

NOIDA METRO RAIL CORPORATION (NMRC) LIMITED

Application

For

**Self - Sustainable Operation of Feeder Bus Services for
NMRC in Noida and Greater Noida Area**

No. NMRC/Application/MMI-LMC/210/2022

July - 2022

Issued by:

**Noida Metro Rail Corporation (NMRC) Limited
Block-III, 3rd Floor,
Ganga Shopping Complex, Sector-29, Noida -201301,
District Gautam Budh Nagar, Uttar Pradesh, India**

DISCLAIMER

This “Application for Self-Sustainable Operation of Feeder Bus Services for NMRC in Noida and Greater Noida Area” contains brief information about the scope of work. While all efforts have been made to ensure the accuracy of information contained in this Application Document, this Document does not purport to contain all the information required by the Applicants. The Applicants should conduct their own independent assessment, investigation and analysis and should check the reliability, accuracy and completeness of the information at their end and obtain independent advice from relevant sources as required before submission of their application/s. Noida Metro Rail Corporation Ltd. (“NMRC” or “the Company”) or any of its employees or advisors shall incur no liability under any law, statute, rules or regulations as to the accuracy or completeness of the Application Document.

NMRC reserves the right to change any or all conditions/information set in this Application Document by way of revision, deletion, updating or annulment through issuance of appropriate addendum as NMRC may deem fit without assigning any reason thereof.

NMRC reserves the right to accept or reject any or all applications without giving any reasons thereof. NMRC will not entertain or be liable for any claim for costs and expenses in relation to the preparation of the documents to be submitted in terms of this Application Document.

Glossary

- a) **“Addendum / Amendment”** means any written amendment / addendum /corrigendum to this Application, from time to time issued by NMRC to the prospective Operator
- b) **“Applicable Laws”**means all the laws including local, state, national or other laws, brought into force and effect by Govt. of India, State Governments, local bodies, statutory agencies and any other, and rules / regulations / notifications issued by them from time to time. It also includes judgments, decrees, injunctions, writs and orders of any court or judicial authority as may be in force and effected from time to time
- c) **“Operator or Applicant”** means any entity which is a registered partnership firm or a company having registered office in India, or a combination of above in the form of Consortium and its Successor in title and assigns which is submitting its application pursuant to Application Documents
- d) **Application Processing Fee** means lump sum non-refundable amount towards application processing to be submitted by operator
- e) **“Application submission Due Date”** means Application Submission end date and time given in the Application
- f) **“Security/EMD(if any)”** means the refundable (In case of unsuccessful) amount to be submitted by the operator along with Application documents to NMRC
- g) **“Interest Free Security Deposit/ Performance Security”** means interest free amount to be deposited by the operator with NMRC as per terms and conditions as a security against the performance of the Agreement.
- h) **“Period”**means total period of contract/effectiveness of contract unless otherwise prematurely discontinued
- i) **“NMRC”** means Noida Metro Rail Corporation Limited (or “Corporation”)
- j) **“Party”** means Operator or Corporation (together they are called **“Parties”**)
- k) **“Permits”** shall mean and include all applicable statutory, environmental or regulatory licenses, authorization, permits, consents, approvals, registrations and franchises from concerned authorities
- l) **“Re. or Rs. or INR”** means Indian Rupee

The words and expressions beginning with capital letters and defined in this document shall, unless repugnant to the context, have the meaning ascribed thereto hereinabove.

Data Sheet

1	Name of the Application	Eol invited for Operation of Feeder Bus Services for NMRC in Noida and Greater Noida Area
2	Issuing Authority	Noida Metro Rail Corporation Ltd.
3	Address for queries/ clarifications	Noida Metro Rail Corporation Limited, Block-III, 3rd Floor, Ganga Shopping Complex, Sector-29, Noida 201301 Email: nmrcnoida@gmail.com
4	Website	www.nmrcnoida.com
5	Application Language	English
6	Application Fee	Rs.5,000/- (Rupees Five Thousand only) (non-refundable)
7	Earnest Money Deposit	Not Applicable
8	Performance Security	Rs.1,00,00,000/- (Rupees One Crore only)
9	Schedule of Application Process	
	Task	Key Dates
	Uploading of Application	29/07/2022
	Pre-Application Meeting	04/08/2022, 1100 hrs (IST)
	Last Date of Submission of Application	18/08/2022, 1500 hrs (IST)
10	Location of Pre-submission meeting	Conference Hall, Noida Metro Rail Corporation, Block-III, 3rd Floor, Ganga Shopping Complex, Sector-29, Noida 201301 Email: nmrcnoida@gmail.com
11	Mode of submission	Hard copy (Additionally, soft copy (via email) on nmrcnoida@gmail.com – for reference)
12	Bank details	For Processing Fee State Bank of India (04077) – Sector 18, Noida Gautam Budh Nagar, Uttar Pradesh - 201301 IFSC Code: SBIN0004077 A/c No. 37707840592 Noida Metro Rail Corporation Ltd.
13	Consortium	Allowed

Content

Data Sheet	4
1. Section 1: General Information	6
1.1. Background	6
1.2. Communication	6
2. Section 2: Terms of Reference	7
2.1. Contract Period	7
2.2. Scope of work	7
2.3. Facilities provided by NMRC	7
2.4. Obligations of the Operator	8
3. Section 3: Instructions to Operators	11
3.1. General instructions	11
3.2. Preparation and submission of Applications	13
3.3. Earnest Money Deposit (NMRC inputs are required)	14
3.4. Opening and Evaluation of Applications	14
4. Section 4: Eligibility, Evaluation and Selection Process	16
4.1. Eligibility Criteria	16
4.2. Information of the Technical Evaluation and Presentation Proposal	17
4.3. Contact during Proposal Evaluation	18
4.4. Project Financial Terms	19
5. Section 5: General Conditions of Contract (GCC)	20
5.1. General Provisions	20
5.2. Commencement, Completion, Modification, Arbitration and Termination of Contract	21
5.3. Material breach of contract / Events of Default	22
5.4. If any of the above Material Breach and Operator Events of Default happens, then	22
5.5. Surrender of Contract Document	22
5.6. Handing over on Termination / Completion	23
5.7. Obligations of Operator	23
5.8. Good Faith	24
5.9. Key Performance Indicators	24
5.10. Penalties	26
5.11. Settlement of Disputes	27
5.12. Indemnity	28
5.13. Miscellaneous	28
6. Section 6: Forms	30
6.1. Form 1: Format for Covering Letter	30
6.2. Form 2: Firm Details	31
6.3. Form 3: Capability Statement	32
6.4. Form 4: Relevant Experience	33
6.5. Form 5: Financial Capacity	34
6.6. Form 6: Undertaking	35
6.7. Form 7: Undertaking of Financial Liability on Operator	36
6.8. Form 8: Details of the Proposed Project	37
7. Section 7: Appendices	37
7.1. Appendix 1: Metro Alignment (For reference only)	38
7.2. Appendix 2: Proposed Routes	39
7.3. Annexure 3: Details of NMRC Depot	49

1. Section 1: General Information

1.1. Background

- a. Noida and Greater Noida are being developed as the satellite towns to New Delhi and more and more people from Delhi and other areas are shifting to these towns in search of fresh air, greenery and better infrastructure. There is a need of providing an efficient, reliable and comfortable transportation system for the population intending to settle in these towns and also the public coming to these areas for education, service and business.
- b. Noida Metro Rail Corporation (NMRC) desires to provide a world-class Public Transportation System with state- of-the-art technology. As such, the overarching criterion for setting up of the Corporation is to help create an efficient, safe, reliable, economical and affordable public transport system for all the commuters. The Noida – Greater Noida metro corridor (Aqua line) is 29.707 km long which comprises of 21 metro stations starting from Noida Sector 51 in Noida and ends at Depot Station in Greater Noida. The commercial operations of metro system started from January-2019 and since then it is serving the needs of the people commuting between Delhi and Noida-Greater Noida. Alignment of operation Aqua line is placed here as Annexure 1.
- c. **To increase ridership, last mile connectivity is touted as one of the key factors in making a metro system successful and the objective of last mile connectivity is to provide easy access to the customers.** The intermediate para- transit possesses the potential to overcome the last-mile mass transit gap. Services such as feeder buses have changed the way in which public transport is efficient for users and makes connections to other modes.
- d. Customers may not take metro if the station is not at walking distance unless they have easy means available to reach the station or the end destination. Infrastructure can be developed through various interventions to bridge this gap which essentially is the purpose of last mile connectivity. With this understanding, enhancing the last mile connectivity infrastructure of NMRC can help in boosting revenue through fare-box as well as service to the people of Noida and Greater Noida.
- e. **Against the above backdrop, NMRC invites “Application for Self-Sustainable Operation of Feeder Bus Services for NMRC at Noida and Greater Noida Area” to gauge the market interest on self-sustainable model.**
- f. NMRC shall evaluate the interest on the basis of evaluation criteria mentioned in this document. Based on the minimum eligibility criteria and technical evaluation, qualified operators will be short listed for presentation in front of the Committee formed by NMRC, which decides on way forward.
- g. The Successful operator may provide the services as may be decided by NMRC committee as described in Section 2:Terms of Reference.

1.2. Communication

All communications regarding this Application should be addressed to:

GM (Technical)
Noida Metro Rail Corporation,
Block-III, 3rd Floor, Ganga Shopping Complex,
Sector-29, Noida 201301
Email: nmrCNoida@gmail.com
Website: www.nmrCNoida.com

2. Section 2: Terms of Reference

2.1. Contract Period

The Contract shall be for a period of 10 (Ten) years (with 2 years as lock-in period) post procurement of buses. The contract period can be further extendable for 2 more years on mutually agreed terms and conditions.

2.2. Scope of work

- a) The operator shall finance, procure, operate & maintain feeder bus services against the revenues earned through fare and non-fare sources as detailed below:
 - i. Fare Box Revenues: Passenger Ticketing based on prefixed rates by NMRC
 - ii. Non-Fare Box Revenues: Advertisements (Buses, Depot and Bus Queue Shelters) and Commercial usages of bus fleet during non-operational hours of NMRC basis approval from NMRC.
- b) The operator shall procure, operate feeder bus services in the routes & timings specified by NMRC without any cost implication on NMRC.
- c) **The operator shall initiate operations with at least 25 buses with minimum coverage of 170 km of operation per bus per day (excluding dead kilometres)** as per schedule proposed by NMRC. For routes rationalization, the routes can be reviewed in every six months or if the occupancy is less than 50% continuously, it can be evaluated after three months. The proposed routes are placed here as Annexure 2. The operator can choose the routes basis the number of buses deployed from Annexure 2, as per feasibility.

2.3. Facilities provided by NMRC

- a. NMRC shall provide identified bus routes as indicated in Clause 2.2 of this document.
- b. NMRC shall provide tentative locations for Bus Stands/Bus Queue Shelters(which is to be developed by operator).
- c. NMRC, upon written request from the operator, and subject to the operator complying with applicable laws, facilitate to the operator in:
 - 1) Procuring Applicable Permits
 - 2) Obtaining access to all necessary infrastructure facilities and utilities at depot
- d. NMRC shall only assist in obtaining the following permits
 - 1) No Objection Certificate from State Transport Department or RTA or from State Transport Undertaking, as applicable
 - 2) Stage Carriage Permit
 - 3) Conductor's License
 - 4) Bus Permits
 - 5) Fare Notification
 - 6) Passenger Tax
 - 7) Applicable Environment Clearance from State Government
 - 8) Any other applicable permits
- e. NMRC shall provide dedicated a site, with boundary wall and hard standing surface to the operator for establishing a depot for the buses for installation of charging infrastructure (in case of electric buses), maintenance infrastructure, requisite tools, equipment, machinery for repair, and maintenance of buses. The details of the site for the depot are given in Annexure 3.
- f. Utilities such as power supply, water supply etc. if required, will be facilitated as per feasibility and availability at NMRC, on chargeable basis.
- g. NMRC shall form a committee to finalize ticket fares based on prevailing rates as per State Transport Authority. Basis the fare finalized, the operator shall collect ticket fares form passengers.

- h. NMRC may revise operational hours on specific days based on demand upon written request from the operator.
- i. Opportunity to use 10 % of fleet for other purpose including private tours & travels, social causes, Expos & Exhibitions etc. shall be provided to the operator, with prior approval of NMRC
- j. NMRC shall provide operator with Advertisement Rights (Bus, Bus Queue Shelters and Depot) as per Noida Advertisement Policy/ Greater Noida Advertisement Policy with due permission of respective authorities, in order to make the operations sustainable.
- k. NMRC shall in-house/ through supervisory agency shall undertake inspections/visits to check the compliance as per the key performance indicators/ violations of the operator in buses, buses station and depot during operation and maintenance.

2.4. Obligations of the Operator

The Operator shall manage all the financial resources required for procurement, operation and maintenance of Feeder Bus Service from authorized fare box and non-fare box (Bus, Bus Queue Shelters and Depot) revenue streams only and indemnify NMRC at all times.

