

**Office of Transport Commissioner, Uttarakhand  
Kulhan, Sahastradhara road, Dehradun**

TELEPHONE NO. 0135-2608105, E-mail: [uktcotr@gmail.com](mailto:uktcotr@gmail.com)

LETTER NO.

/TR/2-11/2024

DATED

June, 2024

**LETTER OF INVITATION**

Uttarakhand State Transport Department (UKSTD), Government of Uttarakhand invites Expression of Interest (EOI) from Applicants for the development of Automated Vehicle Green Cess Collection System (AVGCCS) within the State of Uttarakhand. An Electronic Green Cess Collection, meeting the criteria set forth in Section-3 to submit their Technical Application for procurement of the State Cess Collection Software broadly as per the proposed Concept Note enclosed at Appendix-C. The EOI also seeks inputs/suggestions/modifications on the proposed Concept Note and Service Level Agreement (SLA) and any other attributes which the applicant thinks are useful for implementation of AVGCCS based Electronic Cess Collection in Uttarakhand.

The detailed terms and conditions of EOI are available on [www.transport.uk.gov.in](http://www.transport.uk.gov.in) Application can be submitted online to [uktcotr@gmail.com](mailto:uktcotr@gmail.com) or through registered/speed post at the address Office of Transport Commissioner, Shastradhara Road, Kulhan, Dehradun – 248001.

Issue of EOI Document: EOI Document can be downloaded from [www.transport.uk.gov.in](http://www.transport.uk.gov.in) on and after June 20, 2024.

**Signed by Sanat Kumar  
Singh**

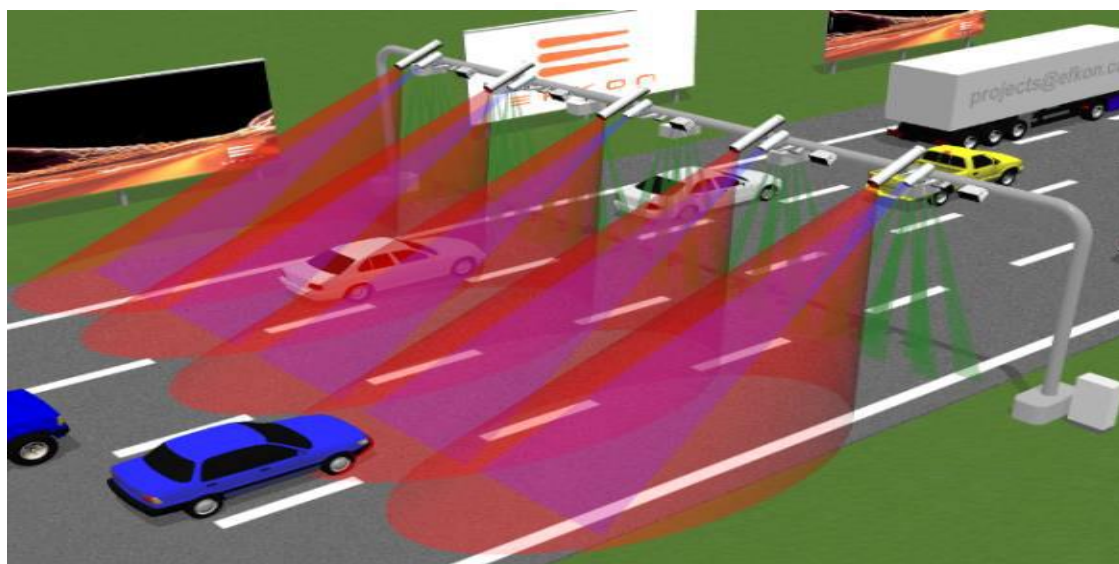
**Date: 19-06-2024 17:36:12**

(Sanat Kumar Singh)  
Joint Transport Commissioner  
Uttarakhand.



## UTTARAKHAND STATE TRANSPORT DEPARTMENT

### Expression of Interest (EOI) for Development and Implementation of Automated Vehicle Green Cess Collection System (AVGCCS) for Uttarakhand



An Initiative of  
**State Transport Department**  
Government of Uttarakhand

## **INTRODUCTORY BRIEF**

The State Transport Department, Government of Uttarakhand proposes to develop, operate & maintain Automated Vehicle Green Cess Collection System (AVGCCS) within the State of Uttarakhand. The Major purpose of this system will be to collect green cess from all the Vehicles entering Uttarakhand from other states (excluding vehicles registered in Uttarakhand).

Uttarakhand State Transport Department invites EOI for procurement of Cess Collection Software for Implementation of Automated Vehicle Green Cess Collection System (AVGCCS).

The EOI includes the following units:

Unit 1 - Disclaimer

Unit 2 - Introduction

Unit 3 - Pre-Qualification Criteria

Unit 4 - Background

Unit 5 - Objective of EOI

Unit 6 - Scope of Work

Unit 7 - Tentative RFP Parameters

Unit 8 - Schedule of EOI process & Contact details

Unit 9 - Appendices



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## **Unit - 2**

### **DISCLAIMER**

The purpose of this EOI document is to provide the Applicant(s) with information to assist them in formulation of their applications. This EOI document does not purport to contain all the information, each Applicant may require. Each Applicant should conduct their own investigations and analysis and should check the accuracy, reliability and completeness of the information in this EOI document and where necessary obtain independent advice from appropriate sources.

Uttarakhand State Transport Department henceforth referred to as “UKSTD”, its employees and advisors make no representation or warranty and shall incur no liability under any law, statute, rules or regulations as to the accuracy, reliability or completeness of the EOI document.

UKSTD may, in its absolute discretion, but without being under any obligation to do so, annul, modify, amend or supplement the information in this EOI document.

An applicant means a Business Entity or their Joint Venture/ Consortium thereof, who have sufficient experience in accordance with the Conditions of Eligibility as detailed in EOI is permissible.

The issue of this EOI does not imply that UKSTD is bound to select and shortlist Applicants to enter into tie-up agreements with shortlisted Applicants.

The Applicant shall bear all costs associated with or relating to the preparation and submission of its EOI application including but not limited to the preparation, copying, postage, delivery fees, expenses associated with any demonstrations/technical discussion/presentation and submission of EOI, UKSTD shall in no case be responsible or liable for these costs regardless of the conduct or outcome of the EOI process.

