

REQUEST FOR PROPOSAL
FOR
SELECTION OF PRIVATE VEHICLE MANUFACTURER
(manufacturing Motor Vehicles with 4 wheels or more only)
AS OPERATIONAL PARTNER

FOR
REGIONAL DRIVING TRAINING CENTER (RDTC) -CUM-
SKILL DEVELOPMENT CENTER AT
VILLAGE TOLLEWAL , MALERKOTLA , SANGRUR,
PUNJAB

Tender No. : STC-P(P-2)/47565

dated 10-11-2015

DEPARTMENT OF TRANSPORT
GOVERNMENT OF PUNJAB

List of Abbreviations

Abbreviation	Description
RDTC	Regional Driving Training Centre
SDC	Skill Development Centre
ASDC	Automotive Skill Development Council
AT	Annual Turnover
NP	Net Profit
TD	Transport Department
GoP	Government of Punjab
Gol	Government of India
DTI	Driving Training Institute
IDTR	Institute of Driving Training & Research
RFP	Request for Proposal

1. Introduction of Project

1.1 Due to heavy congestion on the roads and lack of integrated training to the drivers a large number of road accidents take place in India every year. The accidents are fatal in certain cases and in other leaves a long lasting disabilities on the victims. These accidents have a very serious impact on the social lives of the affected families.

The studies of various road accident carried out in the past concluded that these accidents are avoidable, had the drivers undergone the proper training. The Central Government/State Government has issued directives and orders to ensure comprehensive skill development through imparting good driving training, both theoretical as well as practical.

1.2 The State Government through Department of Transport , Punjab intends to set up a Regional Driving Training Center (RDTC)-Cum-Skill Development Center at village Tollewal , Malerkotla , Distt.-Sangrur to impart safer driving skills to drivers to reduce accidents on roads.

The RDTC shall be modern driving training institute spread over a 12 acers panchyat land and shall encompass complete infrastructure required for the modern RDTC. The Central Government shall sanction the RDTC project for capital funding up to max. 5 crore. The deficit funding of capital for construction of track and building for the Regional Driving Training Center (RDTC) - Cum-Skill Development Center shall be provide by State Government agency.

The RDTC shall be also have Skill Development Center with complete infrastructure required as per norms of Automotive Skill Development Council (ASDC), New Delhi with which Skill Development Center will be affiliated. The State Government shall sanction Skill Development Center project.

- 1.3 In order to facilitate setting up of Regional Driving Training Center (RDTC)-Cum-Skill Development Center (SDC) in a time bound manner, a Society is proposed to be setup by Department of Transport, Punjab in joint venture with Private Operational Partner. This Society shall be approved by State Government.
- 1.4 The Private Operational Partner who will be a partner in the Society with Government of Punjab , Department of Transport shall meet the recurring expenses of the proposed RDTC-Cum-SDC from the fee to be collected from the trainees.
- 1.5 The land for institute shall be provided by the State Government free from all encumbrances and the title of the land will vest in the name of Village Panchyat and shall be taken on lease by State Government agency.
- 1.6 The Project Proposal envisage self-sufficiency in meeting the recurring expenditure as this shall not be provided by State Government.
- 1.7 The Private Operational Partner, a partner in the Society of Government of Punjab, Department of Transport shall submit along with the proposal a Business Plan for successful running of the

Institute.

- 1.8 A Standing Committee comprising officers from the Ministry of Road Transport and Highways, CIRT Pune , State Government and experts from the field shall monitor the progress of work.
- 1.9 The institute shall submit half yearly progress report. The half yearly progress reports of the institute shall be scrutinized by a expert committee of Transport Department and this committee shall supervise the steps being taken by Institute to remove all deficiencies found in half yearly reports.
- 1.10 It shall be obligatory on the part of the institute to implement the schemes run by Central Government or State Government on drivers training on the terms and conditions set out by the Central Government or State Government.

2.0 **Scope of Work**

(A) Vehicle Driving

- 2.1 The Institute shall conduct courses/Refresher courses for drivers.
- 2.2 The institutes shall conduct training courses for Trainers or Training Instructors as per guidelines of Government of India/Punjab.
- 2.3 The institute shall conduct induction and refresher training courses in driving of all kinds of Vehicles (heavy motor vehicles, Medium motor vehicles, Light motor vehicles) as per guidelines of Government of India/Punjab.

- 2.4 The institute shall conduct refresher and orientation training courses for the drivers who are in service as per guidelines of Government of India/Punjab.
- 2.5 The Institute shall conduct special training course for HMV/MMV/LMV and drivers who carry hazardous & dangerous goods.
- 2.6 The Institute shall organize road safety awareness campaigns for vulnerable groups.
- 2.7 The Institute shall launch programs to create awareness in road safety and conduct classes on road traffic rules and regulations and defensive driving techniques.

(B) Skill Development

- 2.8 Providing suitable infrastructure , equipments and training aids to conduct the training programme in accordance with the requirements stipulated by ASDC.
- 2.9 Complete the hiring of trainers and other staff as per the ASDC norms.
- 2.10 Apply for Affiliation/Accreditation with ASDC.
- 2.11 Regular and general maintenance of the training centre.
- 2.12 Identification and selection of the trainees as per the qualifications.
- 2.13 Hiring/engaging counselor.
- 2.14 Selection of trainers as per the qualifications stipulated by ASDC.
- 2.15 Conducting training programs , only as per ASDC qualification Standards (QP/NOS) and to get their courses and contents certified by ASDC for its alignment with QP/NOS.
- 2.16 Organizing the assessment and certification of the trainers by ASDC.

- 2.17 Ensuring that no batches are started without an ASDC trained trainer.
- 2.18 Organizing the assessment and certification of the trainees from ASDC.
- 2.19 Providing data/MIS of trainings.
- 2.20 Assisting trainees to find suitable placement in industry as per scheme guidelines whenever provided.

3.0 Training Schemes

(A) Vehicle Driving

3.1 Training Course for Trainers

This being a primary task, a specialized training programme for trainers (Driving Instructors) will be conducted in the Training Institute. The State Governments will get the private driver training schools registered /issued license only with a condition that it would be mandatory for the trainers in the training schools to pass out as trainers from the IDTRs. Existing schools have to send their instructors for the training programme and the license will get revalidated only after the revised conditions in this regard are met.