- a) The operator shall engage minimum of **25 MIDI AC Buses with 24-seater capacity**.
- b) The operator shall run services on specified routes and time with minimum 170 km per bus per day (excluding dead kms) as proposed by NMRC. For routes rationalization, the routes can be reviewed in every six months or if the occupancy is less than 50% continuously, it can be evaluated after three months.
- c) The operator is required to comply with all the statutory and other stipulations including but not limited to Labour Laws / Legal / Police / Taxation / Excise / STA / Transport Policy and that issued by NMRC from time to time. NMRC shall not be liable in this regard, and it shall remain fully indemnified for the same.
- d) The operator shall obtain all approvals for the depot including but not limited to the following
 1. Permits for Building Plan in accordance with the applicable State Act and by- laws
 2. Fire safety clearance from Fire Department
 3. Insurance for Depot, & Civil Infrastructure and other Authority owned assets
 4. Customs Clearance Certificate for any testing or maintenance equipment (if needed)
 5. Permission of State Government for extraction of boulders from quarry (if needed)
 6. Permission of State Government for drawing water from nearby river/reservoir (if needed)
 7. Clearance of Pollution Control Board for installation of diesel generator sets
 8. Permission of State Government for cutting of trees (if needed)
 9. License for use of explosives (if needed)
 10. License from Inspector of factories or other competent authority for setting up of Batch Plant (if needed)
 11. Clearance of Pollution Control Board for Asphalt Plant (if needed)
 12. Any other permits or clearances required under Applicable Laws
- e) Maintenance of Depot: Painting of Civil structures
 1. The operator shall repaint the civil structures in the Maintenance Depot at a regular interval of 2 (two) years.
 2. NMRC (or authorized supervisory agency) and the operator shall undertake a joint inspection of the Maintenance Depot every six months. Pursuant to such inspection, if NMRC points out any deficiencies to the Operator in writing, the Operator shall rectify them within the time period specified by the Corporation.
- f) Maintenance of Utilities: The operator shall be responsible for maintaining all utilities.
- g) Maintenance of Plant and Equipment:
 1. The operator shall be responsible for maintaining all the plant and equipment, installed at the Maintenance Depot.

2. The operator shall bear expenses including costs relating to materials, consumables etc. that may be required from time to time throughout the Period and to ensure that the Maintenance Depot is exclusively used for the maintenance of the Contracted Buses
- h) The operator shall obtain all relevant permits for the buses including but not limited to commercial vehicle permit, Certificate of Registration of Buses, Certificate of Fitness, Pollution under Control Certification, Bus Insurance, Customs Clearance Certificate (if needed), etc. and permits remain mandated only with operator.
- i) The operator shall bear the expenses of all taxes related to procurement, registration, and operation of buses such as Motor Vehicle Tax, Toll tax, permit charges, insurance premium, etc., unless otherwise specified in this document.
- j) Operator shall comply with the latest guidelines pertaining to technical specifications of the buses issued by the Ministry from time to time.**
- k) The Applicant shall obtain himself, at his own expense, all the latest specifications required for design, manufacture, supply and commissioning of Buses in accordance with latest guidelines by Ministry of Housing and Urban Affairs and other entities. The Applicant shall be required to comply with all the latest provisions of the Central Motor Vehicle Rules 1989 (CMVR), Motor Vehicle Act 1988 (MVA), along with any and all amendments therein and other statutory and legal requirements as applicable on the date of delivery/registration of Buses with [concerned transport authority / agency of the said State
- l) The buses shall be manufactured by Indian OEMs
- m) The buses shall be fitted with ITS systems such as GPS system, passenger information system, disability friendly and public announcement system.
- n) The operator is required to appoint a manager for fleet management as per the operation plan provided by NMRC and to coordinate with NMRC
- o) The operator has to deploy driver of the feeder buses with below qualities:
 1. Literate and trained drivers with minimum educational qualification of 10th+2 class pass stage shall be deployed in Uniform by Operator to run the buses with the consent of NMRC.
 2. Be in possession of applicable Driving License issued by the appropriate authority
 3. Wear prescribed uniform(which is approved by NMRC)
 4. Display valid ID Card and name badge while in service
 5. Be in possession of PSV badge
 6. Not have been blacklisted from operating any heavy commercial vehicle or transport vehicle
 7. Not have any pending cases related to fatal accidents or traffic fines due
 8. Not have had his license suspended at any point of time
 9. Meet requirements of all applicable laws/ regulations including but not limited to the Central Motor Vehicles Rules.
- p) The operator is required to obtain police verification of all the drivers and conductors with particulars / antecedents duly verified from the police and the same shall be kept with the vehicle at all times.
- q) All the drivers / other staff deployed for running/ maintaining the feeder buses, other infrastructure and depot shall be required to possess valid licenses, wherever required, from appropriate authorities, display valid ID Card, wear uniform in prescribed colour with identification name badges.
- r) The operator shall ensure that the drivers and other personnel engaged for the purpose do not involve in any subversive activities, disruption in normal services and inconvenience and / or harassment to the commuters / general public. An undertaking has to be submitted in the prescribed as decided up on by NMRC on later date.
- s) The time schedule and number of trips will be monitored by the Operator and NMRC. The information related to daily number of trips, the passengers carried, tickets sold, and the revenue amount generated on each route/ by the individual vehicles shall be maintained and submitted to NMRC on a monthly basis.

- t) All the data generated by the operator as a result of this contract shall be shared with NMRC in the manner and format stipulated by NMRC from time to time. NMRC shall be free to use this data for any purpose as and when required, subject to regulatory requirements and privacy norms.
- u) The Operator should be able to offer payment integration with NMRC through Smart Card/Mobile Application/UPI, as may be required by NMRC in future.
- v) All safety & security measures related to charging infrastructure & other infrastructure and that of the buses shall be undertaken by the Operator and NMRC shall remain indemnified for any possible liability arising out of any mis-happening.
- w) The operator shall be responsible for ensuring the safety. In this regard, the Manager and representative of the operator must ensure the observance of all safety statutory and mandatory requirement by themselves and the operators and others participating in the event. It shall be the sole responsibility of the operator to adopt all the safety, statutory and mandatory measures
- x) The operator shall have relevant helpline number/s to address the grievance/complaint of operators. NMRC shall not be liable to handle any such complaint of operators booked through Operator. However, the operator is required to inform NMRC, in the agreed Performa, about the complaints / suggestions received from operators on monthly/ case-to-case basis.
- y) The operator shall publish and implement a charter articulating the rights and expectations of Users (the "Passenger Charter") substantially in the form agreed by NMRC. The operator shall at all times be accountable and liable to Users in accordance with the provisions of the Passenger Charter and Applicable Laws.
- z) NMRC will not be held liable for any accidents / claims / liabilities / or any criminal proceedings or statutory requirements at any time arising out of operation of feeder buses or on account of any act / omission / default on the part of the Operator or its non-compliance with the statutory requirements. The operator shall indemnify NMRC in this regard. As a safeguard measure to any possible litigation arising out of accidents / acts / omissions imploding NMRC, the Operator shall be required to take adequate passenger liability insurance at its own cost.
- aa) All the suggestions and actions recommended by NMRC in case of complaint must be complied by the Operator. Non-compliance may invite penal action as decided by NMRC.
- bb) The operator shall be required to maintain all fittings and accessories in excellent working condition. Maintenance of fittings and accessories is very important task to ensure the approved certificate of fitness
 1. First aid box with placed front with necessary medicines for first aid
 2. Proper box with the driver containing all specified vehicle documents, driver licence, complaint book etc., as approved by NMRC
 3. Display of helpline number registration number contact number of the operator as well as customer relation assistant of originating stations of NMRC at an appropriate place on proper board by the operator of at his cost, duly approved by NMRC so as to assist safety and provide services to the passengers.
- cc) The operator shall ensure to properly carryout routine activities for operation and maintenance of the buses including but not limited to periodic inspection, daily washing, preventive maintenance as specified by the manufacturer, repairs upon driver's complaint/ report, break down reports, towing, regular roadworthiness certification, bus body related maintenance and repairs, replacement of parts, repair/ replacement of ITS equipment, painting, denting, major repairs, accidental repairs, storage, charging, tyre maintenance, utilities, welding, maintenance/ replacement, etc.

3. Section 3: Instructions to Applicants

3.1. General instructions

- a. An applicant is eligible to submit only one Application for the Project. An applicant applying shall not be entitled to submit another Application, as the case may be. Any applicant, who submits or participates in more than one Application/Proposal, would be disqualified. The Applicant shall initiate, and actively pursue and involve itself in all investigations and enquiries, Corporation feedbacks, information, convening of and attendance at meetings, and in any other activities as are or may be necessary for producing high quality work as per the requirements.
- b. The Applicant shall carry out the services in compliance with the provisions of this Application. Any and all changes necessary to ensure that the Operator's documents conform to the intent and purpose set out in the documents, shall be made at the Operator's own expense. The Operator represents that it is a professional and experienced company, and hereby agrees to bear full responsibility for the correctness and technical merit of the services performed.
- c. Applicants shall be evaluated on the basis of the Evaluation Criteria specified in this document.
- d. Applicants shall be deemed to have understood and agreed that no explanation or justification for any aspect of the Selection Process will be given and that NMRC's decisions are without any right of appeal whatsoever.
- e. Any entity which has been barred by the Central/State Government in India or by any entity controlled by them, from participating in any project, and the bar subsists as on the date Application, would not be eligible to submit the Application.
- f. Applicants are encouraged to inform themselves fully about the assignment and the local conditions before submitting the Application by paying a visit to the Corporation and/or by sending written queries to NMRC before the last date for receiving queries/clarifications.
- g. NMRC shall not be liable for any omission, mistake or error on the part of the Operator in respect of any of the above or on account of any matter or thing arising out of or concerning or relating to Application or the Selection Process, including any error or mistake therein or in any information or data given by NMRC.
- h. The currency for the purpose of the Proposal shall be the Indian Rupee (INR).

3.1.1. Cost of Application Document / Processing Fee

- a. The Operator shall bear all costs associated with the preparation and submission of its Application and Noida Metro Rail Corporation Ltd. ("NMRC" or "the Corporation"), will in no case be responsible or liable for these costs, regardless of the conduct or outcome of the Application process.
- b. This Application document is available on NMRC website(www.nmrcnoida.com) under Tender Section (All) to enable the Applicants to view, download the Application document and **submit Applications in hard copy** up to the last date and time mentioned in the document. The Operator shall have to pay Application Processing Fee (Non-refundable) and Security/ EMD (if any) as mentioned in **Data Sheet** through Demand Draft or RTGS/NEFT mode as per bank detail mentioned in **Data Sheet**. Application without Application Processing Fee & EMD/ Security (if any) amount will not be accepted/summarily rejected.

3.1.2. Acknowledgement by Operator

It shall be deemed that by submitting the Application, the Operator has:

- a. Made a complete and careful examination of the Application.
- b. Received all relevant information requested from NMRC.

- c. Acknowledged and accepted the risk of inadequacy, error or mistake in the information provided in the Application or furnished by or on behalf of NMRC.
- d. Satisfied itself about all matters, things and information, necessary and required for submitting an informed Application and performance of all of its obligations there under.
- e. Acknowledged that it does not have a Conflict of Interest; and
- f. Agreed to be bound by the undertaking provided by it under and in terms hereof.

3.1.3. Availability of Application Document

This Application document is available on NMRC website(www.nmrcnoida.com) under Tender Section (All) to enable the Operators to view, download the Application document and **submit Applications in hard copy** up to the last date and time mentioned in the document.

3.1.4. Clarifications of Application

- a) During evaluation of Application, NMRC may, at its discretion, ask the operator for a clarification of his/her Application. The request for clarification shall be in writing. Any queries or request for additional information concerning this Application shall be submitted in writing or by fax and e-mail to the GM (Technical), NMRC only before or during Pre-Application Meeting held at NMRC. The envelopes/ communication shall clearly bear the following identification/ title: "Queries/ Request for Additional Information: **“Application for Self-Sustainable Operation of Feeder Bus Services for NMRC in Noida and Greater Noida Area”**”.
- b) The responses will be posted to all such queries on the official website www.nmrcnoida.com. NMRC reserves the right not to respond to any questions or provide any clarifications, in its sole discretion, and nothing in this Clause shall be taken or read as compelling or requiring NMRC to respond to any question or to provide any clarification.
- c) A pre- submission meeting shall be called on the date mentioned in **Data Sheet**. Any change corresponding to date, if any, shall be communicated to the Operator vide NMRC website.
- d) The Applicants are encouraged to submit their respective Applications after visiting NMRC location/s and ascertaining themselves the site conditions, traffic, location, surroundings, climate, availability of power, water and other utilities.
- e) In case the operator seeks for any queries, he shall send letter or e-mail to the correspondence address given in Data Sheet.
- f) However, NMRC shall not entertain any correspondence from the operators during the period of Application opening. Any wrong practice shall be dealt in accordance with the Section 5.1.5 of this Application document under Fraud and Corrupt Practices.

