

**SOUTH CENTRAL RAILWAY**



**OFFICE OF THE SENIOR DIVISIONAL SIGNAL AND TELECOM ENGINEER,  
RAIL VIKAS SADAN, NANDED DIVISION, SOUTH CENTRAL RAILWAY, NANDED - 431605**

**TENDER DOCUMENT**

Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division

**E-Tender Notice No. N-SG-36-2026-27-EI-M-11 dated 16.06.2026**

**Cost of the Tender Document: Nil**

**List of Abbreviations and Terminology used in this Tender Document**

| <b>Abbreviation</b> | <b>Description</b>                                      |
|---------------------|---|
| NMS                 | Network Monitoring System                               |
| OFC                 | Optical Fiber Communication                             |
| RAM                 | Random Access Memory                                    |
| RDSO                | Research, Design and Standards Organization             |
| RF                  | Radio Frequency   |
| UTES                | Rail India Technical and Economical Service             |
| SPN                 | Specification   |
| GCC                 | General Conditions of Contract                          |
| SCC                 | Special Conditions of Contract                          |
| OEM                 | Original Equipment Manufacturer                         |
| PCSTE               | Principal Chief Signal and Telecommunication Engineer   |
| CSTE                | Chief Signal and Telecommunication Engineer             |
| Sr.DSTE             | Senior Divisional Signal and Telecommunication Engineer |
| Sr.DEE              | Senior Divisional Electrical Engineer                   |
| JV                  | Joint Venture   |
| JE                  | Junior Engineer   |
| SSE                 | Senior Section Engineer                                 |
| CDMS                | Chief Depot Material Superintendent                     |
| UPS                 | Uninterruptible Power Supply                            |
| IREPS               | Indian Railway E-Procurement Systems                    |
| PG                  | Performance Guarantee                                   |
| SD                  | Security Deposit  |
| GST                 | Goods And Service Taxes                                 |
| CGST                | Central Goods and Service Taxes                         |
| IGST                | Integrated Goods and Service Taxes                      |
| UTGST               | Union Territory Goods and Service Taxes                 |
| SGST                | State Goods and Service Taxes                           |
| MOU                 | Memorandum Of Undertaking                               |
| LOA                 | Letter of Acceptance                                    |
| DC                  | Direct Current  |
| AC                  | Alternating Current                                     |
| NEFT                | National Electronic Fund Transfer                       |
| MICR                | Magnetic Ink Character Recognition                      |
| IFSC                | Indian Financial System Code                            |
| SPD                 | Surge Protection Device                                 |
| EMI                 | Electro Magnetic Interference                           |
| EMC                 | Electro Magnetic Compatibility                          |
| RCC                 | Reinforced Cement Concrete                              |
| GI                  | Galvanised Iron   |
| LTE                 | Long Term Evolution                                     |
| TAN                 | Technical Advisory Note                                 |

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## **CHAPTER 1**

### **GENERAL INSTRUCTIONS**

## **1. E-Tendering Instructions**

- i. Tender documents are non-transferable.
- ii. The tender documents may be downloaded by registered tenderers (bidders) from [www.ireps.gov.in](http://www.ireps.gov.in). Bids shall be submitted online before the expiry of time and date of tender opening. The tender notice header can be seen at [www.ireps.gov.in](http://www.ireps.gov.in). Bid Security shall be deposited either in cash through e-payment gateway or submitted as Bank Guarantee Bond from a scheduled commercial bank of India.
- iii. Permitting downloading of tender documents by Railway is a facility for convenience of tenderer(s). In case tender documents are not uploaded on the website or in the case of download failure or incomplete document download, Railway shall not be responsible in any way. Railway shall not be responsible for any direct/indirect loss of business/ profit resulting from inability to use this facility.
- iv. The tenderer(s) shall maintain the integrity of downloaded tender documents and shall not make any change / alteration / deletion / tampering, whatsoever, in the downloaded documents. Railway reserves the right to reject the tender at any stage in case it is detected that the tenderer(s) has (have) given wrong information or made modification(s) in the downloaded documents. The tenderer's offer shall be rejected and full Bid Security shall be forfeited, in case it is detected after submission of offer, that they have made any modification in downloaded documents. In case such modification is noticed after award of contract, Railway is liable to terminate the contract on Contractor's default. In addition, Railway reserves the right to take action against the firm as deemed fit, which may include banning of business dealings with the firm and the firm is also liable to be prosecuted as per the law. In case of any dispute over the discrepancy noted in tender document submitted by tenderer, the master document kept with Railway shall prevail. The decision of Railway thereon shall be final and binding on the tenderer/contractor.
- v. The tenderer(s) shall keep himself updated about any modification in e-tender notice and e-tender documents issued by Railway through newspapers, website or any other means and shall act accordingly. Tenderer's offer shall be rejected if he has not enclosed all the corrections / corrigenda along with downloaded tender documents.
- vi. **Clarification of Bids:** To assist in the examination, evaluation and comparison and pre-qualification of the tender, Railway may, at its discretion, ask any bidder for a clarification of its bid. Any clarification submitted by a bidder that is not in response to a request by the Railway shall not be entertained or considered. The Railway request for clarification and the response of the bidder in this regard shall be in writing. However, if a bidder does not provide clarification of its bid by the date and time communicated in the Railway request for clarification, the bid shall be evaluated as per the documents submitted along with the bid.
- vii. The bid shall be signed by individual(s) legally authorised to enter into commitments on behalf of the tenderer. Any individual(s) signing the bid documents or other documents connected therewith should specify whether he / she is signing:
  - a. As a sole proprietor of the firm or attorney of the sole proprietor
  - b. As a partner of the firm

- c. As a Director, Manager or Secretary or official with Power of Attorney as per Memorandum / Articles of Association in a Limited Company
  - d. Individual(s) signing the bid documents must state that he / she is authorised to sign the same and submit documentary proof for the same.
- viii. Every tenderer shall state in the bid his postal address fully and clearly. Any communication sent in time to the tenderer by post at the said address shall be deemed to have reached the tenderer duly and in time. He / She shall also give phone numbers for communication. Essential documents shall be sent by registered post.
- ix. Incomplete and conditional bids shall generally not be considered and shall be rejected. However, the Railway reserves the right to reject any special conditions stipulated by the tenderer as deemed unacceptable to the Railway. For example, any deviations from the General Conditions of Contract / Special Conditions of Contract / Technical Specifications and Requirements / Bill(s) of Quantities proposed by the tenderer should be mentioned in the Statement of Deviations in Proforma-J of Chapter 4 and not elsewhere in the bid documents. If the tenderer has proposed no exceptions, the Statement of Deviations shall indicate 'NIL'. If the tenderer does not include this with the bid, it shall be conclusive evidence that all contract conditions are entirely acceptable to the bidder.
- x. All the relevant documents shall be uploaded along with the tender form as per the terms and conditions of the tender.
- xi. All supporting documents to the offers shall be typed, written / printed neatly in indelible ink in English and scanned with sufficient resolution for uploading on the e-tendering portal. Bids containing scribbling / illegible writing / erasures / alterations in the tender documents are liable to be rejected. Any corrections made by the tenderer(s) in his / their entries shall be attested by him / them.
- xii. **Errors, Omissions and Discrepancies in the Bid Documents:**
- a. The tenderer(s) shall not take any advantage of any misinterpretation of the conditions due to typing or any other error.
  - b. The tenderer(s) if in doubt, shall bring it to the notice of the tender inviting authority without delay.
  - c. In case of any contradiction, only the printed rules and books shall be followed, and no claim for the misinterpretation shall be entertained.
  - d. In case a tenderer finds discrepancies in, or omissions from the drawing or any of the bid documents or has any doubt about their meaning, he shall at once notify the tender inviting authority who may send a written clarification to all tenderers or upload addenda / corrigenda in [www.ireps.gov.in](http://www.ireps.gov.in) as appropriate.

## **2. Name of the Work**

Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division

## **3. Scope of the Work**



- i. The Annual Maintenance Contract (AMC) is a comprehensive one and covers maintenance and upkeep of hardware, software and peripheral equipment of Electronic Interlocking (EI) systems including VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, VCOR, network switches and communication equipment etc. of EI by the OEM engineers / technicians
- ii. The contractor shall replace / repair VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, network switches and communication equipment without any extra cost as it is covered under the purview of the AMC.
- iii. The damages due to high voltage / lightning are covered under AMC except damages occurred in case of unforeseen circumstances such as flood, earthquakes, sabotage, terrorist activity, fire etc. In such unforeseen cases of damages, the damages cards, modules / sub-systems are to be sent by the firm to the repair centre of OEM and based on quantum of damage the repairing cost will be paid by Railways separately on case to case basis on mutually agreed terms and conditions.
- iv. The contractor shall replace certain components such as EPROM batteries, condensers etc., having limited life as part of preventive maintenance.
- v. As a part of AMC work, the Service Engineer shall also check all the related items such as incoming power supply, cable distribution (integrity of clean / dirty cables routes), Earthing and Surge Protection and identify the modifications if needed, to suit his equipment and report for corrective action.
- vi. The rate for AMC includes the cost of spares, travelling expenses and daily allowance etc. of the contractor's Engineers and staff. No claim on this account will be entertained by Railways at any cost.
- vii. This AMC does not cover any modifications / alterations to the working system. However, if any minor alterations required for any inherent errors detected at a later stage after commissioning by OEM or his authorised representative, in either Executive or Application logics or interface wiring, it shall be covered as a part of AMC. In case of alterations carried out by Railway or OEM which results in in addition of the bits in same card file / modification of hardware, it shall not vitiate AMC conditions.
- viii. Deployment of at least one Service Engineer at Purna equipped with spares.
- ix. Maintenance of spare modules of EI at Purna and Chudawa so as to equip railway personnel to attend failures as first line of failure attention.

**Eligibility Criteria** - The tenderer must satisfy the following criteria for being eligible for the proposed tender.

- x. JV / Consortium are not allowed to participate in the present tender.
- xi. **Technical Eligibility Criteria**

The tenderer must have successfully completed or substantially completed any one of the following categories of work(s) during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:

- a. Three similar works each costing not less than the amount equal to 30% of advertised value of the tender, or
- b. Two similar works each costing not less than the amount equal to 40% of advertised value of the tender, or
- c. One similar work costing not less than the amount equal to 60% of advertised value of the tender
- d. **Definition of Similar Work:** Repair and maintenance works of EI or IPS or Data Logger etc. satisfactorily for minimum one year without any penalty.

#### xii. Financial Eligibility Criteria

The tenderer must have minimum average annual contractual turnover of V/N or 'V' whichever is less; where

V = Advertised value of the tender in crores of Rupees

N = Number of years prescribed for completion of work for which bids have been invited

The average annual contractual turnover shall be calculated as an average of "total contractual payments" in the previous three financial years, as per the Audited Balance Sheet. However, in case balance sheet of the previous year is yet to be prepared / audited, the Audited Balance Sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.

The tenderer shall submit requisite information as per Annexure VIB, along with copies of Audited Balance Sheets duly certified by the Chartered Accountant / Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

4. Offers of only OEM of Electronic Interlocking (M/s Medha Servo Drives Pvt Ltd (OEM)) or OEM authorised vendor / service provider for EI system shall be considered for the tender. OEM authorised vendors / service providers for EI system shall enclose the OEM authorisation letter and list of competent resources and responsibility from OEM for servicing / maintaining the product in the offer documents. Offers of tenderers without submission of these documents shall be ***summarily rejected***.

**SOUTH CENTRAL RAILWAY**

**TENDER FORM (FIRST SHEET)**

**E-Tender Notice No.** N-SG-36-2026-27-EI-M-11 dated 16.06.2026  
**Name of the work:** Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division

**To**

**The President of India**

**Acting through the Senior Divisional Signal and Telecommunication Engineer,**

**Rail Vikas Sadan, Nanded Division, South Central Railway,**

**Nanded - 431605**

1. I / We \_\_\_\_\_ (Name of the tenderer) have read the various conditions to tender attached hereto and agree to abide by the said conditions. I / We also agree to keep this tender open for acceptance for a period of **60 days** from the date fixed for opening the same and in default thereof, I/We will be liable for forfeiture of my / our "Bid Security". I / We offer to do the work for South Central Railway, at the rates quoted in the attached Bill(s) of Quantities and hereby bind myself / ourselves to complete the work in all respects within **48 months** from the date of issue of letter of acceptance of the tender.
2. I / We also hereby agree to abide by the Indian Railways Standard General Conditions of Contract with all correction Slips up-to-date and to carry out the work according to the Special Conditions of Contract and Specifications of materials and works as laid down by Railway in the annexed Special Conditions / Specifications, S&T Schedule of Rates (SOR) with all correction slips up-to-date for the present contract
3. A Bid Security of ₹ **1,49,700/-** has already been deposited online / submitted as Bank Guarantee Bond. Full value of the Bid Security shall stand forfeited without prejudice to any other right or remedies in case my / our Tender is accepted and if:
  - (a) I / We do not submit the Performance Guarantee within the time specified in the Tender document;
  - (b) I / We do not execute the contract documents within seven days after receipt of notice issued by the Railway that such documents are ready; and
  - (c) I / We do not commence the work within fifteen days after receipt of orders to that effect.
4. (a) I / We am / are a Startup firm registered by \_\_\_\_\_ Department of Industrial Policy and Promotion (DIPP) and my registration number is \_\_\_\_\_ valid upto \_\_\_\_\_ (Copy enclosed) and hence exempted from submission of Bid Security.
5. We are a Labour Cooperative Society and our Registration No. is \_\_\_\_\_ with \_\_\_\_\_ and hence required to deposit only 50% of Bid Security.
6. Until a formal agreement is prepared and executed, acceptance of this tender shall constitute a binding

contract between us subject to modifications, as may be mutually agreed to between us and indicated in the letter of acceptance my / our offer for this work.

\_\_\_\_\_  
Signature of Tenderer(s)

Date \_\_\_\_\_  
Address of the Tenderer(s)  
\_\_\_\_\_

**TENDER FORM (SECOND SHEET)**

1. **Instructions to Tenderers and Conditions of Tender:** The following documents form part of Tender / Contract:
  - (a) Tender Forms – First Sheet and Second Sheet
  - (b) Special Conditions / Specifications (enclosed)
  - (c) Bill(s) of Quantities (enclosed)
  - (d) Standard General Conditions of Contract and Standard Specifications (Works and Materials) of Indian Railways as amended / corrected upto latest correction Slips, copies of which can be seen in the office of SrDSTE/NED or obtained from the office of the PCSTE, South Central Railway on payment of prescribed charges.
  - (e) S&T Schedule of Rates (SOR) as amended / corrected upto latest correction Slips, copies of which can be seen in the office of SrDSTE/NED or obtained from the office of the PCSTE, South Central Railway on payment of prescribed charges.
  - (f) All general and detailed drawings pertaining to this work which will be issued by the Engineer or his representatives (from time to time) with all changes and modifications.
2. **Drawings for the Work:** The Drawings for the work can be seen in the office of SrDSTE/NED or obtained from the office of the PCSTE, South Central Railway at any time during the office hours. The drawings are only for the guidance of Tenderer(s). Detailed working drawings (if required) based generally on the drawing mentioned above, will be given by the Engineer or his representative from time to time.
3. The Tenderer(s) shall quote his / their rates as a single percentage above / below / at par with total advertised rates against the Schedule A of the Bill(s) of Quantities.

| Schedule   | Description | Method of Quoting Rates in Financial Bid (Online)  |
|------------|-------------|--|
| Schedule A | AMC         | As a single percentage above / below / at par with total railway rates for the schedule. |

The quantities shown in the attached Bill(s) of Quantities are given as a guide and are approximate only and are subject to variation according to the needs of the Railway. The Railway does not guarantee work under each item of the Bill(s) of Quantities. The tenderer(s) shall quote rates / rebates only at specified place in offer as stipulated by e-tendering portal [www.ireps.gov.in](http://www.ireps.gov.in). Any revision of rates / rebates submitted (quoted) through a separate letter whether enclosed with the bid (Tender Form) or submitted separately or mentioned elsewhere in the document other than specified place shall be **summarily ignored** and will not be considered.

4. Tenders containing erasures and / or alterations of tender documents are liable to be **rejected**. Any correction made by tenderer(s) in his/their entries must be attested by him / them.
5. The works are required to be completed within a period of **48 months** from the date of issue of acceptance letter.
6. **Bid Security:**

- (a) Subject to exemptions provided under para 5(1) (a) of Part I Instructions to Tenderers (ITT) of Indian Railway Standard General Conditions of Contract, the tender must be accompanied by a Bid Security as mentioned in tender documents, failing which the tender shall be **summarily rejected**.
- (b) The Tenderer(s) shall keep the offer open for a minimum period of **60 days** from the date of closing of the Tender. It is understood that the tender documents have been issued to the Tenderer(s) and the Tenderer(s), is / are permitted to tender in consideration of the stipulation on his / their part that after submitting his / their tender subject to the period being extended further, if required by mutual agreement from time to time, he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the SrDSTE/NED, South Central Railway. Should the tenderer fail to observe or comply with the foregoing stipulation, the amount deposited or Bank Guarantee Bond submitted as Bid Security for the due performance of the above stipulation, shall be forfeited to the Railway.
- (c) If his tender is accepted,
  - (i) the Bid Security mentioned in sub para (a) above deposited in cash through e-payment gateway will be retained as part security for the due and faithful fulfilment of the contract in terms of Clause 16 of the Standard General Conditions of Contract;
  - (ii) the Bid Security mentioned in sub para (a) above submitted as Bank Guarantee Bond, will be encashed as part security for the due and faithful fulfilment of the contract in terms of Clause 16 of the Standard General Conditions of Contract.

The Bid Security of other Tenderers shall, save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation to the Bid Security that may happen thereto while in their possession, nor be liable to pay interest thereon.

- (d) In case Contractor submits the Term Deposit Receipt/Bank Guarantee Bond towards either the Full Security Deposit or the Part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security so retained as per sub para (c) above, to the Contractor.
7. **Rights of the Railway to deal with Tender:** The authority for the acceptance of the tender will rest with the Railway. It shall not be obligatory on the said authority to accept the lowest tender or any other tender, and tenderer(s) shall neither demand any explanation for the cause of rejection of his/ their tender nor the Railway to assign reasons for declining to consider or reject any particular tender or tenders.
8. If the tenderer(s) deliberately gives / give wrong information in his / their tender or creates / create circumstances for the acceptance of his / their tender, the Railway reserves the right to reject such tender at any stage.
9. If any partner(s) of a partnership firm expires after the submission of its tender or after the acceptance of its tender, the Railway shall deem such tender as cancelled / contract as terminated under Clause 61 of the Standard General Conditions of Contract, unless the firm retains its character as per partnership agreement. If a sole proprietor expires after the submission of tender or after the acceptance of tender, the Railway shall deem such tender as cancelled / contract as terminated under Clause 61 of the Standard General Conditions of Contract.

## **Eligibility Criteria**

### **10.1 Technical Eligibility Criteria**

- (a) The tenderer must have successfully completed or substantially completed any one of the following categories of work(s) during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:
  - (i) Three similar works each costing not less than the amount equal to 30% of advertised value of the tender, or
  - (ii) Two similar works each costing not less than the amount equal to 40% of advertised value of the tender, or
  - (iii) One similar work costing not less than the amount equal to 60% of advertised value of the tender.
- (b) (1) In case of tenders for composite works (e.g. works involving more than one distinct component, such as Civil Engineering works, S&T works, Electrical works, OHE works etc. and in the case of major bridges – substructure, superstructure etc.), tenderer must have successfully completed or substantially completed any one of the following categories of work(s) during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:
  - (i) Three similar works each costing not less than the amount equal to 30% of advertised value of each component of tender, or
  - (ii) Two similar works each costing not less than the amount equal to 40% of advertised value of each component of tender, or
  - (iii) One similar work each costing not less than the amount equal to 60% of advertised value of each component of tender.

Note for b(1): Separate completed works of minimum required values shall also be considered for fulfillment of technical eligibility criteria for different components.

(b) (2) In such cases, what constitutes a component in a composite work shall be clearly pre-defined with estimated tender cost of it, as part of the tender documents without any ambiguity.

(b) (3) To evaluate the technical eligibility of tenderer, only components of work as stipulated in tender documents for evaluation of technical eligibility, shall be considered. The scope of work covered in other remaining components shall be either executed by tenderer himself if he has work experience as mentioned in Clause 7 of the Standard General Conditions of Contract through subcontractor fulfilling the requirements as per Clause 7 of the Standard General Conditions of Contract or jointly i.e., partly himself and remaining through subcontractor, with prior approval of Chief Engineer in writing.

However, if required in tender documents by way of Special Conditions, a formal agreement duly notarised, legally enforceable in the court of law, shall be executed by the main contractor with the subcontractor for the component(s) of work proposed to be executed by the subcontractor(s), and shall be submitted along with the offer for considering subletting of that scope of work towards fulfilment of technical eligibility. Such subcontractor must fulfill technical eligibility criteria as follows:

The subcontractor shall have successfully completed at least one work similar to work proposed for subcontract, costing not less than 35% value of work to be subletted, in last 5 years, ending last day of month previous to the one in which tender is invited through a works contract.

*Note: For subletting of work up to ₹. 50 lakh, no previous work experience of subcontractor shall be asked for by the Railway.*

In case after award of contract or during execution of work it becomes necessary for contractor to change subcontractor, the same shall be done with subcontractor(s) fulfilling the requirements as per Clause 7 of the Standard General Conditions of Contract, with prior approval of CSTE/Projects, South Central Railway in writing.

**Note for Item 10.1:**

Work Experience Certificate from private individual shall not be considered. However, in addition to work experience certificates issued by any Government Organisation, Work Experience Certificate issued by Public listed company having average annual turnover of ₹. 500 crore and above in last 3 financial years excluding the current financial year, listed on National Stock Exchange or Bombay Stock Exchange, incorporated/registered at least 5 years prior to the date of closing of tender, shall also be considered provided the Work Experience Certificate has been issued by a person authorised by the Public listed company to issue such certificates.

In case tenderer submits Work Experience Certificate issued by public listed company, the tenderer shall also submit along with Work Experience Certificate, the relevant copy of work order, bill(s) of quantities, bill wise details of payment received duly certified by Chartered Accountant, TDS certificates for all payments received and copy of final/last bill paid by company in support of above Work Experience Certificate.

**10.2 Financial Eligibility Criteria**

The tenderer must have minimum average annual contractual turnover of V/N or 'V' whichever is less; where

V = Advertised value of the tender in crores of Rupees

N = Number of years prescribed for completion of work for which bids have been invited.

The average annual contractual turnover shall be calculated as an average of "total contractual payments" in the previous three financial years, as per the Audited Balance Sheet. However, in case balance sheet of the previous year is yet to be prepared / audited, the Audited Balance Sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.

The tenderer shall submit requisite information as per Annexure VIB, along with copies of Audited Balance Sheets duly certified by the Chartered Accountant / Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

**10.3 Bid Capacity (Not applicable for this tender):** The tender / technical bid will be evaluated based on bid capacity formula detailed as Annexure VI.

**10.4** No Technical and Financial credentials are required for tenders having advertised value up to ₹. 50 lakh.



10.5 Credentials if submitted in foreign currency shall be converted into Indian currency i.e., Indian Rupee as under:

The conversion rate of US Dollars into Rupees shall be the daily representative exchange rates published by the Reserve Bank of India or entity authorised by RBI to do so for the relevant date or immediately previous date for which rates have been published. Where, relevant date shall be as on the last day of month previous to the one in which tender is invited. In case of any other currency, the same shall first be converted to US Dollars as on the last day of month previous to the one in which tender is invited, and the amount so derived in US Dollars shall be converted into Rupees at the aforesaid rate. The conversion rate of such currencies shall be the daily representative exchange rates published by the International Monetary Fund for the relevant date or immediately previous date for which rates have been published.

*[Explanation for Para 10 of the Tender Form (Second Sheet) including Para 10.1 to 10.5 – Eligibility Criteria:*

- 1. Substantially Completed Work means an ongoing work in which payment equal to or more than 90% of the present contract value (excluding the payment made for adjustment of Price variation (PVC), if any) has been made to the contractor in that ongoing contract and no proceedings of termination of contract on Contractor's default has been initiated. The credential certificate in this regard should have been issued not prior to 60 days of date of invitation of present tender.*
- 2. In case a work is started prior to 07 (seven) years, ending last day of month previous to the one in which tender is invited, but completed in last 07 (seven) years, ending last day of month previous to the one in which tender is invited, the completed work shall be considered for fulfilment of credentials.*
- 3. If a work is physically completed and completion certificate to this extent is issued by the concerned organisation but final bill is pending, such work shall be considered for fulfilment of credentials.*
- 4. In case of completed work, the value of final bill (gross amount) including the PVC amount (if paid) shall be considered as the completion cost of work. In case final bill is pending, only the total gross amount already paid including the PVC amount (if paid) shall be considered as the completion cost of work.*

*In case of substantially completed work, the total gross amount already paid including the PVC amount (if paid), as mentioned in the certificate, shall be considered as the cost of substantially completed work.*

- 5. If a bidder has successfully completed a work as subcontractor and the work experience certificate has been issued for such work to the subcontractor by a Government Organisation or public listed company as defined in Note for Item 10.1 Para 10 of the Tender Form (Second Sheet), the same shall be considered for the purpose of fulfilment of credentials.*
- 6. In case a work is considered similar in nature for fulfilment of technical credentials, the overall cost including the PVC amount (if paid) of that completed work or substantially completed work, shall be considered and no separate evaluation for each component of that work shall be made to decide eligibility.*

7. *In case of newly formed partnership firm, the credentials of individual partners from previous propriety firm(s) or dissolved previous partnership firm(s) or split previous partnership firm(s), shall be considered only to the extent of their share in previous entity on the date of dissolution / split and their share in newly formed partnership firm. For example, a partner A had 30% share in previous entity and his share in present partnership firm is 20%. In the present tender under consideration, the credentials of partner A will be considered to the extent of  $0.3 \times 0.2$  \* value of the work done in the previous entity. For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deed(s), dissolution deed(s) and proof of surrender of PAN No.(s) in case of dissolution of partnership firm(s) etc.*
8. *In case of existing partnership firm, if any one or more partners quit the partnership firm, the credentials of remaining partnership firm shall be re-worked out i.e., the quitting partner(s) shall take away his credentials to the extent of his share on the date of quitting the partnership firm (e.g. in a partnership firm of partners A, B & C having share 30%, 30% & 40% respectively and credentials of Rs 10 crore; in case partner C quits the firm, the credentials of this partnership firm shall remain as Rs 6 crore). For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deed(s), dissolution deed(s) and proof of surrender of PAN No.(s) in case of dissolution of partnership firm(s) etc.*
9. *In case of existing partnership firm if any new partner(s) joins the firm without any modification in the name and PAN / TAN No. of the firm, the credentials of partnership firm shall get enhanced to the extent of credentials of newly added partner(s) on the same principles as mentioned in item 6 above. For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deeds, dissolution / splitting deeds and proof of surrender of PAN No.(s) in case of dissolution of partnership firm etc.*
10. *Any partner in a partnership firm cannot use or claim his credentials in any other firm without leaving the partnership firm i.e., In a partnership firm of A & B partners, A or B partner cannot use credentials of partnership firm of A & B partners in any other partnership firm or propriety firm without leaving partnership firm of A & B partners.*
11. *In case a partner in a partnership firm is replaced due to succession as per succession law, the proportion of credentials of the previous partner will be passed on to the successor.*
12. *If the percentage share among partners of a partnership firm is changed, but the partners remain the same, the credentials of the firm before such modification in the share will continue to be considered for the firm as it is without any change in their value. Further, in case a partner of partnership firm retires without taking away any credentials from the firm, the credentials of partnership firm shall remain the same as it is without any change in their value.*
13. *In a partnership firm "AB" of A & B partners, in case A also works as propriety firm "P" or partner in some other partnership firm "AX", credentials of A in propriety firm "P" or in other partnership firm "AX" earned after the date of becoming a partner of the firm AB shall not be added in partnership firm AB.*
14. *In case a tenderer is LLP, the credentials of tenderer shall be worked out on above lines similar to a partnership firm.*
15. *In case company A is merged with company B, then company B would get the credentials of company A also.]*

## **10. Tenderer Credentials**

Documents testifying tenderer previous experience and financial status should be produced along with the tender.

Tenderer(s) who is / are not borne on the approved list of the Contractors of South Central Railway shall submit along with his / their tender:

- (i) Certificates and testimonials regarding contracting experience for the type of job for which tender is invited with list of works carried out in the past.
- (ii) Audited Balance Sheet duly certified by the Chartered Accountant regarding contractual payments received in the past.
- (iii) The list of personnel / organisation on hand and proposed to be engaged for the tendered work. Similarly list of Plant and Machinery available on hand and proposed to be inducted and hired for the tendered work.
- (iv) A copy of certificate stating that they are not liable to be disqualified and all their statements/documents submitted along with bid are true and factual. Standard format of the certificate to be submitted by the bidder is enclosed as Annexure V. In addition to Annexure V, in case of other than Company / Proprietary firm, Annexure V(A) shall also be submitted by each member of a Partnership Firm / Joint Venture (JV) / Hindu Undivided Family (HUF) / Limited Liability Partnership (LLP) etc. as the case may be. Non submission of a copy of certificate by the bidder shall result in summarily rejection of his / their bid. It shall be mandatorily incumbent upon the tenderer to identify, state and submit the supporting documents duly self-attested / digitally signed by which they/he are/is qualifying the Qualifying Criteria mentioned in the Tender Document.
- (v) The Railway reserves the right to verify all statements, information and documents submitted by the bidder in his tender offer, and the bidder shall, when so required by the Railway, make available all such information, evidence and documents as may be necessary for such verification. Any such verification or lack of such verification, by the Railway shall not relieve the bidder of its obligations or liabilities hereunder nor will it affect any rights of the Railway there under.
- (vi) (a) In case of any information submitted by tenderer is found to be false, forged or incorrect at any time during process for evaluation of tenders, it shall lead to forfeiture of the tender Bid Security besides banning of business for a period of upto two years.  
  