The State Police Departments and the State Transport Undertakings will also train their trainers in order that the bulk of the force, who are deployed as drivers, could be further trained in their respective training institutes besides using the model driver training schools for training. The details of the scheme for imparting training course for trainers is detailed in the Annexure-I (A).

3.2 Induction Training Course in Heavy Motor Vehicle Driving

Generally the drivers of Heavy Motor Vehicles come from cleaner stage having lack of knowledge in Traffic Rules & Regulations, driving skills and maintenance of vehicle and hence carry all types of bad driving habits. This leads to the growth of road accident rate year by year. To overcome this, it is necessary to train heavy vehicle drivers in a systematic manner on scientific lines by selecting the candidates who complete 1 year in Light Motor Vehicle Driving License.

Theoretical training should be made mandatory for HVM learners and must have a lot of focus on controlling road rage, good road user attitude and behavior, stress management, tips to overcome physical and mental fatigue, socially relevant topics such as AIDS, alcoholism & tobacco consumption, besides topics related to driving a heavy vehicle and traffic education. The practical training shall be for 20 hrs. and theory for 16 hrs. since such trainees are people who have first held the LMV license for a period of min 1 yr. Hence they have road sense and confidence to drive in traffic. They would have also undergone theory lessons earlier. This training should span over 30-45 days. The details of the scheme for imparting training in heavy motor vehicle driving is detailed in the Annexure-I (B).

3.3 Induction Training Course in Light Motor Vehicle Driving

The LMV drivers shall be trained like heavy vehicle drivers in a systematic manner so as to improve the road safety. The training course period for a Light Motor Vehicle training period has been prescribed as one month duration. In one month duration, it is

proposed to give 20 hrs. of steering practice and 7-10 hrs. of theory classes for each trainee based on the syllabus prescribed for Light Motor Vehicle Driving in the Rule 31(2) of C.M.V. Rules, 1989 (the lessons cover Parts A, B, C, F, G & K). The details of the scheme for imparting training in LMV driving is detailed in the Annexure – I (C).

3.4 Refresher & Orientation Capsule Course for Drivers Who Are in Service

Refresher/Orientation Training courses for short duration of 2-3 days shall be conducted periodically in the Training Institute for the drivers who are in service not only in State Road Transport Undertakings but also in Private Sector as well as Public Sector Undertakings including Tank/Truck Drivers to inculcate a sense of responsibility on road safety. The State Police and the Para-military personnel can also be included in the training schedule. The courses may be conducted on the following topics by inviting Experts in the appropriate field.

- Behavioral Practices & stress management
- Defensive Driving Techniques
- Traffic Rules and Regulations
- Emergency handling techniques
- Maintenance & fuel conservation
- Pollution and environment

- Case studies on accidents to analyze the cause of accident, who was at fault and how it could have been averted
- Training Course on Safety Clinic for Accident Prone Drivers

A practical skill test and theoretical behavioral analysis test will be conducted for such drivers to understand and analyze their improvement areas and give special focus on those areas during the course of training. Simulators should be used to train & assess such drivers in particular.

(B) Skill Development

The following three different skill development training programme meeting NOC Level-4 (National Occupation Standard Level-4) shall be provided to ITI Qualified applicants in proposed Automotive Skill Development Center at RDTC Malerkotla .

Automotive Service Technician	NOS Level 4
Automotive Body Technician	NOS Level 4
Automotive Electrician	NOS Level 4

4.0 Infrastructure Requirements

The 12 acres of land has been allocated at village Tollewal , Malerkotla , Sangrur to set up a RDTC-Cum-SDC with various infrastructure facilities as under:-

(A) Vehicle Driving

such as class rooms with teaching aids like OHP, T.V. and DVD, computers and Multimedia Projector for handling theory classes on

Traffic Rules and Regulations, Driving Procedures, Vehicle Mechanism, Public Relations and First Aid.

To display cut section models of various working systems of an automobile, including failed components as well as static models on driving procedures, a separate driving lab is also required. Testing equipments to test physical ability of drivers including eye vision, Driving Simulator, and a comprehensive driving range with various types of maneuvers to impart off-road driving practice in basic driving procedures and driving practice in skill development, including installation of Sensor/RFID/Video Analytics based IDTS are required.

To initiate driving in a safe and comfortable environment, to impart Driver Training in a scientific manner and to evaluate trainees driving performance at the end of the training course without bias and to test the skills of drivers based on one's reactions under various traffic and roadway conditions, driver training simulators will be provided in the RDTC-Cum-SDC.

(B) Skill Development

Suitable infrastructure , equipments and training aids to conduct the training programme in accordance with the requirements stipulated by ASDC shall be provided in RDTC-Cum-SDC.

5.0 Financial Implications

(A) For RDTC

The Central Government will provide the financial support subject to the maximum of Rs. 5 Crore for the construction of Institute.

Thereafter the deficit funding of project cost towards track , building and external utilities shall be born by State Government agency. However the Private Operational Partner may bear the capital cost regarding Workshop equipment , Simulator and Vehicles etc.

(B) For Skill Development Center at RDTC

Whole project cost of building and external utilities shall be born by State Government agency. However the Operational Partner shall bear the Capital cost regarding Workshop equipment.

6.0 Recurring expenditure

Operational Partner shall fully support the institute by way of providing necessary funds for the running of the institute from the fees collected from the trainees.

7.0 Management of RDTC-Cum-SDC

For overseeing the operation of the RDTC, a society shall be formed. The society will comprise of the representatives of State Government and Operational Partner. The Society shall be under the Chairmanship of Administrative Secretary , Department of Transport and shall have State Transport Commissioner , Punjab as member secretary. The other members of the society shall be decided with mutual agreement of Government and Private operational Partner. Society shall fix the fee to be charged from the trainees for various courses at RDTC-Cum-SDC.

8.0 Role of Central Government

- Fund the setting up of RDTC subject to maximum up to Rs.5 Crore for construction of RDTC.
- If required, necessary amendments will be incorporated in CMVR to make project viable .
- A mechanism for grievance redressal shall also be institutionalized under the chairpersonship of Joint Secretary, MoRTH for handling grievances wherein intervention of MORTH is required.
- Encourage OEMs to sponsor vehicles and cut section model (rejected /testing vehicles) to these institutes.
- Support in procurements , training and testing equipments from the national/ international manufactures at a subsidized rate.