3.1.5. Amendment of Application Document

- a. At any time prior to the deadline for submission of the Application, NMRC may, for any reason, whether at its on in iterative or in response to a clarification requested by a prospective Operator, modify the Application document by amendments. Such amendments shall be uploaded on NMRC’s website www.nmrcnoida.com. The relevant clauses of the Application document shall be treated as amended accordingly.
- b. It shall be the sole responsibility of the Applicant to check NMRC’s website www.nmrcnoida.com from time to time for any amendment in the Application documents. In case of failure to get the amendments, if any, NMRC shall not be responsible for it.
- c. In order to allow the prospective Operators a reasonable time to take the amendments, if any, into account in preparing their Applications, NMRC, at the discretion, may extend the deadline for the submission of Applications. Such extensions shall be uploaded on NMRC’s website www.nmrcnoida.com.

3.2. Preparation and submission of Applications

3.2.1. Language of Application

The Application prepared by the operator, as well as all correspondence and documents relating to the Application exchanged by the operator and NMRC shall be written in English language. Only English numerical shall be used in the application. The correspondence and documents in any other language must be accompanied by transcripts verified by the Embassy of Home Country or equivalent.

3.2.2. Documents constituting the Application

The Application to be submitted by the Interested Parties shall, *inter- alia*, include:

- i. Cover Letter expressing interest to participate in the form and manner prescribed hereunder as Form 1;
- ii. Details of the Operator in the form and manner as prescribed hereunder as Form 2;
- iii. Details of Capability Statement in the form and manner as prescribed hereunder as Form 3;
- iv. Details of Relevant Experience in the form and manner as prescribed hereunder as Form 4;
- v. Details of Financial Capacity in the form and manner as prescribed hereunder as Form 5;
- vi. Undertaking on not being Blacklisted in the form and manner as prescribed hereunder as Form 6;
- vii. Undertaking on non-liability of NMRC in the form and manner as prescribed hereunder as Form 7 and
- viii. Details of the Proposed Project with business strategy in the form and manner as prescribed hereunder as Form 8; along with documentary proofs

3.2.3. Currency

Indian Rupees only.

3.2.4. Deadline for submission of Application

Hardcopy of the Application (along with all forms) must be submitted by the Applicant at NMRC office not later than the time specified on the prescribed date. NMRC may, at its discretion, extend this deadline for submission of Application by amending the Application document, in which case all rights and obligations of NMRC and Operators previously subject to the deadline will thereafter be subject to the deadline as extended.

3.2.5. Submission of Application

The Application shall be done in hardcopy by the deadline mentioned in the datasheet in one envelope marked as **“Application for Self-Sustainable Operation of Feeder Bus Services for NMRC in Noida and Greater Noida Area”**

- a. The Applicants should start the Application submission process well in advance so that they can submit their application in time.
- b. The Applicants intending to submit their application through courier/ registered post should submit their application considering the time taken for the Application to be delivered and should ensure their Applications reach NMRC before the deadline specified in the datasheet.
- c. For delay in submission of Application due to any reasons, the Operators shall only be held responsible.
- d. NMRC reserves the right to cancel any or all Applications without assigning any reason.

3.2.6. Late Application

- a. Applications received by NMRC after the specified date and time on the application due date shall not be eligible for consideration and shall be summarily rejected.

3.2.7. NMRC's right to accept any Application and to reject any or all Applications.

- a. Notwithstanding anything contained in this Application document, NMRC reserves the right to accept or reject any Application and to annul the Selection Process and reject all Applications, at any time without any liability or any obligation for such acceptance, rejection or annulment, and without assigning any reasons thereof.
- b. NMRC reserves the right to reject any Application if:
 - At any time, a material misrepresentation is made or uncovered, or
 - The Operator does not provide, within the time specified by NMRC, the supplemental information sought by NMRC for evaluation of the Application.
- c. Such misrepresentation/ improper response may lead to the disqualification of the Operator. If such disqualification /rejection occurs after the Application have been opened and the highest ranking Operator gets disqualified / rejected, then the NMRC reserves the right to consider the next best Operator, or take any other measure as may be deemed fit in the sole discretion of NMRC, including annulment of the Selection Process.

3.2.8. Period of validity of Application

- a. Application shall remain valid for 180 days after the date of Application opening prescribed by NMRC. Any Application valid for a shorter period shall be rejected by NMRC as non-responsive.
- b. In exceptional circumstances, NMRC may solicit the Operator's consent to an extension of the period of Application validity. The request and the response thereto shall be made in writing.

3.2.9. Correspondence with the Operator

- a. Save and except as provided in this Application document, NMRC shall not entertain any correspondence with any operator or its Partners in relation to acceptance or rejection of any Application.
- b. Subject to Clause 3.4.4 no operators or its Partners shall contact NMRC on any matter relating to their Application from the time of opening
- c. Any effort by the operator or by its Partners to influence NMRC in the Application evaluation, Application comparison, may result in the rejection of his Application.

3.3. Earnest Money Deposit

3.3.1. Earnest money deposit (EMD) (if any)

- a. The Operator shall furnish, as part of its Application, a Security/EMD as stated in Data Sheet in form of Demand Draft/RTGS/NEFT mode only in favor of Noida Metro Rail Corporation Limited as mentioned in **Data Sheet**, and shall be enclosed along with the Application.
- b. Operators shall be required to submit EMD as mentioned in **Data Sheet** for which Application is submitted.
- c. Any Application not secured in accordance with above shall be treated as non-responsive and rejected by NMRC.
- d. Unsuccessful Operator's EMD will be returned within 45 days after conclusion or discharge of the Application.
- e. No interest will be paid by the Corporation on the Earnest Money Deposit.
- f. The successful Operator's EMD will be adjusted with Performance Security, if applicable, to be submitted by the Operator upon signing the contract.

3.4. Opening and Evaluation of Applications

3.4.1. Opening of technical Application by NMRC

- a. NMRC will open all technical application, in the presence of operator's representatives who choose to attend on the prescribed date of opening at NMRC Office. The Operator's representatives who are present shall submit the letter to NMRC on the letter head of the company stating that the representative (name) is authorized to attend the meeting (Please note – The representative is required to carry a copy during pre-application and other related meetings as well). He / She shall sign a register evidencing their attendance at NMRC.
- b. The Applicant names and the presence or absence of requisite Security and such other details as NMRC at its discretion may consider appropriate, will be announced at the opening.

3.4.2. Opening of Application

- a. After evaluation of technical Application, through the evaluation committee NMRC shall notify those operators whose technical Applications were considered non-responsive to the conditions of the contract and not meeting the technical specifications and qualification.
- b. NMRC will simultaneously notify the operators, whose technical Applications were considered acceptable to the Corporation. The notification may send by e-mail provided by operator for presentation to NMRC Committee

3.4.3. Examination of Application document

- a. The NMRC will examine the Application to determine if:
 - i. They are complete.
 - ii. They meet all the conditions of the Application document & its addendum/ corrigendum.
 - iii. The required Processing fee, EMD(if any) and other required documents have been furnished.
 - iv. The documents have been properly digitally signed; and
- b. Any Application or Applications not fulfilling these requirements shall be rejected.

3.4.4. Contacting NMRC

- a. Any effort by an operator to influence NMRC in its decisions on Application evaluation, Application comparison or shortlisting for selection may result in rejection of the Operator's Application.
- b. In the event of any information furnished by the Operator is found false or fabricated, the minimum punishment shall be debarring /blacklisting from Noida Metro works and legal proceeding can also be initiated. EMD(if any) of such Operators will be forfeited.

3.4.5. Confidentiality

- a. Information relating to the examination, clarification, evaluation, and recommendation for the operators shall not be disclosed to any person who is not officially concerned with the process or is not a retained professional advisor advising NMRC in relation to or matters arising out of or concerning the Process. Any effort by an operator to exert undue or unfair influence in the process of examination, clarification, evaluation and comparison of Proposal shall result in outright rejection of the offer, made by the said Operator.
- b. NMRC shall treat all information, submitted as part of Application, in confidence and shall require all those who have access to such material to treat the same in confidence. NMRC may not divulge any such information unless it is directed to do so by any statutory entity that has the power under law to require its disclosure or is to enforce or assert any right or privilege of the statutory entity and/ or NMRC or as may be required by law or in connection with any legal process.

4. Section 4: Eligibility, Evaluation and Selection Process

4.1. Eligibility Criteria

The Operator's competence and capability is proposed to be established by the following parameters. The Operator should meet all the minimum eligibility criteria given in this section.

- a. Registered partnership firm, public limited company, private limited company or Consortium of any of the above can submit the application. The firms and the companies should be registered in India.
- b. The Operator should have undertaken at least one similar nature of work in public transport operation project in last 5 (Five) Financial Years.

Similar nature of work shall mean handling of public transport operations including procurement, maintenance and operation of Buses, E - Rikshaws, E-Cycles and E-Scooters.

- c. The Operator should have a minimum average annual turnover of **Rs. 20 Crores (Twenty Crores Rupees only)** during the last 3 (three) Financial Years (2018-19, 2019-20 and 2020-21 or 2019-20, 2020-21 and 2021-22)
- d. Operator should have a Net Worth upto Rs. 5 Crores (**Five Crores Rupees only**) during last audited financial year.
- e. The Operator should not have been blacklisted/ banned/ declared ineligible for corrupt and fraudulent practices by the Government of India/ any State Government/ Company in last 5 (five) financial years.
 - After short listing the Operators based on the eligibility criteria, NMRC Shall evaluate eligible operators for technical evaluation mentioned in Clause 4.2
 - NMRC shall invite the eligible operators to make a presentation to the NMRC evaluation committee
 - NMRC shall update the eligible technical Operators the date and time for such presentation to the committee.

Note – Consortium is allowed.

It may be noted that proofs shall be required to substantiate all the information above. Also, all the pages shall be required to be signed by the Authorized Signatory.

The Applicant is required to submit at least one of the following supporting documents for each of the projects quoted for eligibility and evaluation.

- Relevant Purchase Order / Contract / Completion Certificate copies to be submitted

Also, the Applicant is required to submit the following documents:

- Letter of Incorporation/ Memorandum and Articles of Association showing objectives of the Company/Firm
- Place of Registration
- PAN of the company
- GST of the company
- Power of Attorney/ Board Resolution for Authorized Signatory

In case of an Application by a Consortium of firms, following shall be abided by their members:

- i. The Lead Member of the Consortium shall maintain a minimum percentage share of **51%** of the aggregate shareholding of the Consortium during full tenure of Agreement.

- ii. Any change in percentage stake of Consortium members without prior written approval of NMRC shall be treated as Material Breach of Contract and Operator's Event of Default entitling NMRC to encash Interest Free Security Deposit/Performance Security and /or to terminate the Agreement after 30 days' notice.
- iii. Minimum percentage stake of any member in Consortium during Contract period (including Lock-in period) not be less than **26%**.
- iv. All members of such entity shall be jointly and severally liable for the due performance of Agreement.

4.2. Information of the Technical Evaluation and Presentation Proposal

- a. The Operator satisfying the minimum eligible criteria under Clause 4.1 shall be considered for technical Evaluation as below
- b. Technical evaluation is based on the application submitted by operator

Sl. No	Evaluation parameter	Maximum Marks
E1	<p>Experience</p> <p>The Operator should have undertaken similar nature of work in public transport operation project in last 5 (Five) Financial Years.</p> <ul style="list-style-type: none"> • Similar nature of work shall mean handling of public transport operations including procurement, maintenance and operation of Buses, E Rikshaws, E-Cycles and E-Scooters • One project = 10 Marks • Two projects= 20 Marks • Three projects= 30 Marks <p>(Maximum 30 marks)</p> <p>Relevant Purchase Order / Contract / Completion Certificate copies to be submitted</p>	30
E2	<p>Average Annual Turnover</p> <p>Last three years</p> <ul style="list-style-type: none"> • Equal to Rs. 20 Crores = 10 marks • Between Rs. 20 to 40 Crores= 15 Marks • More than Rs. 40 Crores = 20 Marks <p>(Maximum 20 marks)</p> <p>Relevant Audited Statements and CA Certificate to be submitted</p>	20
E3	<p>Net Worth:</p> <p>As on last audited financial year</p> <ul style="list-style-type: none"> • Up to Rs. 5 Crores = 10 marks • Between Rs. 5 to 10 Crores= 15 Marks • More than Rs. 10 Crores = 20 Marks <p>(Maximum 20 marks)</p> <p>Relevant Audited Statements and CA Certificate to be submitted</p>	20

Sl. No	Evaluation parameter	Maximum Marks
E4	<p>Presentation</p> <ul style="list-style-type: none"> • Company Credentials includes establishment, experience, turnover, expertise • Relevant experience and understanding of feeder bus service and technicalities of operation in project area. • Business Strategy including deployment plan, resource management, operation & maintenance plan • Financial Analysis including market analysis, estimated cost, revenue forecast (detailed analysis of fare-box & non-fare-box), and overall financial projections for 10 years • Innovate non-fare box revenue generation models <p>(Maximum 30 marks)</p> <p>Applicant shall present in front of the NMRC committee</p>	30
	Total (E1+E2+E3+E4)	100

Note: The Applicant who scores more than 40 marks in technical evaluation (E1+E2+E3) based on their application shall be invited for presentation.