(b) In case of any information submitted by tenderer is found to be false, forged or incorrect after the award of contract, the contract shall be terminated. Bid Security, Performance Guarantee and Security Deposit available with the railway shall be forfeited. In addition, other dues of the contractor, if any, under this contract shall be forfeited and agency shall be banned for doing business for a period of upto two years.

11. Non-compliance with any of the conditions set forth therein above is liable to result in the tender being rejected.

**12. Execution of Contract Documents:** The successful Tenderer(s) shall be required to execute an agreement with the President of India acting through the SrDSTE/NED for carrying out the work according to Standard General Conditions of Contract, Special Conditions / Specifications annexed to the tender and Standard Specifications (Works and Materials) of Railway as amended / corrected upto latest correction Slips, mentioned in tender form (First Sheet).

**13. Documents to be Submitted along with Tender**

(i) The tenderer shall clearly specify whether the tender is submitted on his own (Proprietary Firm) or on behalf of a Partnership Firm / Company / Joint Venture (JV) / Registered Society / Registered Trust / Hindu Undivided Family (HUF) / Limited Liability Partnership (LLP) etc. The tenderer(s) shall enclose the attested copies of the constitution of their concern, and copy of PAN Card along with their tender. Tender Documents in such cases are to be signed by such persons as may be legally competent to sign them on behalf of the firm, company, association, trust or society, as the case may be.

(ii) Following documents shall be submitted by the tenderer:

**(a) Sole Proprietorship Firm:**

(i) All documents in terms of Para 10 of the Tender Form (Second Sheet) above.

**(b) HUF:**

- (i) A copy of notarised affidavit on Stamp Paper declaring that he who is submitting the tender on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.
- (ii) All other documents in terms of Para 10 of the Tender Form (Second Sheet) above.

**(c) Partnership Firm:**

(i) All documents as mentioned in Para 18 of the Tender Form (Second Sheet).

**(d) Joint Venture (JV):** All documents as mentioned in Para 17 of the Tender Form (Second Sheet).

**(e) Company registered under Companies Act 2013:**

- (i) The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company
- (ii) A copy of Certificate of Incorporation
- (iii) A copy of Authorization / Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual to sign the tender on behalf of the company and create liability against the company.
- (iv) All other documents in terms Para 10 of the Tender Form (Second Sheet) above.

**(f) LLP (Limited Liability Partnership):**

- (i) A copy of LLP Agreement
- (ii) A copy of Certificate of Incorporation
- (iii) A copy of Power of Attorney / Authorization issued by the LLP in favour of the individual to sign the tender on behalf of the LLP and create liability against the LLP.

- (iv) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm / LLP or JV in which they were / are partners / members. Concealment / wrong information in regard to above shall make the contract liable for determination under Clause 62 of the Standard General Conditions of Contract.
  - (v) All other documents in terms of Para 10 of the Tender Form (Second Sheet).
- (g) Registered Society & Registered Trust:**
- (i) A copy of Certificate of Registration
  - (ii) A copy of Memorandum of Association of Society/Trust Deed
  - (iii) A copy of Power of Attorney in favour of the individual to sign the tender documents and create liability against the Society / Trust.
  - (iv) A copy of Rules and Regulations of the Society
  - (v) All other documents in terms of Para 10 of the Tender Form (Second Sheet) above.
- (iii) If it is NOT mentioned in the submitted tender that tender is being submitted on behalf of a Sole Proprietorship firm / Partnership firm / Joint Venture / Registered Company etc., then the tender shall be treated as having been submitted by the individual who has signed the tender.
- (iv) After opening of the tender, any document pertaining to the constitution of Sole Proprietorship Firm / Partnership Firm / Registered Company / Registered Trust / Registered Society / HUF/LLP etc. shall be neither asked nor considered, if submitted. Further, no suo moto cognizance of any document available in public domain (i.e., on internet etc.) or in Railway's record / office files etc. will be taken for consideration of the tender, if no such mention is available in tender offer submitted.
- (v) A tender from JV shall be considered only where permissible as per the tender conditions.
- (vi) The Railway will not be bound by any change of power of attorney or in the composition of the firm made subsequent to the submission of tender. Railway may, however, recognise such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.
14. The tenderer whether sole proprietor / a company or a Partnership Firm / Registered Society / Registered Trust / HUF / LLP etc. if they want to act through agent or individual partner(s), should submit along with the tender, a copy of power of attorney duly stamped and authenticated by a Notary Public or by Magistrate in favour of the specific person whether he / they be partner(s) of the firm or any other person, specifically authorizing him / them to sign the tender, submit the tender and further to deal with the Tender / Contract up to the stage of signing the agreement except in case where such specific person is authorised for above purposes through a provision made in the partnership deed / Memorandum of Understanding / Article of Association / Board Resolution, failing which tender shall be **summarily rejected**.

A separate power of attorney duly stamped and authenticated by a Notary Public or by Magistrate in favour of the specific person whether he/they be partner(s) of the firm or any other person, shall be submitted after award of work, specifically authorizing him/them to deal with all other contractual activities subsequent to signing of agreement, if required.

*Note: A Power of Attorney executed and issued overseas, the document will also have to be legalised by the Indian Embassy and notarised in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Bidders from countries that have signed the Hague Legislation Convention 1961 are not required to be legalised by the Indian Embassy if it carries a conforming Apostille certificate.*

**15. Employment / Partnership etc. of Retired Railway Employees**

**(a) Should a tenderer**

- i) be a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, whether in the executive or administrative capacity or whether holding a pensionable post or not, in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being, OR
- ii) being Partnership Firm / Joint Venture (JV) / Registered Society / Registered Trust etc. have as one of its partners a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, OR
- iii) Being an incorporated company have any such retired Engineer of the gazetted rank or any other gazetted officer working before his retirement as one of its directors,

AND

in case where such Engineer or officer had not retired from government service at least 1 year prior to the date of submission of the tender

THEN

the tenderer will give full information as to the date of retirement of such Engineer or gazetted officer from the said service and as to whether permission for taking such contract, or if the Contractor be a partnership firm or an incorporated company, to become a partner or director as the case may be, has been obtained by the tenderer or the Engineer or officer, as the case may be from the President of India or any officer, duly authorised by him in this behalf, shall be clearly stated in writing at the time of submitting the tender.

- (b) In case, upon successful award of contract, should a tenderer depute for execution of the works under or to deal matters related with this contract, any retired Engineer of gazetted rank or retired gazetted officer working before his retirement in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being, and now in his employment, then the tenderer will ensure that retired Engineer or retired gazetted officer had retired from government service at least 1 year prior to the date of his employment with tenderer and in case he had retired from service within a year then he possesses the requisite permission from the President of India or any officer, duly authorised by him in this behalf, to get associated with the tenderer.
- (c) Should a tenderer or Contractor being an individual, have member(s) of his family or in the case of partnership firm / company / joint venture (JV) / registered society / registered trust etc. one or more of his partner(s) / shareholder(s) or member(s) of the family of partner(s) / shareholder(s) having share of more than 1% in the tendering entity employed in gazetted capacity in the Engineering or any other department of the railway, then the tenderer at the time of submission of tender, will inform the authority inviting tenders the details of such persons.

**Note** – If information as required as per 16 (a), (b), (c) above has not been furnished, contract is liable to be dealt in accordance with provision of Clause 62 of Standard General Condition of Contract.

## **JOINT VENTURE (JV) IN WORKS TENDERS**

**16. Participation of Joint Venture (JV) in Works Tender:** This para shall be applicable for works tenders wherein tender documents provide for the same.

- 17.1 Separate identity / name shall be given to the Joint Venture.
- 17.2 Number of members in a JV shall not be more than three, if the work involves only one department (say Civil or S&T or Electrical or Mechanical) and shall not be more than five, if the work involves more than one Department. One of the members of the JV shall be its Lead Member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share of not less than 20% each in case of JV with upto three members and not less than 10% each in case of JV with more than three members. In case of JV with foreign member(s), the Lead Member has to be an Indian firm / company with a minimum share of 51%.
- 17.3 A member of JV shall not be permitted to participate either in individual capacity or as a member of another JV in the same tender.
- 17.4 The tender form shall be purchased and submitted only in the name of the JV and not in the name of any constituent member. The tender form can however be submitted by JV or any of its constituent member or any person authorised by JV through Power of Attorney to submit tender.
- 17.5 Bid Security shall be submitted by JV or authorised person of JV either as:
  - (i) Cash through e-payment gateway or as mentioned in tender document, or
  - (ii) Bank Guarantee bond either in the name of JV, or in the name of all members of JV as per MoU irrespective of their share in the JV if the JV has not been constituted legally till the date of submission of tender.
- 17.6 A copy of Memorandum of Understanding (MoU) duly executed by the JV members on a stamp paper, shall be submitted by the JV along with the tender. The complete details of the members of the JV, their share and responsibility in the JV etc. particularly with reference to financial, technical and other obligations shall be furnished in the MoU.
- 17.7 Once the tender is submitted, the MoU shall not normally be modified / altered / terminated during the validity of the tender. In case the tenderer fails to observe/comply with this stipulation, the full Bid Security shall be liable to be forfeited.
- 17.8 Approval for change of constitution of JV shall be at the sole discretion of the Railway. The constitution of the JV shall not normally be allowed to be modified after submission of the bid by the JV, except when modification becomes inevitable due to succession laws etc., provided further that there is no change in qualification of minimum eligibility criteria by JV after change of composition. However, the Lead Member shall continue to be the Lead Member of the JV. Failure to observe this requirement would render the offer invalid.
- 17.9 Similarly, after the contract is awarded, the constitution of JV shall not be normally allowed to be altered during the currency of contract except when modification become inevitable due to succession laws etc. and minimum eligibility criteria should not get vitiated. Failure to observe this stipulation shall be deemed to be breach of contract with all consequential penal action as per contract conditions.

- 17.10 On award of contract to a JV, a single Performance Guarantee shall be submitted by the JV as per tender conditions. All the Guarantees like Performance Guarantee, Bank Guarantee for Mobilization Advance, Machinery Advance etc. shall be accepted only in the name of the JV and no splitting of guarantees amongst the members of the JV shall be permitted.
- 17.11 On issue of LOA (Letter of Acceptance), the JV entity to whom the work has been awarded, with the same shareholding pattern as was declared in the MoU/JV Agreement submitted along with the tender, shall be got registered before the Registrar of the Companies under ‘The Companies Act, 2013’ (in case JV entity is to be registered as Company) or before the Registrar/ Sub-Registrar under the ‘The Indian Partnership Act, 1932’ (in case JV entity is to be registered as Partnership Firm) or under ‘The LLP Act, 2008’ (in case JV entity is to be registered as LLP). A separate PAN shall be obtained for this entity. The documents pertaining to this entity including its PAN shall be furnished to the Railways before signing the contract agreement for the work. In case the tenderer fails to observe/comply with this stipulation within 60 days of issue of LOA, contract is liable to be terminated. In case contract is terminated railway shall be entitled to forfeit the full amount of the Bid Security and other dues payable to the Contractor under this contract. The entity so registered, in the registered documents, shall have, inter-alia, following Clauses:
- 17.11.1 Joint and Several Liability – Members of the entity to which the contract is awarded, shall be jointly and severally liable to the Railway for execution of the project in accordance with General and Special Conditions of Contract. The members of the entity shall also be liable jointly and severally for the loss, damages caused to the Railways during the course of execution of the contract or due to non-execution of the contract or part thereof.
- 17.11.2 Duration of the Registered Entity – It shall be valid during the entire currency of the contract including the period of extension, if any and the maintenance period after the work is completed.
- 17.11.3 Governing Laws – The Registered Entity shall in all respect be governed by and interpreted in accordance with Indian Laws.
- 17.12 Authorised Member – Joint Venture members in the JV MoU shall authorise Lead member on behalf of the Joint Venture to deal with the Contract, sign the agreement or enter into contract in respect of the said tender, to receive payment, to witness joint measurement of work done, to sign measurement books and similar such action in respect of the said tender / contract. All notices / correspondences with respect to the contract would be sent only to this authorised member of the JV.
- 17.13 No member of the Joint Venture shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other members and that of the Railway in respect of the said tender / contract.
- 17.14 Documents to enclosed by the JV along with the tender:
- 17.14.1 In case one or more of the members of the JV is / are partnership firm(s), following documents shall be submitted:
- (i) A notarised copy of the Partnership Deed or a copy of the Partnership deed registered with the Registrar.
  - (ii) A copy of consent of all the partners or individual authorised by partnership firm, to enter into the Joint Venture Agreement on a stamp paper,



- (iii) A notarised or registered copy of Power of Attorney in favour of the individual to sign the MoU / JV Agreement on behalf of the partnership firm and create liability against the firm.
- (iv) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm / LLP in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under Clause 62 of the Standard General Conditions of Contract.

17.14.2 In case one or more members is / are Proprietary Firm or HUF, the following documents shall be enclosed:

- (i) A copy of notarised affidavit on Stamp Paper declaring that his Concern is a proprietary Concern and he is sole proprietor of the Concern OR he who is signing the affidavit on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.

17.14.3 In case one or more members of the JV is / are companies, the following documents shall be submitted:

- (i) A copy of resolutions of the Directors of the Company, permitting the company to enter into a JV agreement,
- (ii) The copies of MoA (Memorandum of Association) / AoA (Articles of Association) of the company
- (iii) A copy of Certificate of Incorporation
- (iv) A copy of Authorisation / copy of Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual, to sign the tender, sign MoU / JV Agreement on behalf of the company and create liability against the company

17.14.4 In case one or more members of the JV is / are LLP firm(s), the following documents shall be submitted:

- (i) A copy of LLP Agreement
- (ii) A copy of Certificate of Incorporation of LLP
- (iii) A copy of resolution passed by partners of LLP firm, permitting the Firm to enter into a JV agreement
- (iv) A copy of Authorisation / copy of Power of Attorney issued by the LLP firm (backed by resolution passed by the Partners) in favour of the individual, to sign the tender and / or sign the MoU / JV agreement on behalf of the LLP and create liability against the LLP.
- (v) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm / LLP or JV in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the contract liable for determination under Clause 62 of the Standard General Conditions of Contract.

17.14.5 In case one or more members of the JV is/are Society(s) or Trust(s), the following documents shall be submitted:

- (i) A copy of Certificate of Registration
- (ii) A copy of Memorandum of Association of Society/Trust Deed
- (iii) A copy of Rules and Regulations of the Society
- (iv) A copy of Power of Attorney, in favour of the individual to sign the tender documents and create liability against the Society/Trust.

17.14.6 All other documents in terms of Para 10 of the Tender Form (Second Sheet) above.

17.14.7 A Power of Attorney executed and issued overseas, the document will also have to be legalised by the Indian Embassy and notarised in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Bidders from countries that have signed the Hague Legislation Convention 1961 are not required to be legalised by the Indian Embassy if it carries a conforming Apostille certificate.

17.15 Credentials and Qualifying Criteria: Technical, financial eligibility and Bid capacity of the JV shall be adjudged based on satisfactory fulfilment of the following criteria:

17.15.1 Technical Eligibility Criteria ('a' or 'b' mentioned hereunder):

(a) For Works without composite components

The technical eligibility for the work as per Para 10.1 above, shall be satisfied by either the 'JV in its own name and style' or 'Lead member of the JV'.

Each other (non-lead) member(s) of JV, who is / are not satisfying the technical eligibility for the work as per Para 10.1 above, shall have technical capacity of minimum 10% of the cost of work i.e., each non-lead member of JV member must have satisfactorily completed or substantially completed during the last 07 (seven) years, ending last day of month previous to the one in which tender is invited, one similar single work for a minimum of 10% of advertised value of the tender.

(b) For works with composite components

The technical eligibility for major component of work as per Para 10.1 above, shall be satisfied by either the 'JV in its own name & style' or 'Lead member of the JV' and technical eligibility for other component(s) of work as per Para 10.1 above, shall be satisfied by either the 'JV in its own name & style' or 'any member of the JV'.

Each other (non-lead) member(s) of JV, who is / are not satisfying the technical eligibility for any component of the work as per Para 10.1 above, shall have technical capacity of minimum 10% of the cost of any component of work mentioned in technical eligibility criteria. i.e., each other (non-lead) member of must have satisfactorily completed or substantially completed during the last 07 (seven) years, ending last day of month previous to the one in which tender is invited, one similar single work for a minimum of 10% of cost of any component of work mentioned in technical eligibility criteria.

*Note for Para 17.15.1:*

*(a) The major component of the work for this purpose shall be the component of work having highest value. In cases where value of two or more component of work is same, any one work can be classified as major component of work.*

*(b) Value of a completed work done by a Member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying his/her compliance to the above mentioned technical eligibility criteria in the tender under consideration.*

17.15.2 Financial Eligibility Criteria

The JV shall satisfy the requirement of “Financial Eligibility” mentioned at Para 10.2 above. The “financial capacity” of the lead member of JV shall not be less than 51% of the financial eligibility criteria mentioned at Para 10.2 above.

The arithmetic sum of individual “financial capacity” of all the members shall be taken as JV’s “financial capacity” to satisfy this requirement.

Note: Contractual payment received by a Member in an earlier JV shall be reckoned only to the extent of the concerned member’s share in that JV for the purpose of satisfying compliance of the above mentioned financial eligibility criteria in the tender under consideration.

#### 17.15.3 Bid Capacity

The JV shall satisfy the requirement of “Bid Capacity” requirement mentioned at Para 10.3 above. The arithmetic sum of individual “Bid capacity” of all the members shall be taken as JV’s “Bid Capacity” to satisfy this requirement.

### 17. Participation of Partnership Firms in Works Tenders

- 18.1 The Partnership Firms participating in the tender should be legally valid under the provisions of the Indian Partnership Act.
- 18.2 The partnership firm should have been in existence or should have been formed prior to submission of tender. Partnership firm should have either been registered with the Registrar or the partnership deed should have been notarised prior to date of tender opening as per the Indian Partnership Act.
- 18.3 Separate identity / name should be given to the partnership firm. The partnership firm should have PAN / TAN number in its own name and PAN / TAN number in the name of any of the constituent partners shall not be considered. The valid constituents of the firm shall be called partners.
- 18.4 Once the tender has been submitted, the constitution of the firm shall not normally be allowed to be modified / altered / terminated during the validity of the tender as well as the currency of the contract except when modification becomes inevitable due to succession laws etc., in which case prior permission should be taken from Railway and in any case the minimum eligibility criteria should not get vitiated. The re-constitution of firm in such cases should be followed by a notary certified Supplementary Deed. The approval for change of constitution of the firm, in any case, shall be at the sole discretion of the Railways and the bidder shall have no claims what-so-ever. Any change in the constitution of Partnership firm after opening of tender shall be with the consent of all partners and with the signatures of all partners as that in the Partnership Deed. Failure to observe this requirement shall render the offer invalid and full EMD shall be forfeited.

If any Partner(s) withdraws from the firm after opening of the tender and before the award of the contract, the offer shall be rejected and EMD of the bidder will be forfeited. If any new partner joins the firm after opening of tender but prior to award of contract, his / her credentials shall not qualify for consideration towards eligibility criteria either individually or in proportion to his share in the previous firm. In case the bidder fails to inform Railway beforehand about any such changes / modification in the constitution which is inevitable due to succession laws etc. and the contract is awarded to such firm, then it will be considered a breach of the contract conditions liable for determination of the contract under Clause 62 of General Conditions of Contract.

- 18.5 A partner of the firm shall not be permitted to participate either in his individual capacity or as a partner of any other firm in the same tender.
- 18.6 The tender form shall be submitted only in the name of partnership firm. The EMD shall be deposited by partnership firm through e-payment gateway or as mentioned in bid document. The EMD submitted in the name of any individual partner or in the name of authorised partner (s) shall not be considered.
- 18.7 On issue of Letter of Acceptance (LOA) to the partnership firm, all the guarantees like Performance Guarantee, Guarantee for various Advances to the Contractor shall be submitted only in the name of the partnership firm and no splitting of guarantees among the partners shall be acceptable.
- 18.8 On issue of Letter of Acceptance (LOA), contract agreement with partnership firm shall be executed in the name of the firm only and not in the name of any individual partner
- 18.9 In case the Letter of Acceptance (LOA) is issued to a partnership firm, the following undertakings shall be furnished by all the partners through a notarised affidavit, before signing of contract agreement.

(a) Joint And Several Liabilities:

The partners of the firm to which the Letter of Acceptance (LOA) is issued, shall be jointly and severally liable to the Railway for execution of the contract in accordance with General and Special Conditions of the Contract. The partners shall also be liable jointly and severally for the loss, damages caused to the Railway during the course of execution of the contract or due to non-execution of the contract or part thereof.

(b) Duration of the Partnership Deed and Partnership Firm Agreement:

The partnership deed/partnership firm agreement shall normally not be modified/altered/terminated during the currency of contract and the maintenance period after the work is completed as contemplated in the conditions of the contract. Any change carried out by partners in the constitution of the firm without permission of Railway, shall constitute a breach of the contract, liable for determination of the contract under Clause 62 of the General Conditions of Contract.

(c) Governing Laws: The partnership firm agreement shall in all respect be governed by and interpreted in accordance with the Indian laws.

(d) No partner of the firm shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other partner(s) and that of the Railway.

- 18.10 The tenderer shall clearly specify that the tender is submitted on behalf of a partnership firm. The following documents shall be submitted by the partnership firm, with the tender.
- (i) A notarised copy of partnership deed or a copy of the partnership deed registered with the registrar.

- (ii) A notarised or registered copy of Power of Attorney in favour of the individual to tender for the work, sign the agreement etc. and create liability against the firm.
- (iii) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of opening of bids, either in their individual capacity or in any firm in which they were / are partners / members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract liable for determination under Clause 62 of the General Conditions of Contract.
- (iv) All other documents in terms of Para 10 of the Tender Form (Second Sheet) above.

**18.11 Evaluation of eligibility of a partnership firm:**

Technical and financial eligibility of the firm shall be adjudged based on satisfactory fulfilment of the eligibility criteria laid down in Clause 10 above.

**18. Advances to Contractor**

If specifically provided in Tender Documents of tender having advertised value more than Rs 50 Crores, Railway shall make payment, as an Interest bearing advances, as per Contractor's request. These advances shall carry a simple interest \_\_\_\_\_ as indicated in the Tender documents. The payment and recovery of such advances shall be made as per manners prescribed in Clause 46.4 of the Standard General Conditions of Contract.

Signature of Tenderer(s)

Date - \_\_\_\_\_

SrDSTE/NED

South Central Railway

Date - \_\_\_\_\_

\*\*\* **End of Chapter 1** \*\*\*

## **CHAPTER 2**

### **SPECIAL CONDITIONS OF CONTRACT**

## 1. General Instructions

- a. This chapter shall be read in conjunction with Indian Railways Standard General Conditions of Contract (GCC), April 2022 with latest amendments which shall be subject to modifications, additions or supersession by these Special Conditions of Contract (SCC) and / or specifications / conditions, if any, which is part of this Tender Document.
- b. The regulations for tenders and contracts shall be read in conjunction with GCC which are referred to therein and wherever there is a conflict between the SCC and GCC, the SCC shall prevail.
- c. Any deviations from these SCC, Technical Requirement and Specifications, Bill(s) of Quantities and / or any condition of tender document, if any, stated by the contractor in his tender or subsequently introduced by the Railway shall be a part of the contract only to such extent as have been explicitly accepted by the Railway and incorporated in the contract. Details shall be given in Proforma-K of Chapter 4.
- d. Manual offers are not allowed for this tender. Any manual tenders received physically shall be **ignored**.
- e. Any additional information regarding the tender may be obtained by the tenderers from the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605 (+91-9730471800) during office hours.

## 2. Scope of the Work

- i. The Annual Maintenance Contract (AMC) is a comprehensive one and covers maintenance and upkeep of hardware, software and peripheral equipment of Electronic Interlocking (EI) systems including VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, VCOR, network switches and communication equipment etc. of EI by the OEM engineers / technicians
- ii. The contractor shall replace / repair VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, network switches and communication equipment without any extra cost as it is covered under the purview of the AMC.
- iii. The damages due to high voltage / lightning are covered under AMC except damages occurred in case of unforeseen circumstances such as flood, earthquakes, sabotage, terrorist activity, fire etc. In such unforeseen cases of damages, the damages cards, modules / sub-systems are to be sent by the firm to the repair centre of OEM and based on quantum of damage the repairing cost will be paid by Railways separately on case to case basis on mutually agreed terms and conditions.
- iv. The contractor shall replace certain components such as EPROM batteries, condensers etc., having limited life as part of preventive maintenance.
- v. As a part of AMC work, the Service Engineer shall also check all the related items such as incoming power supply, cable distribution (integrity of clean / dirty cables routes), Earthing and Surge Protection and identify the modifications if needed, to suit his equipment and report for corrective action.
- vi. The rate for AMC includes the cost of spares, travelling expenses and daily allowance etc. of the contractor's Engineers and staff. No claim on this account will be entertained by Railways at any cost.
- vii. This AMC does not cover any modifications / alterations to the working system. However, if any minor alterations required for any inherent errors detected at a later stage after commissioning by OEM or his authorised representative, in either Executive or Application logics or interface wiring, it shall be covered as a part of AMC. In case of alterations carried out by Railway or OEM which

results in addition of the bits in same card file / modification of hardware, it shall not vitiate AMC conditions.

viii. Deployment of at least one Service Engineer at Purna equipped with spares.

ix. Maintenance of spare modules of EI at Purna and Chudawa so as to equip railway personnel to attend failures as first line of failure attention.

a. **Contractor's Scope of the Work**

- i. The bidder shall be responsible for undertaking a study of site conditions, practices of the railways and make own assessment of the work.
- ii. The contractor shall be responsible for the deployment of service engineers equipped with spares.
- iii. The contractor shall be responsible for the transport of service engineers from their place of deployment to the EI location.
- iv. The contractor shall be responsible for the transport of defective / failed equipment from the EI locations to the site of repair and back for replacement after repair.

b. **Work to be Done by the Railways**

- i. Railways shall provide access to the EI locations for carrying out maintenance.

3. **Bid Security**

- a. The tenderer shall deposit Bid Security of ₹ 1,49,700/- either in cash through e-payment gateway or submit as Bank Guarantee Bond from a scheduled commercial bank of India with the stipulation to keep the offer open till such date as specified in the tender document.
- b. It shall be understood that the tender documents have been issued to the tenderer and the tenderer is permitted to tender in consideration of stipulation on his part, that after submitting his tender he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the Engineer. Should the tenderer fail to observe or comply with the said stipulation, the aforesaid amount shall be liable to be forfeited to the Railway.
- c. In case of submission of Bid Security in the form of Bank Guarantee, the following shall be ensured.
  - i. The Bank Guarantee shall be as per **Annexure VIA**.
  - ii. A scanned copy of the Bank Guarantee shall be uploaded on e-procurement portal ([www.ireps.gov.in](http://www.ireps.gov.in)) while applying to the tender.
  - iii. The original Bank Guarantee shall be delivered in person to the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605 **before the closing date for submission of bids (i.e. excluding the last date of submission of bids)**. The Bank Guarantee shall be delivered in a sealed envelope clearly bearing the identification “Bid for Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division” also indicating the name and address of the bidder. Bid Due Date shall be indicated on the right hand top corner of the envelope.
  - iv. Non-submission of scanned copy of Bank Guarantee with the bid on e-tendering portal and / or non-submission of original Bank Guarantee within the specified period shall lead to **summary rejection** of the bid.
  - v. The Bank Guarantee shall remain valid for a period of **90 days** beyond the bid validity period.
  - vi. The details of the Bank Guarantee physically submitted should match with the details available in the scanned copy and the data entered during the bid submission on the e-tendering portal. Any mismatch shall lead to **summary rejection** of the bid.
- d. Any firm recognized by Department of Industrial Policy and Promotion (DIPP) as ‘Startups’ shall be exempted from payment of Bid Security.
- e. Labour Cooperative Societies shall submit only 50% of above Bid Security.



- f. If the tenderer's tender is accepted, the Bid Security shall be retained as part security for the due and faithful fulfilment of the contract in terms of Clause 16 of the Standard General Conditions of Contract. The Bid Security of other tenderers shall, save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation that may happen thereto while in their possession, nor be liable to pay interest thereon.

#### 4. Study of Local Conditions

- a. The prospective bidders are advised to study the tender documents, technical specifications, Bill(s) of Quantities and all other instructions carefully.
- b. The tenderers shall be responsible to carry out study of local conditions at the proposed site of work and get fully acquainted with the site conditions, working hours, land availability, stacking space for material, approach roads, paths etc. and any other items relevant to the completion of the work.
- c. No request for change of rate or time schedule of the execution of work shall be entertained on account of any location conditions after the offer is accepted by the Railway.
- d. No claim shall be entertained for the contractors making own arrangements for approach roads from outside railway land.
- e. Contractors shall bear entire expenses such as road taxes, payment for right of way etc. to outsiders and for construction of approach roads etc.
- f. Any submission of an offer by the tenderer shall be deemed to have been done after a careful study and examination of the tender documents and site conditions with full understanding of the implications thereof.
- g. It shall be understood that the tenderer has / have got herself / himself / themselves clarified on all the points and interpretations by proper authorities of the Railways. These conditions and specifications shall be deemed to have been accepted unless otherwise specifically commented upon by the tenderer in the offer.
- h. Failure to adhere to any one of the above instructions may render the offer *liable to be ignored* without any reference.

