



MAHARASHTRA METRO RAIL CORPORATION LIMITED

(Pune Metro Rail Project)

Joint Venture of Govt. of India & Govt. of Maharashtra

CIN: U60100MH2015SGC262054

04-May-2026

CORRIGENDUM-IV

Name of Work: Five-year Annual Maintenance Contract of TRSL make Metro Rolling Stock (Preventive maintenance and corrective maintenance) for Pune Metro Rail Project Phase-1 of Maha-Metro.

Tender No: P1-O&M-16/2025.

Following Documents shall be a part of Corrigendum-IV:

Corrigendum-IV (Part-A): i) Reply to Pre Bid Queries. (Annexure-I, 03 Pages)


AGM /Procurement & Contracts,
Pune Metro Rail Project,
Maharashtra Metro Rail Corporation Limited

Tender No: P1-O&M-16/2025.

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Name of the Work: Five year Annual Maintenance Contract of TRSL make Metro Rolling Stock Preventive maintenance and corrective maintenance for Pune Metro Rail Project Phase 1 of Maha Metro

S. NO	Section No.	Clause No.	Existing Clause	Query	Maha Metro Reply																														
1	Section-5: Scope of Work 67 of 314	Clause 1.4	Currently Maximum 25 trains are being offered including Stand-by on daily basis in revenue service among the existing 34 trains of MAHA-METRO. It is expected that this number of Maximum trains under operation will be increased further in future. Services provided & Maintenance activities performed by Contractor shall meet the requirements of MAHA-METRO's train availability for Operational services on daily basis. Target shall be to achieve 100% availability of the trains for the operational requirements.	<p>We would like to mention that out of the 34 trainsets under the contract P1/RS-01/2018 placed on TRSL, 33 trainsets are successfully delivered and the 34th trainset is undergoing delivery at the depot. As per the best of our records, we understand that Trainset # 32 delivered to Pune Metro is currently in operation at Patna. In this regard we would request Maha Metro to kindly clarify the following:</p> <ol style="list-style-type: none"> Whether the TS#32 under operations with Patna Metro is covered for AMC under the scope of this maintenance contract. In the event that the TS#32 is required to be maintained at Patna, whether the cost to the contractor for establishing or augmenting maintenance facilities, manpower deployment, tools & plants, and logistics at Patna will be separately compensated by Maha Metro and considered as a variation order to the existing maintenance tender been floated or the cost of the same is deemed to be included within the scope of the present tender. <p>Since setting up a maintenance facility at a different location would involve additional capital investment and operational arrangements, your clarification on the above will help bidders in accurately assessing the scope and preparing a realistic commercial proposal.</p> <p>TRSL would request Maha Metro to kindly provide confirmation/clarification on the above.</p>	Location is clearly mentioned in Clause 1.1 of Section 5 - Scope of Work																														
2	Section-5: Scope of Work 67 of 314	Clause 1.4	Currently Maximum 25 trains are being offered including Stand-by on daily basis in revenue service among the existing 34 trains of MAHA-METRO. It is expected that this number of Maximum trains under operation will be increased further in future. Services provided & Maintenance activities performed by Contractor shall meet the requirements of MAHA-METRO's train availability for Operational services on daily basis. Target shall be to achieve 100% availability of the trains for the operational requirements.	<p>We understand from the given clause that a total of 34 trainsets has been supplied by Titagarh Rail Systems Limited (TRSL) to Maha Metro, while the current maintenance tender scope mentions maintenance of 25 trainsets. In this regard, TRSL kindly request clarification on the following:</p> <ol style="list-style-type: none"> Whether the price to be quoted under this maintenance tender should be based on the total 34 trainsets supplied by TRSL, or Whether the price quotation should be limited to 25 trainsets, which are currently included under the scope of maintenance in the present tender. <p>Since the trainset quantity directly impacts manpower planning, spares provisioning, tools & equipment planning, and overall maintenance cost estimation, a clear confirmation from the authority will enable TRSL to prepare an accurate and competitive commercial proposal. We kindly request Maha Metro to provide clarification on the above.</p>	Refer Clause Section -9 (Financial Bid)Schedule A																														
