

MD's Corner

Dear Colleagues,

Despite enormous challenges posed by COVID 19 pandemic and after few months of melancholy and despair, it's time to unlock and once again use this opportunity to get go in pursuance of executing state-of-art metro Projects in Nagpur & Pune.

The number of active cases in the city (Nagpur & Pune) as well as in Maha Metro family has reduced significantly and with our complete wakefulness and by continuing to maintain a strict vigil and by following all protocols, we will prevail.

During these testing times, there were restrictions on regular office working, but Team Maha Metro, being true to its spirit took this adversity as an opportunity. It gives me immense pleasure to share that the employees took it in their stride and adapted to this new culture of work from home by utilizing the full potential of the digital platform.

Despite the pandemic, other works which are being executed by the company have also progressed at a good pace which will be maintained for their timely completion.

This time was also utilized to launch a special vaccination drive for all employees aged 45 and above, be it from Maha Metro, Consultants, Outsourced Staff or Contractors'. I am happy to share that 100% of aforementioned employees have been vaccinated, and efforts are under way to ensure vaccination for remaining members of the Maha Metro family.

Lastly, I cannot emphasize enough to follow COVID guidelines in place and take precautions even for those who have completed their vaccinations or have recently recovered from this virus as it being true to its nature is constantly evolving. *We should not be living in fear. We should be living in faith.*



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MAHA METRO BREAKS OWN RECORDS

- ✓ Digital Platform helps Maha Metro achieve record targets
- ✓ Maha Metro's best ever performance during worst times
- ✓ Even pandemic couldn't stop Metro from breaking its own record

"Best ever performance when conditions are the toughest and most challenging, is the hardest thing to achieve. But that is what has been precisely achieved by Maha Metro in Nagpur & Pune Metro projects in the March 2021 and the year 2020-21 in terms of our physical and financial progress, despite the gravest challenges posed by Covid-19 pandemic through the year. This has been made possible by the use of Five Dimensional Building Information Modelling (5DBIM) system. We have achieved best ever performance during worst times."

The expenditure incurred in March 2021 was Rs 685 crore and in FY 2020-21 was Rs 3,303 crore. The previous best was in March 2019 – Rs 669 crore and FY 2018-19 – Rs 2,894 crore. Maha Metro has thus surpassed its own previous records and proved that even the pandemic could not deter it from overcoming its targets.

5DBIM is a BIM based approach in which individual 3DBIM components (with complete information) are linked with time information in schedule and equivalent cost information. By integrating three dimensional (3D) model with time and cost information one can view virtual construction of 3D model. Maha Metro has taken a pioneering step to integrate 5DBIM with Enterprise Resource Planning (ERP) application to create 'One Project One Platform' thereby automating its project management process.

The challenges during the pandemic period were aplenty. The workforce had migrated to their native places; being migrant workers they left for their homes given the first available opportunity. The number of workers had thus reduced drastically. Thus the Metro

Management had to fight on multiple fronts to ensure that the pace of construction work was not impacted adversely.

On one hand it had to ensure that the morale of the workers which left remains high, while on the other it had to also transport labourers from far off places to respective work sites to maintain the pace of work. Convincing the workers to return and start work afresh was in itself a challenging task, which was well achieved by Maha Metro. Restarting the stalled work and get the workers going, was, thus, nothing short of an achievement.

This explains why the highest ever expenditure incurred in the last year – despite pandemic and other manpower-related issues – is of immense importance to the Maha Metro team. In the process the organization not just ensured that the pace of project work remained undisturbed, but it also surpassed all previous records to prove that even the pandemic is no hurdle if one desires to perform and gives their best shot.

Metro In Covid Combat Mode: Multiple Steps to Safeguard Workers Taken

Even as pandemic raged in Maharashtra, the contractors of Maha Metro, under guidance of Metro authorities have taken a number of necessary labor welfare measures during the Covid-19 pandemic. The well-being of laborers was given high priority and steps were accordingly taken. The safety measures ranged from conducting COVID tests to creating awareness amongst the workers.

Conducting COVID Tests: All contractors conducted rapid antigen and RT-PCR tests of the workers to detect if any worker had been infected. Special isolation and quarantine rooms were set up in the labor camps to isolate the infected workers. Contractors' tied up with various hospitals and ambulance services to attend to round the clock exigencies, if any arises.

Regular health camps were organized at various work locations for constant close monitoring of the workers' health. Contractors took the initiative of liaising with the vaccination centers for booking spots and providing logistics support to the workers in order to provide vaccination to maximum workers.