4.3. Contact during Proposal Evaluation

- a. Proposals shall be deemed to be under consideration immediately after they are opened and until such time NMRC makes official intimation of award/ rejection to the Operators. While the Proposals are under consideration, Operators and/ or their representatives or other interested parties are advised to refrain from contacting by any means, NMRC and/ or their employees/ representatives on matters related to the Proposals under consideration till the time Contract is awarded
- b. Any effort by an Operator to influence NMRC in its decisions on Application evaluation, Application comparison or contract award may result in rejection of the Operator's Application.
- c. In the event of any information furnished by the agency is found false or fabricated the minimum punishment shall be debarred/ blacklisting and the legal proceeding may also be initiated.
- d. If the Operator wishes to bring additional information to the notice of NMRC, he/she can do so in writing. All correspondence/ enquiry should be submitted to the following in writing by fax/ post/courier:

GM (Technical)
 Noida Metro Rail Corporation,
 Block-III, 3rd Floor, Ganga Shopping Complex,
 Sector-29, Noida 201301
 Email: nmrcnoida@gmail.com
 Website: www.nmrcnoida.com

- e. No interpretation, revision, or other communication from NMRC regarding this solicitation is valid unless in writing and signed by the competent authority from NMRC.

4.4. Project Financial Terms

NMRC Feeder Bus Services is planned to be operated in sustainable model, hence no financial aid shall be given by NMRC. The Selected Operator is expected to procure, operate, and maintain the buses as per the requirements of the NMRC – on self-sustainable model.

4.4.1. Interest Free Security Deposit / Performance Security

- a. The Selected Operator shall pay Interest Free Security Deposit / Performance Security to NMRC in advance equivalent to the amount of **Rs.1,00,00,000/- (One Crore Rupees Only)**. The interest free Security Deposit/ Performance Security shall be accepted in the in form of DD/ Bankers' Cheque only
- b. In case of a Consortium, the performance security is to be submitted in the name of the Consortium. However, splitting of the performance security (while ensuring the security is in the name of Consortium) and its submission by different members of the Consortium for an amount proportionate to their participation ratio or otherwise is also acceptable.
- c. Before the start of work by the Operator, Agreement will have to be signed by the Operator at his cost on proper stamp paper. Without performance guarantee by Operator, Contract shall not be signed.
- d. Interest Free Security Deposit / Performance Security will be refunded after successful completion of the full term of the Contract period and 3 months i.e., **10 years + 3 months** from commencement date of agreement or any extended period thereof or in case of surrender of Contract as per the provisions of the Agreement, after adjusting any dues payable to NMRC and after final settlement, without consideration of any interest after completion of agreement.
- e. NMRC reserves the right for deduction of NMRC dues/penalties from Operator's Interest Free Security Deposit / Performance Security for – Any penalty imposed by NMRC for violation of any terms and conditions of agreement committed by the Operator.
- f. Once the amount under above Clause is debited, the Operator shall replenish the Security Deposit/ Performance Security to the extent the amount is debited within 15 days period, failing which, it shall be treated as Operator Event of Default and will entitle NMRC to deal with the matter as per the provisions of Application and Agreement.

5. Section 5: General Conditions of Contract (GCC)

5.1. General Provisions

5.1.1. Governing law and jurisdiction

These general conditions shall be governed by and construed in accordance with the laws in the territory of India. Irrespective of the place of delivery and the place of payment under the contract, the contract shall be deemed to have been made at the place in India from where the acceptance of application has been issued. Any dispute arising between the parties or arising out of this project or these terms shall be subject to the exclusive jurisdiction of, and venue in, the District court located in Gautam Buddha Nagar, Uttar Pradesh, India.

5.1.2. Notices

- a. Any notice, request or consent required or permitted to be given or made pursuant to these general conditions shall be in writing. Any such notice, request or consent shall be deemed to have been given or made when delivered in person to an authorized representative of the party to whom the communication is addressed, or when sent to such party at the mentioned address.
- b. A party may change its address for notice hereunder by giving the other party notice in writing of such change to the mentioned address.

5.1.3. Authorized Representatives

Any action required or permitted to be taken, and any document required or permitted to be executed under these standard conditions by the Corporation or the Successful Operator may be taken or executed by the officials as formally designated by each party.

5.1.4. Taxes and Duties

- a. The Taxes, as applicable from time to time, shall also be borne by Operator
- b. All statutory taxes, statutory dues, local levies, penalties as applicable shall be cleared by operator.
- c. The Operator shall indemnify NMRC from any claims that may arise from the statutory authorities in connection with this Contract.

5.1.5. Fraud and Corrupt Practices

- a. The Operators and their respective officers, employees, agents and advisers shall observe highest standard of ethics during Process, anything to the contrary contained herein, NMRC may reject an Application, as the case may be, without being liable in any manner whatsoever to the Operator, as the case may be, if it determines that the Operator or associate, as the case may be, has, directly or indirectly or through an agent, engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in the Process. In such an event, NMRC shall be entitled to forfeit & appropriate Security Deposit(interest free), as the case may be, as Damages, without prejudice to any other right or remedy available to NMRC under Documents and/ or Agreement, or otherwise.
- b. Without prejudice to the rights of NMRC under Clause 5.1.5 hereinabove and the rights and remedies which NMRC may have under the evaluation, or otherwise if an Operator, as the case may be, is found by NMRC to have directly or indirectly or through an agent, engaged or indulged in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice during the Process, such Operator shall not be eligible to participate in any tender issued by NMRC during a period of 3 (three) years from the date such Operator is found by NMRC to have engaged, directly or indirectly, in any corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice.

- c. For the purposes of this Clause, the following terms shall have the meaning herein after respectively assigned to them:
- i. "Corrupt practice" means the offering, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of a public official in the selection process or in contract execution.
 - ii. "Fraudulent practice" means a misrepresentation or omission of facts in order to influence a selection process or the execution of a contract.
 - iii. "Collusive practices" means a scheme or arrangement between the Operator, with or without the knowledge of the corporation, designed to establish prices at artificial, non-competitive levels.
 - iv. "Coercive practices" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in a procurement process, or affect the execution of a contract
- d. Measures to be taken:
- i. The Corporation shall have right to cancel the engagement of the Operator, if found to be indulged in corrupt, fraudulent, collusive, or coercive practices either during the selection process or during the execution of the contract.

5.2. Commencement, Completion, Modification, Arbitration and Termination of Contract

5.2.1. Effectiveness of Contract

This Contract shall come into effect on the date the Contract is signed by both the parties and such other later date as discussed and agreed with the Operator.

5.2.2. Commencement of Services

The Operator shall begin carrying out the Services from the date of acceptance of Notice of Award or any such date as specified by the Corporation.

5.2.3. Expiration of Contract

Unless terminated earlier pursuant to Clause 5.4 hereof, these standard conditions shall expire at the end of such time period after the Effective Date as given in the time schedule in Application Document.

5.2.4. Modifications or Variations

Any modification or variation of the terms and conditions of these standard terms, including any modification or variation of the scope of the Services, may only be made by written agreement between the Parties. However, each Party shall give due consideration to any proposals for modification or variation made by the other Party.

5.2.5. Force Majeure

- a. Definition: For the purpose of these standard terms, "Force Majeure" means an event which is beyond the reasonable control of a Party, and which makes a Party's performance of its obligations under the Contract impossible or so impractical as to be considered impossible under the circumstances.
- b. No Breach of Contract: The failure of a Party to fulfill any of its obligations under the contract shall not be considered to be a breach of, or default under, this Contract insofar as such inability arises from an event of Force Majeure, provided that the Party affected by such an event (a) has taken all reasonable precautions, due care and reasonable alternative measures in order to carry out the terms and conditions of this Contract, and (b) has informed the other Party as soon as possible about the occurrence of such an event.

- c. Extension of Time: Any period within which a Party shall, pursuant to this Contract, complete any action or task, shall be extended for a period equal to the time during which such Party was unable to perform such action as a result of Force Majeure.
- d. Payments: During the period of their inability to perform the Services as a result of an event of Force Majeure, the Operator may freeze the operation, with written permission from NMRC

5.3. Material breach of contract / Events of Default

Following shall be considered Material Breach of the Contract by Operator resulting in Operator's Events of Default:

- a. If at any time during the subsistence of the Agreement, there is non-conformity to the Agreement or any time during the Agreement, the Operator indicates its unwillingness to abide by any clause of this Agreement or repudiates the Agreement.
- b. If the Operator is in persistent non-compliance of the written instructions of NMRC officials.

5.4. If any of the above Material Breach and Operator Events of Default happens, then

- a. NMRC, after giving due notice to the Operator to Cure the Default, shall be entitled to terminate the Agreement with a 30-day termination notice. For the avoidance of Doubt, it is clarified that the Cure Period available to the Operator shall be as provided in various Clauses and sub-clauses of this Agreement as may be applicable.
- b. NMRC shall issue a note to the Operator to cure the defaults, failing which the under proceedings shall be initiated as per schedule/notice period defined in the Application document.
- c. In all other cases of Operator's Event of Default where specific notice period is not provided, NMRC shall issue a Notice to Operator to cure the Default within 30 days. If the Operator fails to cure the Default within 30 days, NMRC after giving a final 30days' notice shall be entitled to terminate the Agreement, in such case the Interest free security deposit shall be forfeited to NMRC as per the provisions of this Agreement.

5.5. Surrender of Contract Document

- a. If the Operator is desirous of surrendering and exiting from the Agreement hereby created and foreclosure before expiry of the lock-in period of 2 (Two) Years, the Agreement shall deem to be terminated on the date mentioned in termination/ surrender notice, subject to confirmation by NMRC. In such a case, Interest Free Security Deposit/Performance Security shall be forfeited in favour of NMRC after adjustment of outstanding dues, if any, payable to NMRC. No grace period shall be provided to Operator in such a case. Balance outstanding dues, if are more than Interest Free Security Deposit/ Performance Security, shall also be recoverable from the Operator before Operator is permitted to remove their establishment(s)/installations/fixtures, if any or else NMRC will seize their property at zero/nil value. NMRC shall be free to dispose-off the said property / goods in whatsoever manner as it deems fit. Operator shall have no claim for compensation or consideration / damages on this account.
- b. The Operator shall have an option to exit from the Agreement post 2 (Two) year lock –in – period by giving **60 days** prior intimation to NMRC. In such a case,
 - Penalties charges shall be recovered by NMRC up to the last date of association of Operator (prior to agreed date for termination/ surrender with NMRC). After adjusting the penalties charges, the balance shall be refunded, if any payable on the part of Operator
- c. Balance outstanding dues, if are more than Interest Free Security Deposit/ Performance Security, shall also be recoverable from the Operator before Operator is permitted to remove their establishment(s) or else NMRC will seize their property at zero/nil value.
- d. NMRC reserves the right for deduction of NMRC dues from Operator's Interest Free Security Deposit / Performance Security for:

- i. Any penalty imposed by NMRC for violation of any terms and conditions of agreement committed by the Operator.
 - ii. Any amount which NMRC becomes liable to the Government/Third party due to any default of the Operator or any of his director/ employees/ representatives/ servant/ agent, etc.
 - iii. Any payment/ fine made under the order/judgment of any court/consumer forum or law enforcing agency or any person duly empowered in his behalf.
 - iv. Any outstanding payment/ claims of NMRC remained due after completion of relevant actions as per agreement.
- e. Once the amount under above Clause is debited, the Operator shall replenish the Security Deposit/ Performance Security to the extent the amount is debited within 15 days period, failing which, it shall be treated as Operator Event of Default and NMRC will be free to take action as per the relevant provisions of this Application documents.
- f. On Operational Ground: NMRC reserve the rights to terminate the Agreement by giving 30 days advance notice on operational ground. The Agreement will stand terminated on expiry of 30 days' notice. The Interest free Security deposit will be refunded after adjusting outstanding dues payable to NMRC, if any. The Operator voluntarily agrees not to seek any claim, compensation, damages or any other consideration whatsoever on any ground in this regard.

5.6. Handing over on Termination / Completion

- a. In case of Termination / Completion of the Agreement, the Operator shall hand over to NMRC or its authorized representative peaceful vacant possession of all Sites, as may be applicable. Operator shall remove all the equipment, etc. (as may be applicable) from NMRC premises within 30 days of issue of termination letter/surrender completion. However, if the Operator fails to vacate the premises/ space within the above grace period, penalty as decided by MD, NMRC shall be levied. If, the Operator fails to vacate the space / premises within the grace period, and after lapse of this 30 days grace period, NMRC shall take over the goods / property treating at NIL value, even if it is under lock & key; and NMRC shall be free to dispose-off the goods / property in whatsoever manner as it deems fit. Operator shall have no claim for compensation or consideration / damages after completion of grace period on this account. If, Operator fails to pay the penalty, applicable in case of non-vacation of premises, the same shall be adjusted from the Interest Free Security Deposit / Performance Security available with NMRC.
- b. The termination of this Agreement shall not release either party from its obligation to pay any sums then owing to the other party nor from the obligation to perform or discharge any liability that had been incurred prior thereto.

