



SEALDAH DIVISION

**ELECTRICAL GENERAL
DEPARTMENT**

OPEN E-TENDER DOCUMENT

Tender Number: ELEG-ST-1327-2026-27-R

**Office of the Senior Divisional
Electrical Engineer (General)**

Name of the Work

Comprehensive Annual Maintenance Contract (CAMC) by OEM of "Greaves Cotton Limited" make 500KVA, 750V DA (Diesel Alternator) sets fitted in power cars of Rajdhani/Duranto/EOG type Express trains including escorting and operation of Power Cars and LSLRD of different rakes originating from Sealdah & Kolkata terminals for one (01) year for Sealdah Division.

Location of Work:

Sealdah Division.

Tender Number: ELEG-ST-1327-2026-27-R

****The complete information along with tender document of above E- Tender are available in website on www.ireps.gov.in up to 14.00 hrs on the due date of tender opening.****

****Terms & Conditions and other informations as furnished in this Tender Document are to be treated as integrated with the instructions and conditions as furnished in NIT****

Terms & Conditions and Additional Information

1. PRELIMINARY CONDITIONS:

- i. Work must be completed within **Twelve (12) months** from the date of issue of letter of acceptance under the guidance of **SSE/TL&AC/CP(IC) and SSE/TL&AC/SDAH-I(IC)**,
- ii. **Sr. SEE/TL&AC/CP (IC)** will be the Co-ordinator of the whole work. Day to day work will be looked after by concerned sectional SEE or JEE. All the released materials must be returned to the store under respective Sr. SEE (IC). It is essential that the contractor must submit to the Supervision In-charge of the work, the details of workmen under him for execution of the contract before undertaking the work. They must also advise the change, if any.
- iii. It is essential to submit the Identity proof document of the Supervision In-charge of the work & the details of workmen under him for execution of the contract.
- iv. An indemnity bond (on non-judicial stamp papers) is required to be submitted beforehand if you intend to take the Railway assets your own workshop for repair.
- v. Released or dismantled materials, if any must be returned to respective supervision-in-charge of the work station at your own cost. A record is to be made in this regard which must be signed jointly by you and respective In-charge of the work. In all cases transportation arrangement is your responsibility.
- vi. Tools, testing equipment, transportation, loading & unloading etc. are the Firm's responsibility.
- vii. A joint report is to be made and submitted by the Supervision-in-charges of the respective works and the firm's representative for completion of the scheduled work.
- viii. In terms of provisions of clause 26A.1 to the General Conditions of Contract (GCC), Contractor shall also employ following qualified Engineers during execution of the allotted work:
 - a) The Contractor shall also employ qualified Graduate Engineer(s) or equivalent, or qualified Diploma Engineer(s).
In case the Contractor fails to employ the Engineer, as aforesaid in Para 26A.1, he shall be liable to pay liquidated damages at the rates will be as per Railway Board's letter no. 2012/CE-I/CT/O/20, New Delhi, Dated 10.05.2013.
- ix. During execution of work, any damage caused to Civil Engg. portion of Rly. must be re-conditioned by Contractor.

2. EXECUTION OF CONTRACT DOCUMENT:

The Tenderer whose tender is accepted shall be required to appear in person at the office of General Manager/General Manager (Construction), Chief Administrative Officer (Construction), Divisional Railway Manager or concerned Engineer, as the case may be, or if tenderer is a firm or corporation, a duly authorized representative shall appear **(there would be no need for appear in person if agreement is signed digitally)** and execute the contract agreement within seven days of notice from Railways that the Contract Agreement is ready. Failure to do so shall constitute a breach of the agreement affected by the acceptance of the tender. The Contract Agreement shall be entered into by Railway only after submission of valid Performance Guarantee by the Contractor. In such cases the Railway may determine that such tenderer has abandoned the contract and there upon his tender and acceptance thereof shall be treated as cancelled and the Railway shall be entitled to forfeit the full amount of the **Bid Security/Earnest Money** and other dues payable to the Contractor under this contract. The failed Contractor shall be debarred from participating in the re-tender for that work.