Regular Sanitization: Labor camps and work places were sanitized regularly along with providing paddle operated hand sanitizers at various work locations. Adequate number of sanitizers were ensured.

Awareness Sessions: Special sessions were conducted to create awareness amongst workers on preventive measures on Covid-19. This apart standees, broadcasting, posters, etc. were displayed as part of these efforts. Tool box talks were regularly conducted explaining the importance of adhering to the standard operating procedures (SOPs) and norms fixed by the local and central administrative authorities.



Laborers, who were reluctant to get vaccinated, were counseled regarding the importance of vaccination. Frequent and regular interaction highlighting importance of vaccination and monitoring of vaccination drive by chief safety officer through video conference with all safety experts of Maha Metro's general consultant (GC) and contractors.

Special Vaccination Drive: Special drive was organized for registration of vaccination of workers under 45 years of age and many of them also benefitted by getting inoculated. Constant and continuous daily monitoring of the vaccination drive by various concerned authorities was ensured.

Regular Monitoring: Regular monitoring of pandemic control and safety measures to be ensured at offices, camps and construction sites was done. A video conference chaired by additional labor commissioner was also arranged and coordinated wherein queries raised by representatives of the contractors pertaining to the difficulties faced by them in providing vaccines to the eligible workers were addressed.

PUNE METRO EXTENSIONS IN PIPELINE

Spreading the Pune Metro Network of 33 KMS in PHASE-I

The Phase-I of Pune Metro Rail Project is a Network of 33 Kms. This network will not be sufficient in catering to the complete Mobility requirement of the citizens of Pune. Also, the city of Pune has a huge Ridership potential given its geographical stretch. Therefore, to capitalize on the potential ridership & to fulfill the Mobility requirements of the city, MRTS network extension is required.

Even though the Phase-I of Pune Metro Project has just crossed 55 percent of physical progress, the planning and/or DPR works of another 123.5 Km of Metro Network is already at an advanced stage with possibility of more Network being added in future.

Maha-Metro, on request of Pimpri-Chinchwad Municipal Corporation (PCMC) & Pune Municipal Corporation (PMC) has already prepared DPR's for the extensions of Corridor-1, further towards North as well as South and submitted them for further approvals. This includes extending the Network from PCMC to Nigdi (Elevated Section of 4.4Km) and from Swargate to Katraj (Underground section of 5.5Km).

- **For PCMC – Nigdi extension**, revised DPR was approved by GoM on 17th February 2021 and the same was forwarded to Gol on 9th April 2021.

- **For Swargate – Katraj extension**, DPR has been approved by Standing Committee on 19th May, 2021 & the same will be put to General Body, PMC for approval after which it will be forwarded to GoM & Gol for further process.

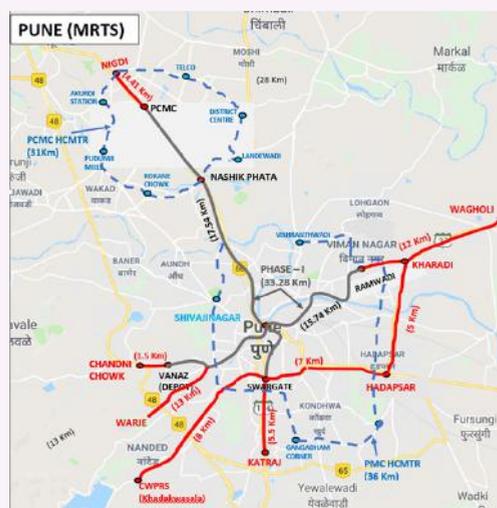
For both of these extensions, 60% of requirement will be met by Soft loan from bilateral funding agencies, 30% would be the contribution of State government & Local Bodies in form of Grant and balance 10% would be borne by Gol in form of Grant.

Also, a DPR for High Capacity Mass Rapid Transit Route (HCMTR) in PCMC area has also

been prepared and submitted for approval. This network will cover 31 Km and a Metro-Neo system has been recommended for this network.