#### 5. Clarification Required by the Tenderer

- a. Specifications, drawings, plans etc. related to the subject work can be obtained from the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605.
- b. If a tenderer finds discrepancies in or omission from the drawing or any of the tender document or should he be in doubt as to their meaning, he should at once notify the Railway i.e., authority inviting tenders by post or email to [srdstenedcsk@gmail.com](mailto:srdstenedcsk@gmail.com) (+91-9730471800), who may send a written clarification to all tenderer(s). Any clarification regarding discrepancies in the tender should be submitted in writing to SrDSTE/NED before participating in the tender.

#### 6. Submission of Bid

The online bid shall be accompanied by relevant documents pertaining to technical conditions and requirements as mentioned in the tender document. All uploaded documents shall be digitally signed by the tenderer.

The bid shall be submitted with the following documents.

- a. Offer letter, complete, along with Tender Form (First Sheet) and Tender Form (Second Sheet).
- b. Documents required for assessment of technical and financial eligibility as specified in paras 10.1 and 10.2 of Tender Form (Second Sheet).
- c. **Certificate(s) from Organisations** (In English or transcript in English with copy of original document) giving description of work, organisation for whom executed approximate value of contract at the time of award, date of award and date of scheduled / actual completion of work. Date of actual start, actual date of physical completion and final value of contract (for establishing eligibility) for satisfactory and physical completion as per Proforma-E of Chapter 4. The experience certificate should have been issued by an officer not below Junior Administrative Grade.

- d. Detailed list of year wise contractual payment received in Proforma-F of Chapter 4 for establishing eligibility. Attested certificate from employer / client (giving description of work, organisation for whom executed, approximate value of contract at the time of award, date of award and date of scheduled completion of work, actual date of physical completion, year wise payments made and total payment made up to the date of tender opening) as per Proforma-C and Proforma-D of Chapter 4 shall be submitted in the support. Client Certificate from other than Government Organisation should be duly supported by Form 16A / 26AS generated through portal of Income Tax Department of India.
- e. Year wise details of Audited Balance Sheets certified by registered chartered accountant / company auditor for the last three financial years or relevant financial years for establishing financial eligibility as per Annexure VIB of Chapter 4.
- f. Certified Copy of Partnership Deed and Affidavit for proprietorship firms.
- g. List of similar work completed and works on hand duly indicating description of work, contract value, date of award of contract along with details of contractual amount received duly certified by employer / client as per Proforma-C and Proforma-D of Chapter 4.
- h. Submission of an offer shall mean that the tenderer accepts all the terms and conditions of Railways including the addenda / corrigenda, unless specifically mentioned in Statement of Deviations as per Proforma-J of Chapter 4. In case of no deviations, the tenderer shall submit the Statement of Deviations with a 'Nil' statement. Railway reserves the right to accept or reject the deviations and the Railway's decision thereon shall be final.
- i. List of Personnel, Organisation available on hand and proposed to be engaged for the subject work as per Proforma-A of Chapter 4.
- j. List of Plant and Machinery available on hand and proposed to be inducted and hired for the subject work as per Proforma-B of Chapter 4.
- k. Affidavit as per Annexure V(A), if relevant of Chapter 4 stating that they are not liable to be disqualified and all their statement / documents submitted along with bid are true and factual. Non-submission of affidavit Annexure V(A), if relevant, by the bidder shall result in **summary rejection** of his / their bid.
- l. All rates must be submitted in the tab for financial offer only on the e-tendering portal.
- m. Rates in the offer shall be quoted in accordance with the system of quoting specified.
- n. The tenderers shall quote the complete rate for entire Bill(s) of Quantities on the e-tendering portal for the entire scope of the work as per the system of quoting. Offers received for part of the work shall not be considered and **summarily rejected**.

## 7. Validity of Offers

- a. The tenderer shall keep the offer open for a minimum period of **60 days** from the date of opening of tender. Within that period, the tenderer cannot withdraw her / his / their offer subject to the period being extended further if required by mutual agreement from time to time. Any contravention of the above condition will make the tenderer liable for forfeiture of Bid Security.
- b. The tenderer is / are permitted to bid in consideration of the stipulation on her/his/their part that after submitting her / his / their subject to the period being extended further she / he / they will not resale from his offer or modify the terms and conditions thereof in a manner not acceptable to Railway. Should the tenderer fail to observe or comply with the forgoing stipulation, the amount deposited as Bid Security for the due performance of the above stipulation shall be forfeited by the Railways.

## 8. Completion Period

- a. The time schedule for the entire work is of utmost importance. The entire work is required to be fully executed within **48 months** from the date of issue of Letter of Acceptance (LOA).
- b. The contractor shall depute adequate number of competent engineers / qualifies staff for carrying out the work.

- c. Expected time schedule for supply, installation and commissioning of the system shall be as follows.

| S.No.  | Description of Stage of Work                   | Time Schedule for Completion |
|--|--|------------------------------|
| 1  | Completion of AMC for Quarter 1 of First Year  | D + 3 Months                 |
| 2  | Completion of AMC for Quarter 2 of First Year  | D + 6 Months                 |
| 3  | Completion of AMC for Quarter 3 of First Year  | D + 9 Months                 |
| 4  | Completion of AMC for Quarter 4 of First Year  | D + 12 Months                |
| 5  | Completion of AMC for Quarter 1 of Second Year | D + 15 Months                |
| 6  | Completion of AMC for Quarter 2 of Second Year | D + 18 Months                |
| 7  | Completion of AMC for Quarter 3 of Second Year | D + 21 Months                |
| 8  | Completion of AMC for Quarter 4 of Second Year | D + 24 Months                |
| 9  | Completion of AMC for Quarter 1 of Third Year  | D + 27 Months                |
| 10   | Completion of AMC for Quarter 2 of Third Year  | D + 30 Months                |
| 11   | Completion of AMC for Quarter 3 of Third Year  | D + 33 Months                |
| 12   | Completion of AMC for Quarter 4 of Third Year  | D + 36 Months                |
| 13   | Completion of AMC for Quarter 1 of Fourth Year | D + 39 Months                |
| 14   | Completion of AMC for Quarter 2 of Fourth Year | D + 42 Months                |
| 15   | Completion of AMC for Quarter 3 of Fourth Year | D + 45 Months                |
| 16   | Completion of AMC for Quarter 4 of Fourth Year | D + 48 Months                |
| D is the Date of Issue of Letter of Acceptance |  |                              |

## 9. Brief Technical Specification

- All material used for EI shall confirm to RDSO specification for Electronic Equipment (EI) system.
- All the provisions of Indian Railways Signal Engineering Manual, Indian Railways Telecom Manual, Indian Railways Engineering Code, Indian Railways Permanent Way Manual, Indian Railways Works Manual, Indian Railways AC Traction Manual, extant circulars of South Central Railway shall be adhered to for carrying out the work.
- In case of any contradiction in the various codal provisions, the order of precedence shall be as follows:
  - IRS Codal Provisions
  - IRC Codal Provisions
  - IS (BIS) Codal Provisions

## 10. Conditions for Annual Maintenance Contract of EI

- The Annual Maintenance Contract (AMC) is a comprehensive one and covers maintenance and upkeep of hardware, software and peripheral equipment of Electronic Interlocking (EI) systems including VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, VCOR, network switches and communication equipment etc. of EI by the OEM engineers / technicians
- The contractor shall replace / repair VDUs for operating console and maintenance console, operator PC, maintenance PC, cards, modules / sub-systems, DC-DC converters, network switches and communication equipment without any extra cost as it is covered under the purview of the AMC.
- The damages due to high voltage / lightning are covered under AMC except damages occurred in case of unforeseen circumstances such as flood, earthquakes, sabotage, terrorist activity, fire etc. In such unforeseen cases of damages, the damages cards, modules / sub-systems are to be sent by the firm to the repair centre of OEM and based on quantum of damage the repairing cost will be paid by Railways separately on case to case basis on mutually agreed terms and conditions.

- d. The contractor shall replace certain components such as EPROM batteries, condensers etc., having limited life as part of preventive maintenance.
- e. As a part of AMC work, the Service Engineer shall also check all the related items such as incoming power supply, cable distribution (integrity of clean / dirty cables routes), Earthing and Surge Protection and identify the modifications if needed, to suit his equipment and report for corrective action.
- f. No faulty card / module / equipment shall be allowed to remain in the system for a period more than 24 hrs. from the time of reporting the failure to the Service Engineer.
- g. The contractor shall render normal services during odd hour failures, emergencies, Sundays and other Holidays including National Holidays or any other eventuality.
- h. All instructions mentioned in the installation and operation manual should be followed for smooth operation of the equipment. In case of breakdowns the customer / user shall give preliminary information about the problem to enable the Service Engineer to carry with him the required components. If any damage to the equipment is occurred due to the usage of unapproved parts or negligence in handling of the equipment or abusing the system by subjecting the inputs / outputs beyond its tolerable limits, a penalty of actual cost of damaged card / module or Rs. 10,000/- whichever is higher will be imposed.
- i. The rate for AMC includes the cost of spares, travelling expenses and daily allowance etc. of the contractor's Engineers and staff. No claim on this account will be entertained by Railways at any cost.
- j. This AMC does not cover any modifications / alterations to the working system. However, if any minor alterations required for any inherent errors detected at a later stage after commissioning by OEM or his authorised representative, in either Executive or Application logics or interface wiring, it shall be covered as a part of AMC. In case of alterations carried out by Railway or OEM which results in in addition of the bits in same card file / modification of hardware, it shall not vitiate AMC conditions.
- k. Deployment of at least one Service Engineer at Purna equipped with spares.
- l. Maintenance of spare modules of EI at Purna and Chudawa so as to equip railway personnel to attend failures as first line of failure attention.
- m. **Schedule of Activities**
  - i. EI is to be inspection once monthly. Log book shall be maintained towards this end in relay room by open line staff.
  - ii. Engineers from the OEM or OEM authorised vendor / service provider for EI system shall visit each site every month and do preventive maintenance including cleaning, physical checking, parameters checking, recording, analysis of alarms, event logs of MT etc. and all other activities necessary for failure free, reliable and safe working.
  - iii. AMC visit calendar for every station under scope shall be submitted by the contractor within two weeks of receiving the Letter of Acceptance. Twelve (12) AMC visits shall be carried out per year in such a way that the time between two successive preventive maintenance visits is not less than 30 days and not more than 45 days.
  - iv. Quarterly systems audit as per maintenance checklist regarding health and safety of the system is to be done by the OEM and submitted to Railway for necessary preventive action to be taken.
  - v. Every visit (preventive / corrective maintenance call) of the equipment under AMC by the contractor shall be certified by the Railway officials and shall also be recorded in the log book maintained for this purpose.
  - vi. All remedial maintenance of the equipment and its preventive maintenance required periodically shall be provided by the contractor.
  - vii. For each major / minor failure, detailed analysis report should be submitted by authorised person of OEM duly explaining the reason for failure, corrective action taken and action plan to avoid such failures in future. This report should be submitted within 5 days of such failure attention.

- viii. As being of long term understanding with the EI OEM firm regarding providing service, maintainability, availability, technological upgradation, working with Railway, annual performance report shall be submitted to PCSTE/SCR / SrDSTE/NED regarding performance of the EI system as well as service for future course of action required, if any.
- ix. Earth provided for EI / system at each station, value of earth resistance should be measured quarterly by firm's representative along with railway representative and it should be less than 1  $\Omega$ .
- n. **Deployment of Competent Resources**
  - i. The contractor shall depute minimum one qualified authorised engineer certified by the OEM to carry out the maintenance at section on regular basis as well as for attending EI failures / unusuals. Authorised Service Engineers shall have minimum education qualification of diploma / bachelor of science and certification of competency for working in Electronic Interlocking of Indian Railways. Qualified engineers with men and materials and communication facility should be available at location to meet out any emergency. He shall report to JE / SSE of the stations.
  - ii. OEM shall issue laminated photo identity cards to the Service Engineer / Technicians / maintenance staff who will be authorised to undertake maintenance work in Railway premises and cost of the Identity Card shall be borne by the OEM. Notwithstanding with the possession of ID card, Service Engineers / Technicians / maintenance staff shall enter into Relay Room with authorised Railway personnel only.
  - iii. The service personnel employed by contractor should be competent to handle the systems. They should be exclusive for the purpose of AMC and should not be utilised for any other purpose such as installation / maintenance of other equipment in any locations.
  - iv. The message, in case of failure, shall be given by the Railway representative to the Service Engineer on phone / FAX or SMS or any other available means. There shall be no limit on the breakdown calls. The contractor shall maintain a round the clock helpline in the form of Call Centre / website so that calls can be logged. The contractor's Engineer / supervisor shall be available on telephone round the clock for passing on the information by Railways in case of failure.
  - v. The nearest field service location of the firm / contractor along with telephone number, FAX, mobile numbers, address of service engineers, drivers of mobile vans etc. and other information shall be advised to the divisional Signal Control room as well as Railway officials to lodge fault complaint. Any change in supplied details shall be promptly updated.
  - vi. The firm's representative will attend the site with spares as advised in the complaint and the defective parts of EI will be replaced at site by the spare to restore the failure. The defective parts will be taken by the firm's representative for repair.
  - vii. If the Service Engineer feels that the failure is due to any other reason which is beyond his purviews, the same should be reasonably supported by reports / measurements / readings etc. Railway's decision in this regard shall be final after analysing the problem.
  - viii. The contractor shall impart training to the Railways maintenance personnel about basic maintenance and first line of fault rectification. In case Railway needs any guidance / training in modifying / enhancing the capacity of the system / minor shifting of the system, the contractor shall assist in completing this work and testing it at site. Contractor shall also prepare and make available maintenance and fault rectification manual at all sites.
- o. **Requirements of Up Time and Down Time of the Systems under AMC**
  - i. **Minor Failure:** It means failure where EI system working is not affected but failure needs to be attended to ensure the reliability / redundancy of the working system. It is a redundant system / module failure which doesn't affect traffic.
  - ii. **Major Failure:** Major failure means where EI system working is totally affected. It is a critical failure leading to traffic disruption / complete non-operation of panel or leads to complete system shut down.
  - iii. **Up Time**

- (1) The contractor must ensure Up time of at least 99.9% for entire system being offered under this AMC.
  - (2) The Up time shall be calculated on monthly basis.
- iv. Down Time**
- (1) Down time is defined as duration for which system as a whole or any part is not available for the purpose it is installed.
  - (2) Non-availability of standby shall not be counted for Down time.
  - (3) The Down time shall be reckoned from the time the contractor's representative has been informed by means of telephone, SMS, FAX, or any other available means.
- v. Every month summary of Up time and Down time of each system shall be jointly signed along with the Railway representative. At the end of every quarter the MTBF and MTTR are to be calculated jointly by the firms representative and the Railway's representative.
- vi. Working hours for the system shall be considered as 24 hours per day.
- p. Preventive Maintenance Checks**
- The following preventive maintenance checks are to be carried out at the specified periodicity to keep the equipments in good working condition.
- i. The general cleaning of the chassis should be done using blower to remove dust from intake and exhaust points of the chassis.
  - ii. The general condition of PCBs should be checked. The components should be checked for excessive heating. The proper connectivity of heat sink and its effectiveness should also be checked. The electrical contacts should be cleaned with a cloth dampened in carbon tetrachloride, wherever required and prescribed.
  - iii. The loose electrical connections should be identified and attended. The condition of wiring to be checked to identify peeled insulation and general deterioration. If any wiring changes are to be done, then proper lugs should be used.
  - iv. Repair or replacement of any component found defective or not working up to the satisfaction or overaged.
  - v. Recording of status of indications on the cards, alarms and fuses indications, etc. in the maintenance should be carried out by OEM engineer during periodic visits.
- q. Breakdown Maintenance**
- i. Breakdown maintenance of the complete system including software for the problems experience and as reported by Railways including defects, immediate replacement of faulty cards of any type, are to be carried out by the contractor.
  - ii. On experiencing a problem in the equipment, the Railways shall inform about the problem to the contractor through telephone / FAX / post / email or any other means. The contractor shall register the complaint and confirm it by issuance of suitable case number.
  - iii. The breakdown calls shall be attended immediately with the prescribed limit even beyond the office hours, Sundays and other Holidays including National Holidays. In the event of strike or lockout or any other labour upheaval in the firm, skeleton service shall be made available and ensured by the firm to attend to urgent faults.
  - iv. The contractor shall attend to the breakdown calls at the earliest and within 24 hours in case of minor faults and 04 hours in case of major breakdown / total system shutdown. If the system requires major repairs the contractor shall provide a standby equipment within 24 hours at his (contractor's) cost to make the system functional.
  - v. After attending each breakdown, the joint breakdown report shall be prepared by contractor or his authorised Engineer / representative and Railways representative not below the rank of JE. A copy of this report shall be submitted to DSTE / ADSTE or any other officer so nominated by SrDSTE.
- r. Spares**
- i. Tentative list of minimum spares that the contractor shall maintain at Purna and Chudawa is given below. The actual spares to be maintained shall also be guided by the population as

detailed at clause iv. The tenderer shall submit details of any additional spares that it assesses as necessary to maintain the required system uptime.

| S.No. | Material        | Spare Quantity Available at PAU | Additional Spare Quantity to be Maintained at PAU as Assessed by the Tenderer | Spare Quantity Available at CRU | Additional Spare Quantity to be Maintained at CRU as Assessed by the Tenderer |
|-------|-----------------|---------------------------------|---|---------------------------------|---|
| 1     | CVPSB           | 01                              |   | 01                              |   |
| 2     | CVC             | 01                              |   | 01                              |   |
| 3     | CCC             | 01                              |   | 01                              |   |
| 4     | CVHM            | 01                              |   | 01                              |   |
| 5     | CIF             | 01                              |   | 01                              |   |
| 6     | OPSB            | 02                              |   | 01                              |   |
| 7     | OPSC            | 02                              |   | 01                              |   |
| 8     | OVH             | 02                              |   | 01                              |   |
| 9     | OICC            | 02                              |   | 01                              |   |
| 10    | OVCO            | 01                              |   | 01                              |   |
| 11    | OCCI            | 01                              |   | 01                              |   |
| 12    | OCCO            | 03                              |   | 02                              |   |
| 13    | ORLD            | 02                              |   | 02                              |   |
| 14    | RS232 Converter | 02                              |   | 01                              |   |
| 15    | RS485 Modem     | 07                              |   | 02                              |   |
| 16    | EMI Filters     | 05                              |   | 01                              |   |
| 17    | Programming JIG | 01                              |   | 01                              |   |

- ii. The tenderer shall submit details of additional spares that are required for maintaining the Up time of the system along with the offer.
- iii. Accordingly, the contractor shall maintain sufficient stock of spares e.g., cards, modules, power supply equipment, isolators, DC-DC converters, compilers, indoor wires and cables, fuses, terminals, couplers, OFC patch cords, surge arrestors, network switches, communication equipment etc. or any other hardware / software which are required to restore the systems from failures / breakdown mode within the prescribed time.
- iv. Spares operated under AMC shall be kept **under the custody of concerned SSE** at a central / viable location. If spares are handed over to OEM engineer on challan, they shall be kept at safe custody at OEM's office. The data of these spares along with year of manufacturing and serial numbers shall be maintained. The spares shall be duly inspected by RDSO and quantity shall be as follows.

| S.No. | Item  | Quantity   |
|-------|---|--|
| 1     | Any card / sub module / modems              | 10% of population <sup>#</sup> of EI under AMC (or minimum of 2 numbers) |
| 2     | Motherboard / card bin / rack / outer shell | 10% of population <sup>#</sup> or 1 for every 5 stations                 |
| 3     | Fuses of all types used SPDs                | 20% of its population or minimum 50 numbers to be kept at every station  |
| 4     | Internal patch cords / cables / connectors  | 5 numbers of each type used  |

<sup>#</sup> Population indicates the number of EIs under AMC

- \* Non-compliance of the above shall invite suitable penalty on the contractor as decided by SrDSTE/NED
- v. Troubleshoot manuals / boards / safety gear like ESD wrist bands to be prescribed by OEM and can be provided at minimal additional cost if required. But their availability and awareness to staff is key.
- vi. During the AMC period if any cards / modules etc. as mentioned above become defective for which RDSO specification is available, the contractor shall replace that with RDSO inspected modules only. To fulfil this, the contractor shall maintain a buffer stock of spares inspected and passed by RDSO. These spares shall preferably be distributed at each station to minimise Down time.
- vii. All the tools and testing instruments including laptops required for checking, testing and attending to routine maintenance and breakdowns shall be arranged by the contractor.
- viii. The contractor shall be responsible for maintenance of the health of the spares supplied by Railway. During the AMC period, the contractor shall ensure that all Railway supplied spares are in good fettle.
- ix. The Service Engineer / technicians / maintenance staff shall carry Railway materials only with challan or authorised documents.
- x. After expiry of AMC period, the contractor has to return the spares provided by Railway to the concerned SSE in good condition.
- s. **Penalty: AMC Visit**
  - i. EI system is to maintained once in a month. If the contractor fails to carry out AMC of one particular schedule of visit, the monthly payment shall not be made in addition to a penalty of Rs. 500/- (Rupees Five Hundred only) per week up to the first week and subsequently, Rs. 1,000/- (Rupees One Thousand only) per week after the first week for that month. If AMC visit has not been carried out for two consecutive months, no payment will be made for the entire quarter.
  - ii. **Minor Failure:** Minor failure to be attended by Service Engineer within twenty four (24) hours of receipt of failure information.
    - (1) If not attended within twenty four (24) hours, a penalty of Rs. 500/- (Rupees Five Hundred only) for every 24 hours shall be imposed till restoration of the failure.
    - (2) Non-responding of Service Engineers to the phone calls of Railway officials during minor failures within 6 hours will attract a penalty of Rs. 2,000/- (Rupees Two Thousand only) per incident.
  - iii. **Major Failure:** Major failure to be attended within four (04) hours on receipt of failure information. If not attended, every hour Rs. 2,000/- (Rupees Two Thousand only) will be imposed (from fifth hour onwards) as penalty till restoration of the failure.  
No response by Service Engineer / contractor within 1 hour of major failure will be treated as a serious lapse of AMC contract conditions and will attract a penalty of Rs.10,000/- (Rupees Ten Thousand only) per hour until the response / attendance.
  - iv. Spares specified in the list mentioned in the booklet are to be maintained at respective stations. If any spare equipment is not available, the same should be recouped within one week. from the day of the notice by Railway Engineer. If not recouped within one week, penalty of Rs. 2000/- (Rupees Two Thousand only) per day to be imposed as penalty till recoupment of spare equipment / modules / components.
  - v. Non-submission of failure report for each major / minor failure by authorised person of OEM duly explaining the reason for failure, corrective action taken and action plan to avoid such failures in future within 5 days of such failure attention, failing which penalty of Rs.1000/- (Rupees One thousand only) per occasion shall be imposed.
  - vi. The penalty clauses are summarised below.



| S.No. | Type of Default / Deficiencies in Service                  | Classification  | Penalty for Delayed Attention  |
|-------|--|---|--|
| 1     | Missing / delayed AMC visit                                | Service Engineer not carried out AMC visit of a station for a month   | No payment for the specific AMC period and a penalty of Rs. 500/- for up to first week, Rs. 1,000/- per week after the first week for that month.<br><br>If two consecutive monthly visits not done, no payment for the quarter.   |
| 2     | Minor failure  | A redundant system / module failure. Any failure which doesn't affect traffic / doesn't lead to complete shutdown of system / leads to complete non-operation of panel by SM. | To be restored / attended in 24 hours.<br><br>Non-compliance of timeline leads to a penalty of Rs. 500/- every hour.<br><br>Non-responding of service engineers to the phone calls of railway officials within 6 hours will attract a penalty of Rs. 2,000/- per incident. |
| 3     | Major failure  | A critical failure leading to traffic disruption / complete panel in operation or leads to complete system shutdown.  | To be restored / attended in 4 hours.<br><br>Non-compliance of timeline leads to a penalty of Rs. 2,000/- every hour.<br><br>Non-attending of the major failure by Service Engineer will attract a penalty of Rs. 10,000/- per hour.                                       |
| 4     | Non-maintenance of spares                                  | Spares specified to be maintained at respective stations  | If specified spares could not be recouped within 1 week, penalty of Rs. 2,000/- per day.<br><br>If spare cards are provided by Railway, defective cards shall be repaired / replaced within 1 week. Beyond this period, penalty of Rs. 2,000/- per day.                    |
| 5     | Non-submission of failure report within 5 days of failure. | For each major / minor failure, Service Engineer should submit detailed analysis report.  | Penalty of Rs. 1,000/- per occasion.   |

t. **Payments**

- i. Payment shall be made after successful completion of the work for each quarter duly certified by the authorised representative of the Railway after deducting the penalty as accrued during the period and statutory deductions.
- ii. Payment will be made on verification of records. The records of monthly visit, failure and servicing done shall be kept in triplicate with the contractor and at every station.
- iii. Payment shall be made on presentation of the following documents.
  - (1) Certificate of satisfactory maintenance of each quarter preceding the date of submission of invoice shall be given by the authorised Railway representative not below the rank of JE / SSE.
  - (2) Reports of monthly preventive maintenance and breakdown repairs including certification of installation according to standards of OEM and specified in the scope of AMC.
  - (3) Jointly signed summary report of Up and Down time of the system.
  - (4) Invoice in triplicate in showing the rate and the period for which AMC charges claimed.
- u. **Records**
  - i. The contractor shall print and supply AMC register for recording the work done either on call or preventive maintenance and fault rectification at each station in the following formats (1) and (2). Signature of the Railway representative shall also be taken.

**(1) Proforma for Quarterly Audit**

| S.No. | Date / Time of Arrival | Date / Time of Departure | Description of Maintenance Activity Done | Signature of Service Engineer / Technician | Signature of Railway Representative (SSE / JE / Technician) |
|-------|------------------------|--------------------------|--|--|---|
|       |                        |                          |  |  |   |
|       |                        |                          |  |  |   |

**(2) Proforma for Record for Fault Rectification / Breakdown Attendance**

| S.No. | Date / Time of Information Received | Date / Time of Arrival | Date / Time of Rectification | Fault Reported | Action Taken (*) | Follow up Action to be Taken | Remarks |
|-------|-------------------------------------|------------------------|------------------------------|----------------|------------------|------------------------------|---------|
|       |                                     |                        |                              |                |                  |                              |         |
|       |                                     |                        |                              |                |                  |                              |         |

\* Please record serial number of cards attended / replaced.

- ii. The OEM shall also maintain History Sheet of each equipment / installation indicating the following details. The detailed format shall be approved by Railway Engineer.
  - (1) Name of Station:
  - (2) Date of Installation:
  - (3) Serial Number of Equipment:
  - (4) Number of Equipment:
  - (5) Number of Racks:
  - (6) Number of Systems:
  - (7) CRC:
  - (8) Checksum:
  - (9) Number of VCOR Relays and Serial Number:
  - (10) Cards
    - (a) Description:
    - (b) Serial Number:
    - (c) System:
    - (d) Slot Number:

(e) Date of Replacement and Serial Number:

(11)DC-DC Converters

(a) Rack Number:

(b) Serial Number:

(c) Rating:

(d) Date of Replacement and Serial Number:

(12)Surge Protection Device (SPD)

(a) Rack Number:

(b) Class:

(c) Date of Replacement and Serial Number:

(13)Fuses

(a) Rack Number:

(b) Serial Number:

(c) Description of Circuit:

(d) Type of Fuse:

(e) Rating:

(14)Converters

(a) Rack Number:

(b) Type:

(c) Date of Last Replacement:

(15)Isolators

(a) Serial Number:

(b) Location:

(c) Date of Last Replacement:

(16)Details of Operating VDU

(a) Monitor:

(b) PC:

(17)Details of Maintenance VDU

(a) Monitor:

(b) PC:

(18)Various Male / Female Connectors, OFC Patch Cords

Whenever cards / modules etc. are replaced / repaired the same shall be updated in the History Sheet.

- iii. All tests and checks, thorough servicing, and maintenance of equipment which have been carried out shall be entered against each machine / equipment in the Asset Register. Signature of the Railway representative / supervisor during the check should be obtained by the contractor concerned.
- iv. The registers / booklets supplied by OEM for maintenance activity shall be in tandem with the items prescribed in Electronic Interlocking Maintenance schedule codes E1 to E4 of IRSEM Appendix-I.

v. **Terms and Conditions**

- i. The price and rates in respect of the AMC and repairing cost are inclusive of all taxes and other levies, etc. and shall remain firm under all circumstances for a full period of three (03) years from the date of entering into the AMC and shall not change on account of variation of taxes / statutory dues / exchange rates etc.
- ii. After the LOA is issued, service shall start immediately. Minimum critical spares or any other hardware / software which are required to restore the systems from failures / breakdown mode within the prescribed time should be supplied within 15 days. Full quantity of spares as

mentioned in tender offer shall be supplied within 45 days from the date of issue of LOA. If 45 days' time limit is defaulted, penalty will be imposed per week or part thereof at the rate of 3% of cost of AMC per year till the material is supplied.