9.0 Role of State Government

- Ensure effective utilization of the infrastructure being set up in the RDTC through legislative provisions.
- Ensure legislation provisions to ensure that the RDTC projects are commercially viable .
- Setting up society for RDTC-Cum-SDC , Inspection of RDTC-Cum-SDC on regular intervals , audit of accounts.
- Necessary amendments will be incorporated in MVR of the state to make project viable. Government may make it mandatory to issue all the new licenses and renewal only through the RDTC and also ask all PSU's and Government organization to recruit drivers and train them through the system.

- All educational institutions to participate for regular programs on road safety conducted by the institute.
- Initial operating revenue shall be provided by State Government agency i.e Punjab State Transport Society to RDTC society initially for 6 months.

10.0 Role of Operational Partner

Operational Partner shall provide support in procurement and shall invest its own resources for the following facilities:

- Play the lead role in the establishment and management of the RDTC-Cum-SDC.
- The proposal should envisage self-sufficiency in meeting the recurring expenditure as this shall not be provided by the Government.
- The total recurring expenditure shall be borne by the Institute from the resources it would generate by way of fees or other allied activities of RDTC-Cum-SDC.
- The Principal of the Institute for overseeing the operation of RDTC-Cum-SDC shall be provided by Private Operational Partner and shall not be on roll of society.
- In the event of withdrawal by Operational Partner upon completion of period of MOU, It shall have right to take back the equipments & machinery provided to institute from the total investment quoted in bid document.
- The Agency shall fully support the institute by way of providing necessary funds for the running of the institute from the fees collected from the trainees. The agency shall also ensure that all the income accrued to it from operation of RDTC-Cum-SDC shall be credited back

to the Society. The loss during running of the Institute shall also be born by RDTC Society. In case of loss the State Government agency i.e Punjab State Transport Society may provide aid to Society constituted for management of RDTC-Cum-SDC.

- Shall design training modules, formulate eligibility criteria for trainees, course duration, course materials, different models of training , vehicles and equipments required for training, know-how and services, training aggregates, training materials including vehicles manuals and teaching aids for driver training etc., in consultation with Transport Department and also in line with the guidelines of Motor Vehicle Rules.
- Shall deploy required number of manpower with proper skills for teaching/training and to manage the services, operation and maintenance of facilities including hostel.
- Shall ensure payment of salary to trainers and other manpower in the RDTC as per prevailing rules of the state.
- Shall collect academic fees for different courses as approved by State Government.
- Shall impart free training to the instructors of the RDTC on a regular basis regarding the latest vehicle technologies.
- Shall bring in new technology and modern tools and process to run the institute as a self sustainable mode
- Shall submit periodical progressive reports to the government.
- Shall install audit and review mechanism for quality assurance and shall allow audit by any external auditor appointed by Society.

Selected Agency shall provide support in procurement and shall invest its own resources for the following only new facilities:

For RDTC

- Driving Laboratory to display various systems & cut section models of vehicle and to exhibit models about different driving procedures.
- Furniture and fittings for classrooms, office rooms, front office and staff rooms.
- Procurement of required number of vehicles of various categories such as Heavy Motor Vehicles (Passenger & Goods) , Light Motor Vehicles etc. for training.
- Modern teaching and Training Equipment like Innovating Driving Test System (IDTS) using Radio Frequency Identification (RFID) tags, working models of various system of an automobile, cut section models, failed components, static models, traffic sign boards, etc.
- Equipments such as overhead projector, slide projector TV/VCR/VCD, Multimedia projector, etc. which are required for better teaching
- Workshop Equipments to carry out day-to-day repairs and maintenance of vehicles, complete set up tools and other accessories, fully equipped first aid box.
- Workshop Equipments to check physical abilities of the drivers including vision test.
- Office equipments like Xerox machine, fax machine, lamination machine, EPABX & telephone instruments, internet connection and computer with accessories.
- Library for the benefit of trainees and teaching staff.

- Driving training simulator to evaluate trainee's driving performance at the end of the training course and to test the skills of drivers based on one's reactions under various traffic and roadway conditions.
- Maintenance of buildings and other infrastructure facilities, teaching facilities and consumables shall be met by the selected agency.
- Automation technology for Testing Track.
- Hostel facilities for the trainees need to be provided by the agency at a nominal rental. Boarding facilities to be provided on cost sharing basis.

For SDC

- Providing suitable equipments and training aids to conduct the training programme in accordance with the requirements stipulated by ASDC.
- Complete the hiring of trainers and other staff as the ASDC norms.
- Apply for Affiliation/Accreditation.
- Regular and general maintenance of the training centre.
- Identification and selection of the trainees as per the qualifications.
- Hiring/engaging counselor.
- Mobilization and selection of trainers as per the qualifications stipulated by ASDC.
- Conducting training programs , only as per ASDC qualification Standards (QP/NOS) and to get their courses and contents certified by ASDC for its alignment with QP/NOS.
- Organizing the assessment and certification of the trainers by ASDC.

- Ensuring that no batches are started without an ASDC trained trainer.
- Organizing the assessment and certification of the trainees from ASDC.
- Providing data/MIS of trainings.
- Assisting trainees to find suitable placement in industry.

11.0 Operation of RDTC-Cum-SDC

- 11.1 Selected Agency will be required to execute an MOU within 15 days of issuance of Letter of Intent (LOI) with Transport Department through State Transport Commissioner , Punjab for successful running of the institute. The purpose of the institute is not to make profits and the Operational Partner is expected to run this institute on a revenue neutral model and in case of revenue surplus, the same will be ploughed back into funds of Society established for the management of RDTC-Cum-SDC.
- 11.2 The period of MOU initially shall be for 10 years and the same is extendable with mutual consent of State Government & Operational Partner for max. 10 years by way of two extensions of 5 years each.
- 11.3 The selected Operational Partner within 30 days of signing the MOU need to form a society with members from State Government and from Operational Partner. The society will be registered under Punjab Societies Registration Act and will be governed by the rules thereon.
- 11.4 The society will lay down general guidelines and overall rules and regulations for running the institute. However, the executive power for

running the institute will fully rest with the Operational Partner subject to the decision of the society from time to time.

11.5 Finance of the Society shall be audited by a certified external auditor every year, appointed by the Society.

11.6 The Society shall be responsible for all the date-to-day running expenses of the RDTC-Cum-SDC from funds in accounts of society received from fee of various courses and other allied activities.

12.0 INSTRUCTION TO OPERATIONAL PARTNER

12.1 The Operational Partner shall be responsible for the operation and maintenance of the RDTC-Cum-SDC by providing manpower, maintenance and fulfillment of other such activities incidental to and in conformity with terms & Conditions.