5.7. Obligations of Operator

a. General

The Operator shall always act, in respect of any matter relating to the Contract or to the Services, as faithful to the Corporation, and shall at all times support and safeguard the Corporation's legitimate interests in any dealings with Sub-Contractors or third Parties.

b. Standard of Performance

The Operator shall perform the Services and carry out their obligations hereunder with all due diligence, efficiency, in accordance with generally accepted professional standards and practices, and shall observe sound management practices, and employ appropriate technology, equipment, machinery, materials and methods.

c. Conflict of Interests

The Operator shall hold the Corporation's interest's paramount, without any consideration for future work, and strictly avoid conflict with other assignments or their own corporate interests.

d. Prohibition of Conflicting Activities

The Operator shall not engage, and shall cause their Personnel not to engage, either directly or indirectly, in any business or professional activities which would conflict with the activities assigned to them under this Contract.

e. Confidentiality

Except with the prior written consent of the Corporation, the Operator and the Personnel shall not at any time communicate to any person or entity any confidential information, maps, images, reports, etc. acquired in the course of the Services, nor shall the Operator and the Personnel make public the recommendations formulated in the course of, or as a result of, the Services. This clause shall survive even after expiry of this contract.

f. Accounting, Inspection and Auditing

The Operator shall keep accurate and systematic accounts and records in respect of the Services hereunder, in accordance with internationally accepted accounting principles and in such form and detail as will clearly identify all relevant time changes and costs, and the basis thereof.

5.8. Good Faith

The Parties undertake to act in good faith with respect to each other's rights under this Contract and to adopt all reasonable measures to ensure the realization of the objectives of this Contract.

5.9. Key Performance Indicators

- a) Without prejudice to the obligations specified in this agreement, the operator shall operate and maintain every Contracted Bus such that it achieves the performance indicators comprising Reliability, Operation, Punctuality, Frequency, Safety, upkeep of Bus and conformity with ISO certification, Good Industry Practice and Applicable Laws (the "Key Performance Indicators").

5.9.1. Reliability

- a) The Parties agree that the average reliability of all Contracted Buses in the Fleet shall be measured on a quarterly basis in terms of the number of Breakdowns per [10,000 (ten thousand)] kilometers travelled by the Contracted Buses (the "Reliability")
- b) The Reliability hereunder shall be equal to the quotient of the cumulative distance travelled by all Contracted Buses divided by the aggregate number of Breakdown of all such Contracted Buses multiplied by [10,000 (ten thousand)].
- c) The Operator agrees that the Reliability for the Contracted Buses determined shall be equal to or more than [1 (one)].

5.9.2. Operation of Contracted Buses

- a) The Operator shall at all times procure that, save and except any damage caused by theft, arson or vandalism:
- b) There are adequate lighting arrangements inside the Contracted Buses, in conformity with the Specifications and Standards.
- c) The temperature inside the Contracted Buses can be maintained in accordance with Maintenance Requirements.
- d) The Contracted Buses are clean, hygienic and free of odour;
- e) Seats, windows, doors and all fixtures in the Contracted Buses are operational; and
- f) All bus information systems and lighting systems function efficiently, and their availability is no less than [98% (ninety-eight per cent)] in a month.

5.9.3. Punctuality

Punctuality shall be measured on a quarterly basis in terms of the percentage of on-time start of trips to the total number of trips operated on a daily basis ("Start Punctuality"). The total number of trips

starting/arriving late during the month will be recorded and subtracted from the number of trips operated to arrive at the on-time trips operated figures separately in each case.

- a) The Operator agrees that the Punctuality for arrival at the respective destination shall be measured on a quarterly basis in terms of the percentage of trips with on-time arrival at destination to the total number of trips operated on a daily basis ("Arrival Punctuality").
- b) The Parties agree that the Operator may exercise a relaxation equivalent to [5 (five)] minutes, for start of the bus schedule, and [10% (ten percent)] of the subsequent scheduled trip time (subject to a maximum of [15 (fifteen) minutes]) for start of subsequent schedules and arrival of trips.
- c) Subject to the provisions, the Operator agrees that the Start Punctuality determined in accordance shall be equal to or more than [98% (ninety eight percent)] and the Arrival Punctuality shall be equal to or more than [80% (eighty percent)] respectively.

5.9.4. Frequency

The frequency of operation of Contracted Buses shall be measured on a quarterly basis in terms of percentage of the cumulative trips travelled by all Contracted Buses to the aggregate number of scheduled trips ("Trip Frequency") and a percentage of the cumulative Bus Kms operated to the aggregate scheduled Bus Kms ("Bus Kms Frequency"), respectively.

- a) The Operator agrees that the Trip Frequency and the Bus Kms Frequency, as the case may be, determined in accordance with the advertisement shall be equal to or more than [94% (ninety four percent)].
- b) The Contracted Buses shall be operated continuously such that the first Contracted Bus in each direction shall depart no later than [0600 hours] and the last Bus shall terminate not earlier than [2300 hours] at the frequency specified in the Deployment Plan and this Agreement; provided that on Sundays the duration of services may be reduced by [4 (four)] hours.
- c) The Contracted Buses in each direction shall be operated such that the difference between arrival time of two Contracted Buses at any bus stop shall not exceed [10 (ten)] minutes; provided that such difference may be increased, subject to a maximum of [15 (fifteen)] minutes, depending upon the number of Users in the respective hour.
- d) The average speed of Bus movement from the beginning point to the termination point during any hour of the day, including stops, shall not be less than [15 (fifteen)] kilometres per hour. For the avoidance of doubt, stops at the bus stop shall not be less than [30 (thirty)] seconds each.

5.9.5. Safety of Operations

- a) The Parties agree that the Safety of Buses in the Fleet shall be measured in terms of inverse of number of accidents per [1,00,000 Kms (One lakh kilometers)] (the "General Safety") and the number of fatalities per [10,00,000 Kms (Ten lakh kilometers)] (the "Severe Safety"), respectively.
- b) The General Safety and Severe Safety shall be calculated in terms of cumulative Bus Kms operated divided by number of accidents multiplied by [1,00,000 (One lakh)] and cumulative Bus Kms operated divided by number of fatalities multiplied by [10,00,000 (Ten lakh)], respectively.
- c) The Operator agrees that the General Safety and the Severe Safety, as the case may be, determined in accordance with latest guidelines, shall be equal to or more than [1 (one)].

5.9.6. Certification

- a) The Operator shall, prior to 1st Anniversary of the COD, achieve and thereafter maintain throughout the Contract Period, [ISO 9000:2005, ISO 14000:2004, ISO 18000:2007 and ISO 50000:2011] certification or a substitute thereof for the Maintenance Depots, and shall provide certified copies thereof to the Authority forthwith.
- b) In the event of default in obtaining the certification specified, the Operator shall, within [15 (fifteen)] days thereof, submit to the Authority an action plan that sets out the actions proposed to be taken by the Operator for rectifying its deficiencies and obtaining such certification for the Maintenance Depots.

- c) If the period of default in obtaining the ISO certification shall exceed a continuous period of [15 (fifteen)] months, the Operator shall pay Damages to the Authority in an amount equal to [1% (five per cent)] of the Performance Security.

5.9.7. Damages for failure to achieve key performance indicators

The Operator shall ensure and procure compliance of each of the Key Performance Indicators and for repeated shortfall in performance during a quarter, as may be determined by the Authority for reasons to be recorded in writing based on User feedback and inspections by the Authority, it shall pay Damages equal to [0.1% (zero point one per cent)] and maximum up to [10% (Ten per cent)] if the Performance Security for such shortfall in any such performance indicator.

5.10. Penalties

NMRC or agency chosen will monitor smooth operations, penalty for deficiency in services shall be imposed & recovered from the Operator. Details of deficiencies and respective penalties are given as under -

Vehicle - Penalty per deficiency per contracted Bus

Sl.No.	Deficiencies	Fine Km
1	Modification of the design or paintwork of the exterior or interior of the Bus without the authorization of Authority	15
2	Missing bus body panels on the exterior/interior of the Bus	25
3	Defective or malfunctioning headlights, rear lights, brake light, turning indicators and parking lights, broken mirrors at the time of Bus Operations	25
4	Dirty vehicle (i.e., dusty handrails, chairs and floor, litter of any kind on floor, foul odour; dirty windows and glass panels, Spots) inside or outside, at the time of start of first shift in the morning	25
5	Broken/damaged windows, fixed glass, front windshield or rear windshield	25
6	Fire Extinguisher missing or beyond expiry date	25
7	Malfunctioning passenger door	25
8	Broken/Loose/Missing Passenger Seat	25
9	Loose or missing handrails, roof grab rails and/or with Sharp edges	25
10	Visible dents more than 6" beyond 1 week on the bus exterior	15
11	Malfunctioning/ Broken Light in the passenger compartment	15
12	Placing any decorative article/religious figure or symbol or political symbol inside or outside the Bus without prior approval of the Authority	50
13	Placing any poster/advertisement/stickers or similar items inside or outside the Bus which may or may not generate any revenue for the Operator unless authorized by Authority	50
14	Damage to the any vehicle tracking equipment or any Intelligent Transit Management System installed by Authority/Operator	50
15	Deterioration of Bus Speed or AC Performance due to inefficiency/ malfunction	50
16	Defective break	100
17	Damaged Tyre	100
18	ACs not running up to design capacity and /or any stoppages and/or leakages of water	25

Bus Operations- Penalty shall be applied per incident

Sl.No.	Incidents	Fine Km
1	Arriving for a shift more than 10 min. late than as given in Operating Plan for a given route for a given Bus for Buses as per Assured Fleet Availability	15
2	Delay of more than 20 min beyond the end of shift	25
3	Driver not responding to more than 3 consecutive directions sent by Authority Control Centre	50
4	Stopping at Bus Station for longer than authorized by Authority	25
5	Improper Docking the of the Buses	25
6	Letting passengers access bus at locations other than Bus Station and Terminals or as designated by Authority	50
7	Not stopping at Station designated as per Operating Plan unless authorized by Authority	50
8	Stopping at Station not designated as per Operating Plan unless authorized by Authority	50
9	Changing bus route without authorization of Authority	75
10	Bus breakdown inside the Bus Lane	50
11	Bus breakdown during operating hours at location other than bus lane	25
12	Abandoning bus during operating hours (not limited to Bus Stations, Terminals and Bus Lane)	180
13	Operating bus with Defective/Broken Headlights, Rear lights, Brake lights, Turning indicators, Parking lights	50
14	Use of electronic equipment like Radio or Music system unless authorized by Authority	25
15	Use of Cell phone by Driver while driving	100
16	Driver not wearing clean uniform as designed by Authority	25
17	Driver in drunken state	180
18	Misbehaviour by driver with Authority officials	25
19	Cause accident due to irresponsible driving	180
20	Drive above speed limit set by Authority	180
21	Excess Passenger	25
22	Misbehaviour by driver with Passengers	25

5.11. Settlement of Disputes

5.11.1. Amicable Settlement

The Parties shall use their best efforts to settle amicably all disputes arising out of or in connection with this Agreement or the interpretation thereof.

5.11.2. Conciliation

In the event of any dispute, difference of opinion or dispute or claim arising out of this Agreement or breach, termination, shall firstly be attempted to be settled by conciliator appointed/nominated by MD/NMRC on receipt of such requests from either party. The conciliator shall make the settlement agreement. The settlement agreement shall be final and binding on the parties. The settlement agreement shall have the same status and effect of an Arbitration Award under the Arbitration and Conciliation Act 1996. If the conciliation failed, the party may refer the matter to Arbitration to resolve the disputes

5.11.3. Arbitration

All disputes relating to this agreement or claims arising out of or relating to this agreement or breach, termination or the invalidity thereof or on any issue whether arising during the progress of the services or after the completion or abandonment thereof or any matter directly or indirectly connected with this agreement shall be referred to Arbitrator(s) appointed by Managing Director, NMRC on receipt of such request from either party. Matters to be arbitrated upon shall be referred to a sole Arbitrator if the total value of the claim is up to Rs. 2 Crore and to a panel Arbitrators, if total value of claims is more than Rs. 2 Crore. The Arbitrator(s) shall be appointed within a period of 30 days from date of receipt of written notice / demand of appointment of Arbitrator from either party.

5.11.4. The decision of sole Arbitrator / panel of Arbitrators shall be binding on all the parties. The parties agree to comply with the awards resulting from arbitration and waive their rights to any form of appeal insofar as such waiver can validly be made.

5.11.5. Rules governing Arbitration Proceedings: The Arbitration Proceedings shall be governed by Indian Arbitration and Conciliation Act 1996, as amended from time to time including provisions in force at the time the references made. During the pendency of arbitration proceedings, the Operator shall continue to perform and make do payments to NMRC as per the Agreement.

5.11.6. Jurisdiction

With respect to any dispute arising out of or related to this Contract, the parties' consent to the exclusive jurisdiction of, and venue in, the District Court located in Gautam Budh Nagar, Uttar Pradesh, India.

5.11.7. Cost

The cost of arbitration shall be borne by the respective parties. The cost shall, inter alia, include the fees of the Arbitrator(s) as per rates fixed by the Employer from time to time.