- iii. Railway can terminate the AMC at any time depending on overall performance of services rendered by the firm during the period of contract at its own discretion and can also negotiate in case of renewal of AMC.
- iv. In case of non-compliance with the maintenance obligations for a period of 1 quarter during the period of AMC the value of Bank Guarantee shall be encashed by Railway by giving one week notice to the tenderer / contractor.

#### **11. Opening of Tenders**

- a. Tender shall be opened on the date and time mentioned in NIT Header in the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605.
- b. Tenderers whoever choose to attend the event of tender opening may do so directly or through their authorised representatives.

#### **12. Right of Railways to Deal with Tenders**

- a. The authority for the acceptance of the tender will rest with the Railway Administration for and on behalf of President of India, who shall not be bound to accept the lowest or any tender or to assign any reason for declining to consider, non-acceptance or rejection of the tender. Railway Administration reserves the right to accept any tender in respect of the whole or any portion of the work specified in the tender document or to reduce the scope of the work or to accept any tender for less than the tendered quantities without assigning any reason whatsoever.
- b. Railway Administration also reserves the right to cancel any or all tenders at any stage. Railway reserves the right to accept or reject the deviations proposed by the tenderer and Railway's decision thereon shall be final. The deviation(s) quoted by the tenderer will become part of Contract Agreement only to the extent to which they are specifically mentioned as accepted in Letter of Acceptance.

#### **13. Acceptance of Tender**

- a. A Letter of Acceptance (LOA) of the offer will be issued by the Railway Administration to the successful tenderer that his / her / their offer has been accepted, on receipt of which she / he / they shall submit a Performance Guarantee (PG) bond of 5% of cost of work and shall execute a formal Contract Agreement with the President of India acting through SrDSTE/NED or his authorised representative for carrying out the work according to terms and conditions of the tender including Indian Railway GCC and Special Conditions of Contract / specifications of this tender.
- b. Upon issuing of LOA, the contract for the work shall be deemed to have been awarded to the tenderer and accordingly the completion period will be reckoned from the date of issue of LOA irrespective of the date of signing of Contract Agreement subsequently.

#### **14. Signing of Agreement**

The tenderer(s) whose offer is accepted shall be required to present herself / himself / themselves or her / his / their duly authorised representative in the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605 to execute the contract document within 7 days of receipt of notice that the contract documents are ready. There would be no need to appear in person if the agreement is signed digitally.

#### **15. Commencement of Work**

The successful tenderer upon receipt of LOA shall commence the work by way of submitting a detailed timeline in terms of Clause 10 of Special Conditions of Contract for completion of work within the stipulated completed period.

#### **16. Consignee**

Consignee for the material supplied by the contractor shall be as follows.

- a. All the items along with accessories shall be supplied to the authorised representative of SrDSTE/NED i.e., SSE/S in-charge of the EI locations.
- b. After supply of the material by contractor, same shall be issued to contractor against Indemnity Bond. Contractor shall provide proper storage space ensuring protection from theft, fire and flooding. Contractor shall obtain authorisation of Railway before transporting the material to site of work.
- c. Contractor shall submit monthly statements of material delivery / issues to site, indicating dates and quantity of equipment received and issued every month along with overall summary.
- d. Any change / addition required in consignee, shall be done after mutual consultation between contractor and Railway.

#### **17. Contractor's Office and Stores Depot**

- a. The contractor shall, within a month of the issue of Letter of Acceptance (LOA), establish an office and store depot at a convenient place for receiving and storing material and expedite field work in consultation and with the approval of the Engineer in-charge, where all correspondence should be sent.
- b. The contractor shall intimate such office address along with communication details of key personnel responsible for the project management.
- c. Any communication sent to the contractor by post / email address shall be deemed to have reached the contractor.

#### **18. Change in Address**

Any change in the address or communication details of the contractor shall be forthwith intimated in writing to the Railway. The Railway will not be responsible for any loss / inconvenience suffered by the contractor on account of his / her / their failure to comply with this.

#### **19. Security Deposit**

- a. Security deposit shall be 5% of the contract value.
- b. The Bid Security submitted by the contractor with his tender shall be retained / encashed by the Railways as part of security for the due and faithful fulfilment of the contract by the contractor.
- c. If contractor submits cash or Term Deposit Receipt issued from a Scheduled Commercial Bank of India or irrevocable Bank Guarantee Bond from a Scheduled Commercial Bank of India, either towards the full Security Deposit or the Part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security, to the contractor.
- d. Balance of Security Deposit may be deposited by the contractor before release of the First On Account bill in cash or Term Deposit Receipt issued by a Scheduled Commercial Bank of India or irrevocable Bank Guarantee Bond from a Scheduled Commercial Bank of India, or may be recovered at the rate of 6% of the bill amount till the full Security Deposit is recovered.
- e. In case of defaulting contractor, the Railway may retain any amount due for payment to the contractor on the pending "On Account bills" so that the amounts so retained (including amount guaranteed through Performance Guarantee) may not exceed 10% of the total value of the contract.
- f. The irrevocable Bank Guarantee submitted towards Security Deposit shall be initially valid up to the stipulated date of maintenance period plus 60 days and shall be extended from time to time, depending upon extension of contract granted in terms of Clause 17A and 17B of the GCC.
- g. Security Deposit deposited in cash by the contractor or recovered from the running bills of a contractor or submitted by contractor as Term Deposit Receipt(s) can be refunded / returned to the contractor, in lieu of irrevocable Bank Guarantee Bond issued from Scheduled Commercial Bank of India, to be submitted by him, for an amount equal to or more than the already available Security Deposit, provided however that, in a contract of value less than ₹. 50 Crore, such refund / return of

the already available Security Deposit is permitted up to two times and in a contract of value equal to or more than ₹. 50 Crore, such refund / return of the already available Security Deposit is permitted up to three times.

## 20. Refund of Security Deposit

Security Deposit shall be returned to the contractor along with or after the following.

- a. Final payment of the contract as per Clause 51(1) of GCC, and
- b. Execution of Final Supplementary Agreement or Certification by the Engineer that Railway has No Claim on the contractor, and
- c. Before releasing of Security Deposit, contractor shall submit a certificate to the Engineer or Engineer's representatives that "I have uploaded the correct details of contract labour engaged in connection with this contract and payments made to them during the wage period in Railway's Shramik Kalyan portal at '[www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in)' till \_\_\_\_\_ Month, \_\_\_\_\_ Year."

## 21. Performance Guarantee

The procedure for obtaining Performance Guarantee is outlined below.

- a. The successful bidder shall have to submit a Performance Guarantee (PG) within 21 (twenty one) days from the date of issue of Letter of Acceptance (LOA). Extension of time for submission of PG beyond 21 (twenty one) days and up to 60 days from the date of issue of LOA may be given by the Authority who is competent to sign the contract agreement. However, a penal interest of 12% per annum shall be charged for the delay beyond 21 (twenty one) days, i.e. from 22<sup>nd</sup> day after the date of issue of LOA. Further, if the 60<sup>th</sup> day happens to a declared holiday in the concerned office of the Railway, submission of PG can be accepted on the next day.

In all other cases, if the contractor fails to submit the requisite PG even after 60 days from the date of issue of LOA, the contract is liable to be terminated. In case contract is terminated, Railway shall be entitled to forfeit Bid Security and other dues payable to the contractor against that particular contract, subject to maximum of PG amount. In case a tenderer has not submitted Bid Security on the strength of their registration as a Startup recognised by Department of Industrial Policy and Promotion (DIPP) under Ministry of Commerce and Industry, DIPP shall be informed to this effect.

The failed contractor shall be debarred from participating in re-tender for that work.

- b. The successful bidder shall submit the Performance Guarantee (PG) amounting to 5% of the contract value and Additional Performance Guarantee as per clause (h) in any of the following forms.
  - i. A deposit of Cash;
  - ii. Irrevocable Bank Guarantee;
  - iii. Insurance Surety Bond as per Annexure XVII;  
Note:  
In case of extension of Date of Completion, selected bidder needs to submit extended Insurance Surety Bond / Fresh Insurance Surety Bond / fresh Performance Security, in any form as given above, before expiry of existing Insurance Surety Bond.
  - iv. Government Securities including State Loan Bonds at 5% below the market value;
  - v. Pay Orders and Demand Drafts tendered by any Scheduled Commercial Bank of India;
  - vi. Guarantee Bonds executed or Deposit Receipts tendered by any Scheduled Commercial Bank of India;
  - vii. Deposit in the Post Office Saving Bank;
  - viii. Deposit in the National Savings Certificates;
  - ix. Twelve years National Defence Certificates;

- x. Ten years Defence Deposits;
  - xi. National Defence Bonds and
  - xii. Unit Trust Certificates at 5% below market value or at the face value whichever is less. Also, FDR in favour of SrDFM/NED, South Central Railway (free from any encumbrance) may be accepted.
- c. The Performance Guarantee shall be submitted by the successful bidder after the Letter of Acceptance (LOA) has been issued, but before signing of the contract agreement. This PG shall be initially valid up to the stipulated date of completion plus 60 days beyond that. In case, the time for completion of work gets extended, the contractor shall get the validity of PG extended to cover such extended time for completion of work plus 60 days.
  - d. The value of PG to be submitted by the contractor is based on original contract value and shall not change due to subsequent variation(s) in the original contract value.
  - e. The PG shall be released after physical completion of the work based on 'Completion Certificate' issued by the competent authority stating that the contractor has completed the work in all respects satisfactorily.
  - f. Whenever the contract is rescinded, the Performance Guarantee already submitted for the contract shall be encashed.
  - g. The Engineer shall not make a claim under the Performance Guarantee except for amounts to which the President of India is entitled under the contract (not withstanding and/or without prejudice to any other provisions in the contract agreement) in the event of:
    - i. Failure by the contractor to extend the validity of the Performance Guarantee as described herein above, in which event the Engineer may claim the full amount of the Performance Guarantee.
    - ii. Failure by the contractor to pay President of India any amount due, either as agreed by the contractor or determined under any of the Clauses / Conditions of the Agreement, within 30 days of the service of notice to this effect by Engineer.
    - iii. The Contract being determined or rescinded under Clause 62 of GCC.
  - h. If a tender is accepted on the quoted rates of bidder which is below the advertised tender value, an additional performance security shall be submitted by the bidder as below:

| Bid quoted in % of advertised cost | Additional Performance Guarantee (%) |
|------------------------------------|--------------------------------------|
| Below 0 – 5% (inclusive)           | Nil                                  |
| Below 5%                           | 5%                                   |

## 22. Programme of Work Execution

- a. Time is the essence of this contract and time schedule shall be strictly adhered to. The entire work as per the contract will have to be completed within **48 months** from the date of issue of Letter of Acceptance (LOA), on a progressive basis. The contractor shall be responsible for progress of work on progressive basis from the date of issue of LOA. Since the progress of the work is critically related to the supply of material by the contractor, he shall be responsible for supply of duly inspected material on a progressive basis, so that the work can be completed within stipulated period.
- b. Contractor on his part shall employ adequate number of supervisors, technicians and supporting staff commensurate with working area available. He will also arrange required material and equipment to complete the job most expeditiously so as to ensure that the work is completed within the stipulated period and to the entire satisfaction of Engineer in-charge.

- c. The contractor is expected to have worked out a detailed programme for execution of the work well before issue of LOA by Railway and submit a Detailed Time and Activity Schedule within **15 days** of the issue of LOA and order of material for the execution of work aiming at completing the entire work within the stipulated completion time. This schedule shall thereafter be approved by the Engineer in-charge.
- d. Railway reserves the right to modify the schedule while approving the same as well as at any stage during execution if situation so warrants. Once approved, in the event of any slippage from the time schedule especially when resulting into time overrun of the work the contractor shall submit revised schedule duly justifying the circumstances without any delay. The revised schedule shall be approved by the Engineer in-charge only when considered justified in his opinion. Otherwise, it may attract penal action on the contractor as per the provisions of this contract.
- e. The contractor shall be held responsible for the execution of the work according to the Programme given for the execution of the work in full compliance of the approved documents, drawings and also various clauses of technical specification and requirement. Failure to comply with any of these will be dealt as per provisions of GCC.
- f. The contractor shall programme his work in such a manner so as not to interfere in the working and movement of trains. No extra payment shall be allowed on this account and for taking any precautions or wastage of contractor's labour, time etc. due to train working.
- g. No facility whatsoever, e.g. provisions of approach road and provision of temporary level crossing etc. shall be provided by Railway for carting material. Approach roads within the Railway limits can be used for carting materials.

### **23. Inspection of Material**

- a. Spare EI modules and accessories shall be OEM certified.
- b. EI modules and accessories shall be OEM certified after repair.
- c. The contractor shall be required to furnish OEM warranty certificate for the repaired EI modules and accessories for at least 6 months after repair. The warranty shall start *from the date of replacement* of EI modules and accessories.
- d. During the execution of the contract, samples may be taken from the material employed for the purpose of test and / or analysis under the conditions laid down in specification; such samples to be prepared for testing and forwarded to the testing entity shall be without any additional costs to the Railway.
- e. Material should be in properly packed condition and the consignee reserves the right to reject the material even though it was passed by RDSO / nominated inspecting authority of Railways if it is received in damaged or defective condition.
- f. All the materials and workmanship used in this work shall be of extremely good quality and high class in every respect and is expected to give trouble free service.

### **24. Stores – Receipt and Accountal**

- a. Exchange of proper requisition and receipt shall be done on a suitable form between the contractor and the Railway's authorised representative.
- b. The contractor shall issue a receipt along with the demand slip for the material required for the work and obtain receipt when any material is returned to stores. These transactions shall be done with the Consignee.
- c. All stores drawn by the contractor shall be accounted for either as installed as per site measurements recorded or as per surplus stores returned to the respective Consignee (stores).
- d. The contractor shall submit Material Transaction Statement along with the "On Account" bills.

### **25. Loading / Unloading and Transportation of Material (Not applicable for this tender)**

- a. The material shall be delivered by the contractor at the Depot of respective Consignees. Material to be supplied by Railways for execution of the work and the material delivered by the Contractor will be transported from the Consignee depot or any other nominated depot notified by Railway to



site by the Contractor at his own cost. This includes loading and unloading of materials at consignee depot and at site by contractor.

- b. Alternatively, if the site of work is ready and work is in progress, physically, the materials can be brought to the site directly and supplied with prior approval of Engineer in-charge after appropriate accounting by consignee. Empty cable drums and balance materials after completion of work, if any should be returned at the nominated Depot of the nominated SSE/S/J by contractor at his own cost. The contractor will have to furnish an Indemnity Bond Proforma-H of Chapter 4 for the Security of the Railway material issued to him.
- c. Indemnity Bond will be released after commissioning of work and when all balance material is returned by contractor. The security of the material brought to the site of work will remain with the Contractor till commissioning.
- d. The cost of transit insurance required as per rules shall be borne by the contractor.

## **26. Security of Material**

- a. Once the material is handed over to the contractor, the contractor shall be responsible for the security of material irrespective of the fact that the material is kept in Railway premises.
- b. The contractor shall make adequate arrangements at site as deemed necessary for guarding the same from the thefts or damage of any sort.
- c. In the event of any loss, the contractor shall be responsible to that effect and shall execute an indemnity bond for the material, which has been supplied by the Railway and will remain in his custody
- d. The cost of stores lost / damaged shall be realised by the Railway out of any payments due to the contractor in this contract or from any other contract executed by Government of India.
- e. The material issued to the contractor if found defective / unserviceable after transporting at site, the same shall be transported and handed over to the Consignee Depot by the contractor without any extra cost.

## **27. Return of Surplus Stores (Not applicable for this tender)**

- a. The contractor shall return the stores at his own cost found to be surplus to Consignee.
- b. The contractor shall account for all material that is issued to him. A register shall be maintained at site which shall be signed by the contractor as a token of receipt of material.
- c. All the issued material shall either be used in the installation or returned to Consignee.

## **28. Return of Released Stores (Not applicable for this tender)**

Released material / equipment shall be returned and deposited to Consignee in systematic manner. Proper care of material shall be taken while releasing and transporting the stores.

## **29. Packing and Forwarding**

- a. The contractor shall pack at his own cost the stores sufficiently and properly for transit by rail / road, air and / or sea as provided in the contract so as to ensure their being free from loss or damage on arrival at their destination.
- b. All containers (including packing cases, boxes, tins, drums and wrappings) in which the stores are supplied by the contractor shall be considered as non-returnable and their cost as deemed to have been included in the contractor price.
- c. Each packing delivered under the contract shall be marked by the contractor at his own expenses. Such marking shall be distinct (all previous irrelevant marking being carefully obliterated and shall clearly indicate the description and quantity of stores, the name and address of the Contractor with a distinctive number of mark sufficient for the purpose of identification). All marking shall be carried out with such material as may be found satisfactory by the inspecting officer as regard quickness of drying, fastness and indelibility. Material and equipment meant for each station shall be separately packed in separate boxes and marked with name of station, consignee and railway.

- d. The inspecting officer may reject the store if the stores are not packed and / or marked as aforesaid and in case where the packing materials are separately prescribed, if such materials are not in accordance with the term of contract such rejection of the stores by the inspecting officer shall be binding on the contractor and he shall arrange for removal of such rejected store within 7 days.

### **30. Freight and Insurance**

The freight and insurance cost for the material to site of work shall be borne by the contractor.

### **31. Consignee's Right of Rejection**

- a. Notwithstanding any approval which the Inspecting Officer may have given in respect of the stores or any materials or the work or workmanship involved in the performance of the contract (whether with or without any test carried out by the Contractor or the Inspecting Officer) and notwithstanding delivery of the stores where so provided to the interim consignee, it shall be lawful for the consignee, on behalf of the purchaser, to reject the stores or any part, portion of consignment thereof within a reasonable time after actual delivery thereof to him at the place or destination specified in the contract if such stores or part, portion of consignment thereof is not in all respects in conformity with the terms and conditions of the contract whether on account of any loss, deterioration or damage before dispatch or delivery or during transit or otherwise howsoever.
- b. The Railway shall have full right to reject any material that the Railway may consider to be defective or inferior in quality of material, workmanship, and design or otherwise, not in accordance with the specifications and drawings specified by the Railway and the Railway's decision shall be final, even though they might have been inspected by RDSO/RITES. The contractor shall remove forthwith any such material rejected and replace them promptly at his own cost.
- c. **Consequences of Rejection (Rejected Stores):** When any stores delivery at the depots is rejected, the contractor shall remove this within 7 days, from the date of rejection. Such rejected stores shall lie at the consignee's risk from the date of rejection. If the contractor does not remove the stores within this period, the Railway or his nominee shall have the right to dispose of such stores, as thought fit, at the contractor's risk and account. The Railway shall also be entitled to recover from the contractor, handling and ground rent/demurrage and any other charges for the period during the rejected stores are not removed after the period aforementioned.

### **32. Execution of Works**

- a. **Specifications, Drawings**
  - i. All the work shall be executed in strict conformity to the provisions of the contract document and according to detailed drawings, specifications and instructions as may be approved from time to time by Railway and OEM based on detailed design and engineering carried out by the contractor in line with requirements as per contract document.
  - ii. The contractor shall be responsible for ensuring that the work throughout are executed in the most substantial, proper and workman like manner with the quality of material and workmanship in strict accordance with the specifications and as per sound industrial practices and to the entire satisfaction of the Railway. In case of any doubts regarding any particulars of construction and any ambiguities in the plans, the decision of the Railway's Engineer shall be final and binding on the contractor.
  - iii. The contractor shall be solely responsible for ensuring that the requirement of safety is incorporated in all designs/drawings/works and the drawings furnished by him, although these may have been approved by the Railway.
  - iv. Specifications, drawings, requisites and requirements referred to in the body of this specification form an essential part thereof. The sources of the drawings and specifications referred to in this tender, can be obtained from Engineer in-charge.

- v. Installation shall comply with the requirements to the following Indian Railways manuals/books and respective Zonal Railway practices in vogue.

- (1) Indian Railways Signal Engineering Manual
- (2) Indian Railways Telecom Manual
- (3) Indian Railways Engineering Code
- (4) Indian Railways Permanent Way Manual
- (5) Indian Railways Works Manual
- (6) Indian Railways AC Traction Manual

These books are available on the website of Indian Railways and in the Office of CSTE/Projects/SCR.

**b. Supervision and Labour**

- i. Contractor shall keep sufficient and competent staff as per GCC Clause 26 at the work site. The work shall be carried out as per Railway's extant practice.
- ii. During the execution of the work, the contractor or his representative shall not leave the site where the works are being carried out. At the site of work, the contractor shall always make available one representative who shall be approved by the Railway Administration and who shall be invested with adequate powers by the contractor so that orders or instructions given to the said representative by the Railway Administration in writing could be considered as duly given or conveyed to the contractor himself. Representative of the Railway will check up the work from time to time. Supervision and execution of work will be done by the contractor with their own labour, till completion and testing of the work.
- iii. The field supervisor shall receive instructions from the Engineer in-charge of the work or his representative at site and comply with the instructions. The contractor shall be responsible for the compliance of such instructions.
- iv. If the supervisor acting on behalf of the contractor disregards the instructions of the Railway's supervisor/representative and does not execute the work to the satisfaction of this Railway supervisor, the Railway's Engineer, in consultation with superior will have the authority to order stoppage of work and/or ask for the replacement of the supervisor, which shall be binding on the contractor.
- v. The contractor shall make his own arrangement for accommodation, for his staff during installation, testing and commissioning. Water for drinking purpose if available at the station location will be given. However, Railways take no guarantee for this facility.

**c. Compliance of Labour Laws**

- i. The contractor shall not employ any labour below the age of 18 years.
- ii. Contractor shall abide by the Rules and Regulations of the Contract Labour (Regulation & Abolition) Act 1970 with Contract Labour (Regulation & Abolition) Central Rules 1975 as amended from time to time. Contractor should obtain a proper a valid license for the concerned work from the concerned Assistant Labour Commissioner or Licensing Officer of the area and the photocopy of the labour license may be submitted to Railway for records. Failure to do so will attract legal action against the contractor.
- iii. All the provisions of relevant labour laws shall be strictly observed by the contractor. Non-observance of any such provisions or denial of rights and benefits to which they are normally entitled shall be viewed seriously and action shall be taken against defaulting contractor. Contractor shall not undertake or execute any work through contract labour except in accordance with the license issued under the said Act in that behalf by authorised licensing officer.
- iv. Contractor is to abide by the provisions of Payment of Wages Act and Minimum Wages Act in terms of Clauses 54 and 55 of GCC. In order to ensure the same, an application has been developed and hosted on website '[www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in)'. Contractor shall register his firm / company etc. and upload requisite details of labour and their payment

in this portal. These details shall be available in public domain. The registration / updation of the portal shall be done as under.

- (1) Contractor shall apply for onetime registration of his company/firm etc. in the Shramik Kalyan portal with requisite details subsequent to issue of Letter of Acceptance. Engineer shall approve the contractor's registration on the portal within 7 days of receipt of such request.
- (2) Contractor, once approved by any Engineer, can create password with login ID (PAN Number) for subsequent use of portal for all LOAs issued in his favour.
- (3) The contractor once registered on the portal, shall provide details of his LOAs /Contract Agreements on Shramik Kalyan portal within 15 days of issue of any LOA for approval of concerned engineer. Engineer shall update, if required, and approve the details of LOA filled by contractor within 7 days of receipt of such request.
- (4) After approval of LOA by Engineer, contractor shall fill the salient details of contract labour engaged in the contract and ensure updating of each wage payment to them on Shramik Kalyan portal on monthly basis.
- (5) It shall be mandatory upon the contractor to ensure correct and prompt uploading of all salient details of engaged contractual labour and payments made thereof after each wage period.

**d. Safety of Work, Trains and Personnel**

- i. The contractor should abide by all the Railway regulations and also ensure that the same are followed by his representatives, agents, servants or workmen. He is therefore bound under these clauses to give notice to them about the provision of this clause and the consequent liability of the contractor under the agreement.
- ii. The contractor shall conform to all the Railway Rules relating to safety of personnel and operation of signals and points.
- iii. In AC electrified areas special precautions as laid down in AC Traction Manual shall be followed.
- iv. No petroleum spirit within the meaning of the Indian Petroleum Act shall be stored at site or adjacent land until the approval of the Railway and necessary license under the Act has been obtained by the contractor. The contractor shall also ensure that approval of the Engineer has been obtained for storing any other inflammable material well in advance.
- v. The contractor's employees and workers shall not for any reason operate any appliances or installations of the Railway concerning the safety of train movements, but they should, whenever necessary, notify qualified Railway staff who will then take necessary steps. The contractor shall also be responsible for any damage that may be caused due to the carelessness of his workmen and will bear the consequences in this regard.
- vi. The work must be carried out most carefully in such a way that they do not hinder the Railway operations except as agreed to by the Railway. The contractor shall do no work that may interfere with traffic until protection has been provided by the Railway and under the supervision of Railway's representative. When the work is required to be carried out on the track itself or as close to the track as may pose a hazard to rail traffic, the work shall be carried out under the supervision of an authorised Railway representative Junior Engineer / Senior Section Engineer (JE / SSE). Whenever trackside works are undertaken by the contractors, areas for unloading of bulk materials should be clearly demarcated and barricades provided, if necessary, with the consent of the SSE / JE Signal / Telecom in-charge of the work. Suitable steps shall also be taken to prevent transport vehicles and such other machinery gaining access so close to the track as to threaten the safety of running trains. That, whenever it becomes inescapable to allow transport vehicles or mobile machinery to operate in close proximity to the running lines, the maximum moving dimensions for the said lines shall be adequately protected by fencing or such other suitable measures. No vehicle will normally be permitted to ply adjacent to the running lines.

- vii. The contractor will be responsible for the safety of hired trucks, men etc. working at the site. He will also be responsible for any damage caused to the Railway property, staff and passengers travelling on the line on account of his truck/vehicles having been allowed to ply on the bank.
  - viii. The contractor shall take all precautionary measures in order to ensure protection of his own personnel moving about or working on the Railway premises and shall have to conform to the Rules and Regulations of the Railway.
  - ix. Suitable ladders for climbing the post and slings for supporting men on the post shall be used. Ropes as required shall be used for erection of the poles. The size of the rope shall be adequate. The contractor shall take necessary precaution for working near the power lines.
  - x. If Railway finds the safety arrangements are inadequate or insufficient, the contractor shall take immediate corrective action as directed by the Railway's representative at site. However, it is not obligatory on the part of the Railway to give such directions. The issue or non-issue of any direction in the matter by the Railway shall in no way absolve the contractor of his sole responsibility to adopt safe working methods. Stone-breakers, if employed shall be provided with protective goggles, protective clothing and seated at sufficiently safe intervals.
  - xi. Necessary personal safety equipment as considered adequate by the Engineer in-charge should be kept available by the contractor for the use of the persons employed on the site and maintained in condition suitable for immediate use and the contractor should take adequate steps, to ensure proper use of equipment by these concerned. When not in use, electrical apparatus shall be switched off. No paint containing lead or lead products shall be used except in the form of paste or ready mixed paints. Suitable face masks should be supplied by the contractor for use by the workers when paint is applied in the form of spray.
  - xii. Within the station premises and especially on passenger platforms, the contractor shall ensure sufficient free space for movement of passenger traffic. He must cover and protect the excavations carried out in such areas with a view to avoid any accidents.
  - xiii. In case of an accident of any nature, the contractor will indemnify the Railway for any losses caused by him as a result of the accident.
  - xiv. The contractor will not be entitled to any compensation for any damage or loss sustained by him during execution of the work, for any idle labour transport or any loss or deterioration of the material or tools.
  - xv. During testing and commissioning, signal aspects shall be displayed or changed and slot given to adjoining cabin/ground frame only as authorised by Railway. During testing and commissioning, point setting shall be changed only as authorised by the Railway. The contractor shall do no work that may interfere with traffic until protections has been provided by the Railway and under the supervision of Railway's representative. While testing and commissioning of the system, the contractor shall not work without authorisation from the Railway's Engineer in-charge of the work.
  - xvi. The contractor shall also be responsible for any damage that he may cause due to the carelessness of his workmen and will bear the consequences in this regard.
- e. **Working in Automatic Signalling Section**
- The tenderer's attention is drawn to fact that while working in automatic signalling sections where traffic density is very heavy and the trains move at a high speed, the contractor should exhibit extreme alertness where space between the work area and the track is very less. For the work to be done near track viz. digging, cable laying, trunking / capping etc. contractor will be fully responsible to safeguard the life of his workmen working in this area and not to cause any disruption to train traffic or any unsafe condition for the train movement. Necessary equipment as may will be put into service by the contractor viz. flags, whistles, petromax lights, means of communication etc.
- f. **Emergency Works**

In the event of any accident or failure occurring in or about the work or arising out of or in connection with the construction, completion or maintenance of the works, which in the opinion of the Engineer requires immediate attention, the Railway may bring its own workmen or other agency to execute or partly execute the necessary work or carry out repairs if the Engineer considers that the contractor(s) is / are not in a position to do so in time and charge the cost thereof to the contractor, as to be determined by the Railway.

**g. Night Works**

Notwithstanding the provision in the GCC, if the Engineer is satisfied that the work is not likely to be completed in time, except by resorting to night work, he may order the contractor(s) to carry out the works even at night without conferring any right on the contractor for claiming any extra payment for the same. The contractor at his own cost shall make all adequate lighting arrangements and shall take precautions to avoid any mishap during night.