12.2 The financial sustainability of the Regional Driving Training Center-Cum-Skill Development Centre (RDTC-Cum-SDC) has to be worked out by the Operational Partner through its own marketing and propagation of the institute.

12.3 State Transport Commissioner , Punjab reserves the Right to accept or reject proposal

13.0 Cost of Tender Document .

The EOI document is available at of cost of Rs. 1000. The soft copy of RFP may be downloaded from the department website: www.punjabtransport.org .The bidders are required to submit the tender

cost in the form of a demand draft of Rs.1000 issued from a scheduled commercial bank along with the bid.

14.0 Earnest Money Deposit

Each submitted bid should be accompanied by an EMD of Rs. 1,00,000/- (Rupees one Lakhs only) by way of a Demand Draft drawn in favour of State Transport Commissioner , Punjab payable at Chandigarh. The EMD shall be returned to the unsuccessful bidder within 60 days of completion of selection process. The EMD of successful bidder shall also be returned within the 90 days of execution of an MOU with TD.

15.0 Performance Guarantee

The selected Operational Partner shall be required to give a sum of Rs. 20 lakhs as Performance Guarantee. The agency is expected to start the operation of RDTC after full capital investment stated in bid within 90 days of the State Transport Commissioner , Punjab letter for taking over of the possession of Institute building and track from TD. After successful completion of investment in Institute as quoted in bid the Performance Guarantee shall be released. However If the agency fails to do so , the Performance Guarantee shall be forfeited.

16.0 Validity of proposals

The proposal shall be valid for a period of 180 (One hundred and Eighty) days from the Proposal Due Date or such further period as may be mutually agreed upon.

17.0 Critical Information

- 1) Bidder agencies are advised to study this tender document carefully before submitting their proposals in response to the tender Notice. Submission of a proposal in response to this notice shall be deemed to have been done after careful study and examination of this document with full understanding of its terms, conditions and implications.
- 2) Bidder agencies are requested to attend a pre-proposal conference as per details provided below.

Table 1 – Critical Information regarding Bidding

S. No	Information	Details
1	Tender No. and Date	
2	Last date for submission of written queries for clarifications	01-12-2015 by 3 PM
3	Date of pre-proposal conference	01-12-2015 at 3 PM in Committee Room , 4 th Floor , Office of Punjab State Transport Society , SCO No. 177-178 Sector 17 C , Chandigarh.
4	Release of response to clarifications on www.punjabtransport.org	04-12-2015 by 3 PM
5	Cost of the Tender Document in the form of Demand Draft	Rs. 1000/-
6	Last date (deadline) for submission of Bids (Proposal Due Date)	16-12-2015 by 3 PM
7	Date for Opening of Technical Bids	16-12-2015 at 3.30 PM
8	Contact Person for queries	Assistant Mechanical

		Engineer O/o State Transport Commissioner , Punjab SCO 177-178, Sector 17 C, Chandigarh - 160022 Phone: +91 172 - 2771196 Fax: 2703468 Email: stcpunjabprojects@gmail.com
9	Addressee at which proposal in response to Tender notice is to be submitted	O/o State Transport Commissioner , Punjab SCO 177-178, Sector 17 C, Chandigarh - 160022 Phone: +91 172 - 2771196 Fax: 2703468

18.0 Proposal

The Proposal shall contains the followings:-

- (1) Envelope A (Technical bid) shall contain followings:
 - (a) Covering letter as per the specified format Form-1.
 - (b) Technical details along with supporting documents in format Form-2. This shall be accompanied by a Business Plan covering the plan of action for commencing training, expected intake, suggested training modules, course details, fees to be collected, estimated recurring annual expenditure, source of funds, etc. and the strategy to sustain the institute on a long term basis.
- (2) Envelope B (Financial Proposal) This shall show the total investment to be made in RDTC-Cum-Skill Development Centre . This investment shall be made in

various systems & cut section models of vehicle , Furniture and fittings, Heavy & Light vehicles, modern teaching and Training Equipment, working models of various system of an automobile, cut section models, failed components, static models, traffic sign boards, Workshop Equipments , Driving training simulator etc.

- (3) The outer envelope shall contain sealed Envelop A & sealed Envelop B . The outer sealed envelop shall clearly bear the following identification - "Proposal for selection of Private Operational Partner for RDTC-Cum-SDC at Malerkotla ".
- (4) All the information shall be as per RFP. TD would evaluate only those proposals that are received in the required format and complete in all respects. The Agency shall prepare one original document and clearly marked "Original". In addition, the Agency shall make one copy of the RFP, clearly marked "Copy". In the event of any discrepancy between the original and the copy, the original shall prevail.
- (5) Sealing and Marking of RFP
 - The Agency shall seal the "Original" and "Copy" of the RFP in separate envelopes, duly marking the envelopes as "Original" and "Copy". The envelopes shall then be placed inside another outer envelope and sealed.
 - Each envelope shall contain:

- (a) Covering letter as per the specified format.
 - (b) Technical Proposal and Financial Proposal in Prescribed formats along with supporting documents.
 - (c) Power of Attorney as per the format Form 4.
 - (d) Demand Draft of Rs. 1,00,000/- (Rupees One lakhs only) in favour of State Transport Commissioner , Punjab payable at Chandigarh , being the EMD (To be placed in the envelope marked - Original).
 - (e) DD for Rs.1,000/- drawn in favour of State Transport Commissioner , Punjab in a separate cover towards cost of RFP Document, in case the Document is downloaded from website. (To be placed in the envelope marked - Original)
- (6) The envelope shall be submitted to:
- State Transport Commissioner, Punjab
SCO 177-178, Sector 17 C, Chandigarh - 160022
Phone: +91 172 - 2771196 Fax: 2703468
Email: stcpunjabprojects@gmail.com
- (7) If the envelope is not sealed and marked as instructed above, TD assumes no responsibility for the misplacement or premature opening of the contents of the RFP submitted.
 - (8) RFP Document by either e-mail, facsimile transmission or telex shall not be acceptable.
 - (9) TD will not accept any RFP received by it after the Proposal due Date for any reason whatsoever.

19.0 Evaluation of Proposal

- (1) Evaluation committee of Transport Department would open Technical Bids and scrutinize the bids to check eligibility of bidder. Thereafter eligible bidders shall be asked to show presentations of their business plans for successful running of the RDTC-Cum-SDC.
- (2) After the evaluation of Technical details, TD would intimate eligible Agencies about the date , time and venue of opening of their Financial bids.

