/A	What is the payment mode? Does it include Bank Transfer, Letter of Credit?	Payment mode is Bank transfer.

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1.11	Bid Details	Annexure V Pg. 2	Form 5 – Price Bid Format	Please clarify cost applicable to Fast Chargers?	<p>Bidder shall submit cost associated with fast chargers as below</p> <ol style="list-style-type: none"> 1) Cost associated with Supply of Fast Charger and annual cost associated towards AMC, FMS for 10 years. 2) Cost associated with Installation, Testing, commissioning and Integration Fast Charger to CPMS 3) Cost associated with Civil and Electrical work of EVCS. Refer Section 3.2 - Detailed BoQ of associated Civil & Electrical Works for EV fast chargers. 4) One time Charger Onboarding Cost (including cloud services set-up cost, migration services) 5) CPMS Operational cost (per unit cost of electricity sale) to manage the EV Charging Station (Including Charger Management System with Mobile Apps. Web Applications, DR system, Integrations and yearly operation, FMS, AMC, Support services (including managed services cost). - Bidders to quote rate considering sale of electricity for 10 Yrs 6) Bidder shall submit cost associated with manpower required for operation of EVCS at strategic location only. 7) CPMS Integration Cost - Refer Point No. 4.7 and Point No. 5.2 of Corrigendum 1 for CPMS integration touchpoint <p>Refer Section 1 to Section 4 of Part 2 of Annexure V - Price bid Format.</p>
1.12	Bid Details	RFP Document 20	3.4 EVALUATION OF BID	Please explain how bidder can bid for various packages?	<p>Bid is divided into 2 packages i.e. Part1 and part2.</p> <p>Part-1 Package: for Slow Charger Part-2: Package for Fast Charger</p> <p>Bidder can bid for Part1 or Part2 or both.</p> <p>Bids submitted partly for either of package will not be considered for further evaluation</p>
1.13	Bid Details	RFP Document Pg. 20	3.4 EVALUATION OF BID	<ol style="list-style-type: none"> a. Do pricing of Civil & electrical work also be considered for evaluation? b. Is the Civil & Electrical work is applicable for Part-I. 	<ol style="list-style-type: none"> a. Yes. Civil & Electrical work scope applicable to Part-II of the package will be considered for evaluation. b. No. Civil & Electrical work scope applicable to Part-II of the package only.
1.14	Bid Details	-	N/A	CPMS operational cost to manage the CPMS for a quantity of 370 million units. Please clarify.	<p>AEML has estimated electricity sale of 370 Million Units over the period of 10 years through these fast Chargers. Operational Cost, Subscription cost of EV Fast charger is linked with per unit electricity consumption. Selected bidders will be paid on monthly basis based upon electricity sold through these EV Fast Chargers.</p>
1.15	Bid Details	-	N/A	<p>Payment Mode: How annual cost of subscription for Part-1 will be paid? Need further clarification.</p> <p>How the subscription cost will be paid over the period of 10 years?</p>	<p>Part-I: Bidders will submit per annum subscription cost for 7 years while financial evaluation. AEML will pay the monthly subscription charges from the day charger is onboarded / integrated successfully with CPMS. Subscription charges shall be paid on annual basis. AMC/FMS charges will be paid on monthly basis linked with SLA Performance</p> <p>Part II -</p> <ol style="list-style-type: none"> 1) Bidders will submit one time Charger Onboarding Cost (including cloud services set-up cost, migration services) 2) Bidders will submit per annum operational cost for 10 years while financial evaluation. Selected bidders will be paid on monthly basis based upon electricity sold through these EV Fast Chargers. Operational charges shall be paid on monthly basis linked with SLA Performance

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1.16	Bid Details	2.2.2 Supply of Material & S	Branding as per AEML requirement	1. Is the chargers expected to be co branded or white-labelled? 2.Would AEML need to white-labelled the CPMS? 3. Is the mobile app for end users expected to be co-branded or white-labelled?	Yes. AEML requires white-labelled Chargers, SaaS based CPMS, Mobile Apps & Web Applications.