Canvassing in any form by the Applicant or by any other agency on their behalf may lead to disqualification of their EOI.

**Governing Laws & Jurisdiction:** The EOI process and its outcome shall be governed by, and construed in accordance with, the laws of India and the Courts at Uttarakhand (India) shall have exclusive jurisdiction over all disputes arising under, pursuant to and / or in connection with the EOI process and its outcome.

## **LETTER OF INVITATION**

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The detailed terms and conditions of EOI are available on [www.transport.uk.gov.in](http://www.transport.uk.gov.in). Application can be submitted online to [uktcotr@gmail.com](mailto:uktcotr@gmail.com) or through registered / speed post at the address Office of Transport Commissioner, Shastradhara Road, Kulhan, Dehradun - 248001.

Issue of EOI Document: EOI Document can be downloaded from [www.transport.uk.gov.in](http://www.transport.uk.gov.in) on and after June 20, 2024.



**Transport Commissioner  
State Transport Department  
Uttarakhand.**

## **UNIT-3**

### **Pre-Qualification Criteria**

1. The Sole applicant or All the Members of a Consortium/Joint Venture (JV), must be a business entity incorporated in India under the Companies Act, 1956/2013 or the Limited Liability Partnerships Act, 2008 or equivalent law(s) in the country of jurisdiction of the entity subject to the condition that the maximum number of members in the JV/Consortium shall be Three.
2. The Sole applicant or All the Members of Consortium/Joint Venture should be working in the field of Software Development / Technology / Geo-Spatial Technology / Artificial Intelligence / Fintech.
3. The Sole Applicant or Any Members of Consortium/Joint Venture should have successfully implemented Global Navigation Satellite System (GNSS)/ Electronic Cess Collection Software (ECCS) Based on collection of taxes in any of the following Role:
  - (i) Development, Implementation, Operation & Maintenance of Central Toll Charger Software with map matching features.
  - (ii) Implementation of complete end to end AVGCCS in at least 20 Inter State Locations.

## UNIT - 4

### **Background**

Currently Electronic Toll Collection in India is done through Radio Frequency Identification (RFID) technology, branded as FASTag, which was launched in India in 2015. Since February 2021, FASTag has been made mandatory for the payment of user fees at National Highway toll plazas, with a provision for a 100% penalty for cash or non-FASTag payments. As of March 2024, more than 98% of user fee payments are made through FASTag at the Toll Plazas. The year-on-year collection through FASTag and the corresponding transactions are detailed below:

Financial Year	ETC Count (In Numbers/ Lakh)	ETC Collection (In Rupees/Crore)
FY 16-17	236	661
FY 17-18	1,271	3,352
FY 18-19	2,544	5,760
FY 19-20	5,639	10,828
FY 20-21	12,402	21,282
FY 21-22	21,385	33,893
FY 22-23	28,631	46,821
FY 23-24	31,755	54,750

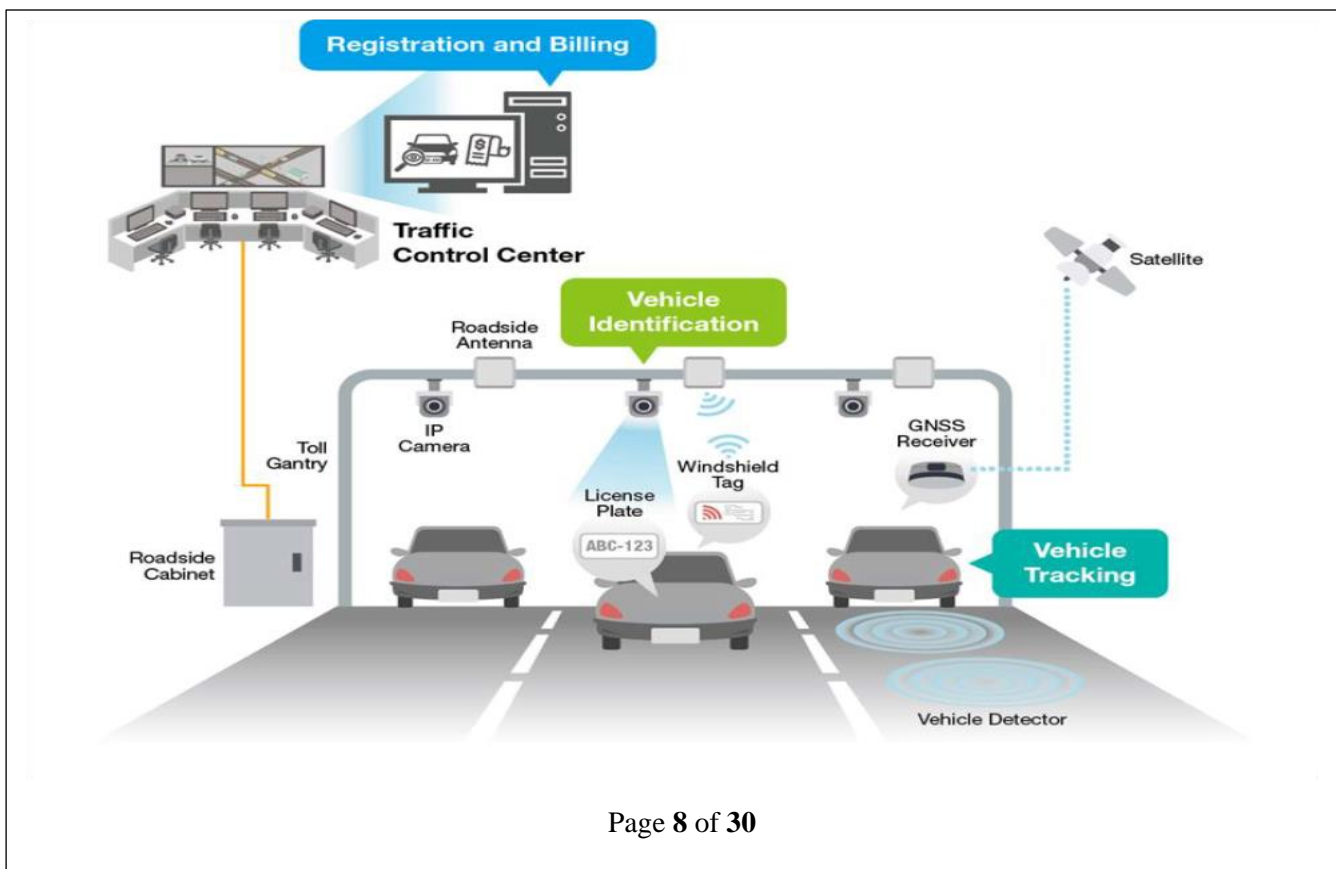
UKSTD plans to implement the Automated Vehicle Green Cess Collection System (AVGCCS) - based Electronic Cess Collection (ECC) system within the existing FASTag ecosystem, using a hybrid AVGCCS model where both RFID-based and ANPR Camera's (Automated Number Plate Reader) based system will operate simultaneously. The main purpose of ANPR Camera's based AVGCCS would be to collect Green Cess seamlessly without any intervention of boom barriers.