20.0 Eligibility Criteria for Evaluation

(A) Technical bids

The Technical bids of Private Vehicle Manufacturers would be evaluated based on the following eligibility criteria:

1. The bidder shall be a single entity and no Consortium shall be eligible
2. The bidder must have minimum annual turnover of Rs. 100 Crore INR in last three financial years.

Or

The bidder must have minimum annual net worth of Rs. 100 Crore INR in last three financial years.

3. The bidder should have minimum 3 years experience in running at least one IDTR/DTI/RDTC/Self Established Modern Test-Track & training Centre as on 31-03-2015.

4. The bidder should have minimum 1 years experience in running Skill Development Centre as on 31-03-2015.

The Agency shall be required to meet the eligibility criteria both technical and financial capability as detailed above. Applicants who meet the eligibility criteria shall be short listed for further evaluation.

- Transport Department would have the right to review the Technical Proposals and seek clarifications where necessary.
- The technical proposal furnished by the bidder shall be examined to substantiate the compliance with the bidder's eligibility criteria as set out for this project in terms of organizational, financial, technical experience etc.
- Department will reserve the right to reject any conditional proposals or proposals submitted with deviations from the Scope of work and terms & conditions.
- Notwithstanding anything contained elsewhere in this RFP, TD reserves the right to accept or reject any Application and to annul the selection process and reject all Applications / proposals, at any time without any liability or any obligation for such acceptance, rejection or annulment, without assigning any reasons.
- TD reserves the right to reject any Application, if at any time a material misrepresentation is made or uncovered. This would lead to the disqualification of the Agency.

Financial Proposal

The committee will then proceed to open and evaluate the Financial Proposals of the all technically qualified bidders as per date , time and venue intimated in this regard. The bidder quoting the highest investment in RDTC-Cum-SDC shall be declared as the first ranked Applicant. The second ranked Applicant shall be kept in reserve and may be invited for negotiations in case the first ranked Applicant withdraws, or fails to comply with the requirements of Expression of Interest.

21.0 Disqualification

Even if the Agency meet the above criteria, it is liable to be disqualified if the Agency has:

(i) Made, incorrect, misleading or false representations in the forms, statements and attachments submitted, whether intentionally or unintentionally, as deemed by the TD during evaluation.

OR

(ii) Been debarred/ disqualified by TD/ GoP/ Gol/ Any Statutory Authorities/Central & State Public Institutions, Organizations or Departments.

22.0 Suspension & Termination

The MOU shall have suspension and Termination clause as under:

(A) Suspension

22.1 The Transport Department by a written notice of suspension to Operational Partner , may suspend Operational Partner if it fails to perform any of its obligations under the MOU provided that such notice of suspension shall not be issued unless a prior notice of intention to suspend has been given to Operational Partner , which

- (i) Shall specify the nature of the failure, and
- (ii) Shall request the operational partner to remedy the such failure within a specified period from date of receipt of such notice of intention to suspend by the TD. The specified period shall ordinarily be 30 days or more and in no case be less than 15 days.

22.2 If the operational partner shall be in material breach of this agreement , State Government shall be entitled in its sole discretion and without prejudice to its other rights and remedies under MOU including its right of termination , to :

- (i) Suspend all or any of the rights of the Operational Partner under MOU including the right to collect fee for various training courses.
- (ii) Exercise the rights of operational partner under this MOU itself or authorize any other person to exercise the same during such suspension, Such suspension by State Government shall be by a communication in writing to the operational partner and shall be effective forthwith upon the issue thereof to the operational partner.

Provided that no such suspension notice shall be issued without first giving the operational partner adequate notice of such intention and an opportunity to be heard.

22.3 The suspension of the rights of the operational partner by State Government pursuant to Clauses 22.1&22.2 above shall be revoked by State Government forthwith upon the operational partner having remedied the Material Breach during such suspension period to the satisfaction of State Government.

22.4 The suspension of the rights of the operational partner by the State Government pursuant to Clause 22.1&22.2 shall not absolve the operational partner from its obligations set forth in this Agreement.

(B) Termination

22.5 The Government will have a right to terminate MOU if the operational partner causes material breach of any or all conditions of MOU. Material breach of MOU includes. But is not limited to the following:

- Upon the operational partner failing to make capital investment as per MOU.
- Failure of the operational partner to run institute in self-sustained mode from the fees collected from the trainees and also on a failure to ensure that all the income accrued to it from operation of RDTC-Cum-SDC is not credited back to the funds of Society created for management of RDTC-Cum-SDC.

In the event of termination, for any reason, during the validity of MOU, transport department shall have the right to ask to continue till alternative arrangement are made, and to enter into contract with any person or company as deemed fit by the State Transport Commissioner.

In case of material breach of the MOU by the operational partner for any of the above reason, the State Government shall have the right to terminate the MOU. However upon termination during period of MOU the Private Operational Partner shall have right to take back equipments/vehicles provided to IDTR-Cum-SDC from its capital investment quoted in bid.

Provided, However that no such Termination shall not be made without first giving the operational partner adequate notice of such intention and an opportunity to be heard.

22.6 In the event of Parties decide mutually to terminate the MOU, the proposing Party shall give a notice to the other Party for termination and in the event that it is acceptable by the other Party, the other Party shall give its written consent for the same and the MOU shall stand terminated with immediate effect.

22.7 If Operational partner is adjudged to be bankrupt or otherwise insolvent in a competent court of Law.

22.8 In the event of material breach of the MOU by Private Operational Partner , the State Government shall have the right to terminate the MOU and forfeit Performance Guarantee.

22.9 Notwithstanding anything to the contrary contained in MOU, any Termination pursuant to the provisions of MOU shall be without prejudice to accrued rights of either Party including its right to claim and recover money, damages and other rights and remedies which it may have in law or MOU. All rights and obligations of either Party under MOU shall survive the Termination of MOU to the extent such survival is necessary for giving effect to such rights and obligations.

22.10 The State Government is at liberty to appoint any other manufacturer to run the institute after the completion of the MOU period.

(C) Arbitration

22.11 For any Dispute which is not resolved amicably Administrative Secretary of Transport Department shall be the final arbitrator in all the issues governing the Society/Institute. Such arbitration shall be held in accordance with the Rules of Arbitration of the Indian Council of Arbitration and shall be subject to the provisions of the Indian Arbitration and Conciliation Act 1996 and any amendments thereto.