3	Section-5: Scope of Work 68 of 314	Clause 1.9	MAHA-METRO reserves the right to instruct the contractor to increase manpower for improving quality of ROLLING STOCK MAINTENANCE SERVICES TO MAHA-METRO	We would request Maha Metro to kindly clarify and confirm whether additional manpower deployment directed by authority will be accordingly compensated.	Refer Clause 13.6 of Section -5 Scope of Work																														
4	Section-5: Scope of Work , Pg 70 of 314	Clause -4	Providing assistance to Train Operator/Traffic Controller/Chief Controller/OCC etc. in troubleshooting for the main line failures of trains during revenue service/non-revenue service.	We request Maha Metro to kindly clarify whether special rescue equipment and breakdown vehicle will be provided by the authority.	Yes , Maha Metro Will provide.																														
5	Section-5: Scope of Work, Pg 76 of 314	CONDUCTING PREVENTIVE MAINTENANCE OF TRAINS, Clause - 6.12	The schedules and activities are likely to vary over the duration of the Contract period based on the recommendations of the supplier or OEM or based on MAHA-METRO's decision. Contractor shall also propose to MAHA-METRO for updating the schedules and activities based on the failures observed in Trains and from experience.	We request Maha Metro to kindly treat significant change in maintenance periodicity, additional checks, or new maintenance schedules introduced during the contract period as a variation in scope and compensated separately as such Uncontrolled schedule changes may significantly increase manpower and cost to the contractor.	Tender condition Prevails																														
6	Section-5: Scope of Work 77 of 314	CONDUCTING PREVENTIVE MAINTENANCE OF TRAINS: Clause - 6.14	<p>6.14 Work content for 34 trainsets</p> <p>The various Preventive Maintenance schedules, approximate man-hours required, period of train availability, frequency and number of schedules for 34 train sets per year are given in the following table:</p> <table border="1"> <thead> <tr> <th>Sl.No</th> <th>Preventive Maintenance schedule</th> <th>Approximate man hours required</th> <th>Time for Completing the Activity</th> <th>Approx. Number of schedules per year</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Train Fitness Check</td> <td>3</td> <td>2 hrs</td> <td>176</td> </tr> <tr> <td>2</td> <td>A Service Check</td> <td>50</td> <td>4 hrs</td> <td>176</td> </tr> <tr> <td>3</td> <td>B Service Check</td> <td>50</td> <td>3 hrs</td> <td>176</td> </tr> <tr> <td>4</td> <td>C Service Check</td> <td>100</td> <td>10 hrs</td> <td>34</td> </tr> <tr> <td>5</td> <td>D Service Check</td> <td>250</td> <td>10 hrs</td> <td>34</td> </tr> </tbody> </table> <p>Table No.2</p> <p>Note: The distribution of schedules is likely to vary from month to month depending upon the availability of 34 trains and operational requirements.</p> <ol style="list-style-type: none"> The above values are based on experience by MAHA-METRO with new manpower. However, the contractor can optimize the maintenance time with trained manpower, efficient deployment and adopting innovative practices with prior approval of MAHA METRO. Based on the reliability of sub systems, MAHA-METRO reserves its right to re-assess/increase/decrease/increase the inspection schedules, its periodicity, introduction of any special schedules or special checks. The contractor has to accordingly re-orient his resources for accomplishing the revised tasks. For any such revised tasks explained above, the rates will remain the same as initially quoted by the contractor for that particular maintenance schedule. 	Sl.No	Preventive Maintenance schedule	Approximate man hours required	Time for Completing the Activity	Approx. Number of schedules per year	1	Train Fitness Check	3	2 hrs	176	2	A Service Check	50	4 hrs	176	3	B Service Check	50	3 hrs	176	4	C Service Check	100	10 hrs	34	5	D Service Check	250	10 hrs	34	<p>We request Maha Metro to kindly clarify whether:</p> <ol style="list-style-type: none"> The above maintenance time includes train shunting, preparation, and testing time. Delay caused due to depot line availability or operational restrictions will be excluded 	Refer clause 5A of section -5
Sl.No	Preventive Maintenance schedule	Approximate man hours required	Time for Completing the Activity	Approx. Number of schedules per year																															
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4	C Service Check	100	10 hrs	34																															
5	D Service Check	250	10 hrs	34																															