3. GUARANTEE / WARRANTY:

- i. Guarantee period for the entire work shall be 12 (twelve) months from the date of completion of work jointly signed by Railway authority & representative of the firm.
- ii. The firm must attend to rectify the defects of the executed job within 24 hrs. from the time of intimation within the guarantee period.
- iii. If any item under warranty needs replacement, corresponding item's supply, installation, testing and commissioning is the complete responsibility of the successful bidder. The re-installation/refixing must be done as per direction of concerned supervisor.
- iv. As and when required items or supply items will be under warranty for 12 months from the date of installation or 18 months from the date of supply whichever is earlier.

4. FINAL ACCEPTANCE:

The final acceptance of the entire equipment shall take effect from the date of expiry of the warranty period, provided the performance of the equipment is found satisfactory.

5. VARIATIONS IN EXTENT OF CONTRACT:

As Per General Conditions of Contract April 2022 or its latest amendments (if any) or Railway Board Circular or its latest amendments (if any).

6. EXTENSION OF TIME:

As Per General Conditions of Contract April 2022 or its latest amendments (if any) or Railway Board Circular or its latest amendments (if any).

7. 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 upto 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 22nd day after the date of issue of LOA. Further, if the 60th day happens to be a declared holiday in the concerned office of the Railway, submission of PG can be accepted on the next working 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 Start-up recognized 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 original contract value and **Additional Performance Guarantee as per clause 16(4)(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 Deposits 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 FA&CAO/KKK (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 P.G. shall be initially valid upto 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 P.G. 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 Performance Guarantee (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 these conditions.

8. SIGNING OF "NO CLAIM" CERTIFICATE:

The Contractor shall not be entitled to make any claim whatsoever against the Railway under or by virtue of or arising out of this contract, nor shall the Railway entertain or consider any such claim, if made by the Contractor, after he shall have signed a "No Claim" Certificate in favour of the Railway in such form as shall be required by the Railway after the works are finally measured up. The Contractor shall be debarred from disputing the correctness of the items "No Claim" Certificate or demanding a clearance to arbitration in respect thereof.

9. EARNEST MONEY/ BID SECURITY (INR):

- (1) (a) The tenderer shall be required to submit the Bid Security with the tender for the due performance with the stipulation to keep the offer open till such date as specified in the tender, under the conditions of tender. The Bid Security shall be as under:

Value of the Work	Bid Security
For all works.	2% of the estimated cost of the work

Note:

- (i) The Bid Security shall be rounded off to the nearest ₹100. This Bid Security shall be applicable for all modes of tendering.
 - (ii) Any firm recognized by Department of Industrial Policy and Promotion (DIPP) as 'Startups' shall be exempted from payment of Bid Security detailed above.
 - (iii) Labour Cooperative Societies shall submit only 50% of above Bid Security detailed above.
- (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) If his tender is accepted, this Bid Security mentioned in sub para (a) above 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. 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.
- (2) The 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. The Bank Guarantee bond shall be as per **Annexure-VIA** in GCC April 2022 or latest and shall be valid for a period of 90days beyond the bid validity period.
- (3) **In case, submission of Bid Security in the form of Bank Guarantee, following shall be ensured:**
 - (i) A scanned copy of the Bank Guarantee shall be uploaded on e-Procurement Portal (IREPS) while applying to the tender.