22.13 The arbitrators shall issue a reasoned Award, and may also, in their discretion, give interim awards.

22.14 The venue of such arbitration shall be Chandigarh, Punjab, India.

22.15 The Operational partner and the State Government undertake to carry out any decision or award of the arbitrators (the "Award") without delay. Awards relating to any Dispute shall be final and binding on the Parties as from the date they are made.

Form-1
Covering Letter
(On Applicant's letter head)

(Date and Reference)

To

Subject: Selection of Private Operational Partner for RDTC-Cum-SDC ,
Malerkotla.

Dear Sir,

I /We, _____ (Applicant's name) herewith enclose the bid proposal for selection of my/our firm as Operational Partner for the Regional Driving Training Centre-Cum-Skill Development Centre at Malerkotla..

I/We agree that this offer shall remain valid for a period of 180 (One hundred Eighty) days from the Proposal Due Date or such further period as may be mutually agreed upon.

Yours faithfully,

(Signature, name and designation of the authorized signatory)

Technical Proposal**Form 2**

Particulars of Applicant

1. Details of Applicant-
 - a) Name of the Company
 - b) Place and date of incorporation
 - c) Address of the Registered Office/
Corporate Headquarters
 - d) Branch Office (s) in India
 - e) Date of commencement of business
2. Details of contact person for communication:
 - a) Name
 - b) Designation
 - c) Company
 - d) Address
 - e) Telephone Number(landline)
 - f) Mobile No.
 - g) E-Mail Address
 - h) Fax Number
3. Details of Authorized Signatory
 - a) Name
 - b) Designation
 - c) Address
 - d) Phone No.
 - e) Fax Number
 - f) E-Mail

g) Nature of Authorization with copy of documentary evidence

4. Year of experience in managing Drivers Training Institutes:
5. Details of DTI/IDTR/RDTC/self established modern Test-Track & training Centre currently managing currently managing:

Sl. No.	Location	Total Area (in Acres)	Nature of Training Offered	Total Investment made in Institute (in Crores)	Role Operational Agency

6. No. of persons trained in Heavy Transport Vehicle in the last five years

7. Performance of Drivers Training Institute(s)

Sr. No.	Details	2010-11	2011-12	2012-13	2013-14	2014-15
1	Intake for fresher's training					
2	No. of successful trainees among Sl. No. 1					
3	Intake for re-fresher's training					
4	No. of successful trainees among Sl. No. 3					

Note: Particulars to be furnished for each of the D'TIs separately.

8. Turnover of the Agency as per the audited balance sheets:

Year	Turnover (Rs. crore)
2010-11	
2011-12	
2012-13	
2013-14	
2014-15	

9 Net Worth of the Agency as per the Audited balance sheet for the year 2010-11/2011-12/21012-13/2013-14/2014-15
(Mention the year)

Note: Copy of the audited balance sheet shall be enclosed.

Signature of the authorized
Signatory with name & seal

Form-3
Financial proposal for RDTC-Cum-SDC

Sr. No.	Land	Cost (excluding taxes)
1.	Land (15 acres approx)	Nil
2.	Building, Driving Range (Tracks), etc.,	Nil
3.	Furniture, equipment and other facilities	
(i)	Furniture	
(ii)	Training Equipments, LCD Projectors, UPS	
(iii)	System PC-10, Printer-2 & UPS	
(iv)	Hoardings & Sign Boards	
(v)	Gen-Set	
(vi)	EPBAX, FAX, XEROX machines	
(vii)	Reaction testers	
(viii)	Automatic traffic signaling system Note: Show make & cost of each item	
(ix)	Furniture for hostel	
(x)	Driving Simulator and other modern equipments Note: Show make & cost	
4	Aggregates and cut models	
(i)	Vehicles cost Note: Show make & cost of each vehicle	
(ii)	Aggregates (like engine, gear box, axles, steering etc.,)/ Cut-model of engine, gear box & differential, power steering, Turbocharger, Note: Show cost of each item	
5.	Details of Capital Investment in Skill Development Centre	
Total Investment to be made (In Rupees)		

Note:-All equipment , machinery and vehicles etc to be procured against abovesaid total investment shall be only new and the bills of purchase shall be submitted to society as an proof of investment & amount of investment.

Form 4

Format for Power of Attorney for Signing of Application

Power of Attorney

Know all men by these parents,

We (name of the Applicant Company and full address of the registered office) do hereby constitute, appoint and authorize Mr/Ms.....S/o.....(name and residential address), who is presently.....as our "Attorney", to do in our name and on our behalf, all such acts, deeds and things necessary in connection with or incidental to our bid for the maintenance and operation of Regional Driving Training at village Tollewal , Malerkotla , Distt.-Sangrur and for documents relating to investment therein including signing and submission of all documents and providing information/responses to TD, representing us in all matters before TD, and generally dealing with in all matters in connection with our bid for the said Project.

We hereby agree to ratify all acts, deeds and things lawfully done by our said Attorney pursuant to this "Power of Attorney"and that all acts, deeds and things done by our aforesaid Attorney shall and shall always be deemed to have done by use.

[COMMON SEAL]

[Managing Director]

Mis

(Applicant Co)

"Accepted"

..... (Signature)

(Name, Title and Address of the Attorney authorized to represent)

Note: The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant's and when it is so required the same should be under common seal affixed in accordance with the required procedure;

Annexure	Type of Annexure
Annexure-I (A)	The details of training course for trainers
Annexure-I (B).	The details of scheme for imparting training in heavy motor vehicle driving
Annexure – I (C).	The details of the scheme for training in LMV driving

ANNEXURE-1 (A)

SCHEME FOR TRAINING COURSE FOR TRAINERS

1) MINIMUM STANDARDS REQUIRED FOR TRAINEES:

The minimum requirements for the trainees to undergo the "Training Course for Trainers" course is given as below:

Education	:	a pass in 10 th Std., preferably Graduates.
Driving Experience	:	5 years
Category of Licence	:	Min LMVC for eligibility as Car Driving Instructor Min HMV for LMVC & HMV Driving Instructor
Certificate	:	a certificate in motor mechanic course
Knowledge	:	Thorough knowledge in road traffic rules and regulations

2) COURSE DURATION: **Car Driving Instructor Course. Duration 80 hrs spread over 12 weeks. Max batch size 25.**

Course comprising of:

- 30 hrs theory
- 25 hrs Simulator /pract/ evaluation/ training in groups of 4
- And 25 hrs on the job Training.