1.17	Bid Details	Annexure IV Pg. 2	2. Scope of Work	Is there any recreational activities at EV Charging sites that need to be considered as a part of current scope of the project?	No. Bidders are not allowed to carry out any recreational activities and shall not consider the same while submitting the Bids.
1.18	Bid Details			How the revenue will be shared between Bidder & AEML?	Project is not based on revenue sharing model. Selected Bidders to Design, Supply, install, test, commission (including Civil & Electrical work) and operate EV Chargers (as per AEML requirement). Bidder shall quote the prices for the scope as mentioned in Annexure V of the Price bid format.
2	Eligibility & Qualification Criteria				
2.1	Eligibility & Qualification Criteria	RFP Document pg. 8	2.3 Eligibility & Qualification Criteria	1. Qualification Criteria shall be relaxed as EV Charger market is still in nascent stage in the country and most of the projects are under progress or concluded recently 2. Any Relaxation for Start-up w.r.t. Qualification Criteria	1.AEML encourage every bidder to submit the bid. AEML will review technical bids first where bidders will be evaluated in terms of Specification , Technical Qualification compliance, its capacity and Capability to implement the Project. 2.Post technical evaluation, decision will be taken for selecting the bidder for financial evaluation. 3.Above Criteria is also applicable for Start up also. 4. Bidder has to meet all qualification criteria mentioned in the Tender either solely or through their consortium partners. 5. Bidding consortium will be evaluated as a whole during Technical and Financial Qualification.e.g. the combined turnover of a consortium partners shall be considered for financial Qualification. 6.Refer Item No. 2.1 and 2.2 of Corrigendum 1
3	Project Delivery Schedule				
3.1	Project Delivery Schedule	RFP Document 34	7.1 Project Delivery Schedule:	Delivery time for CPMS is provided as 12 weeks. The CPMS integration work will start after that. Pls confirm?	Refer Item No. 2.4 of Corrigendum 1
3.2	Project Delivery Schedule	-	N/A	Off-take Guarantee for EV Chargers: What is timeline for consumption of these EV Chargers? Is it within 3 years? What is a plan?	It is scheduled to deploy EV Slow & Fast Chargers mentioned in Bid Document within a period of 3 Years.
3.3	Project Delivery Schedule	-	N/A	Delivery of for Fast Chargers is mentioned for 4 weeks. Considering PSS requirement for Fast chargers it would take considerable timeline. This need to be reviewed.	Refer Item No. 2.4 of Corrigendum 1
3.4	Project Delivery Schedule	-	N/A	3 years of timeline is mentioned for fast charging & slow chargers & implementation timeline for MobileApp & CPMS is about 12 weeks. Will the subscription charges would be paid by AEML on year two onwards for all quantity of chargers?	Refer Response of Item No.1 of Corrigendum 1 for Project Delivery Schedule. Chargers will be deployed over a period of 3 years. AEML will pay the subscription charges from the day charger is onboarded / integrated successfully with CPMS.
3.5	Project Delivery Schedule	RFP Document	7.1 Project Delivery Schedule:	Fast charger delivery period is within 4 weeks after receipt of	Refer Item No. 2.4 of Corrigendum 1
3.6	Project Delivery Schedule	RFP Document Pg. 34	7. Section VII - Project Delivery Schedule	Please specify how the delivery of all fast chargers is planned?	Refer Item No. 2.4 of Corrigendum 1
4	Electric Vehicle Supply Equipments				
4.1	EVSE	Annexure II Pg. 14	5.1 e-Bike Charging Point – E-Bike Charging Mobile App	How bluetooth communication shall be used to integrate Slow Charger (eBike) with CPMS in absence of GSM connection at EV Charger?	Vendors may use Bluetooth / WiFi or GSM technology for eBike Chargers. Refer Item No.5.1 and 5.2 of Corrigendum 1 for revised Architecture & Integration touchpoint for more details.