**h. Mains Power Supply**

- i. Testing of installation/equipment shall be done under supervision of Railway officials or by Railway officials themselves, from the electric supply to be provided by the Railways. However, for any installation activity, like drilling, soldering etc., contractor, if so desires, to use tools / machines for prolonged duration, electric power supply (230V), if available, can be arranged by the Railways on usual payment, as per extant procedure.
- ii. Non-availability of mains power will not be a reason for the slow progress of work. If electric supply is not available, the contractor shall make his own arrangements for Generator Set or any other means acceptable to Railways.

**i. Obligation to Carry Out Engineer's Instructions**

The contractor shall also satisfy the Engineer that adequate provision has been made

- i. To carry out his instructions fully and with promptitude
- ii. To ensure that parts required to be inspected before use are not used before inspections; and
- iii. To prevent rejected parts being used in error. Where, parts rejected by the inspector have been rectified or altered, such parts shall be segregated for separate inspection and approval before being used in the work.

**33. Inspection of Works**

- a. The Engineer or his representative may inspect and test the various portions of the work at all stages and shall have full power to reject all or any portion of the work that he may consider to be defective or inferior in quality of materials, workmanship of design in comparison to what is called for in the specification.
- b. In the event of rejection of any work already executed and not in accordance with specification as in this tender and / or as determined by the Engineer or which the Contractor has been apprised, the Contractor shall carry out alterations / replacements to such works to the satisfaction of the Engineer for which no additional expenses will be borne by the Railway.
- c. The responsibility of providing facilities for inspection lies with the contractor. He shall be responsible for providing required facilities i.e., tools, equipment for inspection at the place of work, for which no additional payments shall be made. For the purpose of inspection, the contractor shall make a written request for inspection of sites to be done next day.
- d. The completed installation at all stages shall be subjected to checks and test as decided by Railways and the contractor shall be liable to remedy such defects as discovered during these checks and test and make good all deficiencies brought out. However, complete installation will be taken over finally on completion of the full system. It will be the responsibility of the contractor to rectify any discrepancy noticed within a reasonable period from the date the complete system is taken over. For the purpose of taking over, joint inspection will be carried out by nominated representative of Railways.

- e. The contractor will be called upon to pay all the expenses incurred by the Railway in respect of any work found to be defective or of inferior quality, adulterated or otherwise unacceptable.
- f. During the execution of the contract, samples may be taken for the purpose of test and/or analysis under the conditions laid down in specification, such samples to be prepared for testing and forwarded free of all cost to the Railway.
- g. ***Before the cables are laid***, Railway's representative and the Engineer's representative ***shall jointly inspect the quality and depth of trenches, chases, quality of bricks and arrangements for tamped filling***. The measurement of length for all these items, which is found to be suitable, will be recorded by the Engineer's representative who will permit the laying of cables.
- h. **Site Order Book**
  - i. An Inspection Register / Site Order book shall be maintained at the site of work by the contractor, wherein the Engineer in-charge of the work or his executive subordinate shall record instructions regarding the working etc. It is expected that the Contractor or his representative at the site shall note such instructions whenever asked upon to do so and take action accordingly. His non-noting the logbook entries shall not be considered sufficient grounds for non-compliance of the instructions.
  - ii. This register shall have entry on day-to-day basis regarding the progress of work. Record should also be kept with joint signature of Railway's and firm's representative for all the released material too. This should be produced during the inspection and check of Railway Engineer in-charge or his authorised representative along with drawing showing new installation locations.
- i. **Quality Audit of Installation:** The contractor shall arrange for a quality audit of installation by OEM / OEM's authorised representative who will certify that the installation has been done as per OEM's specification and standard practices.

#### **34. Progress Reporting (Not applicable for this tender)**

- a. The contractor shall submit to Railways at his own cost periodic progress reports at regular intervals regarding the state and progress of work. The details and proforma of the report will mutually be agreed after award of the Contract. Such reports shall be before weekly work progress (manpower, equipment and work development) and monthly progress review reports. All actions as directed by Railway's representative to such reports shall be promptly attended to by contractor.
- b. The purchaser's engineer shall also conduct monthly meetings with the contractor to assess and review the programme of works. The action proposed to progress the work as planned, difficulties, assistance required etc. shall be clearly brought out and remedial action taken. The minutes of these meetings shall be jointly signed by Railway and contractor.

#### **35. Clearance of Site**

- a. Contractor at his own expenses clean the site, set out all works and provide all necessary labour, tools, string, steel to enable the Railways or any of his representatives to check all setting out and the contractor will correct all errors at his own expenses.
- b. At the end of the work in each section the contractor shall as a part of his contractual obligation leave the area completely cleared of rubbish and obstruction of all kinds according to the instructions of the Railway's representatives. Besides, he shall take execution of work to avoid the presence of loose earth and ballast on platforms, in drains, on the track formation and pathways, in the vicinity. If within fortnight of completion of the particular item of site work, the refuse is not cleared, the Railway, will arrange to get them removed at the cost of the contractor. However, before the Railway gets the site cleared, intimation in writing shall be given to the Contractor.

#### **36. Completion of Works**

- a. As soon as in the opinion of the Engineer, the work has been completed (i.e., which will be considered as date of commissioning of complete system), the Engineer shall issue a completion

certificate duly indicating the date of completion in respect of the work and the warranty period of the work shall commence from the date of completion mentioned in such certificate.

- b. Completion certificate shall be issued after the contractor has informed the details of the qualified service engineers deployed at various locations for the maintenance of works.
- c. The certificate of completion in respect of the works shall not absolve the contractor from his liability to make good any defects imperfections, shrinkages or faults which may appear during the period of maintenance specified in the tender arising in the opinion of the Engineer from materials or workmanship not in accordance with the drawings or specifications or instruction of the Engineer, which defects, imperfections, shrinkages or faults shall upon the direction in writing of the Engineer be amended and made good by the contractor at his own cost; and in case of default on the part of contractor, the Engineer may employ labour and materials or appoint another contractor to amend and make good such defects, imperfections, shrinkages and faults and all expenses consequent thereon and incidental thereto shall be borne by the contractor and shall be recoverable from any moneys due to him under the contract.

### **37. Maintenance of Works (Not applicable for this tender)**

- a. The period of maintenance for this contract is **3 years** after the date of commissioning of complete system.
- b. The contractor shall at all times during the progress and continuance of the works and also for the period of maintenance and after the date of passing of the certificate of completion by the Railway's representative be responsible for and effectively maintain and uphold in good, substantial, sound and perfect condition all and every part of the works and shall make good from time to time and at all times, as often as the Railway's representative shall require, any damage or defect that may occur during the above period arise in or be discovered or be in any way connected with the works, provided that such damage or defect is not directly caused by errors in the contract documents, act of providence or instruction or civil riot, and the contractor shall be liable for and shall pay and make good to the Railway's or other person legally entitled thereto whenever required by the Railway's representative so to do, all losses, damages, costs and expenses they or any of them may incur or be put or be liable to, by reason or in consequence of the operations of the contractor or his failure in any respect.
- c. Normal day to day operations and preliminary diagnosis to the extent possible shall be handled by the Railway based on the guidelines and training provided by the OEM / contractor.
- d. During the maintenance period, the contractor shall remain responsible for fault rectification, regular preventive and corrective maintenance in accordance to the maintenance schedules defined in the maintenance manuals approved by OEM or RDSO or Railways. The maintenance engineer of the OEM shall visit all the sites ensuring regular maintenance. No separate charges shall be paid for the engineers' visits.
- e. The contractor shall deploy qualified service engineers available round the clock for the purpose of maintenance.
- f. The contractor shall submit monthly report of system availability, failure details and failure root cause analysis without fail to Railway.

### **38. Variation in Contract Quantities**

In addition to Clause 41 and 42 of GCC, the following clause shall also be applicable. The procedure detailed below shall be adopted for dealing with variations in quantities during execution of works contracts.

- a. Unless otherwise specified in the special conditions of the contract, the accepted variation in quantity of each individual item of the contract would be upto 25% of the quantity originally contracted, except in case of foundation work.
- b. The contractor shall be bound to carry out the work at the agreed rates and shall not be entitled to any claim or any compensation whatsoever upto the limit of 25% variation in quantity of individual item of works.



- c. In case an increase in quantity of an individual item by more than 25% of the agreement quantity is considered unavoidable, the same shall be executed at following rates.
  - i. Quantities operated in excess of 125% but upto 140% of the agreement quantity of the concerned item, shall be paid at 98% of the rate awarded for that item in the tender.
  - ii. Quantities operated in excess of 140% but upto 150% of the agreement quantity of the concerned item shall be paid at 96% of the rate awarded for that item in the tender.
  - iii. Variation in quantities of individual items beyond 150% will be avoided and would be permitted only in exceptional unavoidable circumstances and shall be paid at 96% of the rate awarded for that item in the tender.
- d. Variation to Quantities of Minor Value Item:  
The limit for varying quantities for minor value items shall be 100% (as against 25% prescribed for other items). A minor value item for this purpose is defined as an item whose original agreement value is less than 1% of the total original agreement value.
  - i. Quantities operated upto and including 100% of the agreement quantity of the concerned minor value item, shall be paid at the rate awarded for that item in that particular tender.
  - ii. Quantities operated in excess of 100% but upto 200% of the agreement quantity of the concerned minor value item, shall be paid at 98% of the rate awarded for that item in that particular tender.
  - iii. Variation in quantities of individual minor value item beyond 200% will be avoided and would be permitted only in exceptional unavoidable circumstances and shall be paid at 96% of the rate awarded for that item in that particular tender.
- e. As far as Standard Schedule of Rates (SSOR) items are concerned, the variation limit of 25% would apply to the value of SSOR schedule(s) as a whole and not on individual SSOR items. However, in case of Non SSOR items, the limit of 25% would apply on the individual items irrespective of the manner of quoting the rate (single percentage rate or individual item rate).
- f. In cases where decrease is involved during execution of contract:
  - i. The contract signing authority can decrease the quantities of items up to 25% of individual item.
  - ii. For decrease beyond 25% for individual items or 25% of contract agreement value, the approval of an officer not less than rank of S.A. Grade may be taken, after obtaining "No Claim Certificate" from the contractor and with finance concurrence.

### **39. Price Variation Clause**

Price variation clause is not applicable in this contract across all the schedules.

### **40. Right of Railways to Keep Back from the Contract Any Portion of Work**

The successful tenderer will however, have no claim or right in the execution of work which in the opinion of the Engineer should be carried out departmentally or otherwise and the Railway reserves the right to keep back from the contract and carry out the work or any portion of work through any other agency, it may think without assigning any reason, any time after the acceptance of the tender. No claim for compensation / loss or whatsoever on this account will be entertained by the Railway.

### **41. Approval and Measurement of Work**

- a. The contractor shall obtain written approval of the Railway supervisor after completion of the various sub-items of each work mentioned in the Bill(s) of Quantities.
- b. The contractor should ensure that correct measurements have been made for such work which are not possible to measure subsequently and shall remain hidden. For example, measurement of cable trench before laying of cables and back filling.
- c. The contractor shall sign the measurement book as a token of acceptance of the measurement entered by the supervisor in-charge of the work.
- d. **Meaning and interpretation by railway to be final.** All the measurements, method of measurement, meaning and intent of specifications and interpretation of Special Conditions of Contract, given

and made by the Railways or by the Railway's Engineer shall be final and binding and shall be considered "excepted matter" (matters not arbitrable) in terms of conditions laid down in GCC.

#### 42. Extension of Completion Period

Extension to the contract shall be granted by Railways as per Clauses 17A and 17B of GCC.

#### 43. Loss Sustained Due to Default and Delay

In the event of any loss to the Railways on account of execution and / or delay in the completion of the work or any part thereof by agencies engaged by the contractor, the contractor shall be liable to reimburse the loss to purchaser without prejudice to the other rights and remedies of the purchaser, and the reimbursement in full or in part as the case may be, shall be met, at the option of the purchaser from out of all or any of the following sources viz.

- a. Any amount due and payable to the contractor by the purchaser on any account whatsoever;
- b. The contractor's Security Deposit in hands of the purchaser as far as available, and any other assets whatsoever of the contractor;

In the event of reimbursement from out of the above sources, the Railway shall have right of appropriation *suo motu*.

#### 44. Contractor's Liabilities for Cost and Damages

Withholding and lien in respect of sums claimed will be applicable as per Clauses 52 and 52A of GCC.

#### 45. System of Quoting Rates

- a. The rate shall be quoted according to the following guidelines.

| Schedule   | Description | Method of Quoting Rates in Financial Bid (Online)  |
|------------|-------------|--|
| Schedule A | AMC         | As a single percentage above / below / at par with total railway rates for the schedule. |

- b. The prices quoted by the contractor shall include the prices of materials including all incidental charges for transport, loading / unloading and handling of materials, cost for arranging dispatch by rail / road direct from manufacturer's premises and completing all necessary formalities in all respect. The prices shall include all taxes, duties, royalty, land levies applicable to this contract. Therefore, they should quote their prices considering the rate of GST as applicable for this contract as per extant government orders.
- c. It is clarified that required form applicable for this purpose will be supplied to the contractor, as applicable in the state where the contract is being executed. The prices shall also include provision for losses and wastage in transit and installation and commissioning. The prices quoted by the contractor shall include cost of commissioning and testing and all costs of administration of contract, insurance, premium banker's charges for guarantees, cost of storage, loading / unloading and handling of materials and for any road transport which the contractor may use or carriage of materials to his depot and the site of work.
- d. The prices shall include the cost of works and adjustments necessary to be done by the contractor during or after test carried out by the purchaser. The price to be quoted by the contractor should consider the credit availed on inputs under the Modified Value added Tax. The contractor should give a declaration that any let offs in respect of duties on inputs as admissible under law is being totally and unconditionally passed on to the purchaser in the price quoted by him.
- e. While the price quoted in the contract are inclusive of all taxes i.e. GST, the Unit prices offered against the various items in schedules in Financial Bid will include, beside labour, the following elements of cost.
  - i. Cost of all materials required for preparing the cable routes, laying the cables and all other incidentals connected therewith excluding the materials supplied by the Railways.

- ii. Special tools and installation materials for EI equipment, connectors etc. and all other items which are not covered specifically in Bill(s) of Quantities.
- iii. Cost of transportation of material, supplied by the Railway from place of delivery to the site of work.
- iv. Cost of all kinds of installation, testing etc. involved in carrying out the work.
- v. Cost of preparation of detailed documentation, completion plans / drawings as per SCC.
- vi. All other miscellaneous expenses necessary for the execution of work and fulfilment of contractual obligation.
- vii. Conditions for reimbursements of levy / tax / cess if levied after receipt of tenders.
- f. All tendered rates shall be inclusive of all taxes, levies and cesses payable under respective statutes. The taxes, duties, cess etc. will be dealt as per Clause 37 of GCC. However, pursuant to the Constitution (46<sup>th</sup> Amendment) Act, 1982 if any further tax or levy or cess is imposed by statute, after the last stipulated date for the receipt of tender including extensions if any and the contractor thereupon necessarily and properly pays such taxes/levies/cesses, the contractor shall be reimbursed the amount so paid, provided such payment, (if any), is not, in the opinion of the engineer in charge attributable to delay in execution of work within the control of the contractor. The decision of engineer in charge shall be final and binding on the contractor. However, if rates of existing GST or cess on GST for Works Contract is increased or any new tax / cess on Works Contract is imposed by Statute after the date of opening of tender but within the original date of completion/date of completion extended and the contractor thereupon properly pays such taxes/cess, the contractor shall be reimbursed the amount so paid. Further, if rates of existing GST or cess on GST for Works Contract is decreased or any tax / cess on Works Contract is decreased / removed by Statute after the date of opening of tender, the reduction in tax amount shall be recovered from contractor's bills / Security Deposit or any other dues of contractor with the Government of India.
- g. The contractor shall keep necessary books of account and other documents for the purpose of this condition as may be necessary and shall allow inspection of the same by a duly authorised representative of the Railways and/or the engineer in charge and further shall furnish such other information/document as the engineer in charge may require from time to time.
- h. The contractor shall, within a period of 30 days of the imposition of any such for the tax or levy or cess, pursuant to the Constitution (46<sup>th</sup> Amendment) Act, 1982, give a written notice thereof to the engineer in charge that the same is given pursuant to this condition, together with all necessary information relating thereto".
- i. In addition to above, GST is being implemented with effect from 01.07.2017. It is hereby advised that all the Goods and Services supplied/provided to South Central Railway will be as per the Goods and Services Tax laws as amended from time to time. Contractors shall also ensure and certify that the benefit of input tax credit is being passed on respectively to all suppliers / services.

#### 46. Terms of Payment

- a. All bills shall be subject to any deduction or recovery which the Railway may be entitled to make under the contract.
- b. The contractor shall be entitled to be paid from time to time by way of "On Account" payments as per Clause 46 of GCC. While processing payment of any "On Account" bill, the contractor shall submit a certificate to the Engineer or Engineer's representatives that "I have uploaded the correct details of contract labour engaged in connection with this contract and payments made to them during the wage period in Railway's Shramik Kalyan portal at '[www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in)' till \_\_\_\_\_ Month, \_\_\_\_\_ Year."
- c. **Summary of Payment Schedule**

| S.No.                           | Activity | Payment Schedule |
|---------------------------------|----------|------------------|
| <b>Schedule A: AMC</b>          |          |                  |
| Payment shall be made quarterly |          |                  |

#### 47. Final Payment

- a. Final payment shall be made as per Clause 51(1) of GCC.
- b. For releasing final bill, the contractor shall submit a certificate to the Engineer or Engineer's representatives that "I have uploaded the correct details of contract labour engaged in connection with this contract and payments made to them during the wage period in Railway's Shramik Kalyan portal at '[www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in)' till \_\_\_\_\_ Month, \_\_\_\_\_ Year."
- c. For all the works in the section covered in this contract and reconciliation of material issued, the final bill for the balance payment for each item of work shall be submitted by the contractor along with a clear "No Claim Certificate".

#### 48. Post Payment Audit

It is an agreed term of contract that the Railway reserves to itself the right to carry out a post payment audit and / or technical examination of the works and the final bill including all supporting vouchers, abstracts etc. and to make a claim on the contractor for the refund of any excess amount paid to him till the release of Security Deposit or settlement of claims, whichever is later, if as a result of such examination any over payment to the contractor is discovered to have been made in respect of any works done or alleged to have been done by the contractor under the contract.

#### 49. Mode of Payment to Contractor

- a. All payments to contractors / suppliers shall be made through National Electronic Fund Transfer (NEFT) system. It is mandatory to enclose duly filled Mandate Form given in Proforma-G of Chapter 4 along with the offer. Indian Financial System Code (IFSC) of the concerned bank shall be given in the Mandate Form or through Letter of Credit (LC) arrangements.
- b. In case the tenderer seeks payment through Letter of Credit, the option can be exercised at the time of bidding only. Special condition for Letter of Credit in works tender vide Railway Board Letter No. 2018/CE-I/CT/9 dated 04.06.2018 are given below.
  - i. For all the tenders having advertised cost of ₹.10 lakhs or above, the contractor shall have the option to take payment from Railways through a Letter of Credit (LC) arrangement.
  - ii. This option of taking payment through LC arrangement has to be exercised in e-tendering portal by the tenderer at the time of bidding itself, and the tenderer shall affirm having read over and agreed to the terms and conditions of the LC option.
  - iii. The option so exercised, shall be an integral part of the bidder's offer.
  - iv. The above option of taking payment through LC arrangement, once exercised by tenderer at the time of bidding, shall be final and no change shall be permitted, thereafter, during execution of contract.
  - v. In case tenderer opts for payment through LC, following shall be the procedure to deal release of payment through LC
    - (1) The LC shall be a sight LC
    - (2) The contractor shall select his advising/ negotiating bank for LC. The incidental cost towards issue of LC and its operation thereof shall be borne by the contractor.
    - (3) SBI, New Delhi, Main Branch will be the nodal branch for issue of LCs based on online requests received from Railway Accounts Units for tenders opened in financial year 2018-19. SBI branches where the respective Railway Accounts Office has its Account (local SBI branch) will be the issuance/reimbursing branch for LC issued under this arrangement. The bank shall remain same for this tender till completion of contract. The incidental cost at the rate of 0.15% per annum of LC value, towards issue of LC and operation thereof shall be borne by the contractor and shall be recovered from his bills.
    - (4) The LC shall be opened initially for duration of 180 to 365 days in consultation with contractor. The LC shall be extended time to time as per the progress of the contract, on the request of the contractor. The value of LC to be opened initially as well as extended thereafter shall be finalised by the engineer in consultation with the contractor on the basis of expected progress of work.

- (5) The LC terms and conditions shall *inter alia* indemnify and save harmless the Railway from and against all losses, claims and demands of every nature and description brought or recovered against the Railways by reason of any act or omission of the contractor, his agents or employees, in relation to the Letter of Credit (LC). All sums payable/borne by Railways on this account shall be considered as reasonable compensation and paid by contractor.
- (6) The LC terms and conditions shall *inter alia* provide that Railways will issue a Document of Authorisation after passing the bill for completed work, to enable contractor to claim the authorised amount from their bank.
- (7) The acceptable, agreed upon document for payments to be released under the LC shall be the Document of Authorisation.
- (8) The Document of Authorisation shall be issued by Railway Accounts Office against each bill passed by Railways.
- (9) On issuance of Document of Authorisation, a copy of Document of Authorisation shall be posted on IREPS for download by the contractor. A digitally signed copy of Document of Authorisation shall also be sent by Railway Accounts Office to Railway's bank (local SBI branch).
- (10) The contractor shall take print out of the Document of Authorisation available on IREPS and present his claim to his bank (advising bank) for necessary payments as per LC terms and conditions. The claim shall comprise of copy of Document of Authorisation, Bill of Exchange and Bill.
- (11) The payment against LC shall be subject to verification from Railway's Bank (local SBI branch).
- (12) The contractor's bank (advising bank) shall submit the documents to the Railway's Bank (local SBI branch).
- (13) The Railway's bank (issuing bank) shall, after verifying the claim so received w.r.t. the digitally signed Document of Authorisation received from Railway Accounts Office, release the payment to contractor's bank (advising bank) for crediting the same to contractor's account.
- (14) Any number of bills can be dealt within one LC, provided the sum total of payments to contractor is within the amount for which LC has been opened.
- (15) The LC shall be closed after the release of final payment including PVC amount, if any, to the contractor.
- (16) The release of Performance Guarantee or Security Deposit shall be dealt directly by Railway with the contractor i.e., not through LC.

#### **50. Deduction from On Account Bills**

All costs, damages or expenses, which Railways may have paid or incurred, which under the provisions of contract are contractor's obligations will be deducted by Railways from progressive payment Bills / Invoice of contractor, as and when it is understood that such expenses have been incurred or paid for. All such claims of Railways shall, however, be duly supported by appropriate and certified vouchers, receipts or explanations as are available to enable the contractor to identify such claims.

#### **51. Deduction of Taxes**

- a. Railways will deduct applicable taxes such as GST as per extant rules and any other cess to be levied by Government of India. Wherever the law makes it statutory for the purchaser to deduct any amount towards tax on works contract, the same will be deducted and remitted to the concerned authority. The contractor and all personnel employed by him shall pay such taxes like income tax as are payable under statutory laws of India and the Railways will not accept any liability for the same. In terms of provisions of finance act and income tax act enforce deduction of income tax, surcharge and cess at source shall be made from the contractor and the amount so deducted may be credited to the central government. All other statutory deductions, such as GST etc., at the rates

as applicable at the time of payment, shall be made both from “On Account” bills as well as final bills as per rules in force.

- b. As GST has been implemented with effect from 01.07.2017, it is hereby advised that all the Goods and Services supplied / provided to South Central Railway will be as per the Goods and Services Tax laws as amended from time to time. Contractors shall ensure and certify that the benefit of input tax credit is being passed on respectively to all suppliers / services.
- c. Before submitting a tender, the contractor will be deemed to have satisfied himself by actual inspection of the site and locality of the works, that all conditions liable to be encountered during the execution of the works are taken into account and that the rates entered in the tender forms are adequate and all inclusive to accord with the provisions in Clause 37 of GCC for the completion of works to the entire satisfaction of the engineer.
- d. Contractors shall examine the various provisions of the Central Goods and Services Tax Act, 2017 (CGST) / Integrated Goods and Services Tax Act, 2017 (IGST) / Union Territory Goods and Services Tax Act, 2017 (UTGST) / respective state's state Goods and Services Tax Act (SGST) also as notified by Central / State Government and as amended from time to time and applicable taxes before bidding. Contractors shall ensure that full benefit of input Tax Credit (ITC) likely to be availed by them is duly considered while quoting rates.
- e. The successful contractor who is liable to be registered under CGST / IGST / UTGST / SGST Act shall submit GSTIN along with other details required under CGST / IGST / UTGST / SGST Act to railway immediately after the award of contract, without which no payment shall be released to the contractor. The contractor shall be responsible for deposition of applicable GST to the concerned authority.
- f. In case the successful contractor is not liable to be registered under CGST / IGST / UTGST / SGST Act, the railway shall deduct the applicable GST from his / their bills under Reverse Charger Mechanism (RCM) and deposit the same to the concerned authority.

## **52. Insurance**

The contractor shall take out and keep in force a policy or policies of insurance against all liabilities of the contractor or the Railways at common law or under any statute in respect of accidents to persons who shall be employed by the contractor in or about the site for the purpose of carrying out the works on the site. The contractor shall also take out and keep in force a policy or policies of insurance against all recognised risks to their offices and depots. Such insurance shall in all respects be to the approval of the purchaser and if he so requires in his name.

## **53. Insurance of Materials and Installations**

- a. The contractor shall take out and keep in force a policy or policies of insurance for all materials including Railway supply materials, equipment irrespective of whether used up in the portion of work already done or kept for the use in the balance portion of the work until such works are provisionally handed over to the Railways. For this purpose, the works are deemed to have been provisionally handed over when Work Completion Certificate is issued.
- b. The contractor shall not be liable for losses / damages to the material either used up in the portion of work done or his material kept for use at site, in consequence of mutiny, or other similar causes over which the contractor has no control and which cannot be insured. Such losses or damages shall be the liability of the purchaser and if required by the Railways, be made good by the contractor, at the cost of the purchaser.
- c. The contractor should, however, insure the stores brought to site, against risks in consequence of war and invasion, as required under the Emergency Risk (Goods) Insurance Act in force from time to time.
- d. It may be noted that the beneficiary of the insurance policy should be Railways or the policies should be pledged in favour of Railway. The contractor shall keep the policy / policies current till the installations are provisionally handed over to the Railways.

- e. It may also be noted that in the event of contractor's failure to keep the policy current and alive, renewal of the policy will be done by the Railways for which the cost of the premium plus 20% of premium shall be recovered from the contractor. For purpose of enabling the contractor to take the insurance cover in connection with this contract, the Railways' engineer will advise the approximate price of all the Railway's supply materials to the contractor.

#### **54. Rates During Negotiation**

The tenderer shall not increase his quoted rates in case the Railway Administration negotiates for reduction of rates. Such a negotiation shall not amount to cancellation or withdrawal of the original offer and the rates originally quoted will be binding on the tenderer.

#### **55. Vitiating**

In the event of vitiating occurring due to increase or decrease in quantities, among the first, second and third lowest valid tenderers etc., the vitiating shall be to the contractor's account. The total value of the work done shall be calculated at the rate offered by those tenderers and the amount payable shall be limited to the lowest aggregate value as worked out as per para 1.0 of Railway Board Letter No. 2017/Trans/01/Policy dated 08.02.2018.

#### **56. Labour Camps**

Applicable as per Clause 59(1) of GCC.

#### **57. Payment of Wages**

Contractor shall abide by the provisions of Payment of Wages Act and Minimum Wages Act in terms of Clause 54 and 55 of GCC. In order to ensure the same, an application has been developed and hosted on website [www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in). Contractor shall register his firm / company etc. and upload requisite details of labour and their payment in this portal. These details shall be available in public domain. The registration / updation of portal shall be done as under.

- a. Contractor shall apply for one time registration of his company/firm etc. in the Shramik Kalyan portal with requisite details subsequent to issue of Letter of Acceptance. Engineer shall approve the contractor's registration on the portal within 7 days of receipt of such request.
- b. Contractor once approved by any Engineer, can create password with Login ID (PAN Number) for subsequent use of portal for all LOAs issued in his favour.
- c. The contractor once registered on the portal shall provide details of his Letters of Acceptance (LOA)/Contract Agreements on Shramik Kalyan portal within 15 days of issue of any LOA/or approval of concerned engineer. Engineer shall update, if required, and approve the details of LOA filled by contractor within 7 days of receipt of such request.
- d. After approval of LOA by Engineer, contractor shall fill the salient details of contract labour engaged in the contract and ensure updating of each wage payment to them on Shramik Kalyan portal on monthly basis.
- e. It shall be mandatory upon the contractor to ensure correct and prompt uploading of all salient details of engaged contractual labour and payment made thereof after each wage period. While processing payment of any "On Account" bill or "Final" bill or release of "Advance" or Performance Guarantee / Security Deposit, the contractor shall submit a certificate to the Engineer or Engineer's representatives that "I have uploaded the correct details of contract labour engaged in connection with this contract and payments made to them during the wage period in Railway's Shramik Kalyan portal at '[www.shramikkalyan.indianrailways.gov.in](http://www.shramikkalyan.indianrailways.gov.in)' till \_\_\_\_\_ Month, \_\_\_\_\_ Year."