LMVC Driving Instructor Advanced course. Duration 40 hrs. spread over 6-10 days. Max batch size 25.

Course comprising of:

- 14 hrs theory
- 13 hrs Simulator /pract/ evaluation/ training in groups of 4
- And 13 hrs on the job Training.

HMV Driving Instructor

Specialisation Course. Duration 40 hrs spread over 6-10 days. Max batch size 25.

Course comprising of:

- 10 hrs theory
- 15 hrs Simulator/pract/ evaluation/ training in groups of 4
- And 15 hrs on the job Training.

3a) COURSE CONTENTS FOR CAR DRIVING INSTRUCTOR COURSE

<u>Theory</u>		<u>Practice Session</u>	
<u>Topic</u>	<u>No. of Hrs.</u>	<u>Topic</u>	<u>No. of Hrs.</u>
Driving Theory	4	Simulator Training (initiation, rain, fog, hill, night, city roads)	5
Traffic Education	4	Skill Driving Practice - (in Driving Range)	3
Vehicle Mechanism Theory	3	Driving Practice in Rural - and Highway Roads	2
Instructional Techniques, Human Relations, Public Relations, Aids Awareness First Aid Film Show	7	Vehicle Mechanism practicals -	2
Communication Skills & Presentation Techniques Introduction and ice breakers	3	Driving Practice in City - Roads (in Dense and Lane Traffic)	2
Level of Instruction Planning, Control of lesson Using Question and answer technique Feedback and encouragement	3	Vision Test - Theory Test & Driving Skill Test	2
Identifying type of trainee Fault Identification Fault Analysis Remedial Action Use of controls by Instructors Handling slow learners Handling problem participants	3	To observe- Instructors in classroom	2
Conducting test and evaluation Attaining uniformity in marking	3	To assist- Instructors in classroom Training	2
		To observe & assist- Instructors in Practical Training	3
		To observe & assist- Instructors conducting evaluation	2
Total :	30		25

On the job Training: Independently Conducting various modules of Theory,
Practical Training and Conducting Test and Evaluation 25 hrs.

3b) COURSE CONTENTS FOR LMVC DRIVING INSTRUCTOR COURSE:

<u>Theory</u>		<u>Practice Session</u>	
<u>Topic</u>	<u>No. of Hrs.</u>	<u>Topic</u>	<u>No. of Hrs.</u>
Driving Theory	2	Simulator Training (rain, fog, hill, night, city roads)	3
Traffic Education (specific rules & laws for commercial vehicles)	2	Skill Driving Practice (in Driving Range)	3
Vehicle Mechanism Theory for LMVC	2	Driving Practice in Rural and Highway Roads	2
Vehicle maintenance Pollution & Environment	2	Driving Practice in City Roads (in Dense and Lane Traffic)	2
AIDS Awareness First Aid Alcohol & Tobacco	2	Vision Test, Theory Test & Driving Skill Test	2
Journey as an Instructor Types of Trainees Handling problem participants & slow learners, assessment of Trainee progress Facilitating interactions and communication	2	To observe & assist Instructors conducting evaluation	1
Conducting test and evaluation	1		
Total Hrs.	14		13

On the Job Training: Independently Conducting various modules of Theory,
Practical Training and Conducting Test and Evaluation 13 hrs.

3c) COURSE CONTENTS FOR HMV DRIVING INSTRUCTOR COURSE:

<u>Theory</u>		<u>Practice Session</u>	
<u>Topic</u>	<u>No. of Hrs.</u>	<u>Topic</u>	<u>No. of Hrs</u>
Driving Theory & Traffic Education	2	Simulator Training (rain, fog, hill, night, city roads)	3
Working principle of systems	1	Skill Driving Practice (in Driving Range)	3
Law and driving	1	Driving Practice in Rural and Highway Roads	2
Highway hypnosis	1	Reversing, parking	1
Highway etiquette			
Depth perception			
Vehicle maintenance	2	Uphill & downhill driving	1
Pollution & Environment			
Teaching methodologies	2	Driving Practice in City Roads (in Dense and Lane Traffic)	2
A model Instructor			
Conducting test and evaluation	1	Vision Test, Theory Test & Driving Skill Test	2
		To observe & assist Instructors conducting evaluation	1
	----		----
Total Hrs.:	10		15
	----		----

On the Job Training: Independently Conducting various modules of Theory, Practical Training and Conducting Test and Evaluation - 15 hrs.

The above requirements would not be applicable for trainers / instructors who are being deputed for training from State Transport Undertakings, Police Departments and other Government Departments. The qualifications for these sponsored trainers would be as per the qualifications laid down by their respective Departments.

4) EVALUATION:

At the end of the Training Course, the trainees may be evaluated in theory portions and in driving skills and on Instructional Abilities.

5) CERTIFICATE:

A certificate also may be awarded who successfully completes the Training Course. The minimum pass percentage for Instructors is 85%.

ANNEXURE-I (g)

**SCHEME FOR INDUCTION TRAINING COURSE
IN HEAVY MOTOR VEHICLE DRIVING**

1) MINIMUM STANDARDS REQUIRED FOR TRAINEES:

The minimum requirements for the trainees to undergo Heavy Vehicle Driver Training are given as below :

Education	:	Fluent in reading and writing in Regional Language.
Driving License	:	1 year completed in Light Motor Vehicle Driving.
Physical Condition	:	Good vision and free from other Physical disabilities.
2) COURSE DURATION	:	36 Hrs spread over 6 Weeks (16 hrs theory & 20 hrs driving practice)

3) SYLLABUS:

The syllabus as prescribed in Rule 31(3) of Central Motor Vehicles rules, 1989 for Heavy Motor Vehicles (the lessons cover parts E, F, G, H, I, J & K) may be followed.