- (ii) The original Bank Guarantee should be delivered in person to the official nominated as indicated in the tender document of deadline of submission of bids (excluding last date of submission).
 - (iii) Non submission of scanned copy of Bank Guarantee with the bid on e-tendering portal (IREPS) and/or non-submission of original Bank Guarantee within the specified period shall lead to summary rejection of bid.
 - (iv) The Tender Security shall remain valid for a period of 90 days beyond the validity period for the Tender.
 - (v) The details of the BG, physically submitted should match with the details available in the scanned copy and the data entered during bid submission time, failing which the bid will be rejected.
 - (vi) The Bank Guarantee shall be placed in an envelope, which shall be sealed. The envelope shall clearly bear the identification “**Bid for the ***** Project**” and shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right hand top corner of the envelope.
 - (vii) The envelope shall be addressed to the officer and address as mentioned in the tender document.
 - (viii) If the envelope is not sealed and marked as instructed above, the Authority assumes no responsibility for the misplacement or premature opening of the contents of the Bid submitted and consequent losses, if any, suffered by the Bidder.
- (4) (a) Subject to exemptions provided under para (1) (a) of Part-1 (ITT) of this document, 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 (in case of two packet system of tendering 90days) 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 _____ 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:
- 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 fulfillment of the contract in terms of Clause 16 of the Standard General Conditions of Contract;
 - 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 Depositor 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.

10. SECURITY DEPOSIT:

The Security Deposit shall be 5% of the contract value. The Bid Security submitted by the Contractor with his tender will be retained/encashed by the Railways as part of security for the due and faithful fulfilment of the contract by the Contractor. Provided further that, if Contractor submits the 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 Depositor the Part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security, to the Contractor.

Balance of Security Deposit may be deposited by the Contractor in cash or Term Deposit Receipt issued from Scheduled commercial bank of India or irrevocable Bank Guarantee bond issued from 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. Provided also that 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.

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 Standard General Conditions of Contract.

Note: 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 Rs. 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 Rs. 50 Crore, such refund / return of the already available Security Deposit is permitted up to three times.

11. REFUND OF SECURITY DEPOSIT:

Security Deposit mentioned in sub clause (1) above shall be returned to the Contractor after the following:

- i. Final Payment of the Contract as per clause 51. (1) (as per GCC April 2022) **and**
- ii. Execution of Final Supplementary Agreement or Certification by Engineer that Railway has No Claim on Contractor **and**
- iii. Maintenance Certificate issued, on expiry of the maintenance period as per clause 50.(1), in case applicable. (1) (as per GCC April 2022).

12. FORFEITURE OF SECURITY DEPOSIT:

Whenever the contract is rescinded as a whole under clause 62 (1) of these conditions, the Security Deposit already with railways under the contract shall be forfeited. However, in case the contract is rescinded in part or parts under clause 62 (1) of these conditions, the Security Deposit shall not be forfeited.

13. INTEREST ON SECURITY DEPOSIT:

No interest shall be payable upon the Bid Security and Security Deposit or amounts payable to the Contractor under the Contract, but Government Securities deposited in terms of Sub-Clause 16.(4)(b) of GCC April 2022 will be payable with interest accrued thereon.

14. EXTENSION OF TIME WITH LIQUIDATED DAMAGES (LD) FOR DELAY DUE TO CONTRACTOR:

The time for the execution of the work or part of the works specified in the contract documents shall be deemed to be the essence of the contract and the works must be completed not later than the date (s) as specified in the contract. If the Contractor fails to complete the works within the time as specified in the contract for the reasons other than the reasons specified in Clause 17 and 17A, the Railway may, if satisfied that the works can be completed by the Contractor within reasonable short time thereafter, allow the contractor for further extension of time (Proforma at Annexure-VII) as the Engineer may decide. On such extension the Railway will be entitled without prejudice to any other right and remedy available on that behalf, to recover from the Contractor as agreed damages and not by way of penalty for each week or part of the week, a sum calculated at the rate of liquidated damages as decided by Engineer, **between 0.05% to 0.30% of contract value of the works for each week or part of the week.**

For the purpose of this Clause, the contract value of the works shall be taken as value of work as per contract agreement including any supplementary work order/contract agreement issued' Provided also'

that the total amount of liquidated damages under this condition shall not exceed 5% of the contract value or of the total value of the item or groups of items of work for which a separate distinct completion period is specified in the contract. Provided further, that if the Railway is not satisfied that the works can be completed by the contractor and in the event of failure on the part of the contractor to complete the work within further extension of time allowed as aforesaid, the Railway shall be entitled without prejudice to any other right or remedy available in that behalf, to appropriate the contractor's Security Deposit and rescind the contract under Clause 52 of these Conditions, whether or not actual damage is caused by such default.