4.2	EVSE	Annexure I Pg. 5	2. Codes & Standards	AEML to requirement of IP rating for EV chargers	Bidders to provide eBike chargers with IP 55 rating.

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4.3	EVSE	Annexure II Pg. 14	5.1 e-Bike Charging Point – E-Bike Charging Mobile App	It is difficult to strategies the charger to be operated at specified time e.g. during the night time in absence of communication like GSM or OCPP. However, we can have a preset time for switch-ON /off at particular time in a day.	In absense of GSM, Bidder may use Bluetooth / WiFi to Switch ON/Off using Preset time.
4.4	EVSE	-	N/A	Is the Bluetooth enabled socket is exempted in ARAI (The Automotive Research Association of India) certificate?	No. Certificate for eBike (EV Charger with 1X16 A Industrial Socket) to be shared within 1 month from sucessful pilot project demonstration.
4.5	EVSE	Annexure II Pg. 14	5.1. Charging Station - Charging Station Management System	Who is supposed to provide the routers & SIM cards required at Charger end for communication/integration with CPMS & Mobile applications.	The communication infrastructure (including GSM for internet connectivity with CPMS) required at Charger end is in the scope of Bidder. Only the private APN SIM cards would be provided by AEML. AEML will pay monthly communication charges towards these SIM Card
4.6	EVSE	Annexure I Pg. 11	10.3.1. Metering: Grid responsive metering as per unit consumption of the vehicle. Both the AC & DC outputs shall be metered separately.	Why AC & DC Metering is required, separately?	Metering: Grid responsive metering on AC side (incoming supply side) to record electricity consumption of the electric vehicle. Outputs of Connectors shall be metered separately.
4.7	EVSE	Annexure I Pg. 14	The EVSE shall be provided with Energy Meters for measurement of Electrical Energy Consumption. Smart Energy Meter shall comply with the applicable IS13779, IS15959:2017 (part 3) standards with Class 1S accuracy and shall be tamper-proof complying with IP55 rating. The type test certificates shall be submitted along with the GTP for approval. The same shall be verified by AEML during the pre-dispatch inspection and the testing shall be arranged by the bidder at meter manufacturer facility/ NABL accredited laboratories.	Please provide details of Smart meter specification & GTP certification. Also clarify with or without sim & the use of the smart meter.	Refer Item No. 3.11 of Corrigendum 1
4.8	EVSE	13.1 of Annexure 1	Billing & Payment Requirements	Does Slow Chargers requires Metering, Billing and Payment requirement	All Slow and Fast charger to be supplied with Class 1 Metering. EV Charger with 1X16 A Industrial Socket supplied on IoT protocol - Billing and Payment feature is not mandatory.
4.9	EVSE	Annexure V Pg. 2	Form 5 – Price Bid Forma	Slow charger need FMS of 7 years? Upfront cost is very high Can we give standard waranty for 3 years & later	AEML would require uptime of 7 years from Vendor. Bidder is allowed to offer standard warantee or per year warantee as per their convinience. However, Cost for 7 years will be considered for evaluation.
4.10	EVSE	Annexure I Pg. 15	19.Certification	Is it OK to AEML if ARAI certification is pending?	No. Bidders to submit the Certifications during submission of Bids. Certificate for eBike EV Charger to be shared within 1 month from sucessful pilot project demonstration.
4.11	EVSE	Annexure I Pg. 7	6. Fast Charger Technical Parameters	AEML's GBT with 30kW single gun requirement is not matching with corresponding Bharat standard for 30KW charger.	Its Typo. It is Bharat standard DC 30 KW EV Charger with 2 X GB/T connector of 15KW each. Refer Item No. 7.8 of Corrigendum 1
4.12	EVSE	Annexure I Pg. 22	31.Requirement to prevent fire for EVs Charging Stations	EV Fast Chargers - Fire Detection is applicable for DC Charger. Please confirm?	Yes. Fire Detection feature is aplicable for DC Chargers only.