Automated Vehicle Green Cess Collection System (AVGCCS) based Cess collection is conceptualized as a barrier free, seamless method of Electronic Green Cess Collection wherein the unregistered vehicle users of Uttarakhand are charged every time they enter the State from all the border's of the State territory. The system would use fastag or ANPR improvisation or Satellite or Constellation of Satellites to track vehicle's movement and calculate green cess based on the destination they have travelled from on tolled Highways and other border areas of the state.



The Uttarakhand State Transport Department envisages to implement AVGCCS by improvising, modifications done on the ANPR Camera Network along with Fastag based Electronic Cess Collection (ECC) in Uttarakhand to increase the efficiency of the green cess collection operation in line with the global practices.

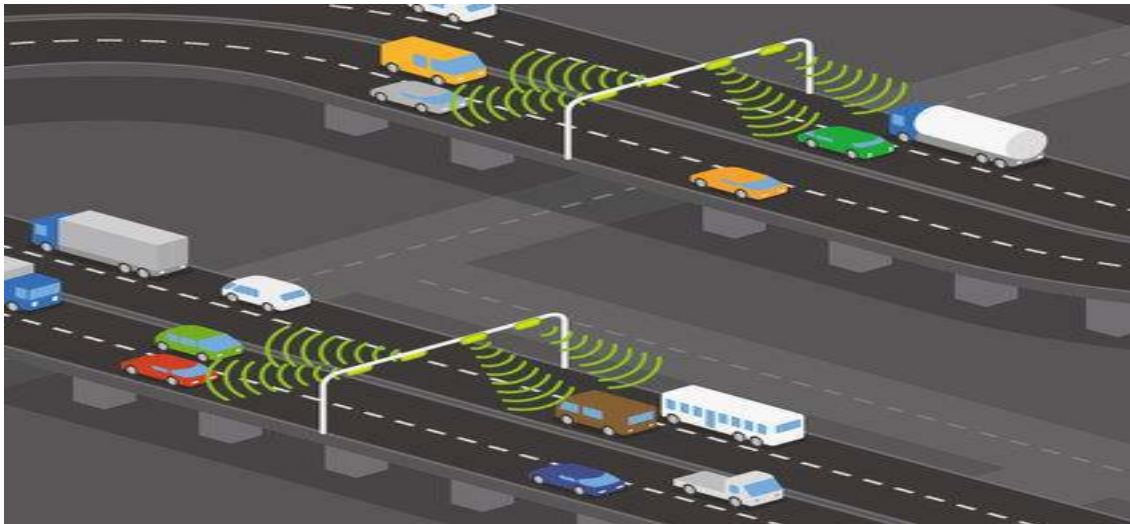
Uttarakhand's proposed Automated Vehicle Green Cess Collection System (AVGCCS) is projected to work on a hybrid system in which on one hand the existing Toll Plazas will be involved wherein the default position of barriers will open once the green cess is collected along with other applicable taxes, while they are entering from other State, excluding vehicles registered in Uttarakhand. The collection will be facilitated via fastag and other operational factors (technical, non-technical, civil, etc) would be incorporated for the same. The Toll Plaza will itself act as the Stationary Enforcement Gantry in the system. On the other hand an integrated green cess mechanism would also be developed where through RFID or other satellite based equipment's, the existing ANPR camera network of our state can also be optimized for green cess collection. The lanes having ANPR Cameras will have advance readers to identify Uttarakhand's non- registered vehicles and deduct green cess on its entry into the state. The payment mechanism shall be similar to the existing FASTag ecosystem. Additional fees will be charged from vehicles entering Uttarakhand in case of Non- Availability of funds while entering the state. It is also proposed that the Automated Vehicle Green Cess Collection System (AVGCCS) based cess collection will be applicable to all Commercial and Non-commercial Vehicles as per notification no 21/IX-1/2024-106/2012, dated 9<sup>th</sup> February 2024 will be executed in a phased manner across all the border entries of the state.



## UNIT -5

### Objective of EOI

The objective of this EOI is to identify qualified and experienced agencies for procurement of robust, scalable and efficient AVGCCS - Automated Vehicle Green Cess Collection Software. The EOI will also serve as the foundation for drafting a comprehensive and robust bid document with state of the art & world class unique solution suited to Uttarakhand Green Cess Collection System.