Note:-In a contract, where extension(s) of time have been allowed once under clause 17B, further request(s) for extension of time under clause 17A can also be considered under exceptional circumstances. Such extension(s) of time under clause 17A shall be without any Liquidated damages, but the Liquidated damages already recovered during extension(s) of time granted previously under clause 17B shall not be waived. However, Price variation during such extension(s) shall be dealt as applicable for extension(s) of time under clause 17B.

15. LOADING AND UNLOADING OF HEAVY MATERIALS:

The contractor shall make his own arrangement for loading or unloading of all materials, tools, plants etc. at his depot or at work sites, over ground or underground at no extra cost to the Railways, if not considered in description of scheduled items. No forwarding order shall be issued by the Railways for the conveyance of Contractor's materials, tools & plants by Rail which may be required for use in the works and the contractor shall pay full freight charges at public tariff / rates thereof.

Carriage of Materials:

No forwarding orders shall be issued by the Railway for the conveyance of Contractor's materials, tools and plant by train which may be required for use in the works and the Contractor shall pay full freight charges at public tariff rates therefor.

16. ERECTION & MAINTENANCE:

The erection / maintenance of all equipment according to the specification will be done by the contractor at his cost. For this purpose, the contractor shall place and keep on the works at all times efficient & competent representative to give the necessary directives to his workman and labour, about the execution of the works. The said representative shall be present at site during working hours and written order and instructions, which Railways may give to the said representative of the Contractor, shall be deemed to have been duly given or communicated to the contractor.

17. TOOLS etc. FOR INSTALLATION:

Tools, plants, instruments, gauges and other facilities etc. required for installation, maintenance testing and commissioning as per tender specification shall be provided by the contractor at his cost.

The contractor shall bring only those materials, tools, and plants and other accessories to the site of work, which is to be used in connection with the contract. The contractor may store such materials, tools and plants etc. at the site. All these expenses connected with the strong and safe custody of the materials etc. shall however be incurred by the contractor. The purchaser or the administration shall not be responsible if any loss, damage or deterioration of the contractor's materials supplied at site and / or installed at site / by whatsoever reason it may be until and unless the same are duly handed over to the Railways representative.

18. INSTRUCTION BOOKS:

The contractor shall prepare and supply instruction book / maintenance manuals at his own expenses before commencement of the installation / maintenance work for new items / new technology if asked by railway.

19. DAMAGE TO RAILWAY PROPERTY OR PRIVATE LIFE AND PROPERTY:

The Contractor shall be responsible for all risk to the work and for trespass and shall make good at his own expense all loss or damage whether to the works themselves or to any other property of the Railway or the lives, persons or property of others from whatsoever cause in connection with the works until they are taken over by the Railway, although all reasonable and proper precautions may have been taken by the Contractor. In case the Railway shall be called upon to make good any costs, loss or damages, or to pay any

compensation, including that payable under the provisions of the Workmen's Compensation Act or any statutory amendments thereof to any person or persons sustaining damages as aforesaid by reason of any act, or any negligence or omissions on the part of the Contractor; the amount of any costs or charges including costs and charges in connection with legal proceedings, which the Railway may incur in reference thereto, shall be charged to the Contractor. The Railway shall have the power and right to pay or to defend or compromise any claim of threatened legal proceedings or in anticipation of legal proceedings being instituted consequent on the action or default of the Contractor, to take such steps as may be considered necessary or desirable to ward off or mitigate the effect of such proceedings, charging to Contractor, as aforesaid; any sum or sums of money which may be paid and any expenses whether for reinstatement or otherwise which may be incurred and the propriety of any such payment, defence or compromise, and the incurring of any such expenses shall not be called in question by the Contractor.