In addition to the above 3 extensions, Maha-Metro has also been directed by Project Monitoring Unit of GoM, chaired by Hon'ble Dy. Chief Minister to prepare DPRs for 7 more extensions covering a Metro network of 82.5Km. These proposed extensions will have a Metro or a Metrolite or a Metro-Neo system based on the PHPDT of the respective area. The Lines proposed for extension are a part of Comprehensive Mobility Plan, 2018, for Pune Metropolitan Region. Maha Metro would then prepare the DPRs of these lines and submit for further approvals from Government of Maharashtra & Government of India. The details of these 7 proposed extensions are as follows:

S. No	Section	Proposed System	Approx. Length (Km)
1	Vanaz- Chandini Chowk	Extension of Existing Ph- 1 Metro	1.5
2	Ramwadi- Wagholi	Extension of Existing Ph- 1 Metro	12
3	Khadakwasla – Swargate - Hadapsar- Kharadi	Metrolite/Metro	20
4	SNDT - Warje	Metrolite/Metro	13
5	HCMTR (PMC)	Metro-Neo	36
	TOTAL		82.5



PUNE METRO: FUNDING UPDATE



EIB sanctions second tranche of Euro 150 million loan for Pune Metro

The Government of India (GoI) and European Investment Bank (EIB) on May 7, 2021 signed the finance contract for second tranche of Euro 150 million (about Rs 1,350 crore) for Pune Metro Rail project through a virtual ceremony.

The signing ceremony was held in the presence of His Excellency Mr Francisco Andre, Secretary of State for Foreign Affairs and Cooperation, Portugal and His Excellency Mr. Werner Hoyer, President EIB. Shri K. Rajaraman, Additional Secretary, Department of Economic Affairs (DEA), Ministry of Finance, signed the loan on behalf of Government of India and Mr. Christian Kettel Thomsen, Vice-President, signed the loan on behalf of the Bank.

EIB had approved the total loan of Euro 600 million (about Rs 5,400 crore) to fund the Pune Metro Rail project. The Finance Contract for first tranche of Euro 200 million was signed between GoI and EIB on 22.7.2019. EIB will release two more tranches of 150 and 100 million euros in the future.

The project aims to provide efficient, safe, economic and pollution-free Mass Rapid Transit System (MRTS) in densely populated area in the city of Pune served with heterogeneous traffic options.

The financing from EIB will help to fund construction and operation of Corridor 1 (North-South) – Pimpri-Chinchwad Municipal Corporation (PCMC) to Swargate and Corridor 2 (West-East) –Vanaz (Kothrud) to Ramvadi, totaling about 33.2 kilometers (km).

Total 6km of Corridor 1, from Shivaji Nagar to Swargate, is underground and hence its cost of construction is more.



The project will serve large population which consisting working class in providing urban mobility for their livelihood.

The total cost of the Pune Metro Rail project is INR 11,420 crores. Pune Municipal Corporation (PMC) and Pimpri-Chinchwad Municipal Corporation (PCMC) each are sharing 5% cost while GoI and Government of Maharashtra (GoM) are sharing 20% cost each. The remaining 50% cost (INR 5831.50 crores) is being met through loan by EIB and Agence Francaise de Developpement (AFD).

On 28.01.2019, AFD and DEA on behalf of the Government of India signed a credit facility framework agreement in New Delhi for extending bilateral funding to the tune of 245 million Euros (nearly INR 2,000 crore) to fund Pune Metro.

The funds received from AFD are primarily being used to fund system packages which include signalling, overhead equipment (OHE), power supply, telecommunications and some civil packages.

WINNING THE COVID BATTLE

I, along with my entire family (wife daughter and son), had recently contracted COVID-19 in May 2021. Our mantra to overcome the disease was early diagnosis and being aware of the symptoms from the early stages. As soon as my wife tested positive, we ensured all of us got tested as well and we were all in isolation. Proactive response and being conscious that all of us could possibly be under the grip of the virus helped us, be prepared for the prognosis.

Once all of us were diagnosed, our approach was more like a project implementation that involved consultation with an expert doctor, monitoring daily temperature & oxygen saturation levels, making a record of critical parameters, ensuring timely administering of medicines and taking adequate rest.

An important aspect which is not often spoken about is "communication". Be it communicating about your health to your closed ones and even the doctor to reaching out to colleagues and the society in times of help, "Help is just a ask away" and I am thankful to the Maha Metro family and colleagues for being just a call away and checking on my health during such challenging times.

Even though I had taken both the dosage of vaccination, I was tested positive. But I feel that vaccination helped to increase my immunity and that is why the severity of infection was very low and we could come out of this smoothly.