#### **58. Settlement of Disputes**

- a. **Matters finally determined by the Railways:** (Refer Clause 63 of GCC) All disputes and differences of any kind whatsoever arising out of or in connection with the contract, whether during the progress of the work or after its completion and whether before or after the determination of

the contract, shall be referred by the contractor to the GM and the GM shall, within 120 days after receipt of the contractor's representation, make and notify decisions on all matters referred to by the contractor in writing provided that matters for which provision has been made in Clauses 8, 18, 22(5), 39, 43(2), 45(i)(a), 45(ii), 55, 55A(5), 57, 57A, 61(1), 61(2) and 62(1) (i) to (xiii) of GCC or in any clause of the Special Conditions of Contract shall be deemed as 'excepted matters' (matters not arbitrable) and decisions of the Railway authority, thereon shall be final and binding on the contractor; provided further that 'excepted matters' shall stand specifically excluded from the purview of the arbitration clause.

- b. **Demand for arbitration:** Refer Clause 64 of GCC for details.

#### **59. Force Majeure (Refer Clause 17 of GCC)**

- a. If at any time, during the continuance of this contract, the performance in whole or in part by either party of any obligation under this contract shall be prevented or delayed by reason of any war, hostility, acts of public enemy, civil commotion, sabotage, serious loss or damage by fire, explosions, epidemics, strikes, lockouts or acts of God (hereinafter, referred to events) provided, notice of the happening of any such event is given by either party to the other within 30 days from the date of occurrence thereof, neither party shall by reason of such event, be entitled to terminate this contract nor shall either party have any claim for damages against the other in respect of such non-performance or delay in performance, and works under the contract shall be resumed as soon as practicable after such event has come to an end or ceased to exist, and the decision of the Engineer as to whether the works have been so resumed or not shall be final and conclusive, provided further that if the performance in whole or in part of any obligation under this contract is prevented or delayed by reason of any such event for a period exceeding 120 days, either party may at its option terminate the contract by giving notice to the other party.
- b. Except where otherwise provided for in the contract, all question and disputes arising between the parties pertaining or relating to the contract directly or indirectly connected with this agreement shall be referred for arbitration as per Clause 64 of GCC.
- c. Any matter arising during the period of this agreement, which has not been specifically covered by this agreement, shall be decided as per terms and condition of the main contract agreement.

#### **60. Jurisdiction of Courts**

The court of the place from where the Letter of Acceptance has been issued shall have the jurisdiction in respect of this court. For this tender the jurisdiction of court will be Hyderabad, India.

\*\*\* End of Chapter 2 \*\*\*



## **CHAPTER 3**

### **GENERAL SIGNALLING AND TELECOMMUNICATION SPECIFICATIONS**

## 1. General

- a. The detailed specification for the work which are to be carried out by the contractor are as stipulated here under. Notwithstanding whatever contained in the specifications, the field supervisor/ executive engineer for the work shall decide as per site conditions and shall be binding on the contractor. In case of any dispute regarding soil condition/type of trenching and other conditions the decision of the Engineer for the work shall be final and binding.
- b. The work shall be carried out according to the drawings approved by the Railways and shall confirm to the provision of Codes, Indian Railway Signal Engineering Manual, RE Manual, Block Manual and Schedule of Dimensions are deemed to be a part of the Contract Agreement. The contractor shall be solely responsible for the proper execution of the work as per specification.
- c. The respective drawings can be obtained from the Office of SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605.

## 2. Cable Laying

- a. Cable shall be laid as per approved Cable Route Plan and Cable Corage Plan. These plans shall be submitted along with a reasoned document detailing number of functions with spares indicated in the requirement section above.
- b. Cable laying shall be done as per the practices specified in Indian Railway Telecom Manual, guidelines issued by RDSO for signal cable laying vide RDSO/SI/G/2010 Version 1.1 or latest, South Central Railway technical guidelines.
- c. Precautions laid down in RDSO guidelines shall be followed in 25 kV Railway Electrified (RE) area.
- d. All signal, telecom, power cables shall be buried in trenches at a depth of not less than 1 m. Wherever a depth of 1 m cannot be achieved due to site conditions, protection arrangements as per SCR Drawing No. 5771 shall be provided. A minimum depth of 600 mm shall be dug for the protection arrangements.
- e. Requirements of micro-tunnelling / trenchless laying, laying of RCC duct / HDPE pipe / RCC pipes / GI Pipe and protection arrangements etc. shall be assessed based on site survey and shall be indicated in the cable route plan and submitted for approval of Engineer.
- f. Extra cable loop of 6 to 8 m shall be kept at each end of the main cable / tail cable / power cables / 6 quad cable at location boxes, at signal foundations, IBS Huts / ABS Huts / Relay Rooms, major bridges and culverts.
- g. A cable chamber as per SCR Drawing No. 5766 shall be constructed near Relay Rooms, Level Crossing Gate and cable coil loops shall be kept in this chamber duly filled in with sand and sealed with RCC slab.
- h. Work areas such as station area, circulating area involving breaking or cutting of concrete / road / platform / any other surface shall be restored to the original state after the cable laying.
- i. In areas where continuous sheet rock is encountered, cable laying shall be done in GI pipes of adequate diameter and complete length of the GI pipe shall be clamped and concreted with 1:3:6 M10 concrete mix of cement, sand and aggregates upto a height / width of 300 mm above / adjacent to the GI pipe.
- j. In areas where rock is encountered, cable laying shall be done as per IRSEM Drawing No. 15-D2 Sheets 1, 2 and 3 as applicable.
- k. **Track Crossing:**
  - i. Micro-tunnelling / trenchless laying shall be carried out at a depth of not less than 1.5 m from natural ground level.
  - ii. Track crossing, road crossing, platform crossing, trenching in circulating area shall be carried out by micro-tunnelling / trenchless laying to the extent possible.
  - iii. Micro-tunnelling / trenchless laying shall also be adopted in difficult terrains / marshy areas / water logged areas if it is found advantageous for quick delivery of this Project.
  - iv. Horizontal boring shall be done in accordance with SCR Drawing No. 5770.

- v. Manual track crossing, road crossing, platform crossing shall be done in accordance with SCR Drawing No. 5768A.
- vi. Wherever all three methods of track crossing micro-tunnelling / trenchless laying, horizontal boring and manual track crossing are not feasible for track crossing, track crossing shall be done as decided by Engineer.

**l. Cable Laying on Bridges:**

- i. Cable laying on important / major bridges having steel girders shall be either through GI trough as per IRSEM Drawing No. 15-D6 (supporting channels shall be in accordance with Drawing No. S&T/RE/78/2/76 Page 1 galvanised in accordance with IS 2629-1985) or through medium class GI pipe conforming to IS 1239 (Part I) 1990 and galvanised in accordance with IS 4736-1986 of adequate diameter supported by 'C' channels of size not less than 100 mm x 50 mm x 1200 mm, thickness 5 mm galvanised in accordance with IS 2629-1985. GI pipe shall be perforated at regular intervals. Drilling of holes on girders shall not be permitted.
- ii. Cable laying on important / major bridges with concrete girders and having built-in duct shall be done through HDPE pipe of diameter 110 mm in accordance with specification PE 80 (IS 4984). Blocks of masonry bricks of size 500 mm width x 500 mm height shall be provided at either end of the bridge to cover the exposed HDPE laid for the cable laying.
- iii. Cable laying on important / major bridges with concrete girders not having built-in duct shall be done through GI pipes of adequate diameter. Concrete masonry of size 300 mm x 300 mm x 300 mm shall be provided at an interval of every 2 m above the GI pipes laid for the cable laying. The GI pipes shall be clamped at an interval of every 1 m. The GI pipes and concrete masonry shall not infringe the track as per IRSOD. Both ends of the GI pipes at the end of the bridge shall be closed with brick masonry.
- iv. Cable laying on minor bridges / culverts shall be done as per IRSEM Drawing No. 15-D8. Medium class GI pipes conforming to IS 1239 (Part I) 1990 and galvanised in accordance with IS 4736-1986 of adequate diameter shall be used for cable laying. When cables are to be laid on the bed of the culverts or under the bridges, cable laying shall be done as per IRSEM Drawing No. 15-D7. This procedure shall be adopted for minor bridges / culverts where there is no perennial water flow. The pipes used for cable laying shall be of non-pressure NP2 class (light duty) of diameter 150 mm RCC pipes with collars jointed with a stiff mixture of cement mortar in the proportion of 1:2 (1 cement : 2 fine sand).

**m. Cable Laying in Station Yards:**

- i. Cables laid in trenches shall be protected with DWC split pipe 2 m long, wherever required.
- ii. The cable shall be tied with DWC split pipe on top and bottom at an interval of every 1 m.
- n. Cables shall be taken inside Relay Rooms / Dy.SS Room / Level Crossing Gate Hut / IBS Huts / ABS Huts etc. and bunched over powder coated Mild Steel (MS) ladder of appropriate width made of angle of size 38 mm x 38 mm x 3 mm. The base of the ladder shall be properly concreted with 1:3:6 M10 concrete. The arrangement shall be protected by constructing a block of brick masonry.
- o. Cable entries shall be properly closed using concrete to prevent rodent entry or cable theft.
- p. Cables shall be taken inside location boxes from underneath the location box foundations. The inside of the location box shall be sand filled, plastered after taking the cables inside. The cables shall be taken inside the location boxes / signal posts and terminated in such a way that it is possible to change over without disconnection of working functions or with the barest minimum possible disconnection. Wherever there is a paucity of space in any existing location box / signal post, methodology suggested by representatives of the Authority Engineer, including installation of a new location box / signal and jumpering of existing cables from the existing location box to the new location box / signal, shall be adopted.

**q. 6 Quad Cable Laying:**

- i. 6 Quad cable shall be jointed using thermoshrink jointing kits as per IRS TC 77/2012 Rev. 3 with latest amendments. The joints shall be kept in an exclusive new location box and fixing with teak wood reapers on both ends of the joints without any sharp bends.

- ii. All the conductors of 6 quad cable laid shall be terminated in IBS Huts / ABS Huts, Relay Rooms, Level Crossing Gates, Distributed EI Cabins, Station End Cabin locations on WAGO / Phoenix terminals. The termination shall be done on WAGO / Phoenix terminals with WAGO / Phoenix termination tools.
- iii. Wherever 6 quad cables are terminated on WAGO / Phoenix terminals, armour shall be earthed to the existing earth. If the existing earth is not adequate or no earth is available, earthing arrangements shall be done as per the instructions of the representatives of Authority Engineer.
- r. **OFC Cable Laying:**
  - i. 24 Fibre OFC shall be used for this Project.
  - ii. Laying of HDPE duct and blowing of OFC shall be done as per guidelines specified in Section VIII, Chapter 13 of Indian Railway Telecom Manual.
  - iii. OFC shall be blown through HDPE duct conforming to RDSO specification RDSO/SPN/TC/45/2013. OFC shall be blown through HDPE duct using a blowing machine and no manual pulling is permitted after conducting Duct Integrity Test (DIT) as per the procedure laid down in Annexure I, Chapter 13 of Indian Railway Telecom Manual duly recording readings.
  - iv. OFC shall be jointed as per Section X, Chapter 13 of Indian Railway Telecom Manual.
  - v. OFC shall be tested and readings shall be recorded as per format in para 13.10.23 of Indian Railway Telecom Manual or South Central Railway format.
  - vi. All the fibres of OFC shall be terminated in Fibre Distribution Management System (FDMS) with LC connectors at IBS Huts / ABS Huts / Relay Rooms / Level Crossing Gate Huts / Distributed EI Cabins / Station End Cabin locations etc. The FDMS shall be housed in a U rack of appropriate size and reputed make such as Vero President, Rittal, AEW, Bestnet etc. The U rack shall have adequate number of cooling fans, power managers, cable managers, equipment trays. OFC patch cords of adequate length shall be provided to connect OFC cables to the equipment installed in this Project.
  - vii. FRP loop chambers shall be provided at an interval of every one km, both ends of track crossing, major bridges, platform crossing, entry of IBS Huts / ABS Huts, Relay Rooms, Level Crossing Gate Huts. Each loop chamber shall cater to a minimum OFC length of 30 m.
  - viii. FRP joint chambers shall generally be provided at an interval of every three km. Each joint chamber shall cater to a minimum OFC length of 30 m. The enclosures used for jointing shall conform to specification / Drawing No. RAILTEL/SR/OFC/2009/12.
- s. RCC cable route markers as per SCR Drawing No. SK 12/10 shall be installed at an interval of every 50 m and at locations of track crossing, Relay Rooms, OFC loop chambers. RCC cable route marker at OFC loop chambers shall be of yellow colour, that at OFC joint chamber shall be of green colour and the rest shall be of red colour. Two RCC cable route markers shall be provided at track crossing locations – one shall indicate the direction of cable laying and the other shall indicate the direction of track crossing.
- t. RCC cable route markers shall be provided within two days of trench back filling.
- u. Details such as cable drum number, total number of cores, to and from location details shall be laser printed, laminated and fixed in location boxes using 2 mm thick Perspex sheet cover.
- v. The trench path shall be straight as far as possible. The trenching shall be carried out without causing damage to working cables. A qualified engineer shall be deployed at the work spot continuously. Telecom Circular No. 09/2023 issued vide Railway Board Letter No. 2021/Tele/5(2)/3-Part(1)(3425647) dated 12.06.2023 for taking up digging activity near S&T cables shall be followed. Necessary bushes / trees / jungle shall be cleared before taking up the trenching.

### 3. Location Boxes

- a. Location boxes of full size (GKP type) with 'E' type lock and key fixed on one door as per Drawing No. S&T/MFT/2378 (Single) shall be installed.

- b. 'E' type lock as per Drawing No. SA 3376/M of ward number 32 shall be used. Key as per Drawing No. S 3377/M shall be used.
- c. Location boxes shall be installed by excavation of pit and casting of foundation as per South Central Railway Drawing No. 5781.
- d. Location boxes shall be installed with the shorter edge (edge without door) parallel to the track without infringements as per IRSOD.
- e. Top surface of the foundation of location boxes shall, normally, be matched to rail level in a plain area.
- f. Stone pitching of location boxes shall be done wherever the location box foundation depth below the ground level is less than 40 cm and at locations instructed by representatives of the Authority Engineer.
- g. Stone pitching of location boxes and tie bar fencing shall be done in miscreant prone locations / locations with improper drainage / locations with chronic garbage dumping problems as instructed by representatives of the Authority Engineer.
- h. Foundation of the location box shall be lime washed with two coats after the completion of placement of location box on the foundation.
- i. Painting of Location Box before Placement on Foundation: Location box shall be painted with one coat of red oxide metal primer after preparing the surfaces smooth by emery paper polishing. Primer shall of Berger / Asian Paints / British / JSW make.
- j. Painting of Location Box after Placement on Foundation: The location box shall be painted with two coats of aluminium paint on outer surface and two coats of white paint on inner surfaces. Paint shall of Berger / Asian Paints / British / JSW make.
- k. Cables shall be taken inside location boxes from underneath the location box foundations. The inside of the location box shall be sand filled, plastered after taking the cables inside. The cables shall be taken inside the location boxes and terminated in such a way that it is possible to change over without disconnection of working functions or with the barest minimum possible disconnection. Wherever there is a paucity of space in any existing location box, methodology suggested by representatives of the Authority Engineer, including installation of a new location box and jumpering of existing cables from the existing location box to the new location box, shall be adopted.
- l. Cable termination shall be done on 1 way / 6 way ARA / WAGO / Phoenix terminals fixed on teak wood reapers / teak wood blocks / 10 mm hylam sheets as per the site requirements as instructed by representatives of the Authority Engineer. Two coats of wood primer shall be applied to teak wood reapers / teak wood blocks. The size of the teak wood reapers / teak wood blocks / 10 mm hylam sheets shall be as per the site requirements as instructed by representatives of the Authority Engineer.
- m. Extra cable loop of 6 to 8 m shall be kept at each end of the main cable / tail cable / power cables / 6 quad cable at location boxes. A cable pit of size not less than 1 m and 1.5 m diameter shall be made near every location box to house the cable loop coil. Individual cable coils shall be tied with released / excess cable bits in the pit. Wherever multiple cables are to be terminated in the same location box, the cables shall be kept on top of one another in the pit. The cable loop pit shall be refilled with the excavated earth and rammed. Wherever, cable pits are not feasible, the cables shall be looped and buried as instructed by representatives of the Authority Engineer.
- n. Gland plate shall be fixed as per South Central Railway Drawing No. 5774.
- o. Earthing of location box and equipment shall be done.
- p. Anti-tilting arrangement for equipment shall be done.
- q. Details such as cable drum number, total number of cores, to and from location details, cable termination particulars shall be laser printed, laminated and fixed in location boxes using 2 mm thick Perspex sheet cover.
- r. Location boxes shall be painted and numbered as per the extant practice of South Central Railway.
- s. Implantation distance and earth resistance shall be painted on the track side of the location box as instructed by representatives of the Authority Engineer.

- t. All associated works shall be done to make the system functional.

#### 4. Indoor Wiring

- a. Wiring shall be done as per approved circuits and extant practices of South Central Railway. Wiring shall comply with standards set out by OEMs, latest RDSO Technical Advisory Notes (TANs).
- b. Wiring shall be properly bunched with lacing twine or cable ties.
- c. Outdoor signalling cables laid shall be terminated on cable termination racks as per South Central Railway Drawing No. 5783 in Relay Rooms / IBS Huts / ABS Huts etc.
- d. Indoor wiring shall be done with the following wires / cables.

| S.No. | Wires / Cables   | Indoor Wiring  |
|-------|--|--|
| 1     | 16/0.2 mm Wire Coils ATC as per RDSO specification IRS: S 76/89 Amendment No. 3 or latest  | 1. Relay to Relay<br>2. Relay to Cable Termination Rack<br>3. Relay to Fuse Block<br>4. Panel Termination to Panel Indications |
| 2     | 35 sq. mm (277/0.4 mm) / 10 sq. mm (140/0.3 mm) Wire Coils ATC as per IRS: S76/89 Amendment No. 3 or latest as per load calculations / OEM recommendations | Power Supply Wiring  |
| 3     | Underground Signalling Cable (12 core / 24 core / 30 core only) as per IRS: S 63/2014 Revision 4.0 or latest   | Relay Rack to Panel  |
| 4     | 60 Core Indoor Cable as per IRS: S76/89 Amendment No. 3 or latest  | 1. Tag Block to Datalogger<br>2. Relay to Tag Block  |
| 5     | Multistrand copper conductor of appropriate diameter as per RDSO code of practice for earthing   | Earthing   |
| 6     | OEM recommendations  | Kavach   |

- e. Flexible wires shall be terminated using lugs of suitable size. The lugs shall be crimped and soldered. Wire identification sleeves / ferrules of insulation made of insulated material shall be provided at both the ends of wires with termination particulars printed on them. Soldering shall be carried out as per para 19.1.2 of IRSEM.
- f. Wiring shall be done in a ring fashion on bus bar at fuses.
- g. Cables shall be clamped properly using cable gland plates.
- h. Relay bases of correct configuration shall be used. Under no circumstances, configuration of bases shall be disturbed.
- i. Relays shall be flashed before plugging them. The readings of flashing of relays shall be recorded.
- j. Relay name shall be printed / painted on the relay racks as per the standard practice of South Central Railway on both front and rear side of each relay.
- k. Cable Termination Rack termination particulars, fuse particulars shall be printed / painted on the Cable Termination Rack / Power Rack in addition to the same details painted on a metal board and fixed on a nearby wall.
- l. Cable entries shall be properly closed using concrete / silica gel or any other compound to prevent rodent entry or cable theft.
- m. Different types of cables shall be drawn in powder coated aluminium ladder as per South Central Railway Drawing No. 5769. Power cables and cables for function wiring shall be drawn in different ladders separated by a minimum distance of 50 mm.
- n. Necessary alterations of EI / PI shall be carried out in the existing station interlocking to achieve Intermediate Block Signalling in the scope of this Project.

**o. Testing of Wiring:**

- i. Testing of wiring shall be done in accordance with para 19.8.5 of IRSEM.
- ii. Testing shall be first carried out by competent engineer of the contractor before offering for testing to railways.
- iii. First stage of testing (Wire to wire testing with buzzer before soldering) shall be carried out by Railway Engineer nominated by the Authority Engineer.
- iv. Second stage of testing (Wire to wire testing with buzzer after soldering) shall be carried out separately by Railway Officer nominated by the Authority Engineer.
- v. Necessary manpower and equipment required for testing by railways shall be arranged by the contractor.

**5. Outdoor Wiring**

- a. The installation in location boxes and wiring shall be done as per the approved wiring diagrams.
- b. The cables shall be taken inside the location boxes / signal posts and terminated in such a way that it is possible to change over without disconnection of working functions or with the barest minimum possible disconnection. Wherever there is a paucity of space in any existing location box / signal post, methodology suggested by representatives of the Authority Engineer, including installation of a new location box / signal and jumpering of existing cables from the existing location box to the new location box / signal, shall be adopted.
- c. Flexible wires shall be terminated using lugs of suitable size. The lugs shall be crimped and soldered. Wire identification sleeves / ferrules of insulation made of insulated material shall be provided at both the ends of wires with termination particulars printed on them. Soldering shall be carried out as per para 19.1.2 of IRSEM.
- d. Wiring shall be done in a ring fashion on bus bar at fuses.
- e. Cables shall be clamped properly using cable gland plates.
- f. All new cables shall be tested before and after cable laying in the presence of representatives of Authority Engineer. The readings shall be recorded in Cable Testing Summary Register (S&T/R-10).
- g. Details such as cable drum number, total number of cores, to and from location details, cable termination particulars shall be laser printed, laminated and fixed in location boxes using 2 mm thick Perspex sheet cover. The same details shall be recorded in the Cable Testing Summary Register (S&T/R-10).
- h. New nomenclature shall be painted on the cable sleeve consequent to the introduction of new circuits / alterations to existing circuits in location boxes etc. New particulars / corrections to existing particulars shall be painted / printed / displayed on the inner side of the location box doors.
- i. **Testing of Wiring:**
  - i. Testing of wiring shall be done in accordance with para 19.8.5 of IRSEM.
  - ii. Testing shall be first carried out by competent engineer of the contractor before offering for testing to railways.
  - iii. Testing (Wire to wire testing with buzzer) shall be carried out by representatives nominated by the Authority Engineer.<sup>154</sup>
  - iv. Necessary manpower and equipment required for testing by railways shall be arranged by the contractor.

**6. Summary of Specifications and Drawings**

A non-exhaustive summary of specifications and drawings is produced below. In case of absence of specification / drawing, specification / drawing proposed by the contractor and reviewed by the Authority Engineer shall be followed. The decision of the Authority shall be final in case of any dispute between the contractor and the Authority Engineer.

| S.No. | Description   | Specification / Drawing  |
|-------|---|--|
| 1     | Cable Protection arrangements where depth of 1 m cannot be achieved | SCR Drawing No. 5771   |
| 2     | Cable Chamber   | SCR Drawing No. 5766   |
| 3     | Cable laying where rock is encountered                              | IRSEM Drawings No. 15-D2 Sheets 1, 2 and 3 as applicable                       |
| 4     | Micro-tunneling / Horizontal Boring                                 | SCR Drawing No. 5770   |
| 5     | Manual Track Crossing   | SCR Drawing No. 5768A  |
| 6     | Cable Laying on major bridges having steel girders                  | IRSEM Drawing No. 15-D6 or as in Section 1.2.4                                 |
| 7     | Cable Laying on minor bridges or culverts                           | IRSEM Drawing No. 15-D8  |
| 8     | Cable Laying on bed of culverts or under bridges                    | IRSEM Drawing No. 15-D7  |
| 9     | Optic Fibre Cable (OFC)   | RDSO Specification No. IRS TC 55/2006 Revision 1 Amendment 1.1 or latest       |
| 10    | Fibre Distribution Management System                                | RDSO Specification No. RDSO/SPN/TC/37/2020 Revision 4.0 or latest              |
| 11    | OFC Joint Closure   | RDSO Specification No. RDSO/SPN/TC/68/2014 Revision 1.0 Amendment 1 or latest  |
| 12    | OFC Joint Chamber (FRP Type)  | RCIL Drawing No. RAILTEL/SR/OFC/2009/12 or latest                              |
| 13    | OFC Patch Cords, Pig Tails  | RDSO Specification No. RDSO/SPN/TC/69/2007 Revision 0 or latest                |
| 14    | Switch Board Cable  | TEC Specification No. GR/WIR-06/03 MAR 2002 or latest                          |
| 15    | WAGO / Phoenix Terminals  | RDSO Specification No. RDSO/SPN/189/2004 Version 3                             |
| 16    | ARA Terminals and Fuse Blocks                                       | RDSO Specification No. IRS S 75/2006 or latest                                 |
| 17    | Fuses   | RDSO Specification No. IRS S 78/2006 or latest                                 |
| 18    | HDPE Duct   | RDSO Specification No. RDSO/SPN/TC/45/2013 or latest or IS 4984-1995 or latest |
| 19    | Duct Integrity Test   | Procedure in Annexure I, Chapter 13 or Indian Railway Telecom Manual           |
| 20    | OFC Jointing  | Procedure in Section X, Chapter 13 of Indian Railway Telecom Manual            |
| 21    | Full Location Boxes   | Drawing No. S&T/MFT/2378   |
| 22    | ‘E’ Type Lock and Key   | RDSO Drawings No. SA 3376/M, SA 3377/M or latest                               |
| 23    | Location Boxes Foundation   | SCR Drawing No. 5781   |
| 24    | Gland Plate in Location Box and Relay Room                          | SCR Drawing No. 5774   |
| 25    | Integrated Power Supply   | RDSO Specification No. RDSO/SPN/165/2023 Version 4.0 or latest                 |
| 26    | Low Maintenance Lead Acid Secondary Cells                           | RDSO Specification No. IRS S 88/2004 or latest                                 |
| 27    | Cable Termination Rack  | SCR Drawing No. 5783   |



| S.No. | Description  | Specification / Drawing  |
|-------|--|--|
| 28    | Relay Rack   | SCR Drawing No. 5782   |
| 29    | Non-AC Immune, Plug-in Type, DC Neutral Line, Metal to Carbon Relay, 24 V (Q Style Relay QN1 – 12F/4B or 8F/8B)      | BRS 930, RDSO Specifications No. IRS S 34/68 with Amendment 6 or latest, IRS S 23/88 with Amendment 1 or latest (As Applicable)  |
| 30    | AC Immune, Plug-in Type, DC Neutral Line, Metal to Carbon Relay, 24 V (Q Style Relay QNA1 – 12F/4B or 8F/8B)         | BRS 931A, RDSO Specifications No. IRS S 34/68 with Amendment 6 or latest, IRS S 23/88 with Amendment 1 or latest (As Applicable), IRS S 60/78 with Amendment 1 or latest   |
| 31    | Non-AC Immune, Plug-in Type, DC Neutral Line, Metal to Carbon Relay, 24 V 1000 $\Omega$ (Q Style Relay QN1K – 6F/6B) | BRS 930, RDSO Specifications No. IRS S 34/68 with Amendment 6 or latest, IRS S 23/88 with Amendment 1 or latest (As Applicable), STS/E/Relays/UEA(PI) dated 30.05.1997 Annexure I  |
| 32    | AC Immune, Plug-in Type, DC Neutral Line, Metal to Carbon Relay, 24 V 1000 $\Omega$ (Q Style Relay QNA1K – 6F/6B)    | BRS 931A, RDSO Specifications No. IRS S 34/68 with Amendment 6 or latest, IRS S 23/88 with Amendment 1 or latest (As Applicable), IRS S 60/78 with Amendment 1 or latest, STS/E/Relays/UEA(PI) dated 30.05.1997 Annexure I |
| 33    | AC Immune, Plug-in Type, DC Neutral Line, Slow to Pick Up, Metal to Carbon Relay, 24 V (Q Style Relay QSPA1 – 8F/4B) | BRS 933A, RDSO Specifications No. IRS S 34/68 with Amendment 6 or latest, IRS S 23/88 with Amendment 1 or latest (As Applicable), IRS S 60/78 with Amendment 1 or latest   |
| 34    | 16/0.2 mm, 140/0.3 mm (10 sq. mm), 270/0.4 mm (35 sq. mm) Wire Coils ATC   | RDSO Specification No. IRS S 76/89 Amendment 3 or latest   |
| 35    | Underground Signalling Cable   | RDSO Specification No. IRS S 63/2014 Revision 4.0 or latest  |
| 36    | 60 Core Indoor Cable   | RDSO Specification No. IRS S 76/89 Amendment 3 or latest   |
| 37    | Datalogger, Remote Terminal Unit   | RDSO Specification No. IRS S 99/2006 or latest   |
| 38    | Electronic Interlocking and Associated Equipment   | RDSO Specification No. RDSO/SPN/192/2019 Version 2 or latest   |
| 39    | Double Walled Corrugated (DWC) Pipes   | RDSO Specification No. RDSO/SPN/2014/2011 Version 1.1 Amendment 1 or latest  |
| 40    | GI Pipe  | IS 1239 (Part I) 1990 with galvanisation as per IS 4736-1986 or latest   |
| 41    | Hylam Sheet  | IS 2036-1995 or latest   |
| 42    | Conventional Earth   | SCR Drawing No. 5775   |
| 43    | Ladder for Indoor Wiring   | SCR Drawing No. 5769   |
| 44    | 200 Way Tag Block  | RDSO Specification No. 71/87 or latest   |
| 45    | RCC Cable Marker   | IRSEM Drawing No. 15-D1  |
| 46    | Kavach   | RDSO Specification No. RDSO/SPN/196/2012 Version 4.0 with all amendments or latest   |

| S.No. | Description                            | Specification / Drawing   |
|-------|--|---|
| 47    | 40 m Tower Aviation Lamp               | RDSO Specification No. RDSO/SPN/196/2012 Version 4.0. Part No. LEDWATCH-24A |
| 48    | Brake Interface Unit (IRAB) for Kavach | RDSO Specification MP.0.01.00.31 Rev. 05, May 2024 or latest                |
| 49    | Brake Interface Unit (E70) for Kavach  | OEM (Faiveley / WABTEC) Specification                                       |
| 50    | Brake Interface Unit (CCB) for Kavach  | OEM (Knorr Bremse) Specification  |

\*\*\* **End of Chapter 3** \*\*\*

## **CHAPTER 4**

### **ANNEXURES AND APPENDICES**

**ANNEXURE II**

**AGREEMENT FOR ZONE CONTRACT**

CONTRACT AGREEMENT No. \_\_\_\_\_ DATED \_\_\_\_\_. ARTICLES OF AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ between the President of India acting through the \_\_\_\_\_, South Central Railway hereinafter called the “Railway” of the one part and \_\_\_\_\_ hereinafter called the “Contractor” of the other part.