*\*\* For illustration purpose only*

## UNIT - 6

### Scope of Work

1. UKSTD invites technical applications broadly as per Appendix-A from applicants in the field of Automated Vehicle Green Cess Collection System (AVGCCS).
2. UKSTD envisages to implement an Automated Vehicle Green Cess Collection System (AVGCCS) within the existing FASTag network as well as integrating RFID with the existing ANPR ecosystem within the state.
3. The Scope of Work broadly includes the precise geo-referenced map making and development of a scalable and robust real time Green Cess Collection Software with roles and responsibilities broadly mentioned as understated:

Automated Vehicle Green Cess Collection System (AVGCCS) will be developed and operated with the understated deliverables :

- Vehicle Map Matching
  - Integration with ANPR Lanes
  - Calculation of Distance travelled
  - Calculation of time travelled
  - Green Cess Collection Parameter
  - Calculation of User Fee based on distance travelled outside and within the states boundaries.
  - Send calculated User Fee to Acquirer Bank
  - Creation of User Fee Portal for each Toll Plaza / ANPR Camera
  - Exemption of Vehicles under special cases
  - AIS AIS 140 VLT Device (OBU) Status Protocols
- [https://morth.nic.in/sites/default/files/circulars\\_document/VLT%20reg%20and%20activation.pdf](https://morth.nic.in/sites/default/files/circulars_document/VLT%20reg%20and%20activation.pdf)*
- Setting up of Dispute Redressal Setup
  - Redundancy and Disaster Recovery
  - Interoperability among Toll Chargers / ANPR Camera's
  - Data Center / Cloud
  - Operation & Maintenance, Development and Training
  - Link with Fastag ID
  - Link with Payment System
  - SMS Integration
  - Customer Support

4. The EOI also seeks inputs/suggestions/modifications on the proposed Concept Note and Service Level Agreement (SLA) and any other attributes which the applicant thinks are useful for implementation of Automated Vehicle Green Cess Collection System (AVGCCS) for Electronic Green Cess Collection in Uttarakhand.



## UNIT -7

### **Tentative RFP Parameters (Post EOI)**

#### **A. Tentative Bidding Process proposed after EOI**

The Bidding is proposed to be done in three-stages

##### **Stage-1**

Pre-Qualification. Based on Pre-Qualification Criteria to be firmed up subsequently.

##### **Stage-2**

*For those who qualify Stage-1:*

Live Demonstration of AVGCS with all desired features for which suitable time would be provided.

##### **Stage-3**

*For those who qualify Stage-2:*

Financial Bid.



#### **B. Tentative Implementation Schedule during the Contract Period**

The Tentative Implementation Schedule during the Contract Period is proposed as under:

<b>Description of Event</b>	<b>Time Period</b>
Signing of Contract Agreement	T
Go-Live of First 3 identified Uttarakhand's Borders	T+3 Months
Go-Live of 5 Num of identified Uttarakhand's Borders	T+6 Months
Go-Live of 10 Num of identified Uttarakhand's Borders	T+9 Months
Go-Live in Uttarakhand (All Borders)	T+12 Months
Operation and Maintenance Period	T+120 Months

### C. Tentative Payment Schedule

- (a) A Single amount for entire contract period must be quoted by the bidder.
- Graded Monthly Payment (say for first year 'x' % of quoted amount, for second year 'y' % of the quoted amount and so on).
- Or
- Per Transaction Cost

(b) Fixed per location / per border / per ANPR camera integration charge on addition of any new stretch beyond those mentioned in bid documents.

\*\*\* Note: For avoidance of doubt, the above details are mentioned to give ideas to prospective applicants regarding the Bidding Process to be initiated in future.



## **UNIT -8**

### **Schedule of EOI Process & Contact Details**

#### **1. Issue of EOI Document**

EOI Document is issued on June 20, 2024.

#### **2. Pre-EOI Meeting**

A pre-EOI meeting is scheduled for June 27, 2024, at 3:00 PM IST at the Transport Commissioner Office, Kulhan, Sahastradhara Road, Dehradun - 248001, India.



#### **3. EOI Submission**

The applicant shall submit the EOI application via the official email ID of Authorized Signatory / Power of Attorney (PoA) holder by July 17, 2024, at 2:00 PM IST. Application can be submitted online to [uktcotr@gmail.com](mailto:uktcotr@gmail.com) or through registered / speed post at the address Office of Transport Commissioner, Shastradhara Road, Kulhan, Dehradun - 248001.

#### **4. EOI Opening**

Opening of EOI shall takes place at Conference Hall, 1st Floor, Transport Commissioner Office, Shastradhara Road, Kulhan, Dehradun - 248001 on July, 17 2024 at 3:00 pm.

#### **4. Address for communication and EOI submission:**

##### **Transport Commissioner**

Uttarakhand State Transport Department,  
Transport Commissioner Office  
Kulhan, Sahastradhara Road  
Dehradun-248001, Uttarakhand

Email: \_\_\_\_\_

## **APPENDICES**

### **Appendix-A**

#### **Technical Application**

1. Company profile, including experience and expertise in relevant projects as per unit-3.
2. Detailed Applications outlining the following but not limited to:
  - a) approach to system design,
  - b) approach to map making,
  - c) approach to development of Toll charger,
  - d) approach to all the modules of Cess Collection S o f t w a r e along with the broad functionality mentioned in Appendix-C,
  - e) implementation methodology,
  - f) scalability, Data Center/Cloud Management, Dispute Resolution, Gap Analysis, Digital Routing, interoperability,
  - g) approach to onboarding protocol of AIS-140 Device as OBU through Issuer Entity, maintenance and any other attribute.
  - h) Integration with existing Toll Plaza / ANPR Camera Lanes
  - i) Any other relevant information.
3. Compatibility of Toll Charger Software with AIS 140 Device as OBU
4. Compliance of tentative SLA Parameter as detailed below:



#### **a. Service Availability**

**Uptime Guarantee:** The software will maintain an uptime of 99.9% per Month. The software shall ensure that there is no revenue loss to the Authority during the system downtime.

#### **b. Accuracy Rate**

- Green Cess Charges:  $\geq 99.9\%$
- Detection of Vehicle Registration Number Plate (Day) :  $\geq 97\%$
- Detection of Vehicle Registration Number Plate (Night) :  $\geq 90\%$
- Vehicle Count Category Wise:  $\geq 99\%$

#### **c. Issue Resolution and Support**

**Support Availability:** 24/7 support to road user via phone and email

##### **Resolution Time:**

- Critical Issues: Resolution within 4 hours
- High Priority: Resolution within 8 hours
- Medium Priority: Resolution within 2 business days
- Low Priority: Resolution within 5 business days

#### **d. Updates & Customization**

**Rate Updates:** The software shall update any new rate within 24 hours of intimation by the Authority.

**Location Update:** The software shall update any new location within 15 days of intimation by the Authority.

**Others:** Any Customization required by UKSTD shall be improvised within 30 days.

#### **e. Service Reporting**

**Reporting:** Weekly performance reports will be provided, detailing uptime, response times, issue resolution statistics, and compliance with SLA. The Software shall provide a web portal along with a Dashboard for the same.