7	Section-5: Scope of Work 77 of 314	CONDUCTING PREVENTIVE MAINTENANCE OF TRAINS: Clasue - 6.16	Maintenance facility a. The maintenance facility and related equipment will be provided by MAHA-METRO at free of cost. b. Electrical energy and water supply will also be provided by MAHA-METRO at free of cost. c. Operation of M&Ps eg. EOT crane, Automatic Train Wash Plant, Rail cum Road shunter, Pit Jack, Mobile Jack, Pit Wheel Lathe, Multifunction work station, Mobile compressor, Fork Lift, Hand Pallet, Scissor Lift, Mobile Lifting Table etc. for conducting preventive maintenance of rolling stock shall be under scope of contractor	We would request Maha Metro to kindly clarify whether maintenance, calibration and breakdown repair of the mentioned depot machines will come under Contractor's responsibility or Authority's scope.	Tender condition prevails , Clause itself is self explanatory.
8	Section-5: Scope of Work 78 of 314	CONDUCTING PREVENTIVE MAINTENANCE OF TRAINS: Clause - 6.17	Supply of spares and consumables a. The complete list of consumables and their required quantity per Year are attached in Annexure- 03. These consumables shall be part of this contract and Contractor must procure these materials for the entire contract period. b. The Contractor shall at all time maintain a minimum of 2 months stock of Consumables by ensuring timely replenishment of stock. c. Uniforms, cotton gloves, face/nose masks and ear plugs and other PPEs to Contractor's personnel shall be provided by the contractor at his own cost as per Annexure-02.	We request Maha Metro to kindly confirm whether variation in train mileage or increase in fleet utilization leading to higher consumables consumption will be compensated.	Refer Annexure 02 (Per Person Per Year) and Annexure 03 (Per train Per year).
9	Annexure-2A: BDS 41 of 314	ITB 18.3(a)	The bid price shall not be adjusted in event of delay of award	We would request Maha Metro to kindly amend the clause as follows: "The bid price shall not be adjusted in event of delay of award above 3 months."	Tender condition Prevails
10	Section-6: Conditions of the Contract Pg. 238 of 314	6.1.2(b)	Interest bearing Mobilization advance shall be 20% of original contract value payable in two equal instalments of 10% (Ten Percent) each in the currencies and proportions of the Accepted Contract Amount Rate of interest shall be charged at "RBI Bank Rate+2% (two percent) per annum" simple interest. Interest will be chargeable and calculated on reducing balance method. Mobilization advance shall be paid against acceptable Bank Guarantee issued from a Scheduled Commercial Indian Bank or Schedule Commercial Foreign Bank (Except Cooperative Bank) having business offices in India	We would Kindly request Maha Metro for removal of the interest component on the advance payment in view of the subject tender being a long term maintenance tender long-term maintenance of metro rolling stock, which requires substantial upfront mobilization of resources including specialized manpower, maintenance infrastructure, tools, diagnostic equipment, and spare parts inventory.	Refer Corrigendum II
11	Section-6: Conditions of the Contract 245 of 314	6.1.15 (a)	The successful bidder will have to deposit a Performance deposit @ 10% (Ten Percent) of the awarded value of the work within 15 days of the receipt of the formal order/LOA before the signing of contract agreement. The performance Security will be furnished in the form of Bank Guarantee issued by Scheduled Commercial Bank/Govt Insurance Company (except cooperative banks) having business office in India & drawn in favor of Maharashtra Metro Rail Corporation Ltd. The performance deposit should remain valid for a period of 180 days beyond the date of completion of all the contractual obligations of the Contractor.	We would like Maha Metro to kindly modify the clause as below: Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten percent (10%) of the average annual Contract Price (arrived at by dividing Contract Price, provided in Letter of Acceptance, by 10 Years) in types and proportions of currencies in which the Contract Price is payable. We would like Maha Metro to kindly modify the clause as below: Within 30 days from date of issue of the Letter of Acceptance, the successful Tenderer shall furnish Performance Security, for an amount of ten percent (10%) of the average annual Contract Price (arrived at by dividing Contract Price, provided in Letter of Acceptance, by 10 Years) in types and proportions of currencies in which the Contract Price is payable either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India. e either in the form of a Bank Draft, FDR or in the form of a Bank Guarantee from a branch in India of a scheduled foreign bank or from a scheduled commercial bank in India.	Tender condition Prevails
12			Additional Clause: Delayed payment	We would like to request Maha Metro to include the following specific clause for delayed payment: "If the Contractor does not receive payment in accordance with the Contract, the Contractor shall be entitled to receive financing charges compounded monthly at the annual rate of 5% and shall be paid in such currency on the amount unpaid during the period of delay."	Not Accepted
13	Section-6: Conditions of the Contract (Page 258 of 314)	14. PAYMENT TERMS Clasue 13.3	Payment to the Schedule C Intermediate Overhauling shall be made trainset wise after satisfactory completion of overhauling of trainset.	We would like to mention that out of the 34 trainsets under the contract P1/RS-01/2018 placed on TRSL, 33 trainsets are Request Maha Metro to share details of Schedule C Intermediate Overhauling. Schedule C is missing in ABSTRACT OF SCHEDULES (BID TOTAL) (Page 311 of 314)	Deleted