WHEREAS the contractor has agreed with the Railway during the period of \_\_\_\_\_ months from \_\_\_\_\_ to \_\_\_\_\_ for the performance of:

- (a) New works, additions and alterations to existing structures, special repair works and supply of building materials subject to the contract value for such works not exceeding ₹. \_\_\_\_\_.
- (b) All ordinary repair and maintenance works at any site between kilometre \_\_\_\_\_ and kilometre \_\_\_\_\_ as will be set forth in the work orders (which work orders shall be deemed and taken to be part of this contract) that will be issued during the said period at \_\_\_\_\_ % above/below the Standard Schedule of Rates (SSOR) of the South Central Railway, corrected up to the latest correction Slips and Standard Specifications of the South Central Railway corrected upto latest correction Slips and the Special Conditions and Special Specifications, if any in conformity with the drawings (if any) that will be issued with the work order, aforesaid AND WHEREAS the performance of the said work is an act in which the public are interested.

NOW THIS INDENTURE PRESENTS WITNESSETH That in consideration of the payment to be made by the Railway, the Contractor will duly perform the works set forth in the said Work Order and shall execute the same with great promptness, care and accuracy, in a workman like manner to the satisfaction of the Railway and will complete the same on or before the respective dates specified therein in accordance with the said specifications and said drawings (if any) and said conditions of contract and will observe, fulfill and keep all the conditions therein mentioned, (which shall be deemed and taken to be part of this contract as if the same had been duly set forth herein), AND the Railway both here-by agree that if the Contractor shall duly perform the said work in the manner aforesaid and observe and keep the said terms and conditions, the Railway will pay or cause to be paid to the Contractor for the said works on the completion thereof the amount due in respect thereof at the rates specified above.

Contractor \_\_\_\_\_  
Address \_\_\_\_\_

Designation \_\_\_\_\_  
Railway \_\_\_\_\_  
(For President of India)

Witnesses (to signature of Contractor):

Signature of witnesses with address \_\_\_\_\_

Date \_\_\_\_\_

Signature of witnesses with address \_\_\_\_\_

Date \_\_\_\_\_

**ANNEXURE III****WORK ORDER UNDER ZONE CONTRACT**

WORK ORDER No. \_\_\_\_\_ DATED \_\_\_\_\_ UNDER CONTRACT  
 AGREEMENT No. \_\_\_\_\_ DATED \_\_\_\_\_ .  
 Name of Work \_\_\_\_\_ (SITE) \_\_\_\_\_  
 Schedule of Drawings \_\_\_\_\_  
 Authority \_\_\_\_\_ Allocation \_\_\_\_\_

The contractor(s) \_\_\_\_\_ is / are hereby ordered to carry out the following works at \_\_\_\_\_ % above / below the Standard Schedule of Rates (SSOR) of South Central Railway, updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents under Zone Contract Agreement hereinbefore referred to:

| S.No.                                      | Item No. | Description of Item of Work | Approximate Quantity | Unit | Rates in Figures and Words (₹.) | Amount (₹.) |
|--|----------|-----------------------------|----------------------|------|---------------------------------|-------------|
| 1  | 2        | 3                           | 4                    | 5    | 6                               | 7           |
| Total Approximate Value of Work = ₹. _____ |          |                             |                      |      |                                 |             |

The works herein mentioned are required to be completed on or before \_\_\_\_\_ (Date). The quantities provided herein are approximate and subject to variation under Clause 42 of the Standard General Conditions of Contract updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents.

Divisional Railway Manager / Divisional \_\_\_\_\_ Engineer  
 \_\_\_\_\_ Division  
 South Central Railway  
 For President of India

Date \_\_\_\_\_

I agree to complete the works herein set forth on or before the date specified under the Zone Contract Agreement herein before referred to in conformity with the drawings hereto annexed and in accordance with the General and Special (if any) Conditions of Contract updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents and the Standard Specifications of South Central Railway updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents.

I also agree to maintain such works for the period specified below from the date of completion:

- (a) Repair and maintenance work including white / colour washing: three calendar months from the date of completion
- (b) All new works except earth work: six calendar months from the date of completion

Contractor \_\_\_\_\_  
 Address \_\_\_\_\_

Designation \_\_\_\_\_  
 Railway \_\_\_\_\_  
 (For President of India)

Date \_\_\_\_\_

Date \_\_\_\_\_

Signature of Witnesses (to signature of contractor) with address

1. \_\_\_\_\_

2.

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## ANNEXURE IV

**SOUTH CENTRAL RAILWAY  
CONTRACT AGREEMENT OF WORKS**

CONTRACT AGREEMENT No. \_\_\_\_\_ DATED \_\_\_\_\_

ARTICLES OF AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ between the President of India acting through the Railway Administration hereinafter called the “Railway” of the one part and \_\_\_\_\_ hereinafter called the “Contractor” of the other part.

WHEREAS the contractor has agreed with the Railway for performance of the works \_\_\_\_\_ set forth in the Bill(s) of Quantities hereto annexed upon the Standard General Conditions of Contract, updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents and the Specifications of \_\_\_\_\_ updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents and the applicable Standard Schedule of Rates (SSOR) of \_\_\_\_\_ updated with correction Slips issued up to date of inviting tender or as otherwise specified in the tender documents and the Special Conditions and Special Specifications, if any and in conformity with the drawings hereinto annexed AND WHEREAS the performance of the said works is an act in which the public are interested.

NOW THIS INDENTURE WITNESSETH that in consideration to the payments to be made by the Railways, the contractors will duly perform the said works in the said Bill(s) of Quantities set forth and shall execute the same with great promptness, care and accuracy in a workman like manner to the satisfaction of the Railway and will complete the same in accordance with the said specifications and said drawings and said conditions of contract on or before the \_\_\_\_\_ day of \_\_\_\_\_ and will maintain the said works for a period of \_\_\_\_\_ calendar months from the certified date of their completion and will observe, fulfill and keep all the conditions therein mentioned (which shall be deemed and taken to be part of this contract, as if the same have been fully set forth herein), AND the Railway, both hereby agree that if the contractor shall duly perform the said works in the manner aforesaid and observe and keep the said terms and conditions, the Railway will pay or cause to be paid to the contractor for the said works on the final completion thereof the amount due in respect thereof at the rates specified in the Bill(s) of Quantities hereto annexed.

|                              |                                |
|------------------------------|--------------------------------|
| Contractor _____ (Signature) | Railway: Designation _____     |
| Address _____                | (For President of India) _____ |
| Date _____                   | Date _____                     |

Signature of Witnesses (to signature of contractor) with address

**Witnesses:**

|       |       |
|-------|-------|
| _____ | _____ |
| _____ | _____ |

ANNEXURE V

Reference – Para 11(iv) of Tender Form (Second Sheet)

**FORMAT FOR CERTIFICATE TO BE SUBMITTED / UPLOADED BY TENDERER ALONGWITH THE TENDER DOCUMENTS**

I \_\_\_\_\_ (***Name and Designation***)\*\* appointed as the attorney / authorised signatory of the tenderer, M/s \_\_\_\_\_ (hereinafter called the tenderer) for the purpose of the tender documents for the work of “Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division” as per the Tender No. N-SG-36-2026-27-EI-M-11 dated 16.06.2026 of South Central Railway, do hereby solemnly affirm and state on the behalf of the tenderer including its constituents as under:

1. I / we the tenderer(s) am / are signing this document after carefully reading the contents.
2. I / we the tenderer(s) also accept all the conditions of the tender and have signed all the pages in confirmation thereof.
3. I / we hereby declare that I / we have downloaded the tender documents from Indian Railway website [www.ireps.gov.in](http://www.ireps.gov.in). I / we have verified the content of the document from the website and there is no addition, no deletion or no alteration to the content of the tender document. In case of any discrepancy noticed at any stage i.e. evaluation of tenders, execution of work or final payment of the contract, the master copy available with the railway administration shall be final and binding upon me / us.
4. I / we declare and certify that I / we have not made any misleading or false representation in the forms, statements and attachments in proof of the qualification requirements.
5. **I / we also understand that my / our offer will be evaluated based on the documents / credentials submitted along with the offer and same shall be binding upon me / us.**
6. **I / we declare that the information and documents submitted along with the tender by me / us are correct and I / we are fully responsible for the correctness of the information and documents, submitted by us.**
7. I / we certify that I / we the tenderer(s) is / are not blacklisted or debarred by Railways or any other Ministry / Department of Government of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF / member of the partnership firm / LLP / JV / Society / Trust.
8. I / we understand that if the contents of the certificate submitted by us are found to be forged / false at any time during process for evaluation of tenders, it shall lead to forfeiture of the Bid Security and may also lead to any other action provided in the contract including banning of business for a period of upto two years. Further, I / we (***insert name of the tenderer***)\*\* \_\_\_\_\_ and all my / our constituents understand that my / our offer shall be ***summarily rejected***.
9. I / we also understand that if the contents of the certificate submitted by us are found to be false / forged at any time after the award of the contract, it will lead to termination of the contract, along with forfeiture of Bid Security / Security Deposit and Performance Guarantee and may also lead to any other action provided in the contract including banning of business for a period of upto two years.



10. I / we have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that I am / we are not from such a country or, if from such a country, have been registered with the competent authority. I / we hereby certify that I / we fulfil all the requirements in this regard and am / are eligible to be considered (evidence of valid registration by the competent authority is enclosed).

**SEAL AND SIGNATURE OF THE  
TENDERER**

Place: \_\_\_\_\_

Date: \_\_\_\_\_

\*\* The contents in italics are only for guidance purpose. Details as appropriate are to filled in suitably by tenderer.

**ANNEXURE V(A)**

***(This certificate is to be given by attorney / authorised signatory / each member of Partnership Firm / Joint Venture (JV) / Hindu Undivided Family (HUF) / Limited Liability Partnership (LLP) etc.)***

I / we \_\_\_\_\_ (***Name***), attorney / authorised signatory of the \_\_\_\_\_ (***Constituent Firm / Constituent Partner***) and member / partner of the \_\_\_\_\_ (***Tendering Firm***) hereby solemnly affirm and state as under:

1. I / we certify that \_\_\_\_\_ (***Constituent Firm / Constituent Partner***) is / are not blacklisted or debarred by Railways or any other Ministry / Department of Government of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF / member of the Partnership Firm / LLP / JV / Society / Trust.
2. I / we have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that I am / we are not from such a country or, if from such a country, have been registered with the competent authority. I / we hereby certify that I / we fulfil all the requirements in this regard and am / are eligible to be considered (evidence of valid registration by the competent authority is enclosed).

**SEAL AND SIGNATURE OF THE CONSTITUENT  
FIRM / CONSTITUENT PARTNER**

Place: \_\_\_\_\_

Date: \_\_\_\_\_

**ANNEXURE VI**

Reference – Para 10.3 and 17.15.3 of Tender Form (Second Sheet)

**SOUTH CENTRAL RAILWAY  
TENDERER'S CREDENTIALS (BID CAPACITY)**

For tenders having advertised value more than ₹. 10 crore wherein eligibility criteria includes bid capacity also, the tenderer will be qualified only if its available bid capacity is equal to or more than the total bid value of the present tender. The available bid capacity shall be calculated as under:

$$\text{Available Bid Capacity} = [A \times N \times 2] - 0.33 \times N \times B$$

Where,

A = Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (up to date of inviting tender), taking into account the completed as well as works in progress.

N= Number of years prescribed for completion of work for which bids has been invited.

B = Existing commitments and balance amount of ongoing works with tenderer as per the prescribed proforma of Railway for statement of all works in progress and also the works which are awarded to tenderer but yet not started upto the date of inviting of tender.

Note:

(a) The tenderer(s) shall furnish the details of –

- (i) Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (upto the date of inviting tender) for calculating A, and
- (ii) Existing commitments and balance amount of ongoing works with tenderer as per the prescribed proforma of Railway for statement of all works in progress and also the works which are awarded to tenderer but yet not started upto the date of inviting of tender for calculating B. In case of no works in hand, a 'NIL' statement should be furnished.

The submitted details for (i) and (ii) above should be duly verified by Chartered Accountant.

(b) In case if a bidder is JV, the tenderer(s) must furnish the details of –

- (i) Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (upto the date of inviting tender) by each member of JV for calculating A, and
- (ii) Existing commitments and balance amount of ongoing works with each member of JV either in individual capacity or as a member of other JV as per the prescribed proforma of Railway for statement of all works in progress and also the works which are awarded to each member of JV either in individual capacity or as a member of other JV but yet not started upto the date of inviting of tender for calculating B. In case of no works in hand, a 'NIL' statement should be furnished.

The submitted details for (i) and (ii) above should be duly verified by Chartered Accountant.

(c) Value of a completed work/work in progress/work awarded but yet not started for a member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying his/her compliance to the above mentioned bid capacity in the tender under consideration.

- (d) The arithmetic sum of individual “bid capacity” of all the members shall be taken as JV’s “bid capacity”.
- (e) In case, the tenderer(s) failed to submit the above statement along with offer, their/his offer shall be considered as incomplete and will be ***rejected summarily***.
- (f) The available bid capacity of tenderer shall be assessed based on the details submitted by the tenderer. In case, the available bid capacity is lesser than estimated cost of work put to tender, his offer shall not be considered even if he has been found eligible in other eligibility criteria / tender requirement.

**ANNEXURE VIA**

Reference – Para 6 of Tender Form (Second Sheet)

**BID SECURITY**

Bank Guarantee Bond from any Scheduled Commercial Bank of India

(On non-judicial stamp paper of at least ₹. 500/-, which should be in the name of the executing bank)

Name of the Bank: \_\_\_\_\_

The President of India,  
Acting through SrDSTE/NED,  
South Central Railway

Beneficiary: SrDFM/NED, South Central Railway

Date: \_\_\_\_\_

Bank Guarantee Bond No.: \_\_\_\_\_

Date: \_\_\_\_\_

In consideration of the President of India acting through the Ministry of Railways, **Deputy Chief Signal and Telecommunication Engineer, Projects, Telecommunication, South Central Railway, Secunderabad** (hereinafter called “**the Railway**”) having invited the bid for “**Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division**” through Notice Inviting Tender (NIT) No. N-SG-36-2026-27-EI-M-11 dated 16.06.2026, we have been informed that \_\_\_\_\_ **[Insert Name of the Bidder]** (hereinafter called “**the Bidder**”) intends to submit its bid (hereinafter called “**the Bid**”).

WHEREAS, the bidder is required to furnish Bid Security for the sum of **₹ 1,49,700/-** in the form of Bank Guarantee, according to conditions of Bid.

AND

WHEREAS, \_\_\_\_\_ **[Insert Name of the Bank]**, with its Branch \_\_\_\_\_ **[Insert Address]** having its headquarters office at \_\_\_\_\_ **[Insert Address]**, hereinafter called “**the Bank**”, acting through \_\_\_\_\_ **[Insert Name and Designation of the authorised persons of the Bank]**, have, at the request of the bidder, agreed to give guarantee for Bid Security as hereinafter contained, in favour of the Railway:

1. KNOW ALL MEN that by these present that I / We the undersigned \_\_\_\_\_ **[Insert Name(s) of authorised representatives of the Bank]**, being fully authorised to sign and incur obligations for and on behalf of the Bank, confirm that the Bank, hereby, unconditionally and irrevocably guarantee to pay to the Railway full amount in the sum of **₹ 1,49,700/-** as above stated.
2. The Bank undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Bank shall be final, conclusive and binding, absolute and unequivocal on the Bank notwithstanding any disputes raised / pending before any Court, Tribunal, Arbitration or any Authority or any threatened litigation by the Bidder or Bank.

3. The Bank shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the Bidder and without the Railway being required to show grounds or give reasons for its demand of the amount so demanded.
4. The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Bidder.
5. The Bank agrees that no change, addition, modifications to the terms of the Bid document or to any documents, which have been or may be made between the Railway and the Bidder, will in any way absolve the Bank from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification made by Railway at any time.
6. This guarantee will remain valid and effective from \_\_\_\_\_ ***[Insert Date of issue]*** till \_\_\_\_\_ ***[Date, which should be minimum 90 days beyond the expiry of validity of bid]***. Any demand in respect of this Guarantee should reach the bank within the validity period of Bid Security.
7. This Bank Guarantee is unconditional and irrevocable.
8. The expressions Bank and Railway herein before used shall include their respective successors and assigns.
9. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No. 758.
10. The Bank hereby confirms that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of this Bank Guarantee to the following bank details:

|             |                                     |
|-------------|-------------------------------------|
| IFSC Code   | SBIN000RAIL                         |
| IFSC Type   | Branch                              |
| Bank Name   | State Bank of India                 |
| Branch Name | Rail                                |
| City Name   | Navi Mumbai                         |
| Address     | Sector-11, CBD Belapur, Navi Mumbai |
| District    | Navi Mumbai                         |
| State       | Maharashtra                         |
| BG Enabled  | Yes                                 |

11. The Guarantee shall be valid in addition to and without prejudice to any other security Guarantee(s) of Bidder in favour of the Railway. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Railway.

Date: \_\_\_\_\_

Place: \_\_\_\_\_

\_\_\_\_\_  
Bank's Seal and Authorised Signature(s)

*[Name in Block Letters]* \_\_\_\_\_

*[Designation with Code No.]* \_\_\_\_\_

*[P/Attorney]* No. \_\_\_\_\_

Witness:

1. Signature, Name, Address and Seal

2. Signature, Name, Address and Seal

Bank's Seal

*[P/Attorney]* No. \_\_\_\_\_

**Note:** All italicised text is for guidance on how to prepare this Bank Guarantee and shall be deleted from the final document.

**ANNEXURE VIB**

Reference – Para 10.2 and 17.15.2 of Tender Form (Second Sheet)

**Each Bidder or each member of a JV must fill in this form separately:**

**Name of Bidder / JV Partner:**

| <b>Annual Contractual Turnover Data for the Previous 3 / 4 Years (Contractual Payment Only)</b> |                        |                      |  |
|---|------------------------|----------------------|--|
| <b>Year</b>   | <b>Amount Currency</b> | <b>Exchange Rate</b> | <b>Indian National Rupees Equivalent</b> |
|   |                        |                      |  |
|   |                        |                      |  |
|   |                        |                      |  |
|   |                        |                      |  |
|   |                        |                      |  |
| <b>Average Annual Contractual Turnover for Last 3 Years</b>                                     |                        |                      |  |

1. The average annual contractual turnover shall be calculated as an average of “total contractual payments” in the previous three financial years. However, in case balance sheet of the previous year is yet to be prepared / audited, the audited balance sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.
2. The information supplied shall be substantiated by data in the audited balance sheets and profit and loss accounts for the relevant years in respect of the bidder or all members constituting the bidder.
3. Contents of this form should be certified by a Chartered Accountant duly supported by Audited Balance Sheet duly certified by the Chartered Accountant.

**SEAL AND SIGNATURE OF THE BIDDER**

Certified that all figures and facts submitted in this form have furnished after full consideration of all observations / notes in Auditor’s reports.

**Name of CA:**

**Registration Number:**

\_\_\_\_\_  
(Signature of Chartered Accountant)

\_\_\_\_\_  
(Seal)



**ANNEXURE VII**  
Reference 17B of GCC

**PROFORMA FOR TIME EXTENSION**

No. \_\_\_\_\_ Date: \_\_\_\_\_

Sub: (i) \_\_\_\_\_ (Name of Work)

(ii) Acceptance Letter No. \_\_\_\_\_

(iii) Understanding / Agreement No. \_\_\_\_\_

Ref: \_\_\_\_\_ (Quote specific application of contractor for extension to the date received) \_\_\_\_\_

Dear Sir,

1. The stipulated date for completion of the work mentioned above is \_\_\_\_\_. From the progress made so far and the present rate of progress, it is unlikely that the work will be completed by the above date (or 'However, the work was not completed on this date').
2. Expecting that you may be able to complete the work if some more time is given, the competent authority, although not bound to do so, hereby extends the time for completion from \_\_\_\_\_ to \_\_\_\_\_.
3. Please note that an amount equal to the liquidated damages for delay in the completion of the work after the expiry of \_\_\_\_\_ (give here the stipulated date for completion with/without any liquidated damages fixed earlier) will be recovered from you as mentioned in Clause 17B of the Standard General Conditions of Contract for the extended period, notwithstanding the grant of this extension. You may proceed with the work accordingly.
4. The above extension of the completion date will also be subject to the further condition that no increase in rates on any account will be payable to you.
5. Please intimate within a week of the receipt of this letter your acceptance of the extension of the conditions stated above.
6. Please note that in the event of your declining to accept the extension on the above said conditions or in the event of your failure after accepting or acting upto this extension to complete the work by \_\_\_\_\_ (here mention the extended date), further action will be taken in terms of Clause 62 of the Standard General Conditions of Contract.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE VIIA**  
(Reference Clause 40A of GCC)

**PROFORMA OF 14 DAYS' NOTICE FOR OFFLOADING OF PART OF CONTRACT WORK**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

In spite of repeated instructions to you by the subordinate offices as well as by this office through various letters of even No. \_\_\_\_\_, dated \_\_\_\_\_; you have failed to show adequate progress of work so as to complete the contract within the original / extended date of completion of contract and part(s) of contract work are yet to be started / still lagging behind the agreed program of work, listed as under:

*(Details of part(s) of work which is delayed and can be executed independently, to be mentioned.)*

1. Your attention is invited to this office / Chief Engineer's office letter No. \_\_\_\_\_, dated \_\_\_\_\_ in reference to your representation, dated \_\_\_\_\_.
2. As you have failed to abide by the instructions issued to commence the work / to show adequate progress of work, you are hereby given 14 days' notice in accordance with Clause 40A of the Standard General Conditions of Contract to deploy adequate resources i.e. (the details of resource requirement, to be mentioned) and commence / to make good the progress for part(s) of works detailed above, failing which action as provided in Clause 40A of the Standard General Conditions of Contract shall be commenced after expiry of 14 days' notice period viz. to offload few/ all part(s) of work mentioned above to any of the existing or new contractor without your participation and at your Risk and Cost, not exceeding the value of Performance Guarantee of this contract, which may please be noted.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE VIIB**  
(Reference Clause 40A of GCC)

**NOTICE FOR PART OF CONTRACT WORK OFFLOADED**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

Fourteen days' notice Clause 40A of the Standard General Conditions of Contract was given to you under this office letter of even No., dated \_\_\_\_\_; but you have taken no/inadequate action to deploy adequate resources to commence the part(s) of work/show adequate progress of the part(s) of work, mentioned therein.

As you have failed to abide by the instructions issued to commence the part(s) of work/show adequate progress of the part(s) of work even at the lapse of 14 days' notice period under Clause 40A of the Standard General Conditions of Contract, few part(s) of the work under the contract have been offloaded and being executed by other mode(s) at the cost detailed below:

*Or,*

Please refer your request letter No. \_\_\_\_\_ dated \_\_\_\_\_, wherein it was requested under Clause 40A of the Standard General Conditions of Contract to offload part(s) of works at your risk and cost. The details of part(s) of the work under the contract which have been offloaded and being executed by other mode(s) at the cost detailed below:

*(List of Part(s) of work offloaded, Details of mode of execution of such offloaded work alongwith approximate cost thereof to be mentioned)*

1. The final measurement of work(s) already executed for above part(s) of work recorded as per Clause 45A or / and 45B of the Standard General Conditions of Contract is enclosed herewith.
2. The Bill(s) of Quantities for Part(s) of work offloaded is enclosed herewith.
3. The additional cost in execution of offloaded work through mode(s) mentioned in para (1) above is determined as ₹. \_\_\_\_\_, over and above the cost of execution under this contract (including the PVC amount payable as per contract, as on the date of issue of this notice). This additional cost shall be recovered from your next on account bill(s) or any other dues payable to you under contract.
4. The contract value gets reduced to ₹. \_\_\_\_\_.

5. You are requested to continue with the balance work in the contract subsequent to offloading of above part(s) of work.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE VIII**  
(Reference Clause 60(2) of GCC)

**CERTIFICATE OF FITNESS**

1. (a) Serial Number  
(b) Date \_\_\_\_\_
2. Name of the person examined \_\_\_\_\_
3. Father's Name: Son / Daughter of \_\_\_\_\_  
Residing at \_\_\_\_\_
4. Sex \_\_\_\_\_
5. Residence: \_\_\_\_\_

6. Physical fitness
7. Identification marks \_\_\_\_\_
8. Date of birth, if available, and / or certified age

I certify that I have personally examined (name) \_\_\_\_\_ who is desirous of being employed in a factory or on a work requiring manual labour and that his / her age as nearly as can be ascertained from my examination, is \_\_\_\_\_ years.

I certify that he / she is fit for employment in a factory or on a work requiring manual labour as an adult / child.

9. Reasons for:  
(a) Refusal to grant certificate, or  
(b) Revoking the certificate \_\_\_\_\_

Signature or Left Hand Thumb Impression  
of the person examined

Signature of Certifying Surgeon

**Note:** In case of physical disability, the exact details and cause of the physical disability should be clearly stated.

**ANNEXURE IX**  
(Reference Clause 62(1) of GCC)

**PROFORMA OF 7 DAYS' NOTICE FOR WORKS AS A WHOLE / IN PARTS  
(DETAILS OF PART OF WORK TO BE MENTIONED)**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

1. In spite of repeated instructions to you by the subordinate offices as well as by this office through various letters of even No. \_\_\_\_\_, dated \_\_\_\_\_; you have failed to show adequate progress of work and / or submit detailed programme for completing the work / part of work (details of part of work to be mentioned).
2. Your attention is invited to this office / Chief Engineer's office letter No. \_\_\_\_\_, dated \_\_\_\_\_ in reference to your representation, dated \_\_\_\_\_.
3. As you have failed to abide by the instructions issued to commence the work / to show adequate progress of work, you are hereby given 7 days' notice in accordance with Clause 62 of the Standard General Conditions of Contract to commence works / to make good the progress, failing which further action as provided in Clause 62 of the Standard General Conditions of Contract viz. to terminate your contract and complete the balance work without your participation will be taken.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE X**  
(Reference Clause 62(1) of GCC)

**PROFORMA OF 48 HOURS' NOTICE FOR WHOLE WORK**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

1. Seven days' notice under Clause 62 of the Standard General Conditions of Contract was given to you under this office letter of even No. \_\_\_\_\_, dated \_\_\_\_\_; but you have taken no action to commence the work / show adequate progress of the work.
2. You are hereby given 48 hours' notice in accordance with Clause 62 of the Standard General Conditions of Contract to commence works / to make good the progress, failing which and on expiry of this period your above contract will be rescinded and the work under this contract will be carried out independently without your participation and your Security Deposit shall be forfeited and Performance Guarantee shall also be encashed and any other consequences which may please be noted.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE XI**

(Reference Clause 62(1) of GCC)

Registered Acknowledgment Due / Standard Correspondence through IRWCMS / Email on registered  
IREPS Email

**PROFORMA OF TERMINATION NOTICE**

**SOUTH CENTRAL RAILWAY**

(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_

In connection with \_\_\_\_\_

Forty eight hours (48 hours) notice was given to you under this office letter of even No. \_\_\_\_\_, dated \_\_\_\_\_; but you have taken no action to commence the work / show adequate progress of the work.

Since the period of 48 hours' notice has already expired, the above contract stands rescinded in terms of Clause 62 of the Standard General Conditions of Contract and the balance work under this contract will be carried out independently without your participation. Your participation as well as participation of every member/partner in any manner as an individual or a partnership firm / JV is hereby debarred from participation in the tender for executing the balance work and your Security Deposit shall be forfeited and Performance Guarantee shall also be encashed.

The Final measurements of work executed by you against the said contract will be taken / started on \_\_\_\_\_ at \_\_\_\_\_ hrs. at site. The measurement will be continued till all the measurement are taken. You are advised to be present at site on the above mentioned date and time to witness the measurements, otherwise measurements will be taken ex-parte and thereafter, variation (addendum and corrigendum) and final bill of work executed till date of termination based on ex-parte final measurements shall also be processed ex-parte.