5.12. Indemnity

The Operator shall indemnify and hold harmless NMRC, from and against all actions, suits, proceedings, claims, damages, losses, expenses and demands of every nature and description, by reasons of any act or omissions of the Operator, his representative or his employees in the execution of the Services. These indemnification obligations shall include but not be limited to claims, damages, losses, damage proceedings, charges and expenses which are attributable but not limited to:

- a. sickness, or disease, or death of, or injury to any person; and
- b. loss of, or damage to, or destruction of any property including consequential loss of use

5.13. Miscellaneous

- a. The employees shall be the employees of Operator only and shall not be construed under any circumstances as employees of NMRC. Operator hereby indemnifies NMRC against the claims made by Operator's employees against NMRC.
- b. The Operator hereby undertakes to discharge all statutory obligations and liabilities in connection with employment of its personnel in the said premises. Operator hereby indemnifies NMRC against any liability arising in connection with the employment of its personnel in the said premises by Operator. Operator hereby undertakes to carry out police verification of its employees and submit the copy of same to NMRC in accordance with NMRC's policies regulations prevalent at that time.
- c. Operator shall bear all salaries, wages, bonuses, payroll taxes or accruals including gratuity, superannuating, pension and provident fund contributions, contributions to worker's compensations funds and employees state insurance and other taxes and charges and all fringe and employee benefits including statutory contributions in respect of such personnel employed/deployed by the Operator and these personnel shall at no point of time be construed

to be employees of NMRC and the Operator shall be solely responsible for compliance with all labour laws which shall include all liabilities of the Provident Fund Act, ESI Act, Workmen's compensation Act, Minimum Wages Act and other Labour Welfare Act in respect of its personnel. The Operator shall indemnify NMRC from any claims that may arise in connection with above.

- d. In case of non-payment of penalties and other dues or any other reasons whatsoever, the Operator voluntarily agrees to and permits "NMRC" to disconnect all utility services including electric supply, water supply to the Contracted premises. The Operator agrees voluntarily and also undertakes not to seek any claim, compensation, damages or any other consideration whatsoever, which may arise due to such disconnection and sealing by the NMRC.
- e. That the Operator shall be responsible to obtain any or all permission and/or clearances from any/all authorities, governmental or otherwise and NMRC shall not be liable or responsible for any of the act or omissions committed on the part of the Operator.
- f. The Operator agrees voluntarily and unequivocally to make all penalties as may be due on due date, without waiting for any formal invoice from the NMRC.
- g. Misuse - The Operator shall use the granted space under the agreement only for Feeder Bus Service and shall not use the same for any other purposes. In case, the Operator carries on any business or uses the said premises for any other purposes the Contract shall deemed to have been misused unless authorized by NMRC in writing and NMRC shall immediately terminate the said agreement. All liabilities for misused charges and mis-user proceedings, if so, initiated shall be that of the Operator only. The Operator will indemnify and keep indemnified NMRC for any losses on this account.
- h. Compliance with the Law - The premises and the equipment and the appurtenances thereto (except those installed by NMRC) conform to every applicable requirement of law or duly constituted authority or the requirements of the carriers of all insurance on or relating to the Contracted premises. The Operator at its sole risk and expense, at all times during the term thereof promptly comply with all such requirements. The Operator shall comply with all applicable statutes, ordinances, rules and regulations of central, state governments, municipal bodies, traffic police, transport authorities, state road transport corporations and all applicable rules and also regulations of the Fire department. The Operator shall also comply with all rules and regulations under the Metro Railways (Operations and Maintenance) Act 2002 and also to instructions issued from time to time from the MD, NMRC or any official of NMRC. Non-compliance with rules/ regulations/ notices and laws may be treated as breach of contract and may lead to termination of contract and forfeiture of interest free security deposit and other payments. Operator shall comply with and abide by the judgments passed from time to time by Hon'ble Supreme Court / High Court or any other judicial / quasi-judicial body / authority. The same shall be the responsibility of Operator.

6. Section 6:Forms

6.1. Form 1: Format for Covering Letter

Date:

To,

Noida Metro Rail Corporation (NMRC) Limited
Block-III, 3rd Floor, Ganga Shopping Complex,
Noida -201301,
District Gautam Budh Nagar, Uttar Pradesh

Sub: Application for Self-Sustainable Operation of Feeder Bus Services in Noida and Greater Noida

Dear Sir,

1. With reference to your Application document dated _____, I/We the undersigned am/are hereby expressing our Interest to procure, operate and maintain Feeder Bus Services in self-sustainable model in Noida and Greater Noida area within routes suggested by NMRC.
2. We understand that NMRC intends to initiate feeder services operations at its Metro stations. Further, the issue of this Application does not imply that NMRC is bound to appoint any operator, as the case may be, for the Project.
3. We hereby declare that we are neither blacklisted/debarred firm nor have contracts, which have been terminated/ foreclosed by any company / department during the last 5 (five) financial years due to non- fulfilment of Contractual obligations.
4. We hereby declare that all the information and statements made in this Application are true and accept that any misinterpretation contained in it may lead to our disqualification. Our Application is binding upon us.
5. We have prepared our application for the captioned project as specified in Application Document.

I/We hereby declare that all the information and statements made in this Application are true.

(Name and Title of the Signatory)

(In the capacity of)
Company Seal

(Name of the Entity)

6.2. Form 2: Firm Details

1.	Title and name of the Project: Application for Self-Sustainable Operation of Feeder Bus Services in Noida and Greater Noida												
2.	State the structure of the Operator's organization (Operators to complete/delete as appropriate) Sole Operator/Consortium.....												
3.	<p>For Operators who are individual companies or firms, state the following. In case of consortium, each member of the consortium shall fill submit these details in separate rows.</p> <p>Name of Company or firm:</p> <p>Legal status: (e.g., incorporated private company, etc.)</p> <p>Registered address:</p> <p>Year of incorporation.....</p> <p>Principal place of business:</p> <p>PAN (attach proof)</p> <p>GST No. (attach proof)</p> <p>Contact person:</p> <p>Contact person's title:</p> <p>Address, telephone, facsimile number and e-mail ID of contact person:</p>												
4.	<p>In case of a consortium, state the following including:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width: 25%;">Names of members (Lead member first):</th> <th style="width: 25%;">Legal Status</th> <th style="width: 25%;">Registered address and principal place or business</th> <th style="width: 25%;">Percentage participation (equity)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">a.</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">b.</td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>Note:</p> <p>Authorized contact person (from lead member):</p> <p>Contact person's title:</p> <p>Address, telephone, facsimile and e-mail ID of contact person:</p>	Names of members (Lead member first):	Legal Status	Registered address and principal place or business	Percentage participation (equity)	a.				b.			
Names of members (Lead member first):	Legal Status	Registered address and principal place or business	Percentage participation (equity)										
a.													
b.													

6.3. Form 3: Capability Statement

It is Compulsory for the Operator to fill this statement and the Operator must upload those document that support this statement

Reference No: _____

Name of Work: _____

Name of Operator: _____

<u>Sl.No.</u>	<u>ELIGIBILITY CRITERIA</u>	<u>(To be filled by the Operator)</u>
1		
2		
3		
4		
5		

6.4. Form 4: Relevant Experience

S. No.	Particulars	Details (INR)
1	Name of the contract	
2	Client	
3	Dates of Contract (Start and End Date)	
4	Business Model	
5	Type of Public Transport (Buses, E-Rikshaw, E-Cycle and E-Scooters)	
6	Number of vehicles deployed	
7	Total Project Cost	
8	Similar nature of work undertaken (add separate rows for each experience)	

Attach documentary proof for each of the experience mentioned above.

6.5. Form 5: Financial Capacity

A. Details of Turnover

S. No.	Particulars of Turnover	Details (INR)
1	2021-22	
2	2020-21	
3	2019-20	
4	2018-19	
	Average annual turnover for the last 3 FYs (2018-19, 2019-20 and 2020-21 or 2019-20, 2020-21 and 2021-22)	

1Details of Net Worth

S. No.	Particulars of Net Worth	Details (INR)
1	2020-21/(Last audited financial year)	

Certificate of the Chartered Accountants/Statutory Auditors

Based on Audited Accounts and other relevant documents of _____ (Name of operator), we M/s _____, Chartered Accountants/ Statutory Auditors, certify that the above information pertaining to FY _____, _____ & _____ is correct.

Attach Documentary proofs: Audited Financial Statements and Turnover Certificate

6.6. Form 6: Undertaking

Name of Work: Application for Self-Sustainable operation of Feeder Bus services for Noida and Greater Noida

I confirm that I/ Operator/ any of the consortium members have not been blacklisted/ banned/ declared ineligible for corrupt and fraudulent practices by the Government of India/ any State Government/ Government Agency and Supreme court in last 5 (five) financial years.

I confirm that I/ Operator/ any of the consortium members [*have/ don't have any*] pending litigations, non-performing contracts and surrendered contracts during last 5 years.

Signature of the Operator with seal

Dated:

Witness:

Address:

Occupation

Note:

- 1. To be signed by the Operator/ lead member in case of a Consortium**

6.7. Form 7: Undertaking of Financial Liability on Operator

Name of Work: Application for Self-Sustainable operation of Feeder Bus services for Noida and Greater Noida

I confirm that I/ Operator/ any of the consortium members have understood the terms and conditions of the project and as the project is planned to operate on self-sustainable model, NMRC is not liable in any sort whatever during entire project period. I/ We shall indemnify NMRC at all times.

Signature of the Operator with seal

Dated:

Witness:

Address:

Occupation

Note:

- 1) To be signed by the Operator/ lead member in case of a Consortium**

6.8. Form 8: Details of the Proposed Project

Sl. No	Particulars	Details			
1	Proposed Number of Buses (Minimum = 25)				
2	Proposed feeder bus variant Please "tick" basis applicability	1. CNG	<input type="checkbox"/>		
		2. Electric	<input type="checkbox"/>		
3	Proposed Procurement Schedule of Buses				
4	Proposed Technical Specifications for Bus/ITS system				
5	Deployment Plan (Resource identification, manpower, finances etc.)				
6	Proposed buses on identified routes <i>(Please refer Annexure 2 for routes and timetable)</i>	Sl. No	Routes	Proposed Number of Buses	No of Kilometres (per day per bus)
		1	P1001		
		2	P1002		
		3	P1004		
		4	P1005		
		5	P1006		
		6	P1008		
		7	P1009		
		8	P1010		
		9	P1011		
7	Any Other Details				

7. Section 7: Appendices

7.1. Appendix 1: Metro Alignment(For reference only)

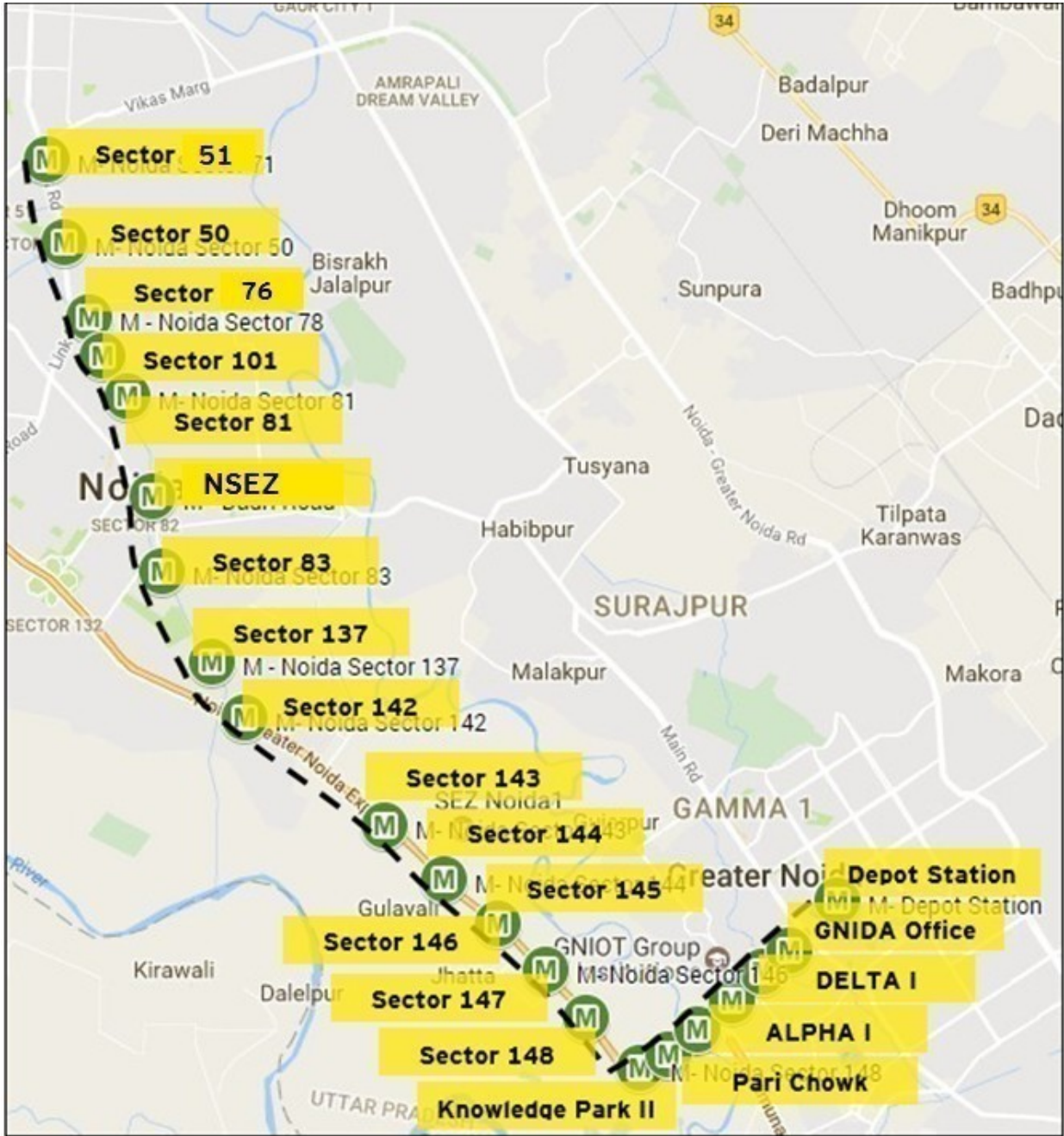


Fig: The Metro Line

Please Note: The map shown above is indicative (not to scale)