20. SAFETY OF PUBLIC:

The Contractor shall be responsible to take all precautions to ensure the safety of the public whether on public or railway property and shall post such look out men as may, in the opinion of the Engineer, be required to comply with regulations appertaining to the work. Contractor shall ensure placement of barricading / partitions at the place of work to ensure safety of habitants of adjacent area, failing which Engineer may advise stoppage of work as per his discretion.

21. RAILWAY PASSES:

No free railway passes shall be issued by the Railway to the Contractor or any of his employee/worker.

22. WAGES TO LABOUR:

A contractor is to abide by the provision of payment of Wages act and Minimum Wages Act in terms of clause 54 & 55 of Indian Railways GCC. In order to ensure of the same, an application has been developed and hosted on website 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. (Reference: RB's letter vide no. 2018/CE-I/CT/4 dated 17.10.2018.)

23. POWERS OF MODIFICATION TO CONTRACT:

The Engineer on behalf of the Railway shall be entitled by order in writing to enlarge or extend, diminish or reduce the works or make any alterations in their design, character position, site, quantities, dimensions or in the method of their execution or in the combination and use of materials for the execution thereof or to order any additional work to be done or any works not to be done and the Contractor will not be entitled, to any compensation for any increase/reduction in the quantities of work but will be paid only for the actual amount of work done and for approved materials supplied against a specific order.

24. OCCUPATION AND USE OF LAND:

Occupation and Use of Land: No land belonging to or in the possession of the Railway shall be occupied by the Contractor without the permission of the Railway. The Contractor shall not use, or allow to be used the site for any purposes other than that of executing the works. Whenever non-railway bodies/persons are permitted to use railway premises with competent authority's approval, conservancy charges as applicable from time to time may be levied.

25. ASSIGNMENT OR SUBLETTING OF CONTRACT:

The Contractor shall not assign or sublet the contract or any part thereof or allow any person to become interested therein in any manner whatsoever without the special permission in writing of the Chief Engineer, save as provided below. Any breach of this condition shall entitle the Railway to rescind the contract under Clause 62 of these Conditions and also render the Contractor liable for payment to the Railway in respect of any loss or damage arising or ensuing from such cancellation; provided always that execution of the details of the work by petty Contractor under the direct and personal supervision of the Contractor or his agent shall not be deemed to be sub-letting under this clause. In case Contractor intends to subcontract part of work, relevant GCC clause may be referred.

26. QUALITY OF MATERIALS:

- i. All materials supplied and used in the work shall be of approved quality of their respective kinds and of the class most suited for the purpose specified and agreeable to the particulars contained in or implied by the specifications and as referred to in and represented by the drawings or in such other additional particulars, instructions and drawings as may be found requisite to be given during the carrying on of the works and to the entire satisfaction of the Railways and according to the instruction and directions which the Contractor may from time to time receive from the Railways. The materials may be subjected to tests by means of such machines, instruments and appliances by the Railways may directly or wholly at the expense of the contractor.
- ii. Unless specified to the contrary all materials and work shall comply with Indian Standard Specification, Indian Electricity rules, relevant British Standard Specification VEE & IEC specifications /ARI (American Refrigeration Institute) (JIS Japans Industrial Standard) or specification of Railways Design & Standards Organization when established as applicable. Latest revisions of specification/standards/rules are only applicable. Where any equipment is supplied in conformity with VDE/ARI/JIS Standard as of any other specifications that may be required for cross reference, shall be supplied by the contractor - free of charge.

27. ARBITRATION:

In case of any dispute of difference between the parties the Arbitration and Conciliation Act 1996 and the General conditions of contract pertaining to Arbitration in so far as they are not repugnant to or inconsistent with the provisions of the said Arbitration, Act of 1996.