14	Section-4: Evaluation Criteria (Page 63 of 314)	6. Presentation by Bidder during Tender Evaluation Stage	<p>Presentation by Bidder during Tender Evaluation Stage The presentation shall be done by the Bidder during the evaluation stage as per the date informed by Maha-Metro committee. The presentation to the Committee is to assess the Bidder's understanding of the scope of work and tender requirements, technical & logistic approach for overhauling services, Deployment plan for manpower, tools, and spares, financial capability and liquidity to sustain the contract, OEM support arrangements, Past experience and quantum of similar contracts executed in the metro/rolling stock domain. The presentation shall include details as below:</p> <p>A. Organization Structure, Escalation Matrix - 7 Marks B. Monitoring procedure for achieving the SLAs & Training - 7 Marks C. Breakdown Maintenance strategy - 8 Marks D. Spares & Vendor management - 8 Marks</p>	Details related to overhauling missing in SOW. Request Maha Metro to share details regarding the same.	Tender condition Prevails
15	Section 5 Scope of Work 88 of 314	13. Human Resource required for providing the Services	<p>13.6 Recruitment of Supervisor/Team Leader & technicians: All the following staff shall be recruited and inducted for training within 60 days of issuance of Letter of Acceptance. The Minimum manpower deployed at depot/ work site at any given day shall not be less than 78 persons throughout the contract period. However, the contractor is free to achieve the performance KPI to the satisfaction of MAHA-METRO with adequate and additional deployment of manpower. Leave, holiday, training reserve or any other such reserves shall be to the account of the contractor, which is not included in the minimum manpower specified here. The minimum manpower mentioned shall be the daily manpower available for providing the services 24X7 throughout the contract period. The deployment of maintainer shall be phase wise to carry out the corrective maintenance activity.</p>	<p>1. The deployment of Staff mentioned in this clause is not aligned with the allocation of No. of Man Months in Schedule B of the Financial Bid 2. For following activity, Annual quantity is mentioned in Schedule B of the Financial Bid: a. Activity no. 3: Conducting Preventive Maintenance of Trains, Team Leader (6nos) & Maintainer (24 Nos) b. Activity no. 7: Depot Manager (2 Nos) & c. Activity no. 8: Service Manager (1 No) We are submitting our query vide Annexure-C and we respectfully sought clarification from the authority regarding the same.</p>	<p>Tender condition Prevails. Read Clause 13.6 of Section -5 , In-conjunction with Schedule A and Schedule B.</p>

Annexure C

Schedule B Corrective maintenance, Mainline Failure, PPIO, RSC & Material Management services		
#	Personnel	Annual Quantity
1	Team Leader-Corrective Maintenance of Trains including Repair & Retrofit works per shift per person	2190.00
2	Maintainer- Corrective Maintenance of Trains including Repair & Retrofit works per shift per person	6570.0
3	Maintainer- Mainline train failure attention in all corridors of MAHA METRO	2190.00
4	Maintainer - Material management assistance per shift per person	2190.00
5	Operation of Progress Planning Investigation Office (PPIO) Service per shift per person	2190.00
6	Operation of Rolling Stock Controller (RSC) Service per shift per person	1095.00
7	Team Leader - Material management Services	1095.00

Reverse Calculation	
Per Month Quantity	Per Day per Shift
182.5	6.08
547.5	18.25
182.5	6.08
182.5	6.08
182.5	6.08
91.25	3.04
91.25	3.04

Deployment of Staff on any day during the Contract period as per Clause 13 of Section 5 Scope of Work				
#	Activity	Team Lead	Maintainer	Total
1	Operation of Progress Planning Investigation Office (PPIO) service	3+3	0	6
2	Operation of Rolling Stock Controller (RSC) service	3	0	3
3	Conducting Preventive Maintenance of Trains	3+3	24	30
4	Conducting Corrective Maintenance (Failure analysis/ rectification etc.) of Trains including Repair & Retrofit works	3+3	18	24
5	Conducting Mainline Train failure attention in all corridors of MAHA-Metro	0	6	6
6	Conducting Material Management Services	3	6	9
7	Depot Manager	02		2
8	Service Manager	01		1
Sub Total (TL+Maintainer)		24	54	78
Total (TL+Maintainer+Managers)		81		81

Sub Total (TL+Maintainer)	48.67
Total ((TL+Maintainer)+Managers (not Mentioned))	