Yours faithfully

For and on behalf of the President of India



**ANNEXURE XII**  
(Reference Clause 62(1) of GCC)

**PROFORMA OF 48 HOURS' NOTICE FOR PART OF THE WORK  
(DETAILS OF PART OF WORK TO BE MENTIONED)**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

1. Seven days' notice under Clause 62 of the Standard General Conditions of Contract was given to you under this office letter of even No. dated \_\_\_\_\_; but you have taken no action to commence the work / show adequate progress of the work \_\_\_\_\_ (details of part to be mentioned).
2. You are hereby given 48 hours' notice in accordance with Clause 62 of the Standard General Conditions of Contract to commence works / to make good the progress, failing which and on expiry of this period your above part of work \_\_\_\_\_ (details of part to be mentioned) in contract will be rescinded and the work will be carried out independently without your participation.
3. Your full Performance Guarantee for the contract shall be forfeited and you shall not be issued any completion certificate for the contract. However, no additional Performance Guarantee shall be required for balance of work being executed through the part terminated contract.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE XIII**  
(Reference Clause 62(1) of GCC)

**PROFORMA OF TERMINATION NOTICE FOR PART OF THE WORK  
(DETAILS OF PART OF WORK TO BE MENTIONED)**

**SOUTH CENTRAL RAILWAY**  
(Without Prejudice)

To,  
M/s \_\_\_\_\_  
\_\_\_\_\_

Dear Sir,

Contract Agreement No. \_\_\_\_\_  
In connection with \_\_\_\_\_

1. Forty eight hours (48 hours) notice was given to you under this office letter of even No. dated \_\_\_\_\_; but you have taken no action to commence the work / show adequate progress of the part of work \_\_\_\_\_ (details of part to be mentioned).
2. Your above part of work in contract \_\_\_\_\_ (details of part to be mentioned) stands rescinded in terms of Clause 62 of the Standard General Conditions of Contract and the same will be carried out independently without your participation. Your participation as well as participation of every member / partner in any manner as an individual or a partnership firm / JV is hereby debarred from participation in the tender for executing the balance work.
3. Your full Performance Guarantee for the contract shall be forfeited and you shall not be issued any completion certificate for the contract. However, no additional Performance Guarantee shall also be required for balance of work being executed through the part terminated contract.
4. The contract value of part terminated contract stands reduced to \_\_\_\_\_.

Kindly acknowledge receipt.

Yours faithfully  
For and on behalf of the President of India

**ANNEXURE XIV**  
(Reference Clause 48(3) of GCC)

**FINAL SUPPLEMENTARY AGREEMENT**

1. Articles of agreement made this day \_\_\_\_\_ in the year \_\_\_\_\_ between the President of India, acting through the Railway Administration having his office at \_\_\_\_\_ hereinafter called the Railway of the one part and \_\_\_\_\_ of the second part.
2. Whereas the party hereto of the second part executed an agreement with the party hereto of the first part being agreement number \_\_\_\_\_ dated \_\_\_\_\_ for the performance \_\_\_\_\_ hereinafter called the 'Principal Agreement'.
3. And whereas it was agreed by and between the parties hereto that the works would be completed by the party hereto of the second part on \_\_\_\_\_ date last extended and whereas the party hereto of the second part has executed the work to the entire satisfaction of the party hereto of the first part.
4. And whereas the party hereto of the first part already made payment to the party hereto of the second part diverse sums from time to time aggregating to ₹. \_\_\_\_\_ including the Final Bill bearing voucher No. \_\_\_\_\_ dated \_\_\_\_\_ of value \_\_\_\_\_ duly adjusted as per price variation clause, if applicable (the receipt of which is hereby acknowledged by the party hereto of the second part in full and final settlement of all his / its claims under the Principal Agreement.

And whereas the party hereto of the second part have received sum of ₹. \_\_\_\_\_ through the Final Bill bearing voucher No. \_\_\_\_\_ dated \_\_\_\_\_ duly adjusted as per price variation clause (PVC), if applicable (the receipt of which is hereby acknowledged by the party thereto of the second part) from the party hereto of the first part in full and final settlement of all his / its disputed claims under Principal Agreement.

Now, it is hereby agreed by and between the parties in the consideration of sums already paid by the party hereto of the first part to the party hereto of the second part against all outstanding dues and claims for all works done under the aforesaid principal agreement excluding the Security Deposit, the party hereto of the second part have no further dues of claims against the party hereto of the first part under the said Principal Agreement. It is further agreed by and between the parties that the party hereto of the second part has accepted the said sums mentioned above in full and final satisfaction of all its dues and claims under the said Principal Agreement.

(Applicable in case Final Supplementary Agreement is signed after release of Final Payment)

**Or**

*And whereas the party hereto of the first part already made payment to the party hereto of the second part diverse sums from time to time aggregating to ₹. \_\_\_\_\_ through various On Account Bills (the receipt of which is hereby acknowledged by the party hereto of the second part).*

*And whereas the party hereto of the second part have received sum of ₹. \_\_\_\_\_ through various On Account Bills (the receipt of which is hereby acknowledged by the party thereto of the second part) from the party hereto of the first part and party hereto of the second part have accepted final measurements recorded on Page No. \_\_\_\_\_ to Page No. \_\_\_\_\_ of Measurement Book No. \_\_\_\_\_*

\_\_\_\_\_ and corresponding Final Bill duly adjusted as per price variation clause (PVC), if applicable, for full and final settlement of all his/its disputed claims under Principal Agreement.

Now, it is hereby agreed by and between the parties in the consideration of sums already paid through various On Account Bills and sums to be paid through Final Bill duly adjusted as per price variation clause (PVC), if applicable, based on accepted final measurements including the Security Deposit by the party hereto of the first part to the party hereto of the second part against all outstanding dues and claims for all works done under the aforesaid principal agreement, the party hereto of the second part have no further dues of claims against the party hereto of the first part under the said Principal Agreement.

*(Applicable in case Final Supplementary Agreement is signed before release of Final Payment)*

5. It is further agreed and understood by and between the parties that the arbitration clause contained in the said principal agreement shall cease to have any effect and / or shall be deemed to be non-existent for all purposes.

Signature of the Contractor(s)  
Witnesses

For and on behalf of the President of India

Address: \_\_\_\_\_

**ANNEXURE XV**

(Reference Clause 64.3 and 64.6 of GCC)

**AGREEMENT TOWARDS WAIVER UNDER SECTION 12(5) AND SECTION 31A(5) OF ARBITRATION AND CONCILIATION (AMENDMENT) ACT**

I / We \_\_\_\_\_ (Name of agency / contractor) with reference to agreement No. \_\_\_\_\_ raise disputes as to the construction and operation of this contract, or the respective rights and liabilities, withholding of certificate and demand arbitration in respect of following claims:

Brief of claim:

- (i) Claim 1 – Detailed at Annexure –
- (ii) Claim 2 –
- (iii) Claim 3 –

I / We \_\_\_\_\_ (post of Engineer) with reference to agreement No. \_\_\_\_\_ raise disputes as to the construction and operation of this contract, or the respective rights and liabilities, withholding of certificate and demand arbitration in respect of following claims:

I / We \_\_\_\_\_ do / do not agree to waive off applicability of section 12(5) of Arbitration and Conciliation (Amendment) Act.

Signature of Claimant \_\_\_\_\_ Signature of Respondent \_\_\_\_\_

**Agreement Under Section 31A(5)**

I / We \_\_\_\_\_ (Name of agency / contractor) with reference to agreement No. \_\_\_\_\_ hereby waive off the applicability of sub-section 31A(2) to 31A(4) of the Arbitration and Conciliation (Amendment) Act. We further agree that the cost of arbitration will be shared by the parties as per Clause 64 (6) of the Standard General Conditions of Contract.

Signature of Claimant \_\_\_\_\_ Signature of Respondent \_\_\_\_\_

\* Strike out whichever not applicable

**ANNEXURE XVI**  
(Reference Clause 64(3) of GCC)

**CERTIFICATION BY ARBITRATORS APPOINTED UNDER CLAUSES 63 AND 64 OF INDIAN RAILWAYS  
GENERAL CONDITIONS OF CONTRACT**

1. Name:
2. Contact Details:
3. Prior experience (Including experience with arbitrations)
4. **I do not have more than ten ongoing arbitration cases with me.**
5. I hereby certify that I have retired from Railways w.e.f. \_\_\_\_\_ and empanelled as Railway Arbitrator as per 'The Arbitration and Conciliation Act, 1996'.
6. I have no any past or present relationship in relation to the subject matter in dispute, whether financial, business, professional or other kind \_\_\_\_\_ in the year \_\_\_\_\_ between the President of India, acting through the Railway Administration having his office at \_\_\_\_\_ hereinafter called the Railway of the one part and \_\_\_\_\_ of the second part.

Or

I have past or present relationship in relation to the subject matter in dispute, whether financial, business, professional or other kind. The list of such interests is as under:

7. I have no any past or present relationship with or interest in any of the parties whether financial, business, professional or other kind, which is likely to give rise to justifiable doubts as to my independence or impartiality in terms of 'The Arbitration and Conciliation Act, 1996'.

Or

I have past or present relationship with or interest in any of the parties whether financial, business, professional or other kind, which is likely to give rise to justifiable doubts as to my independence or impartiality in terms of 'The Arbitration and Conciliation Act, 1996'. The details of such relationship or interests are as under:

8. There are no concurrent circumstances which are likely to affect my ability to devote sufficient time to the arbitration and in particular to finish the entire arbitration within twelve months.

Or

There are circumstances which are likely to affect my ability to devote sufficient time to the arbitration and in particular to finish the entire arbitration within twelve months. The list of such circumstances is as under:

**ANNEXURE XVII**  
(Reference Para 16(4) of GCC)

**INSURANCE SURETY BOND FOR PERFORMANCE SECURITY**

Name of the issuer of surety bond:

President of India  
Acting through the SrDSTE/NED,  
South Central Railway

Date: \_\_\_\_\_

Surety Bond No.: \_\_\_\_\_

Amount of Bond: \_\_\_\_\_

Issue Date: \_\_\_\_\_

Expiry Date: \_\_\_\_\_

WHEREAS, In consideration of the President of India acting through the SrDSTE/NED, South Central Railway, (hereinafter called "**The Railway**") having accepted the bid of M/s \_\_\_\_\_ hereinafter called the contractor, for the work of "Annual Maintenance Contract of EI Systems of Medha Make at 02 Stations (Purna and Chudawa) for a Period of Four Years in Nanded Division" under invitation for bids No. N-SG-36-2026-27-EI-M-11 dated 16.06.2026, vide Letter of Acceptance No. \_\_\_\_\_ .

AND

WHEREAS, the contractor is required to furnish Performance Security for the sum of ₹. \_\_\_\_\_ (Rupees \_\_\_\_\_ only), in the form of Surety Bond, being a condition precedent to the signing of the contract agreement.

AND

WHEREAS, we, \_\_\_\_\_ (Name of insurance company) hereinafter called the Surety, acting through [**Designation(s) of the authorised person of the Surety**], have, at the request of the M/s. \_\_\_\_\_ contractor, agreed to give guarantee for performance security / additional performance security as hereinafter contained:

1. KNOW ALL MEN by these present that I / We, the undersigned [**Insert name(s) of authorised representatives of the Surety**], being fully authorised to sign and incur obligations for and on behalf of the Surety, confirm that the Surety, hereby, unconditionally and irrevocably guarantee to pay the Railway the full amount in the sum of \_\_\_\_\_ (Rupees \_\_\_\_\_ only) as above stated.
2. The Surety undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Surety shall be final, conclusive and binding, absolute and unequivocal notwithstanding any disputes raised / pending before any Court tribunal, arbitration or any authority or any threatened litigation by the Bidder or Bank.

3. On payment of any amount less than aforementioned full amount, as per demand of the Railway, the Bond shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Railway.
4. The Surety shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the contractor and without the Railway being required to show grounds or give reasons for its demand or the amount demanded.
5. The Surety Bond shall be unconditional and irrevocable.
6. The Bond hereinbefore shall not be affected by any change in the constitution of the Surety or in the constitution of the Contractor.
7. The Surety agrees that no change, addition, modifications to the terms of the Contract Agreement or to any documents, which have been or may be made between the Railway and the Contractor, will in any way release us from the liability under this Bond; and the Surety, hereby, waives any requirement for notice of any such change, addition or modification to the Surety.
8. This Surety is valid and effective from the date of its issue, which is [*insert date of issue*]. The Bond and our obligations under it will expire on \_\_\_\_\_ (*Expiry Date*). All demands for payment under the Bond must be received by us on or before that date.
9. The Surety agrees that the Railways right to demand payment of aforementioned full amount in one instance or demand payments in parts totalling up to the aforementioned full amount in several instances will be valid until either the aforementioned full amount is paid to the Railway or the Bond is released by Railway before the Expiry date.
10. The Surety agrees that its obligation to pay any amount demanded by the Railway before the expiry of this Bond will continue until the amount demanded has been paid in full.
11. The expressions Surety and Railway hereinbefore used shall include their respective successors, administrators and assigns.
12. The Surety hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Bonds, ICC Publication No. 758.
13. We, the Surety Insurer, further agree that the Authority shall be the sole judge to decide as to whether the Bidder is in default of due and faithful fulfilment and compliance with the terms and conditions contained in the Bidding Documents including, inter alia, the failure of the Bidder to keep its Bid open during the Bid validity period set forth in the said Documents, and the decision of the Authority that the Bidder is in default as aforesaid shall be final and binding on us, notwithstanding any differences between the Authority and the Bidder or any dispute pending before any Court, tribunal, arbitrator or any other authority.
14. The Bond shall be in addition to and without prejudice to any other security Bond (s) of the contractor in favour of the Railway available with the Railway. The Surety, under this Bond, shall be deemed as Principal Debtor of the Railway.

**Notwithstanding anything to the contrary contained in these presents,**



- a. Our liability under this Surety Bond shall not exceed \_\_\_\_\_ (Rupees \_\_\_\_\_ only).
- b. This Surety Bond shall be valid up to \_\_\_\_\_ (*being the date of expiry*);
- c. Unless the bank is served a written claim or demand on or before \_\_\_\_\_ [*date of expiry*] all rights under this Bond shall be forfeited and the Surety shall be relieved and discharged from all liabilities under this Bond irrespective of whether or not the original Surety bond is returned to the Surety.

Dated \_\_\_\_\_ the day of \_\_\_\_\_ .

15. The Insurance Surety Bond shall be verified by sending mail to [*customer.care@sbigenral.in*].

Place: \_\_\_\_\_

Bank's Seal and Authorised Signature(s)

[*Name in Block Letters*] \_\_\_\_\_

[*Designation with Code No.*] \_\_\_\_\_

[*P/Attorney*] No. \_\_\_\_\_

Witness:

1.

2.

[*P/Attorney*] No. \_\_\_\_\_

Note: All italicised text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.

**PROFORMA-A**

**Engineering Organisation Available on Hand**

| S.No. | Name and Designation of Employee | Qualification | Previous Experience | Working From To |
|-------|----------------------------------|---------------|---------------------|-----------------|
| 01    | 02                               | 03            | 04                  | 05              |
| A     |                                  |               |                     |                 |
| B     |                                  |               |                     |                 |
| C     |                                  |               |                     |                 |
| Z     |                                  |               |                     |                 |

**Engineering Organisation Proposed to be Engaged for this Work from Above**

| S.No. | Name and Designation of Employee | Qualification | Previous Experience | Working From To |
|-------|----------------------------------|---------------|---------------------|-----------------|
| 01    | 02                               | 03            | 04                  | 05              |
| A     |                                  |               |                     |                 |
| B     |                                  |               |                     |                 |
| C     |                                  |               |                     |                 |
| Z     |                                  |               |                     |                 |

**Engineering Organisation Proposed to be Engaged for this Work from Outside**

(A suitably worded consent letter from such a person should be obtained and enclosed)

| S.No. | Name and Designation of Employee | Qualification | Previous Experience | Working From To |
|-------|----------------------------------|---------------|---------------------|-----------------|
| 01    | 02                               | 03            | 04                  | 05              |
| A     |                                  |               |                     |                 |
| B     |                                  |               |                     |                 |
| C     |                                  |               |                     |                 |
| Z     |                                  |               |                     |                 |

Signature of the Tenderer(s):

Name of the Tenderer:

**PROFORMA-B****Plant and Machinery Available on Hand**

| S.No. | Particulars of Machinery, Plant and Equipment | Number of Units | Kind and Make | Capacity | Age and Condition | Approx Cost in ₹. (In Lakhs) | Purchase Bill No. and Date and Registration Particulars |
|-------|---|-----------------|---------------|----------|-------------------|------------------------------|---|
| 01    | 02  | 03              | 04            | 05       | 06                | 07                           | 08  |
| A     |   |                 |               |          |                   |                              |   |
| B     |   |                 |               |          |                   |                              |   |
| C     |   |                 |               |          |                   |                              |   |
| Z     |   |                 |               |          |                   |                              |   |

**Plant and Machinery Proposed to be Indicated from Above**

| S.No. | Particulars of Machinery, Plant and Equipment | Number of Units | Kind and Make | Capacity | Age and Condition | Approx Cost in ₹. (In Lakhs) | Purchase Bill No. and Date and Registration Particulars |
|-------|---|-----------------|---------------|----------|-------------------|------------------------------|---|
| 01    | 02  | 03              | 04            | 05       | 06                | 07                           | 08  |
| A     |   |                 |               |          |                   |                              |   |
| B     |   |                 |               |          |                   |                              |   |
| C     |   |                 |               |          |                   |                              |   |
| Z     |   |                 |               |          |                   |                              |   |

**Plant and Machinery Proposed to be Indicated from Outside**

| S.No. | Particulars of Machinery, Plant and Equipment | Number of Units | Kind and Make | Capacity | Age and Condition | Approx Cost in ₹. (In Lakhs) | Purchase Bill No. and Date and Registration Particulars |
|-------|---|-----------------|---------------|----------|-------------------|------------------------------|---|
| 01    | 02  | 03              | 04            | 05       | 06                | 07                           | 08  |
| A     |   |                 |               |          |                   |                              |   |
| B     |   |                 |               |          |                   |                              |   |
| C     |   |                 |               |          |                   |                              |   |
| Z     |   |                 |               |          |                   |                              |   |

Signature of the Tenderer(s):

Name of the Tenderer:

**PROFORMA-C****LIST OF COMPLETED WORKS BY THE TENDERER**

| S.No.                                     | Name of the Work | Agreement No. and Date | Designation and Address of the Signing Authority | Agreement Value (In Lakhs) | Completed Value of Works (In Lakhs) | Date of Completion | Remarks |
|---|------------------|------------------------|--|----------------------------|-------------------------------------|--------------------|---------|
| <b>Railway / Central Government Works</b> |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |
| <b>State Government Works</b>             |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |
| <b>Public Sector Undertaking Works</b>    |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |

Signature of the Tenderer(s):

Name of the Tenderer:

**PROFORMA-D****LIST OF WORKS ON HAND WITH THE TENDERER**

| S.No.                                     | Name of the Work | Agreement No. and Date | Designation and Address of the Signing Authority | Agreement Value (In Lakhs) | Completed Value of Works (In Lakhs) | Date of Completion | Remarks |
|---|------------------|------------------------|--|----------------------------|-------------------------------------|--------------------|---------|
| <b>Railway / Central Government Works</b> |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |
| <b>State Government Works</b>             |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |
| <b>Public Sector Undertaking Works</b>    |                  |                        |  |                            |                                     |                    |         |
| A   |                  |                        |  |                            |                                     |                    |         |
| B   |                  |                        |  |                            |                                     |                    |         |
| C   |                  |                        |  |                            |                                     |                    |         |
| D   |                  |                        |  |                            |                                     |                    |         |
| E   |                  |                        |  |                            |                                     |                    |         |
| Z   |                  |                        |  |                            |                                     |                    |         |

Signature of the Tenderer(s):

Name of the Tenderer:

**PROFORMA-E**

**EXPERIENCE CERTIFICATE**

| <b>S.No.</b> | <b>Work Details</b>  | <b>Details</b> |
|--------------|--|----------------|
| 1            | Name of Work   |                |
| 2            | Agreement Number, Date and Name of the Agency  |                |
| 3            | Agreement Value in Rupees (In words and figures)   |                |
| 4            | Due Date of Completion   |                |
| 5            | Number of Extensions Granted   |                |
| 6            | Actual Date of Completion of Work  |                |
| 7            | Value of Final Bill, if passed (In words and figures)  |                |
| 8            | Work completed but Final Measurements not recorded<br>a) Amount paid so far as in CC Bill Number   |                |
| 9            | Work completed and Final Measurements recorded with negative variation<br>a) Amount paid so far as in CC Bill Number   |                |
| 10           | Work completed. If Final Measurements recorded with positive variation which is not sanctioned yet.<br>a) Original agreement value or last sanctioned agreement value whichever is lower |                |

**Note:**

1. This certificate in this proforma is to be issued only for completed work
2. This certificate to be issued by an officer not below the rank of JA Grade or bill passing officer in Railways and bill passing officer / executive in-charge of work in other government department / government bodies / Public Sector Undertakings. The certificate bear the signature and seal of the issuing officer, name of the department etc.

Signature:

Name of Officer:

Designation:

Address:

Office Seal:

Phone / Fax Number:

Date:

**PROFORMA-F**

**CERTIFICATE FROM CHARTERED ACCOUNTANT IN THEIR LETTER HEAD**

**To Whomsoever Concerned**

We \_\_\_\_\_ are the Auditors for the firm \_\_\_\_\_, since last \_\_\_\_\_ (many) years. On the strength of the above association, we are issuing this certificate to the firm on the Annual Contractual Turnover during the **last three audited financial years** as per audited balance sheets.

It is further certified that advances or loans taken by the firm in connection with execution of works is not reflected in the contractual receipts from works contracts indicated below.

| <b>S.No.</b> | <b>Financial Year</b> | <b>Receipts from Works Contracts Executed for Government / Government Bodies / PSUs / Private Organisations reflected in Audited Balance Sheets in P&amp;L Account (in ₹.)</b> | <b>Remarks (If Any)</b> |
|--------------|-----------------------|--|-------------------------|
|              |                       |  |                         |
|              |                       |  |                         |
|              |                       |  |                         |
|              |                       |  |                         |

Signature:

Name of the CA:

UDIN :

Address:

Office Seal:

Phone Number:

Email:

Date:

**MANDATE FORM**

**NEFT / RTGS**

|    |                                       |  |
|----|---------------------------------------|--|
| 1  | Name of the City:                     |  |
| 2  | Bank IFSC Code:                       |  |
| 3  | Bank's Name:                          |  |
| 4  | Branch Address:                       |  |
| 5  | Branch Telephone Number / Fax Number: |  |
| 6  | Contractor's Name as per Account:     |  |
| 7  | Contractor's Account Number:          |  |
| 8  | Type of Account:                      |  |
| 9  | Telephone Number of Contractor:       |  |
| 10 | Contractor's Email ID, if any:        |  |
| 11 | IFSC Code for NEFT / RTGS:            |  |
| 12 | PAN Number:                           |  |
| 13 | GST Number:                           |  |

Note: The given details of bank account should in force.

I certify that the information furnished above is correct to the best of my knowledge and belief.

Signature of Bidder  
Date:



**PROFORMA-H**

**INDEMNITY BOND FOR SUPPLY OF MATERIAL  
(TO THE CONTRACTOR)**

(To be submitted on Non-Judicial Stamp Paper of at least ₹.500/-)

We \_\_\_\_\_ hereby undertake that we hold in our custody for and on behalf of the President of India acting in the premises through the SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605 (hereinafter referred to as the Purchaser) and as his property in trust of him all imported and indigenous materials which have been handed over to us against the contract of for: \_\_\_\_\_ on South Central Railway vide letter of acceptance \_\_\_\_\_ such as \_\_\_\_\_ handed over to us by the Purchaser for the purpose of execution of the said contract, until such time the materials are duly erected or otherwise handed over to him.

We shall entirely be responsible for the safe custody and protection of the said materials against all risk till they are duly delivered as erected equipment to the purchaser or against any loss, damage or deterioration whatsoever in respect of the said materials which in our possession and against disposal of surplus materials. The said materials shall at all time be open to inspection by any Officer authorised by the SrDSTE/NED, Rail Vikas Sadan, Sangvi Naka, Airport Road, Nanded – 431605.

Should any loss, damage or deterioration of materials occur or surplus materials disposed off and refund becomes due the Purchaser shall be entitled to recover from us the full cost and compensation determined in terms of the contract for such loss, damage or deterioration, if any along with the amount to be refunded, without prejudice any other remedies available to him, by deduction from any sum due/any sum which at any time hereafter becomes due to us under the said or any other contracts.

In the event of any loss, damage or deterioration as aforesaid the assessment of such loss or damage and the assessment of such compensation therefore would be made by the President of India or his authorised nominee and the said assessments shall be final and binding upon us.

Dated this the \_\_\_\_\_ day \_\_\_\_\_ .

For and on behalf of the Contractor

Signature of Witnesses:

1.

2.

(Names of the witnesses in block letters)

**MODEL FORM OF BANK GUARANTEE BOND**

(To be submitted on Non-Judicial Stamp Paper of at least ₹. 500/-)

**GUARANTEE BOND**

1. In consideration of the President of India 'acting through the concerned officer of the executive department (hereinafter called "The Government") having agreed to exempt Sri/M/s. \_\_\_\_\_ (hereinafter called "the said contractor") from the demand, under the terms and conditions of agreement/Letter of acceptance No. \_\_\_\_\_ dated \_\_\_\_\_ made between "President of India " acting through the concerned officer of the executive department and Sri/M/s \_\_\_\_\_ for \_\_\_\_\_ (name of work) (herein after called "the said agreement"), of Performance Guarantee for the due fulfilment by the said contractor(s) of the terms and conditions contained in the said agreement. On production of irrevocable Bank Guarantee for ₹. \_\_\_\_\_ (Rupees \_\_\_\_\_ only).
2. We, \_\_\_\_\_ (bank) (herein after called "the Bank") at the request of \_\_\_\_\_ (contractor) do hereby undertake to pay the Government an amount not exceeding ₹. \_\_\_\_\_ against any loss or damage caused to or suffered or would be caused to or suffered by the Government by reason of any breach by the said contractor(s) of any of the terms or conditions contained in the said agreement.
3. We undertake to keep this performance guarantee in force till the satisfactory completion of the work and maintenance period is over.
4. We, \_\_\_\_\_ (bank) do hereby under take to pay the amounts due and payable under this Guarantee without any demur, nearly on a demand from the Government stating that the amount / claimed is due by way of loss or damaged caused to or would be caused to or suffered by the Government by reason of breach by the said contractor(s) of any of the terms or conditions contained in the said agreement or by reason of the contractor(s) failure to perform the said agreement. Any such demand made on the Bank shall be conclusive as regards the amount due and payable by the Bank under this Guarantee. However, our liability under this Guarantee shall be restricted to an amount not exceeding ₹. \_\_\_\_\_ (Rupees \_\_\_\_\_ only).
5. We, undertake to pay to the Government any money so demanded not withstanding any dispute or disputes raised by the contractor(s) / suppliers in any suit or proceedings pending before any Court or Tribunal relating thereto our liability under this present being obsolete and unequivocal. The payment so made by us under this Bond shall be valid discharge of our liabilities for payment there under and the contractor(s) / suppliers shall have no claim against us for making such payment.
6. We, \_\_\_\_\_ (bank) further agree that the guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said agreement and that it shall continue to be enforceable till all the dues of the Government under or by virtue of the said agreement have been full paid and its claims satisfied or discharged on/or \_\_\_\_\_ or till Office/Department of South Central Railway certifies that the terms and conditions of the said agreement have been fully and properly carried out by the said contractor(s) and accordingly discharges this guarantee. Unless a demand or claim under this guarantee is made on us in writing on or before the \_\_\_\_\_, we shall be discharged from all liability under this guarantee thereafter.

7. We, \_\_\_\_\_ (bank) further agree with the Government that the Government shall have the fullest liberty without our consent and without affecting in any manner our obligations hereunder to vary of the terms and conditions of the said agreement or to extend time of performance by the Contractor from the time to time or to postpone for any time or from time to time any of the powers exercisable by the Government against the said contractor and to forbear or enforce any or the terms and conditions relating to the said agreements and we shall not be relieved from our liability by reason of any such variation, or extension being granted to the said contractor(s) or for any indulgence, by the Government to the said contractor(s) or by any such matter or thing whatsoever which under the law relating to sureties would, but for this provision, have effect of so relieving us.
8. The guarantee shall not be discharged due to the change in the constitution of the bank or the contractor(s)/ supplier(s). We ,the \_\_\_\_\_ (bank), undertake not to revoke this guarantee during its currency except with the previous consent of the Government in writing.
9. Notwithstanding anything contained herein above:
- Out liability under this Bank Guarantee shall not exceed ₹. \_\_\_\_\_ (Rupees \_\_\_\_\_ only).
- This Bank Guarantee shall be valid up to \_\_\_\_\_ .
10. We are liable to pay the guaranteed amount or any part thereof under this Bank Guarantee only and if only you serve upon us a written claim or demand on or before \_\_\_\_\_ .

For \_\_\_\_\_  
(Bank) (With Seal and Address Signed by  
Authorised Signatory of the Bank)

**STATEMENT OF DEVIATIONS**

**PROFORMA FOR STATEMENT OF DEVIATIONS**

The following are the particulars of deviations from bid document:

Chapter Number XXX

| S.No. | Clause | Deviation | Remarks (Including Justification) |
|-------|--------|-----------|-----------------------------------|
|       |        |           |                                   |

Note: Bidders are advised to submit the deviations from entire bid document including Annexures. Where there is no deviation, the statement should be uploaded duly signed with an endorsement indicating no deviations. In case, the deviations are not submitted by bidder, then it will be treated as NIL deviations to the entire bid document.