#### f. Non-Adherence to SLA

**Damages:** In the event of SLA breaches, damages will be imposed as under:

- Non-Performance upto 95% of Defined SLA Score per month: 25% of Monthly Payable Charges
- Non-Performance upto 90% of Defined SLA Score per month: 35% of Monthly Payable Charges
- Non-Performance upto 80% of Defined SLA Score per month: 50% of Monthly Payable Charges
- Non-Performance from 75% to 80% of Defined SLA Score per month: No Monthly Payment
- Non-Performance below 75% of Defined SLA Score per month: Liable for Debarment, Encashment of Performance Security and Termination.



\*\*\* Note: SLA Score to be formulated based on SLA criterion.

## **Document Requirements for EOI**

1. Company(ies) Incorporation Details
2. Experience Certification issued to the Company(ies) apostille at foreign origin, if any.
3. Financial details of Company(ies) including net worth along with annual turnover for the last 3 financial years duly vetted by Statutory Auditor
4. Relevant experience in last 3 years in development and successful implementation of Toll Charger Software for Electronic Cess Collection
  - a. Country (or countries) where Toll Charger Software is used for GNSS / Tax collection:
  - b. Name of Partner having experience (In case of consortium/JV)
  - c. Name(s) of Client(s)
  - d. Number of km in implemented
  - e. Details of Cess Charger Software (Map making features, AI based features, fraud management etc)
  - f. Any other relevant information supporting the firm's capabilities and qualifications
  - g. References from previous clients, particularly in similar projects.

**\*\*Proforma for the above information is as under:**

## Proforma 1: Covering Letter

*[On the Letterhead of the Applicant or Lead Member in case of a Consortium]*

[Date]

<<Address>>

Dear Sir,

**Ref: Expression of Interest (Eoi) for Development and Implementation of Automated Vehicle Green Cess Collection System (AVGCCS) for Uttarakhand**

With reference to your EOI Document dated \*\*\*\*\*, I/we, having examined the Documents and understood their contents, hereby submit our EOI for the aforesaid Project. The Eoi is unconditional and unqualified.

i. We propose to submit our EOI in individual capacity as \_\_\_\_\_

Or

We propose to submit our EOI as a Consortium comprising of Members as follows:

\_\_\_\_\_ (Lead Member)

\_\_\_\_\_ (Consortium Member 1)

\_\_\_\_\_ (Consortium Member 2)

ii. All information provided in the EOI and in the annexures & appendices is true and correct and the documents accompanying are in original or true copies of their respective originals, as the case may be.

iii. We shall make available to UKSTD any additional information it may find necessary or require to supplement or authenticate our proposal in response to the EOI.

iv. We acknowledge the right of UKSTD to reject our EOI without assigning any reason or otherwise and hereby waive our right to challenge the same on any account whatsoever.

v. We acknowledge that the issue of this EOI does not imply that UKSTD is bound to select and shortlist applicants to enter into tie-up agreements with shortlisted Applicants.

vi. We certify that in the last three years, we/ any of the Consortium Members have neither failed to perform on any contract, as evidenced by imposition of a penalty or a judicial pronouncement or arbitration award, nor been expelled from any project nor

contract nor have had any contract terminated for breach on our part.

vii. We understand that you may cancel the EOI Process at any time and that you are neither bound to accept any EOI that you may receive nor to invite the Applicants to submit a Proposal for the Project, without incurring any liability to the Applicants.

viii. We believe that we/ our Consortium/ proposed Consortium satisfy(ies) the eligibility criteria and meet(s) the requirements as specified in the EOI document.

ix. We declare that we/ any Member of the Consortium are/ is not a member of a/ any other Consortium submitting an EOI for the Project.

On Behalf of (Name of the Applicant/ Lead Member)

---

Signature of the Authorized Person Name:

Designation:

*\*\* Note: Paragraphs in square parenthesis may be omitted, if not applicable.*

## Proforma 2: Applicant Details

i. Details of the Firm/ Applicant

- Name of Firm/ Applicant: \_\_\_\_\_
- Address: \_\_\_\_\_
- Tel No. (with code): \_\_\_\_\_
- Contact person: \_\_\_\_\_
- Name and Designation: \_\_\_\_\_
- Address, Telephone No. and Email address: \_\_\_\_\_

ii. Type of Company (Public Limited/ Private Limited) : [with supporting]

iii. Date of incorporation with documentary evidence (or equivalent certificate):

iv. Registration detail of firm with documentary evidence (or equivalent certificate):

v. State whether applying as Sole Applicant or Lead Member of a Consortium:

vi. If the Applicant is Lead Member of a Consortium, state the following for each of the other Member Firms:

- Name of the Firm:
- Legal Status and country of incorporation:
- Registered address and principal place of business:

vii. Brief description of the firm and organization structure and business.

viii. Any other details which the firm wish to give

On Behalf of (Name of the Applicant/ Lead Member)

\_\_\_\_\_  
Signature of the Authorized Person Name:

Designation:

## Proforma 3 : Power of Attorney

### Power of Attorney

*(On the letter head of Sole Applicant/Consortium/Joint Venture)*

We ..... (name of Sole Applicant/All Members of Consortium/Joint Venture along with registered address) do hereby constitute, appoint and authorize Mr/Ms..... (name of Power of Attorney Holder) who is presently employed with ..... (name of Sole Applicant/Member of Consortium or Joint Venture) 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 application for the Global Expression of Interest for..... including signing and submission of all documents and providing information / responses to the Uttarakhand State Transport Department (UKSTD), representing us in all matters before the UKSTD in all matters in connection with our application for the said Expression of Interest. 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 are done by our aforesaid attorney shall and shall always deemed to have been done by us.

Dated this the ..... day of ..... 2024



For

(Signature of the Authorized Signatory of Sole Applicant) Name of Authorized Signatory

Designation.....

Address.....

OR

(Signature of the Authorized Signatory of Member 1 of Consortium/JV)) Name of Authorized Signatory  
Designation.....

Address.....

(Signature of the Authorized Signatory of Member 2 of Consortium/JV)) Name of Authorized Signatory  
Designation.....