7.2. Appendix 2: Proposed Routes

S. No	Proposed Routes	Metro Station Covered	Service Type	Route Length (KM)	Covered Areas
1	P1001	Pari Chowk	To & Fro	6	Omega IV, UPSIDC Industrial Site
2	P1002	Alpha I, GNIDA	Two Way Loop	19	Alpha I, Beta I, Gamma I, ETA I, ETA II, OMICORN, Aicher Market, Jaypee
3	P1004	Sector 51	Two Way Loop	18	Sector 33, RTO, Jal Vayu Vihar Sector 15, Sector 16, Sector 18
4	P1005	Sector 51	Two Way Loop	19	Sector 63, Sector 62, JSS, Jaypee University
5	P1006	Pari Chowk, Knowledge Park	Two Way Loop	11	Knowledge Park II, Sharda University, Galgotia College, AWHO, P3 Market, PH II
6	P1008	NSEZ	To and Fro	6	Noida Phase II, NSEZ, Kulesara & Habibpur Village
7	P1009	Sector 76	To and Fro	10	Sector 76, Stellar One Society, Arihant Arden Society, Stellar Jeevan Society, ACE City (Noida Extension)
8	P1010	Sector 51, 50 & 76	Two Way Loop	23	Sector 76, Sector 50, Sector 121, Sector 122, Parthala Chowk, Ek Murthi Chowk, Techzone IV
9	P1011	Sector 51, 50	To and Fro	12	Sector 71, Sector 50, Sector 122, Sector 121, Parthala Chowk, Gaur Chowk, Gaur City

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead End	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
15.7	F1001	Parli Chowk	Omega IV, UPSDC Industrial Site	6 km	To & Fro
Starting Point		Parli Chowk Metro Station			

Bus No. 1	Shift 1				Shift 2			
	Parli Chowk		Block G, Surajpur Site V		Parli Chowk		Block G, Surajpur Site V	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	05:58	06:00	06:26	06:31	14:09	14:14	14:40	14:45
	06:57	07:02	07:28	07:33	15:11	15:16	15:42	15:47
	07:59	08:04	08:30	08:35	16:13	16:18	16:44	16:49
	09:01	09:06	09:32	09:37	17:15	17:20	17:46	17:51
	10:03	10:08	10:34	10:39	18:17	18:22	18:48	18:53
	11:05	11:10	11:36	11:41	19:19	19:24	19:50	19:55
	12:07	12:12	12:38	12:43	20:21	20:26	20:52	20:57
	13:09	13:14	13:40	13:45	21:23	21:28	21:54	21:59
	14:11				22:25			
Bus No. 2	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:10	06:15	06:41	06:46	14:24	14:29	14:55	15:00
	07:12	07:17	07:43	07:48	15:26	15:31	15:57	16:02
	08:14	08:19	08:45	08:50	16:28	16:33	16:59	17:04
	09:16	09:21	09:47	09:52	17:30	17:35	18:01	18:06
	10:18	10:23	10:49	10:54	18:32	18:37	19:03	19:08
	11:20	11:25	11:51	11:56	19:34	19:39	20:05	20:10
	12:22	12:27	12:53	12:58	20:36	20:41	21:07	21:12
	13:24	13:29	13:55	14:00	21:38	21:43	22:09	22:14
	14:26				22:40			
Bus No. 3	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:25	06:30	06:56	07:01	14:39	14:44	15:10	15:15
	07:27	07:32	07:58	08:03	15:41	15:46	16:12	16:17
	08:29	08:34	09:00	09:05	16:43	16:48	17:14	17:19
	09:31	09:36	10:02	10:07	17:45	17:50	18:16	18:21
	10:33	10:38	11:04	11:09	18:47	18:52	19:18	19:23
	11:35	11:40	12:06	12:11	19:49	19:54	20:20	20:25
	12:37	12:42	13:08	13:13	20:51	20:56	21:22	21:27
	13:39	13:44	14:10	14:15	21:53	21:58	22:24	22:29
	14:41				22:55			
Bus No. 4	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:40	06:45	07:11	07:16	14:54	14:59	15:25	15:30
	07:42	07:47	08:13	08:18	15:56	16:01	16:27	16:32
	08:44	08:49	09:15	09:20	16:58	17:03	17:29	17:34
	09:46	09:51	10:17	10:22	18:00	18:05	18:31	18:36
	10:48	10:53	11:19	11:24	19:02	19:07	19:33	19:38
	11:50	11:55	12:21	12:26	20:04	20:09	20:35	20:40
	12:52	12:57	13:23	13:28	21:06	21:11	21:37	21:42
	13:54	13:59	14:25	14:30	22:08	22:13	22:39	22:44
	14:56				23:10			

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
16.9	P1002	Alpha I, GNIDA	Alpha I, Beta I, Gamma I, ETA I, ETA II, DMICORN, Aicher Market, Jaypee	19 km	Loop
Starting Point		Alpha I Metro Station			

	Bus No. 1		Bus No. 2		Bus No. 3		Bus No. 4	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Shift 1	05:55	06:00	06:09	06:14	06:23	06:28	06:37	06:42
	07:17	07:22	07:31	07:36	07:45	07:50	07:59	08:04
	08:39	08:44	08:53	08:58	09:07	09:12	09:21	09:26
	10:01	10:06	10:15	10:20	10:29	10:34	10:43	10:48
	11:23	11:28	11:37	11:42	11:51	11:56	12:05	12:10
	12:45	12:50	12:59	13:04	13:13	13:18	13:27	13:32
	14:07		14:21		14:35		14:49	
Shift 2	14:09	14:14	14:23	14:28	14:37	14:42	14:51	14:56
	15:31	15:36	15:45	15:50	15:59	16:04	16:13	16:18
	16:53	16:58	17:07	17:12	17:21	17:26	17:35	17:40
	18:15	18:20	18:29	18:34	18:43	18:48	18:57	19:02
	19:37	19:42	19:51	19:56	20:05	20:10	20:19	20:24
	20:59	21:04	21:13	21:18	21:27	21:32	21:41	21:46
	22:21	22:26	22:35	22:40	22:49	22:54	23:03	23:08
	23:43		23:57		00:11		00:25	
	Bus No. 5		Bus No. 6					
	Arrival	Departure	Arrival	Departure				
Shift 1	06:51	06:56	07:05	07:10				
	08:13	08:18	08:27	08:32				
	09:35	09:40	09:49	09:54				
	10:57	11:02	11:11	11:16				
	12:19	12:24	12:33	12:38				
	13:41	13:46	13:55	14:00				
	15:03		15:17					
Shift 2	15:05	15:10	15:19	15:24				
	16:27	16:32	16:41	16:46				
	17:49	17:54	18:03	18:08				
	19:11	19:16	19:25	19:30				
	20:33	20:38	20:47	20:52				
	21:55	22:00	22:09	22:14				
	23:17	23:22	23:31	23:36				
		00:39		00:53				

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
11.7	P1004	Sector 51	Sector 33, RTD, Jal Vayu Vihar Sector 15, Sector 16, Sector 18	18 km	Loop
Starting Point		Sector 51 Metro Station			

	Bus No. 1		Bus No. 2		Bus No. 3		Bus No. 4	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Shift 1	05:55	06:00	06:08	06:13	06:21	06:26	06:34	06:39
	07:12	07:17	07:25	07:30	07:38	07:43	07:51	07:56
	08:29	08:34	08:42	08:47	08:55	09:00	09:08	09:13
	09:46	09:51	09:59	10:04	10:12	10:17	10:25	10:30
	11:03	11:08	11:16	11:21	11:29	11:34	11:42	11:47
	12:20	12:25	12:33	12:38	12:46	12:51	12:59	13:04
	13:37		13:50		14:03		14:16	
Shift 2	13:38	13:43	13:51	13:56	14:04	14:09	14:17	14:22
	14:55	15:00	15:08	15:13	15:21	15:26	15:34	15:39
	16:12	16:17	16:25	16:30	16:38	16:43	16:51	16:56
	17:29	17:34	17:42	17:47	17:55	18:00	18:08	18:13
	18:46	18:51	18:59	19:04	19:12	19:17	19:25	19:30
	20:03	20:08	20:16	20:21	20:29	20:34	20:42	20:47
	21:20	21:25	21:33	21:38	21:46	21:51	21:59	22:04
22:37		22:50		23:03		23:16		
	Bus No. 5		Bus No. 6					
	Arrival	Departure	Arrival	Departure				
Shift 1	06:47	06:52	07:00	07:05				
	08:04	08:09	08:17	08:22				
	09:21	09:26	09:34	09:39				
	10:38	10:43	10:51	10:56				
	11:55	12:00	12:08	12:13				
	13:12	13:17	13:25	13:30				
		14:42						
Shift 2	14:30	14:35	14:43	14:48				
	15:47	15:52	16:00	16:05				
	17:04	17:09	17:17	17:22				
	18:21	18:26	18:34	18:39				
	19:38	19:43	19:51	19:56				
	20:55	21:00	21:08	21:13				
		22:25						

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
11.7	P1005	Sector 51	Sector 63, Sector 62, JSS, Jaypee University	19 km	Loop
Starting Point		Sector 51 Metro Station			

	Bus No. 1		Bus No. 2		Bus No. 3		Bus No. 4	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Shift 1	05:55	06:00	06:08	06:13	06:21	06:26	06:34	06:39
	07:16	07:21	07:29	07:34	07:42	07:47	07:55	08:00
	08:37	08:42	08:50	08:55	09:03	09:08	09:16	09:21
	09:58	10:03	10:11	10:16	10:24	10:29	10:37	10:42
	11:19	11:24	11:32	11:37	11:45	11:50	11:58	12:03
	12:40	12:45	12:53	12:58	13:06	13:11	13:19	13:24
	14:01		14:14		14:27		14:40	
Shift 2	13:58	14:03	14:11	14:16	14:24	14:29	14:37	14:42
	15:19	15:24	15:32	15:37	15:45	15:50	15:58	16:03
	16:40	16:45	16:53	16:58	17:06	17:11	17:19	17:24
	18:01	18:06	18:14	18:19	18:27	18:32	18:40	18:45
	19:22	19:27	19:35	19:40	19:48	19:53	20:01	20:06
	20:43	20:48	20:56	21:01	21:09	21:14	21:22	21:27
	22:04	22:09	22:17	22:22	22:30	22:35	22:43	22:48
	23:25		23:38		23:51		00:04	
	Bus No. 5		Bus No. 6					
	Arrival	Departure	Arrival	Departure				
Shift 1	06:47	06:52	07:00	07:05				
	08:08	08:13	08:21	08:26				
	09:29	09:34	09:42	09:47				
	10:50	10:55	11:03	11:08				
	12:11	12:16	12:24	12:29				
	13:32	13:37	13:45	13:50				
	14:53		15:06					
Shift 2	14:50	14:55	15:03	15:08				
	16:11	16:16	16:24	16:29				
	17:32	17:37	17:45	17:50				
	18:53	18:58	19:06	19:11				
	20:14	20:19	20:27	20:32				
	21:35	21:40	21:48	21:53				
	22:56		23:09					

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
14.5	P1006	Pari Chowk, Knowledge Park	Knowledge Park II, Sharda University, Galgotia College, AWHO, P3 Market, PH II	11 km	Loop
Starting Point		Knowledge Park II Metro Station			