RAJESH JAIN,
Addl. CPM/UG,
Pune Metro Rail Project

THE VOICE OF A NAGPURIAN

With a population of around 2.99 million natives,
the travelling needs a new set of tactics.
And thus, Right from the retro,
We were dreaming of Metro.
Clogging in the roads and crowding in the city bus,
Was such a pain in our nerves,
The sunny days and summers cannot be refute,
Making our minds little bit brute,
How can we forget the monsoon rain,
Which was also a very big strain.

In the perennial quest of the life,
We have to adapt a new style.
Now travelling on sunny days are also rejuvenating,
Also the monsoon view of Ambazari lake is very gratifying,
Pleasant, charming, smugly are the new synonyms of traveling now,
Traveling in Nagpur Metro is such a wow.
And Yes, the dreams from our retro
got fulfilled when we see Nagpur Metro.



Poem by -
Rajat Sangolkar
Tech (TRD/PSI)

PROGRESS UPDATE

NAGPUR METRO

SR. NO.	STRETCH	PROGRESS
1	Khapri to Sitabuldi	100%
2	Lokmanya Nagar to Sitabuldi	100%
3	Prajapati Sq to Sitabuldi	87%
4	Automotive Sq to Sitabuldi	83%

PUNE METRO

SR. NO.	STRETCH	PROGRESS
1	St. Tukaram Nagar to Phugewadi	87%
2	PCMC to St. Tukaram Nagar	86%
3	Vanaz to Garware (E)	82%
4	Phugewadi to Bopodi	60%
5	Bopodi to Range Hill	40%
6	Garware to Civil Court	53%
7	Civil Court to Bund Garden	69%
8	Range Hill to Civil Court(UG)	50%
9	Yerwada to Ramwadi	46%
10	Civil Court to Swargate	26%

METRO : NEW JOINEES

NAGPUR METRO



R. ANAND KUMAR
EXECUTIVE DIRECTOR (PLG-I)
Previously worked with Maha Metro, Retired as ED (Procurement)



MANMOHAN MALHOTRA
DY. CPM (S&T)
He was previously working with MRIDCL as DGM (S&T).



RAMESH NARWARE
INFRA MAINTAINER
He worked with Indian Railways and retired as a Trolleyman.



VIJAY SHARMA
AM (BRIDGE)
He retired from Indian Railways as Section Engineer.



AJAY MISHRA
AM (RS)
He was previously working with DMRC as System Engineer.



BHANUDAS GAIKWAD
INFRA MAINTAINER
He retired from Central Railways as Assistant (Works).



ASHISH ROY
MEDIA CONSULTANT
He previously worked with Times of India as Consultant.



SWAPNIL DESHMUKH
TECHNICIAN (CIVIL-FITTER)
Fresher



SAGAR RAUT
TECHNICIAN (ELECTRONICS MECHANIC)
Fresher



PRAVIN JIBHAKATE
TECHNICIAN (ELECTRICAL)
Fresher



YASHWANT HULKE
TECHNICIAN (CIVIL-FITTER)
Fresher

PUNE METRO



DHIRAJ KUMAR JHA
ASST. MANAGER (RS)
He was previously working with DMRC as Assistant Section Engineer.



ARVIND KUMAR PANDEY
SECTION ENGINEER (TRACTION)
He was previously working with Indian Navy as MC Mech (P) II.



NARISINGA RAO PIRIDI
JUNIOR ENGINEER (ROLLING STOCK)
He was previously working with DMRC as Technician.



MODAN MOHAN DAS
JUNIOR ENGINEER (TRACTION)
He was previously working with DMRC as Electrician.



KAUSHAL KUMAR
OCC CONTROLLER
He was previously working with DMRC as Station Controller / Train Operator.



SACHIN G
SR. STATION CONTROLLER / TRAIN OPERATOR
He was previously working with Bangalore Metro as Train Operator.



YOGESH KALE
SR. STATION CONTROLLER / TRAIN OPERATOR
He was previously working with Kochi Metro as Traffic Controller.

Social Media Engagement

Citizens Love Maha Metro!

Social media engagement of Pune & Nagpur Metro far exceeds its other counterparts in the country. Pure testimony of 'Maazi Metro'



NAGPUR METRO

Average acquisition of FB followers per month **11,103**



6,37,674
LIKES



13,400
FOLLOWERS



1,543,445
VIEWS



15,100
FOLLOWERS



PUNE METRO

Average acquisition of FB followers per month **9,320**



6,02,757
LIKES



13,400
FOLLOWERS



1,913,128
VIEWS



25,100
FOLLOWERS