Address.....

(Signature of the Authorized Signatory of Member 3 of Consortium/JV)) Name of Authorized Signatory  
Designation.....

Address.....

Accepted

(Signature of Power of Attorney Holder) Name

Designation

## Proforma 4: Detailed experience format

**SUCCESSFUL IMPLEMENTATION AND OPERATION OF GNSS BASED ETC IN LAST 3 YEARS :-**


**OR**

**SUCCESSFUL DEVELOPMENT AND IMPLEMENTATION OF GNSS BASED Cess Collection SOFTWARE FOR GNSS BASED ETC IN LAST 3 YEARS :-**

*[Formats to be filled for each reference experience/ project individually along with verifiable documentary proof]*

### Credential Format

*Sole Applicant/Lead Member and/or Consortium members are requested to furnish the credentials in the following format for Pre-qualification criterion. All credentials should be followed by relevant documentary proof.*

Name of the Work and Location/ Country	
Name of the Partner experience (in case of Consortium/JV)	
Address	
Successful Operations of Toll Software/ GNSS Based Etc In Last 3 Years Or Successful Development And Implementation of Toll Charger Software / GNSS Based ETC in the last 3 years	[Select one of the two] 
Narrative description project/ Details of Details of Toll Charger Software (Map making features, AI based features, fraud management etc.)	<i>[only brief to be submitted here; details may be provided separately in the EOI application]</i>
Length in Km of Toll software ETC implemented	
Date of Start	
Current Status (On-going/ Completed then Date Completion)	
Activities undertaken by Sole Applicant or Lead and/or consortium members	




## Proforma 5: Financial capability

### FORMAT FOR FINANCIAL CAPABILITY OF THE APPLICANT

Name of Sole Applicant / Lead Member / Consortium members of Consortium:

.....

#### Annual Turnover (in INR or Equivalent Foreign currency\*)

	Last 3 Preceding year		
Name of the Applicant/Lead Member of Consortium			
Name of the Consortium Member, if any			
Average Turnover for 3 years			

Date:

\_\_\_\_\_  
Signature of the Authorized Person

Name:

Designation:

*[Name and rubber seal of the Applicant/ Lead Member]*

*\*In case the financial figures are in foreign currency current market exchange rate (State Bank of India BC Selling rate as on last date of submission of the EOI application) will be applied for the purpose of conversion of amount in foreign currency into Indian Rupees.*

## Proforma 6: Applicant's submission and recommendations

Applicants should provide suggestions and recommendations including but not limited to the following aspects of each component as mentioned in the EoI:

1. Suggestions/ Deviations on EOI and proposed Concept Note (**Appendix-C**)
2. Implementation Methodology
3. Scope & Extent of Coverage of all the initiatives
4. Efficiency, operability, maintainability features involved
5. Collaboration Approach with all Ecosystem Stakeholders
6. Procurement & Financing Models
7. Any other Suggestions on Scope of work for prospective bidder (post EOI), project deliverables and timelines, consortium conditions, etc. as per the prescribed format mentioned below:

Sl. Num	Section/ reference in the ToR	Comments/ Proposed suggestion with justification
1		
2		
3	.	.
4	Any other information	

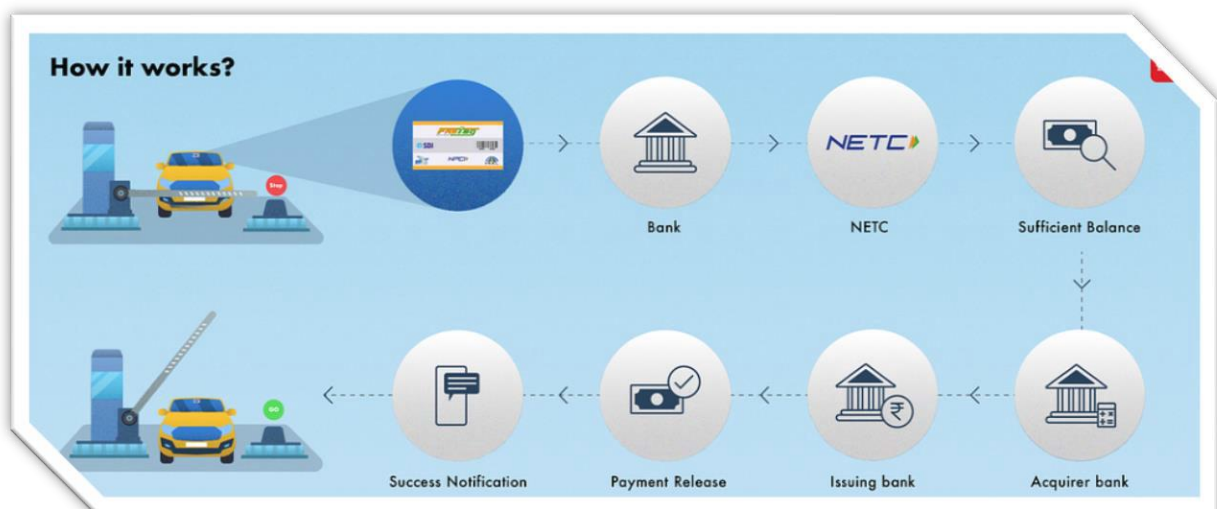
## **Role of Uttarakhand State Transport Department**

The Uttarakhand State Transport Department is the conceptualizer of the Automated Vehicle Green Cess Collection System (AVGCCS). It will provide the understated information for unified adoption and development of AVGCCS.