28. OBLIGATION DURING PENDENCY OF ARBITRATION:

Work under the contract shall, unless otherwise directed by the Engineer, continue during the arbitration proceedings, and no payment due or payable by the Railway shall be withheld on account of such proceedings, provided, however, it shall be open for Arbitral Tribunal to consider and decide whether or not such work should continue during arbitration proceedings.

29. NEW TAXATION & LEGISLATION:

- i. In the event of any new taxation / legislation coming into force after the date of opening of tender on the authority of the Government and have been of such a nature that in complying here with or resulting therefore the contractor becomes liable to any direct additional costs, then the Railways shall reimburse the contractor for such additional costs on receiving satisfactory, pro-forma that the contractor has incurred the same.
- ii. The Contractor and all personal 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.

30. COMPLIANCE TO REGULATIONS AND LAWS:

- i. The contractor shall conform to the provisions of any statute relating to the work and regulations and by laws of any local authority and of any water or lighting companies or undertakings with whose system the work is proposed to be connected and shall before making any variation from the drawing or the specifications that may be necessitated by so conforming give to the Engineer notice specifying the variation proposed to be made and the reason for making the variation and shall not carry out such variations of the Engineer in respect thereof. The contractor shall be bound to give all notices required by statute regulation or by laws as aforesaid and to pay all fees and taxes payable to any authority in respect thereof.
- ii. An agreement, in addition to this letter of acceptance, is binding upon the contractor and the form will be supplied on demand.

31. ON ACCOUNT PAYMENT AND FINAL PAYMENT:-

- **For Escorting & Maintenance:**

The contractor should arrange payment to the workers towards wages/salaries through their bank accounts in the mode of NEFT/RTGS only. Contractor shall keep a register for payment of wages paid to contractor staff (under Minimum Wages Act 1948) and contractor shall also submit statement showing the recoveries of PF/EPF contributions in respect of contract employees employed by him. Contractor bills will be withheld if above statements not submitted to Railway nominated supervisor.

Mode of Payment: Letter of credit:

(As per Rly board letter No.2018/CE-I/CT/9 dt: 04.06.2018)

i) For all tenders having advertised cost of Rs.10 lakh 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 IREPS (Indian Railway Electronic Procurement System – the e-application on which tenders are called by Railways) 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.

Payment will be arranged for the actual executed quantities based on the measurement recorded by the Concerned Senior Section Engineer on **monthly/three monthly/quarterly basis** only through Electronic Fund Transfer System. For this purpose, bill has to be submitted in standard form along with necessary supporting documents to Senior Divisional Electrical Engineer/General, Sealdah and the same may be forwarded to Senior Divisional Finance Manager, Eastern Railway, Sealdah. Payment will be arranged only through Electronic Fund Transfer System.

a. The bill shall be submitted by the contractor in Railway Format duly certified by the concerned authorized Engineer-in-charge as per extant rule.

b. The payment shall be arranged after submission of the following documents by the firm to the office of Senior Divisional Electrical Engineer/General, Eastern Railway, Sealdah.

- Bills along with Trip sheets/log book duly signed by the contractor and certified by the Railway Official.

- Month wise Attendance of the contractor staff.

- Details of Rake/Route wise engaged contractor staff.

- Payment to the contract labourers should be made through bank and proof of salary paid to them duly ensuring the latest minimum wages according to Labour Laws by Government of India, should be submitted along with the bill.

(In case of any valid complain regarding payment to labours, competent railway authority has full rights to verify the complain and if the contractor is found guilty, then the Railway authority has full rights to terminate the whole contract forfeiting the SD, PG and all other remaining dues.)

