

ELIGIBILITY CRITERIA FOR PROCUREMENT OF ROLLING STOCK(18.04.2018)

S. No	ITEMS	MANDATORY CRITERIA
1	Net Worth	Positive in the audited statement of any 3 of the last 5 financial years
2	Minimum Liquidity	Liquidity = $2 \times$ [Estimated cost of the tendered quantity/Completion period in months]
3	Annual Average Turn Over during the last 5 Years	Annual Requirement = [Estimated cost of the tendered quantity /Completion period in Years]
4	Minimum no. of Cars (Metro, LRT, Suburban EMUs, Train Sets) manufactured during last 10 Years by the eligible bidder	(a) 50 if tendered quantity \leq 100 (b) 50% of tendered quantity if tendered quantity is more than 100 and less than 500 (c) 250 if tendered quantity \geq 500
5	Out of the above, minimum no. of Cars manufactured by the eligible bidder with the specified material.	(a)50% of quantity required in serial number 4 above, including design of stainless steel/ aluminum cars OR (b)50% of quantity required in serial number 4 above, comprising stainless steel/aluminum/corten steel/steel EMU/MEMU/Metro Car manufactured in India for either a metro company or Indian Railways OR (c)Assembled more than 100 aluminum/ stainless steel metro cars in premises in India. Note:* - For (b) & (c) the bidder should either have design experience or procure/ subcontract design from experienced designer or form JV with a company having design experience. The credential to this effect should be submitted with the bid.
6	No. of Contracts for the stipulated quantity in serial number 5 above	At least one contract executed with supplies outside the Parent Company or the Group company
7	No. of countries other than country of origin or India	Must have supplied the requirement at serial number 5 above in one country other than the country of origin OR Must have supplied the requirement at serial number 5 above in India
8	No. of Cars in satisfactory revenue operation at the time of submitting the bid.	50% of quantity required in serial number 4 above
9	Minimum no. of years in satisfactory operation of cars required as per serial number 8 above.	3 years

10. For a Consortium/JV the credentials (Technical as well as Financial) of all the member(s) having a minimum 15% participation each in JV / consortium will be required to be submitted by bidder and shall be considered for evaluation. In case of Net Worth, Liquidity & Turnover, the financial credentials will be considered based on the summation of weighted credential of individual members in proportionate to their share in JV/Consortium. In case of consortiums/ JV between companies with subsidiaries, the consolidated numbers of the parent company will only be considered. However in case of technical eligibility, the credentials will be based on the algebraic aggregated credentials of each member. The credential (Technical as well as Financial) of a member who has a less than 15% participation in JV/Consortium shall not be considered.
11. For the participation by Subsidiary company / Parent company with credentials of other Company:
 - a. Applicant in the capacity of a Subsidiary as a single entity is not permitted to use the credential of its Parent Company and/or its sister Subsidiary Company/Companies unless the Applicant participates in bid as JV/Consortium with its Parent Company and/or its sister Subsidiary Company/Companies as a member(s) in JV with minimum 15% participation each for such member(s).
 - b. Also Applicant in the capacity of a Parent Company as a single entity is not permitted to use the credential of its Subsidiary Company / Companies unless the Applicant participates in bid as JV/Consortium with its Subsidiary Company / Companies as a member(s) in JV / Consortium with minimum 15% participation each for such member(s).
12. However, in case of consortium/ JV between companies and their subsidiaries where either the parent or the subsidiary or both is/are (an) Indian company/ companies registered in India, parent company shall be eligible to bid on the basis of credentials of their owned subsidiaries. Subsidiaries shall be eligible to bid on the basis of credentials of their parent company. Here it will be mandatory that the bidders must enter into a consortium/JV agreement with a token participation of such parent/ subsidiary whose credentials are being sought to be used. This consortium/ JV agreement should clearly stipulate that the individual companies (i.e. the parent and the JV) shall be jointly and severally responsible and liable for the timely execution of the contract and failure to do so will make all of the them liable to the penal conditions of the contract. In such case there will be no requirement of the minimum threshold of 15% participation by each member of the consortium/JV.
13. The eligibility criteria for propulsion equipment may be different from the above.
14. The bidder, as stipulated in clause 5, should have performed the train integration as well as interface with other systems like signaling, telecom.*
15. If the applicant has been debarred by Multilateral and bilateral funding agencies/Government of India/ Railway Administration /any state Government in India/Central or State Government Undertaking as on the due date of submission of bid, such applicant is not eligible for bidding.

16. To promote and develop indigenous manufacturer of propulsion equipment, metro authorities may consider allowing the rolling stock supplier to place developmental order to the extent of 10% to an Indian propulsion equipment suppliers who has satisfactorily supplied propulsion system for metro/EMU/MEMU/loco.
17. The bidder may propose indigenous manufacture of Propulsion System as a deviation.
18. The requirements of other stipulations pertaining to Public Procurement Order, 2017 etc. and issued by MoHUA from time to time will have to be complied with over and above these criterion.

All metro projects availing Central Assistance in any form, including sovereign loan, will have to mandatorily follow the enclosed eligibility criteria. Any changes in the criterion may be allowed only with prior approval of Ministry of Housing and Urban Affairs.

(Amended vide Corrigendum No. K-14011/08/2017/MRTS-Coord. Dated 24.05.2018)*