4.13	EVSE	Annexure I Pg. 11	10.3.1. Metering: Grid responsive metering as per unit consumption of the vehicle. Both the AC & DC outputs shall be metered separately.	Grid responsive metering as per unit consumption of the vehicle. Both the AC & DC outputs shall be metered separately - Please clarify	Refer Item No. 3.8 of Corrigendum 1
4.14	EVSE		EVSE Warranty	Warranty of 10 years starting from goods at site or after installation (3+7)	AEML has asked for 5 Yrs Warranty of EVSE. Warranty period will be 66 months from date of Supply of 60 months from date of commissioning whichever is earlier.

5		CPMS			
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5.1	CPMS	Annexure II (Page# 16) Annexure III (Page# 9)	4.3. Charging Point Management System (Cloud based SaaS Model) – applicable for Web application only 4.3. e-Bike Charging Point Management System (Cloud based SaaS Model) – applicable for Web application only.	1.CPMS Costing - is it one time or subscription based? 2. How vendor should offer CPMS for Slow and Fast Charger? 3.What is the Subscription period for CPMS for Slow charger?	It is SaaS based model for Slow as well as Fast Chargers where Bidder to provide cloud based CPMS and Mobile App Software. Part I (EV Slow Chargers) - Bidders to submit CPMS subscription cost for 7 Years. (Including Charger Management System with Mobile Apps. Web Applications, DR system, Integrations and yearly operation, FMS, AMC, Support services (including managed services cost). subscription cost will be paid on monthly basis linked with SLA Performance. Part II (EV Fast Chargers) - Vendor to submit bid for i) One time Charger Onboarding Cost (including cloud services set-up cost, migration services etc) ii) CPMS Operational cost (per unit cost of electricity sale) to manage the EV Charging Station (Including Charger Management System with Mobile Apps. Web Applications, DR system, Integrations and yearly operation, FMS, AMC, Support services (including managed services cost). - Bidders to quote rate considering sale of electricity for 10 Yrs
5.2	CPMS	Annexure IV (Page # 2)	2. Scope of Work	1. Is the CPMS for Slow Charger & fast Charger is different? 2.For Part-I & Part-II there is a CPMS & Mobile App for public & Captive charging perspective. Can bidder offer one CPMS platform that supports all types of chargers?	AEML envisaged that there will be 2 CPMS as mentioned below 1) CPMS on OCPP protocol : Though AEML has asked bidders to submit the CPMS proposal for Part1 and Part2 package of the bid , AEML may decide to go for one CPMS to manage slow as well as fast charger depending upon solution offered by bidders and financial/technical evaluation. 2) CPMS on IoT (Bluetooth, Wifi) protocol for eBike chargers : This is proposed separately with the objective of having low cost solution charging of eBike. AEML may decide to go for single CPMS for overall project to manage slow , Fast and ebike chargers depending upon solution offered by bidders and financial/technical evaluation.
5.3	CPMS	Annexure II Pg. 14	5.2. Charging Point Management System Web App /EV Mobile App (Payment Gateways)	AEML will provide the required Payment Gateways to be integrated by bidder for payment options. Please confirm.	AEML will provide the required Payment Gateways to be integrated by bidder for payment options. These payment gateway need to be integrated with CPMS/MobileApp by bidder. AEML will bear the cost per transaction cost for Payment Gateways.
5.4	CPMS	Annexure II Pg. 14	5. Interfaces & Integrations Pg. 14	1. Would vendor need to provide just APIs in case of CPMS - multiple 3rd party integrations? Pls clarify. 2. AEML is looking to connect CPMS systems with various other IT systems. Clarify.	Vendor providing CPMS should offer capabilities to integrate with AEML & third party systems. Vendor has to provide API and also consume the third party APIs. For example, in case of CPMS-SAP ISU integration, CPMS side integration shall be carried out by Vendor whereas SAP end integration work will be carried out by AEML. Refer Item No. 4.7 and 5.2 of Corrigendum 1 for detailed integration touchpoints. All integrations will be discussed in detailed during requirement analysis phase.