4) COURSE CONTENTS:

<u>Theory</u>		<u>Practice Session</u>	
<u>Topic</u>	<u>No. of Hrs</u>	<u>Topic</u>	<u>No. of Hrs</u>
Driving Theory	- 2	Basic Driving Practice (in Driving Range)	- 2
Traffic Education	- 2	Skill Driving Practice (in Driving Range)	- 4
Vehicle Mechanism Theory	- 2	Driving Practice in Rural and Highway Roads	- 4
Vehicle Maintenance & Repairs	- 1	Driving Practice in City Roads (in Dense and Lane	- 3

			Traffic)	
Public Relations	-	1	Uphill and downhill driving	- 2
First Aid & Human Psychology	-	1	Simulator Training (rain, fog, night, hilly terrain)	- 3
Road Rage & stress Management	-	2	Theory Test & evaluation	- 2
Causes & types of accidents		2		
Drivers' responsibility in the event of accident				
AIDS awareness; Tobacco & Alcohol		2		
Pollution and Environment		1		
		-----		-----
Total	-	16		20
		-----		-----

5) EVALUATION:

Theory test to be conducted from a large question bank of min 1000 questions covering all aspects of vehicle and road safety. Question paper to be randomly generated through a pseudorandom software. Each topic to be assigned a certain weightage for the no of questions to be picked up. Question paper of 40 Qs. Min pass percentage for theory is 60%.

Practical test to be conducted on a pre-identified checklist covering all parameters and aspects of driving. Min score required to pass the practical test is 60 out of a max of 100. Those committing a serious or dangerous fault would be disqualified irrespective of the total score.

6) ELIGIBILITY TO WRITE EXAMINATION:

A minimum of 85% attendance is required.

7) EXTENSION OF TRAINING:

For shortage of attendance or failure in Driving Practice, the training period will be extended in terms of hrs depending upon the candidates requirement by collecting additional fee.

8) FAILURE IN EXAMINATION:

If anybody fails in any theory paper or driving practice, the candidate has to re-appear for the Examination.

9) TEST:

The Trainees those who passed the driving Performance Test called Internal Trade Test conducted by the Institute will only be sent to Motor Vehicle Inspector's Test for Heavy Vehicle Driving Licence Endorsement.

10) CERTIFICATE: After passing in all Theory papers and Motor Vehicle Inspector's Test, the Proficiency Test Certificate will be issued to the candidates.

ANNEXURE-I (6)

SCHEME FOR INDUCTION TRAINING COURSE IN
LIGHT MOTOR VEHICLE DRIVING

1) MINIMUM STANDARDS REQUIRED FOR TRAINEES :

The minimum requirements for the trainees to undergo Light Motor Vehicle Driving Training are given as below :

Education : Fluent in reading and writing in Regional Language

Physical Condition : Good vision and free from other Physical disabilities.

2) COURSE DURATION : 27 Hrs spread over 4 weeks
(7 hrs theory & 20 hrs driving practice)

3) SYLLABUS :

The syllabus as prescribed in Rule 31 (2) of Central Motor Vehicles Rules, 1989 for Light Motor Vehicles (the lessons cover parts A, B, C, F, G & K) may be followed.

4) COURSE CONTENTS :

<u>Theory</u>		<u>Practice Session</u>	
<u>Topic</u>	<u>No. of Hrs</u>	<u>Topic</u>	<u>No. of Hrs</u>
Driving Theory	1	Basic Driving Practice - (in Driving Range)	2
Traffic Education	2	Skill Driving Practice - (in Driving Range)	2
Basic Vehicle Mechanism Theory Demo	1	Driving Practice in Rural - and Highway Roads	2
Public Relations & First Aid	1	Driving Practice in City - Roads (in Dense and Lane Traffic)	4
Road etiquette & mannerism Road Rage	1		

Causes of Accidents & Case studies	1	Uphill & Downhill driving	2
		Reversing, parking	2
		Simulator training (initiation, rain, fog, night etc)	4
		Test & Evaluation	2
Total :	7		20

Classroom training through interactive sessions supported with films, graphics and animations, of duration 7 hrs., covering all topics listed above. Practical training for 20 hrs to be given as per a structured Driving Training manual outlining the coverage for each session. Progress of trainee to be recorded and appraised after each session.

5) EVALUATION:

At the end of the Training Course, the trainees are evaluated in Theory as well as in Driving Practice. Theory test to be conducted from a large question bank of questions picked up randomly through a pseudorandom software. Question paper of 40 questions with pre-assigned weightages to different topics.

6) ELIGIBILITY TO WRITE EXAMINATIONS:

A minimum of 85% attendance is required.

7) EXTENSION OF TRAINING:

For shortage of attendance or failure in Driving Practice, the training period may be extended as per requirement.

8) FAILURE IN EXAMINATION:

If anybody fails in any theory paper or driving practice, the candidate has to re-appear.

9) TEST:

The minimum score required to pass the test is 60% in theory as well as practical test. The Trainees who passed the Driving Performance Test called Internal Trade Test conducted by the Institute will only be sent to Motor Vehicle Inspector's Test for Light Motor Vehicle Driving Licence Endorsement.

10) CERTIFICATE:

After passing in all Theory papers and Motor Vehicle Inspector's Test, the Proficiency Test Certificate may be issued to the candidates.

Government of Punjab
Department of Transport

Tender Notice
For

Selection Of The Private Operational Partner For Regional Driving Training Centers-Cum-Skill
Development Centre
Malerkotla, Distt-Sangrur, Punjab

State Government has decided to establish one Regional Driving Training Centres-Cum-Skill Development Centre at village Tollewal , Malerkotla , Distt.-Sangrur with capital funding by a State Government agency and Central Government.

The proposals are invited in sealed envelope from Private Vehicle manufacturers (manufacturing Motor Vehicles with 4 wheels or more) as a single entity (i.e no Consortium shall be eligible) as per the terms & conditions of Request For Proposal (RFP) for selection as Operational Partner. The terms & Conditions of the RFP can be downloaded from www.punjabtransport.org and shall submit the tender cost in the form of a demand draft of Rs.1000 in favor of State Transport Commissioner , Punjab payable at Chandigarh along with the bid.

The applicants are required to submit necessary documents/certificates and EMD in support of the their eligibility as per eligibility criteria stated in terms & conditions. The Agency shall be required to meet the eligibility criteria in both technical and financial capability. Applicants fulfilling the eligibility criteria shall be shortlisted for further opening of their financial bids and the bidder quoting the highest investment in RDTC-Cum-SDC shall be declared as the first ranked Applicant..

Assistant Mechanical Engineer O/o State Transport Commissioner , Punjab may be contacted for any information about RDTC-Cum-SDC project.

N.B: The last date for submission of tender is 16-12-2015 by 3 PM at the following address:
O/o State Transport Commissioner , Punjab
SCO 177-178, Sector 17 C, Chandigarh - 160022
Phone: +91 172 - 2771196 Fax: 2703468

State Transport Commissioner , Punjab