	Bus No. 1		Bus No. 2		Bus No. 3		Bus No. 4	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Shift 1	05:55	06:00	06:07	06:12	06:19	06:24	06:31	06:36
	06:44	06:49	06:56	07:01	07:08	07:13	07:20	07:25
	07:33	07:38	07:45	07:50	07:57	08:02	08:09	08:14
	08:22	08:27	08:34	08:39	08:46	08:51	08:58	09:03
	09:11	09:16	09:23	09:28	09:35	09:40	09:47	09:52
	10:00	10:05	10:12	10:17	10:24	10:29	10:36	10:41
	10:49	10:54	11:01	11:06	11:13	11:18	11:25	11:30
	11:38	11:43	11:50	11:55	12:02	12:07	12:14	12:19
	12:27	12:32	12:39	12:44	12:51	12:56	13:03	13:08
	13:16	13:21	13:28	13:33	13:40	13:45	13:52	13:57
		14:17		14:29		14:41		
Shift 2	14:04	14:09	14:16	14:21	14:28	14:33	14:40	14:45
	14:53	14:58	15:05	15:10	15:17	15:22	15:29	15:34
	15:42	15:47	15:54	15:59	16:06	16:11	16:18	16:23
	16:31	16:36	16:43	16:48	16:55	17:00	17:07	17:12
	17:20	17:25	17:32	17:37	17:44	17:49	17:56	18:01
	18:09	18:14	18:21	18:26	18:33	18:38	18:45	18:50
	18:58	19:03	19:10	19:15	19:22	19:27	19:34	19:39
	19:47	19:52	19:59	20:04	20:11	20:16	20:23	20:28
	20:36	20:41	20:48	20:53	21:00	21:05	21:12	21:17
	21:25	21:30	21:37	21:42	21:49	21:54	22:01	22:06
	22:14		22:26		22:38		22:50	

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
3.5	P1008	NSEZ	Noida Phase II, NSEZ, Kulesara & Habibpur Village	6 km	To & Fro
Starting Point		NSEZ Metro Station			

	Shift 1				Shift 2			
	NSEZ Metro Station		CRPF Camp		NSEZ Metro Station		CRPF Camp	
Bus No. 1	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	05:55	06:00	06:26	06:31	14:09	14:14	14:40	14:45
	06:57	07:02	07:28	07:33	15:11	15:16	15:42	15:47
	07:59	08:04	08:30	08:35	16:13	16:18	16:44	16:49
	09:01	09:06	09:32	09:37	17:15	17:20	17:46	17:51
	10:03	10:08	10:34	10:39	18:17	18:22	18:48	18:53
	11:05	11:10	11:36	11:41	19:19	19:24	19:50	19:55
	12:07	12:12	12:38	12:43	20:21	20:26	20:52	20:57
	13:09	13:14	13:40	13:45	21:23	21:28	21:54	21:59
	14:11				22:25			
Bus No. 2	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:10	06:15	06:41	06:46	14:24	14:29	14:55	15:00
	07:12	07:17	07:43	07:48	15:26	15:31	15:57	16:02
	08:14	08:19	08:45	08:50	16:28	16:33	16:59	17:04
	09:16	09:21	09:47	09:52	17:30	17:35	18:01	18:06
	10:18	10:23	10:49	10:54	18:32	18:37	19:03	19:08
	11:20	11:25	11:51	11:56	19:34	19:39	20:05	20:10
	12:22	12:27	12:53	12:58	20:36	20:41	21:07	21:12
	13:24	13:29	13:55	14:00	21:38	21:43	22:09	22:14
	14:26				22:40			
Bus No. 3	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:25	06:30	06:56	07:01	14:39	14:44	15:10	15:15
	07:27	07:32	07:58	08:03	15:41	15:46	16:12	16:17
	08:29	08:34	09:00	09:05	16:43	16:48	17:14	17:19
	09:31	09:36	10:02	10:07	17:45	17:50	18:16	18:21
	10:33	10:38	11:04	11:09	18:47	18:52	19:18	19:23
	11:35	11:40	12:06	12:11	19:49	19:54	20:20	20:25
	12:37	12:42	13:08	13:13	20:51	20:56	21:22	21:27
	13:39	13:44	14:10	14:15	21:53	21:58	22:24	22:29
	14:41				22:55			
Bus No. 4	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:40	06:45	07:11	07:16	14:54	14:59	15:25	15:30
	07:42	07:47	08:13	08:18	15:56	16:01	16:27	16:32
	08:44	08:49	09:15	09:20	16:58	17:03	17:29	17:34
	09:46	09:51	10:17	10:22	18:00	18:05	18:31	18:36
	10:48	10:53	11:19	11:24	19:02	19:07	19:33	19:38
	11:50	11:55	12:21	12:26	20:04	20:09	20:35	20:40
	12:52	12:57	13:23	13:28	21:06	21:11	21:37	21:42
	13:54	13:59	14:25	14:30	22:08	22:13	22:39	22:44
	14:56				23:10			

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
11.9	P1009	Sector 76	Sector 76, Stellar One Society, Arihant Arden Society, Stellar Jaevan Society, ACE City (Noida Extension)	10 km	To & Fro
Starting Point		Sector 76 Metro Station			

	Shift 1				Shift 2			
	Sector 76 Metro Station		Ecotech		Sector 76 Metro Station		Ecotech	
Bus No. 1	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	05:55	06:00	06:39	06:44	14:39	14:44	15:23	15:28
	07:23	07:28	08:07	08:12	16:07	16:12	16:51	16:56
	08:51	08:56	09:35	09:40	17:35	17:40	18:19	18:24
	10:19	10:24	11:03	11:08	19:03	19:08	19:47	19:52
	11:47	11:52	12:31	12:36	20:31	20:36	21:15	21:20
	13:15	13:20	13:59	14:04	21:59	22:04	22:43	22:48
	14:43				23:27			
Bus No. 2	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:09	06:14	06:53	06:58	14:53	14:58	15:37	15:42
	07:37	07:42	08:21	08:26	16:21	16:26	17:05	17:10
	09:05	09:10	09:49	09:54	17:49	17:54	18:33	18:38
	10:33	10:38	11:17	11:22	19:17	19:22	20:01	20:06
	12:01	12:06	12:45	12:50	20:45	20:50	21:29	21:34
	13:29	13:34	14:13	14:18	22:13	22:18	22:57	23:02
	14:57				23:41			
Bus No. 3	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:23	06:28	07:07	07:12	15:07	15:12	15:51	15:56
	07:51	07:56	08:35	08:40	16:35	16:40	17:19	17:24
	09:19	09:24	10:03	10:08	18:03	18:08	18:47	18:52
	10:47	10:52	11:31	11:36	19:31	19:36	20:15	20:20
	12:15	12:20	12:59	13:04	20:59	21:04	21:43	21:48
	13:43	13:48	14:27	14:32	22:27	22:32	23:11	23:16
	15:11				23:55			
Bus No. 4	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:37	06:42	07:21	07:26	15:21	15:26	16:05	16:10
	08:05	08:10	08:49	08:54	16:49	16:54	17:33	17:38
	09:33	09:38	10:17	10:22	18:17	18:22	19:01	19:06
	11:01	11:06	11:45	11:50	19:45	19:50	20:29	20:34
	12:29	12:34	13:13	13:18	21:13	21:18	21:57	22:02
	13:57	14:02	14:41	14:46	22:41	22:46	23:25	23:30
	15:25				00:09			
Bus No. 5	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	06:51	06:56	07:35	07:40	15:35	15:40	16:19	16:24
	08:19	08:24	09:03	09:08	17:03	17:08	17:47	17:52
	09:47	09:52	10:31	10:36	18:31	18:36	19:15	19:20
	11:15	11:20	11:59	12:04	19:59	20:04	20:43	20:48
	12:43	12:48	13:27	13:32	21:27	21:32	22:11	22:16
	14:11	14:16	14:55	15:00	22:55	23:00	23:39	23:44
	15:39				00:23			
Bus No. 6	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
	07:05	07:10	07:49	07:54	15:49	15:54	16:33	16:38
	08:33	08:38	09:17	09:22	17:17	17:22	18:01	18:06
	10:01	10:06	10:45	10:50	18:45	18:50	19:29	19:34
	11:29	11:34	12:13	12:18	20:13	20:18	20:57	21:02
	12:57	13:02	13:41	13:46	21:41	21:46	22:25	22:30
	14:25	14:30	15:09	15:14	23:09	23:14	23:53	23:58
	15:53				00:37			

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
11.9	P1010	Sector 51, 50 & 76	Sector 76, Sector 50, Sector 121, Sector 122, Parthala Chowk, Ek Murthi Chowk, Techzone IV	23 km	Loop
Starting Point		Sector 76 Metro Station			

	Bus No. 1		Bus No. 2		Bus No. 3		Bus No. 4	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Shift 1	05:55	06:00	06:11	06:16	06:27	06:32	06:43	06:48
	07:31	07:36	07:47	07:52	08:03	08:08	08:19	08:24
	09:07	09:12	09:23	09:28	09:39	09:44	09:55	10:00
	10:43	10:48	10:59	11:04	11:15	11:20	11:31	11:36
	12:19	12:24	12:35	12:40	12:51	12:56	13:07	13:12
	13:55		14:11		14:27		14:43	
Shift 2	13:55	14:00	14:11	14:16	14:27	14:32	14:43	14:48
	15:31	15:36	15:47	15:52	16:03	16:08	16:19	16:24
	17:07	17:12	17:23	17:28	17:39	17:44	17:55	18:00
	18:43	18:48	18:59	19:04	19:15	19:20	19:31	19:36
	20:19	20:24	20:35	20:40	20:51	20:56	21:07	21:12
	21:55	22:00	22:11	22:16	22:27	22:32	22:43	22:48
	23:31		23:47		00:03		00:19	
	Bus No. 5		Bus No. 6					
	Arrival	Departure	Arrival	Departure				
Shift 1	06:59	07:04	07:15	07:20				
	08:35	08:40	08:51	08:56				
	10:11	10:16	10:27	10:32				
	11:47	11:52	12:03	12:08				
	13:23	13:28	13:39	13:44				
	14:59		15:15					
Shift 2	14:59	15:04	15:15	15:20				
	16:35	16:40	16:51	16:56				
	18:11	18:16	18:27	18:32				
	19:47	19:52	20:03	20:08				
	21:23	21:28	21:39	21:44				
	22:59		23:15					

Application for self -sustainable operation of Feeder Bus services for Noida and Greater Noida

Dead Kms	Route No.	Metro Stations Covered	Covered Areas	Route Length	Service Type
13	P1011	Sector 51, 50	Sector 71, Sector 50, Sector 122, Sector 121, Parthala Chowk, Gaur Chowk, Gaur City	12 km	To & Fro
Starting Point		Supertech Capetown Bus Stop			

Bus No.	Shift 1				Shift 2			
	Supertech Capetown		Tigri Gol Chakkar		Supertech Capetown		Tigri Gol Chakkar	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
Bus No. 1	05:55	06:00	06:50	06:55	13:17	13:22	14:12	14:17
	07:45	07:50	08:40	08:45	15:07	15:12	16:02	16:07
	09:35	09:40	10:30	10:35	16:57	17:02	17:52	17:57
	11:25	11:30	12:20	12:25	18:47	18:52	19:42	19:47
	13:15				20:37			
Bus No. 2	06:09	06:14	07:04	07:09	13:31	13:36	14:26	14:31
	07:59	08:04	08:54	08:59	15:21	15:26	16:16	16:21
	09:49	09:54	10:44	10:49	17:11	17:16	18:06	18:11
	11:39	11:44	12:34	12:39	19:01	19:06	19:56	20:01
	13:29				20:51			
Bus No. 3	06:23	06:28	07:18	07:23	13:45	13:50	14:40	14:45
	08:13	08:18	09:08	09:13	15:35	15:40	16:30	16:35
	10:03	10:08	10:58	11:03	17:25	17:30	18:20	18:25
	11:53	11:58	12:48	12:53	19:15	19:20	20:10	20:15
	13:43				21:05			
Bus No. 4	06:37	06:42	07:32	07:37	13:59	14:04	14:54	14:59
	08:27	08:32	09:22	09:27	15:49	15:54	16:44	16:49
	10:17	10:22	11:12	11:17	17:39	17:44	18:34	18:39
	12:07	12:12	13:02	13:07	19:29	19:34	20:24	20:29
	13:57				21:19			
Bus No. 5	06:51	06:56	07:46	07:51	14:13	14:18	15:08	15:13
	08:41	08:46	09:36	09:41	16:03	16:08	16:58	17:03
	10:31	10:36	11:26	11:31	17:53	17:58	18:48	18:53
	12:21	12:26	13:16	13:21	19:43	19:48	20:38	20:43
	14:11				21:33			
Bus No. 6	07:05	07:10	08:00	08:05	14:27	14:32	15:22	15:27
	08:55	09:00	09:50	09:55	16:17	16:22	17:12	17:17
	10:45	10:50	11:40	11:45	18:07	18:12	19:02	19:07
	12:35	12:40	13:30	13:35	19:57	20:02	20:52	20:57
	14:25				21:47			
Bus No. 7	07:19	07:24	08:14	08:19	14:41	14:46	15:36	15:41
	09:09	09:14	10:04	10:09	16:31	16:36	17:26	17:31
	10:59	11:04	11:54	11:59	18:21	18:26	19:16	19:21
	12:49	12:54	13:44	13:49	20:11	20:16	21:06	21:11
	14:39				22:01			
Bus No. 8	07:33	07:38	08:28	08:33	14:55	15:00	15:50	15:55
	09:23	09:28	10:18	10:23	16:45	16:50	17:40	17:45
	11:13	11:18	12:08	12:13	18:35	18:40	19:30	19:35
	13:03	13:08	13:58	14:03	20:25	20:30	21:20	21:25
	14:53				22:15			

7.3. Annexure 3: Details of NMRC Depot