5.5	CPMS	Annexure II (Page# 15)	5.8. Charging Point Management System – OEM	Please explain integration requirement with OEMs in case of EV issue/breakdown to be reported to OEM.	This integration Clause is removed. Refer Item No.4.11 of Corrigendum 1
5.6	CPMS	-	N/A	Please explain future expandability requirement of CPMS in view of EV chargers that will be coming in future.	AEML request bidder to provide SaaS based architecture that should be scalable & expandable as per AEML requirement in future. Future expandability of end-to-end solution is necessary in view of AEML's EV Charging business growth.

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5.7	CPMS	Annexure III (Page# 4)	1.11 Data migration from the AEML existing system to proposed eB-CPMS (if required through secured way.	Need clarity on protocols require to implement for Data Migration & integrations with AEML & other third party IT Systems.	For ensuring high level of interoperability of CPMS with various AEML IT systems, CPMS should have integration capabilities. Refer Item No. 4.1,4.7,5.1 and 5.2 of Corrigendum 1 for revised reference Architecture and CPMS Integration touchpoints which provide overview of High level integration between CPMS solution & various IT systems. Bidder need to mention standard interfaces for exchange of CPMS data with third party systems, in proposed Architecture.
5.8	CPMS	Annexure II Pg. 15	5.5. Charging Point Management System – VAHAN Portal of Gol	AEML is responsible to get the access/approval to integrate with Gol's VAHAN portal. Please confirm?	This clause is removed. Refer Item No.4.10 of Corrigendum 1
5.9	CPMS	Annexure II (Page# 10)	f) Charging process User Authorization & Charger operation	What is the exact process of user authentication using RFID integration? How many RFID Card required? Does it need 1 RFID card with each charger or with each customer one RFID? Please explain.	System should have capabilities to integrate with RFID to support RFID based authorization, if required in future. Delivery of RFID, integration for authentication/authorization is not part of the project scope.
6	Scope				
6.1	Scope	Annexure IV Pg. 9	2.1.7. Detailed Service scope document for SITC of EV Slow Chargers	Is there any civil work /foundation work that need to be carried out in case of Slow chargers installation?	Civil/foundation work for installation of Slow Charger is not in the scope of Bidder. Consumer need to make necessary arrangement (i.e. foundation/pedestal) for installation of Slow Chargers.
6.2	Scope	Annexure I Pg. 13	15.6 Civil and Electrical Works for Fast Charging Stations	Is there any requirement of leveling /grading of soil for proposed Substation in case of fast chargers as a scope of bidder?	Yes. There will be few locations where leveling /grading would be required. Same has been incorporated under civil work activities to be performed by bidder. Refer 3.2 of part 2 of Annexure V and Annexure IV In case of civil work, item wise rates need to be quoted by bidder instead of lumpsum value as the scope may vary from site to site. Refer Detailed BoQ of associated Civil & Electrical Works (3.2 of part 2 of Annexure V) For item wise civil and electrical activities to be carried out on Site. Cost associated with Civil & Electrical Works will be considered for financial evaluation.
6.3	Scope	Annexure IV Pg. 20	2.2.4.2. Summary of Scope of Work	Should bidder need to consider the compact Substation for provisioning of HT power supply in case of all EV Fast chargers? Please clarify.	No. New Connection at HT or LT depends upon total load of EV Charging Station. AEML Considered ~ 100 Locations where Connection will be on HT Network and balance locations shall be on LT Connection.