- **To furnish the list of proposed ANPR Stretches**
- **To Furnish Green Cess Collection Parameters**
- **Validation of ANPR / Toll Plaza Stretch**
- **ANPR Lane Level Changes and modifications**
- **Live Database of Uttarakhand's Registered Vehicles**
- **Develop AVGCCS Collection field and an escrow account**

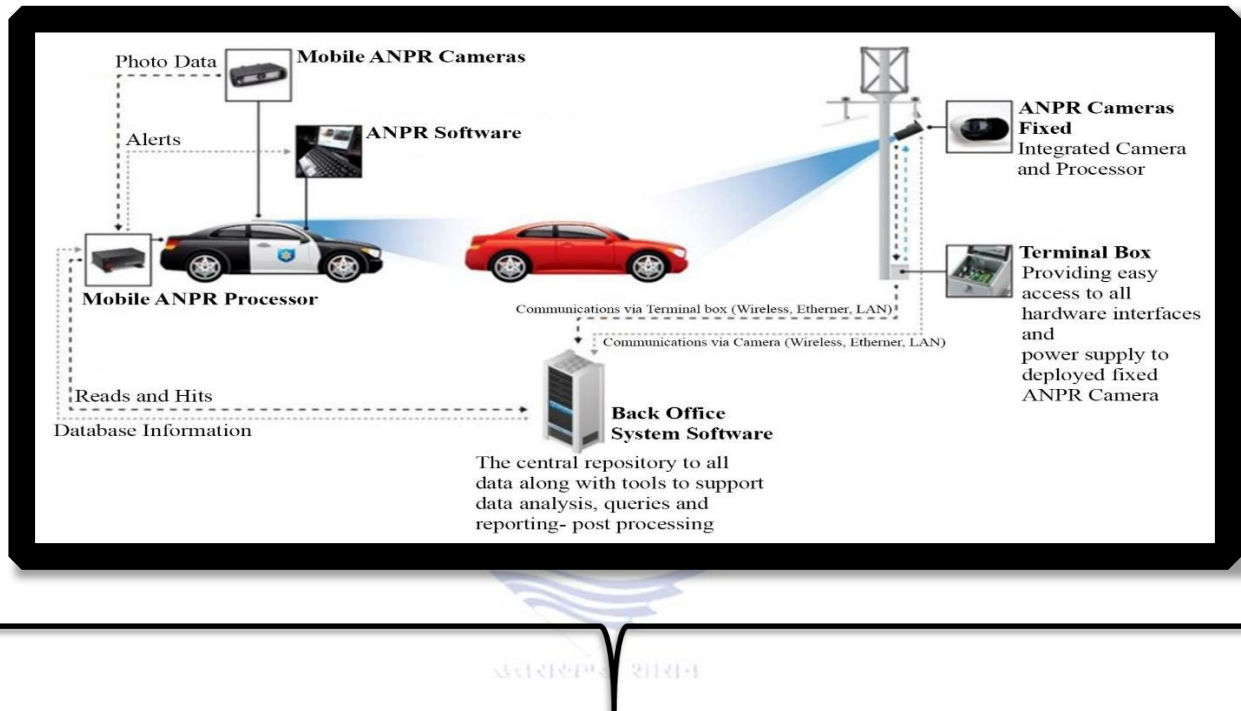
## Feasibility - 1

### Optimizing existing Toll Plaza's through FASTag

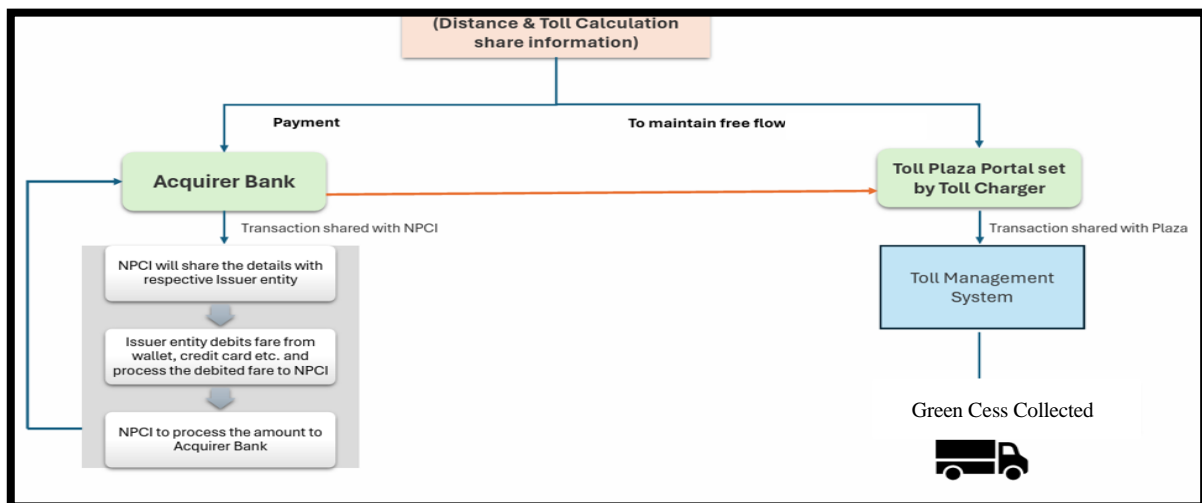


## Feasibility - 2

### Optimizing existing ANPR Camera's through RFID



### Intelligent Green Cess Collection System



**\*\* This tentative architecture is for Demonstration Purpose Only and can be modified and customized as necessary.**

## Notification

उत्तराखण्ड शासन  
परिवहन अनुभाग-1  
संख्या: 21 / IX-1 / 2024-106 / 2012  
देहरादून: 09 फरवरी, 2024

### अधिसूचना

राज्यपाल, उत्तराखण्ड मोटरयान कराधान सुधार अधिनियम, 2003 (उत्तराखण्ड अधिनियम संख्या-12 सन् 2003) की धारा 4 की उपधारा (5) के द्वारा प्रदत्त शक्तियों का प्रयोग करके, अधिसूचना संख्या-07 / IX-1 / 106 / 2012 / 2019 दिनांक 02 जनवरी, 2019 को अतिक्रमित करते हुए नीचे सारणी के स्तम्भ 2 में विनिर्दिष्ट वर्ग के मोटरयानों के सम्बन्ध में उनके सम्मुख स्तम्भ 3 में विनिर्दिष्ट कर की दरें नियत करते हैं:-