6.4	Scope		2.1.7. Detailed Service scope document for SITC of EV Slow Chargers	Does earthing for Slow Charger (Part 1) is in bidder's scope?	No, earthing required for slow charger shall be in Consumer's scope
1 6.5	Scope	Annexure IV Pg. 20	2.2.4. Detailed Service scope document for SITC of EV Slow Chargers	1.Please clarify Inverter & Battery requirement in case of Slow charger 2.Please explain the application/requirement of inverter 850VA & Battery 150VA.	Slow Charger - There is no any requirement of Inverter, Battery or emergency backup in case of Slow Chargers. Fast Charging Stations - 850VA INVERTER and 150 AH BATTERY considered for emergency backup for Fast Charging Station - Clause removed.Refer Item No.7.15 of Corrigendum 1
6.6	Scope	Annexure I Pg. 13	15.Civil and Electrical Works for Fast Charging Station	Technical specification for PSS is missing in the Tender. AEML need to provide it to Bidder.	Refer Annexure -VI for specification of PSS, RMU & CRT
1 6.7	Scope	Annexure I Pg. 13	15.Civil and Electrical Works for Fast Charging Stations	What bidder is expected to do in case of raising electricity connection for EVCS. What about the payment against the electricity. 1. Electricity connection will be in the name of bidder or authority and will the documents required for the same be provided? 2. Payment for new electricity connection will be under the scope of bidder or authority? 3. Regular electricity bill payment will be done by bidder or authority	Refer Item No.7.3 of Corrigendum 1. (deleted new Connection item). Bidder has to coordinate with Utility on behalf of AEML for new connection. AEML will pay monthly electricity bills. 1. The Electricity connection will be on the name of AEML and AEML will provide the documents required for getting electricity connection. 2. Payment for new electricity connection will be under the scope of AEML. Bidders to coordinate. 3. Regular electricity bill payment will be done by AEML.

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6.8	Scope	RFP Document Pg. 4	2.1 Name of the work	a. Can AEML exclude operational scope (for 10 years) from the tender? b. Any revenue sharing is considered with bidder.	a. There are few Strategic locations where charging stations need to be manned for smooth operation of EV charging facilities. b. No. There is no any revenue sharing with selected Bidder. Bidders to submit bid towards i) Operation of EV Chargers ii) Maintaining and Subscription cost linked with per unit sale of electricity.
6.9	Scope	-	N/A	Specify the manpower requirement for Fast Chargers	As mentioned in Price bid, Manpower is required at strategic Fast Charging locations in 2 shifts. Require 1 technician per each shift at one location.
6.10'	Scope	2.2.1 of Annexure IV	AEML would be responsible for identification of Strategic location based on EV density. The EVCS Locations shall be within and around licensed area of AEML. AEML shall be responsible for acquisition of land including determination of rental charges, revenue sharing model, way leave and compliance to statutory requirement with respective Landlords/ authorities	Pls share list of all locations along with cordinates	List of location along with co-ordinate will be shared with selected vendors.
6.11	Scope	2.2.1 of Annexure IV	Process /arrange Electricity Connection for EV Fast Charging Station	Should be in AEML scope	AEML will ensure availability of feeder at HT and LT level. Vendor to coordinate on behalf of AEML with Utility for New Connection. Payment related to New Connection and Security Depost shall be in the scope of AEML. SITC of substation, LT distribution panel and Cable laying upto EV chargers and other civil & Electrical works related to Fast EVCS shall be in the scope of vendor. Refer Item No.6.1 of Corrigendum 1 for detailed SLD in case of HT and LT Connection
6.12	Scope		Civil & Electrical Scope	Need clarity on Civil work Scope	Civil and Electrical work varies from siteto site & hence item wise FO will be placed on selected bidder.BOQ shared is estimated .Actual BOQ shall be mutually agreed between AEML & selected Bidder post site feasibility / Survey.
6.13	Scope		Areawise Quantity	Need clarity on how areawise Quantity are divided	Part I Package(Slow Chargers) - 100% EVSE Quantity in AEML Licensed area Part II Package (Fast Charges) - 70% of EVSE Quantity in MMR area and balance in Pune,Nashik cities and connecting highways
6.14	Scope		Statutory Approvals	Statutory approvals is in whose scope for EV Slow Chargers and Fast EVCS	Part I Package(Slow Chargers) - EVSE to be installed behind the Meter in Consumer Premises and Consumer will submit Test Report for Installations. Part II Package (Fast Charges) - Statutory approval regarding Commissioning of EVCS are in the scope of Bidder