### सारणी

धारा 4 की उपधारा (5) के अधीन मोटर यान पर ग्रीन उपकर

क्र.सं.	यान का प्रकार	उपकर की दर (रु में)	
1	2	3	
1.	परिवहन यान से भिन्न यान के रजिस्ट्रीकरण के समय: (क) मोटर साईकिल (ख) मोटर साईकिल से भिन्न यान (पेट्रोल चलित) (ग) मोटर साईकिल से भिन्न यान (डीजल चलित)	500 1500 3000	
2.	रजिस्ट्रेशन के दिनांक से 15 वर्ष की आयु पूरी कर चुके परिवहन यान से भिन्न यान के मोटर यान अधिनियम की धारा 41 की उपधारा (10) के अधीन रजिस्ट्रीकरण के नवीनीकरण के समय: (क) मोटर साईकिल (ख) मोटर साईकिल से भिन्न यान (पेट्रोल चलित) (ग) मोटर साईकिल से भिन्न यान (डीजल चलित)	1000 प्रति पाँच वर्ष 3000 प्रति पाँच वर्ष 5000 प्रति पाँच वर्ष	
3.	परिवहन यान के पंजीयन अथवा मोटर यान अधिनियम, 1988 की धारा 56 के अधीन प्रत्येक बार फिटनेस प्रमाण पत्र जारी करने अथवा नवीनीकरण के समय: (क) 05 वर्ष तक की आयु सीमा वाले वाहन (ख) 05 वर्ष से अधिक परन्तु 10 वर्ष तक (ग) 10 वर्ष से अधिक परन्तु 15 वर्ष तक (घ) 15 वर्ष से अधिक पुराने वाहन	पेट्रोल 400 600 800 1000	डीजल 500 750 1000 1250
4.	अन्य राज्य के वाहनों द्वारा उत्तराखण्ड राज्य में प्रवेश की दशा में प्रत्येक बार प्रवेश करने पर ग्रीन उपकर की दरें निम्नवत् देय होगी: (क) तीन पहिया मोटर यान (ख) चार पहिया हल्का मोटरयान (ग) मध्यम मोटरयान (घ) भारी मोटरयान	20 40 60 80	

### स्पष्टीकरण:

- अन्य राज्यों के दो पहिया वाहनों, केन्द्र/राज्य सरकार एवं अन्य राज्यों के सरकारी वाहन, कृषि ट्रैक्टर/ट्रैलर, रोड रोलर, कम्बाईन हार्वेस्टर, शव वाहन, एम्बुलेंस, फायर टेंडर तथा सेना के वाहन को ग्रीन सेस से छूट होगी।
- विद्युत बैटरी, सोलर, हाईब्रिड अथवा सी0एन0जी से चालित वाहनों को उपकर की दरों से पूर्णतः छूट होगी।
- अन्य राज्य के वाहनों द्वारा एक बार प्रवेश हेतु ग्रीन उपकर का भुगतान पूर्ण दिवस के लिये प्रभावी होगा।
- अन्य राज्य के वाहन एक बार प्रवेश हेतु नियत ग्रीन उपकर की दर से 20 गुना भुगतान करने पर एक त्रैमास तथा 60 गुना भुगतान करने पर पूरे वर्ष के लिये उत्तराखण्ड राज्य में प्रवेश के पात्र होंगे।
- त्रैमास तथा वर्ष की गणना उपकर के भुगतान के माह को सम्मिलित करते हुये क्रमशः तीन कैलेण्डर माह एवं बारह कैलेण्डर माह के तुल्य की जायेगी।

आज्ञा से

(अरविन्द सिंह ह्यौकी)  
सचिव।

In pursuance of the provision of Clause (3) of Article 348 of the "Constitution of India" the Governor is pleased to order the publication of the following English Translation of notification No. /IX-1/2024-106/IX-1/2012 Dehradun: Dated February, 2024.

**Government of Uttarakhand**  
**Transport Section-1**  
**No. 21 /IX-1/2024-106/2012**  
**Dehradun: Date 09 February, 2024**


**Notification**

In exercise of the powers conferred by Sub-Section (5) of Section 4 of the Uttarakhand Motor Vehicle Taxation Reform Act, 2003 (Uttarakhand Act No. 12 of 2003), and in supersession of notification no. 07/IX-1/106/2012/2019 dated 02 January, 2019, the Governor is pleased to fix the rate of tax specified in column (3) of the table below in respect of class of Motor Vehicles specified in corresponding entry in column (2) thereof:-

Sl. No.	Description of vehicle	Rates of Cess (in rupees)	
1	2	3	
1.	Motor vehicle other than transport vehicle: (a) Motor cycle (b) Motor vehicle other than motor cycle driven by petrol (c) Motor vehicle other than motor cycle driven by deisel	500 1500 3000	
2.	Motor vehicle, other than transport vehicle, completed fifteen years from the date of its registration, at the time of renewal of certificate of registration as per sub-section (10) of section 41, of the Motor Vehicle Act, 1988: (a) Motor cycle (b) Motor vehicle other than motor cycle driven by petrol (c) Motor vehicle other than motor cycle driven by deisel	1000 (for every five year) 3000 (for every five year) 5000 (for every five year)	
3.	Every time at the time of registration of a transport vehicle or at the time of issue or renewal of a certificate of fitness under section 56 of the Motor Vehicles Act, 1988: (a) Vehicles with age limit up to 05 years (b) Above 05 years but up to 10 years (c) Above 10 years but up to 15 years (d) Vehicles older than 15 years	Petrol	Diesel
		400 600 800 1000	500 750 1000 1250
4.	In case of vehicles from other states entering the state of Uttarakhand, the following rates of Green Cess will be payable on each entry: (a) Three wheeler motor vehicle (b) Four wheel light motor vehicle (c) Medium motor vehicle (d) Heavy motor vehicle	20 40 60 80	

**2. Explanation:**

- Two wheelers of other states, Central/State Government and other State Government vehicles, agricultural tractors/trailers, road rollers, combine harvesters, hearse, ambulances, fire tenders, army vehicles will be exempted from green cess.
- Electric battery, Solar, Hybrid or CNG powered vehicles will be completely exempted from the cess.
- The payment of Green cess for one-time entry by vehicles of other states will be effective for a full day.
- Other State vehicles will be eligible for entry in the State of Uttarakhand for one quarter on payment of 20 times and for a year on payment of 60 times of the fixed rate of the Green cess.
- A quarter and year shall be calculated as three calendar months and twelve calendar months respectively including the month of payment of cess.

By Order  
  
**(Arvind Singh Hyanki)**  
 Secretary