- The contractor should upload the wage payment particulars made to their contract labour engaged in this contract on shramik kalyan portal on monthly basis. The uploaded details on the shramik kalyan portal for the bill claiming period also to be submitted along with each bills

- For As & When required items:
- i. (Schedule of items corresponding to Design, manufacture, supply, installation, testing and Commissioning).
 - a. 70% payment against accepted rate for Supply Installation Testing and Commissioning items after necessary statutory deduction/recovery after successful supply and inspection of the item.
 - b. Remaining 30% payment will be released after successful erection, testing and commissioning of the item while incorporating necessary statutory deduction/recovery at site on certification.
- ii. The contractor shall be entitled to get the on account payment (RA bill) against the full value of the work executed corresponding to the period of on account measurement after necessary deduction/recovery.
- iii. The contractor shall be entitled to get the payments Full value (i.e. final payment) of the contracted price after necessary deduction/recovery and after full & final completion of the job duly certified by the concerned competent authority.
- iv. The bill submitted by the contractor should be enclosed with the following:
 - a) Suppliers Challan (if any).
 - b) Inspection Certificate granted by the Rly. (If any).
 - c) Detail entries of supply / work made in the measurement book.
 - d) Joint note duly signed by the Firm and Rly representative for the executed work done.
 - e) No claim certificate enclosed with the final Bill.
 - f) GST registration No. must be submitted along with bill.

32. INCOME TAX DEDUCTION: Income tax @ 2% of basic amount to be paid by the Contractor. Health & Educational Cess on income-tax shall continue to be levied at @ 4% on the amount of tax computed. (As per Rly RB's letter no 2019/AC-1/4/3 date 16.05.19).

33. DEDUCTION OF CESS UNDER GOVT. OF W.B. (LABOUR DEPARTMENT): Please note that "The tenderer for carrying out any construction work in West Bengal must get themselves registered from the Registering Officer under Section-7 of the Building and other construction workers (Regulation of Employment and Conditions of Service) Act, 1996 and Rules made thereto by the Govt. of West Bengal. The tenderer shall be required to submit certificate of Registration issued from the Registering Officer of the Govt. of West Bengal (Labour Department). For enactment of this act, the tenderer shall be required to pay Cess @1% of cost of Construction work to be deducted from each bill. Cost of materials shall be outside the purview of cess, when supplied under a separate schedule item".

34. CONTRACT EXECUTION TIMELINE AND DELIVERABLES:

- a. Necessary make and model approval of the Schedule supply items must be accord from the competent authority within 30 days of issuing LOA.
- b. Supply items should be delivered to the consignee within 60-90 days of material approval.
- c. Erection of the same must be done within 120-180 days of the supply.
- d. Any modification/addition in the contract will be executed within the remaining time of the said completion period.
- e. Any deviation from the above timeframe arising due to reasons not considerable under the Railway's account shall be treated as delay and negligence on the part of the Contractor. In such cases, necessary action may be taken as per the applicable clauses of the General Conditions of Contract (GCC).

Note:

- (i) GST has already been implemented by Govt. of India w.e.f. 01.07.2017. So tax will be governed by GST act as per prevalent rule.
- (ii) All items pertaining to Electrical should conform to relevant IS or equivalent International Standard.
- (iii) In case of any ambiguity in General Specification or RDSO Specification or technical details, it may be collected from Sr.DEE/G/SDAH office, if required.
- (iv) Foundation drawing, earth drawing, structural drawing, specifications or any required drawing not mentioned in Scope of the Work must be got approved before inspection & supply of items.
- (v) This tender complies with Public Procurement Policy (Make in India) Order 2017, dated 15/06/2017, issued by Department of Industrial Promotion and Policy, Ministry of Commerce, circulated vide Railway Board letter no.2015/RS(G)/779/5 dated 03/08/2017 and 27/12/2017. The definition and calculation of local content in accordance with the Make in India policy as approved by PCEE/ER is 50% of Minimum Local Content (MLC).
- (vi) As per Dy. Chief Vigilance Officer/EL letter no. G.157/2016/07/01554/P/V5/N/SDAH following improvements are advised:
- Site Register should be updated regularly by the Supervisor-in-charge of the work and any anomaly for example execution beyond quantity specified in the contract schedule, improper execution, quality issues etc should be conveyed in writing and telephonically or by email to the higher level.
 - Laser based distance measurement devices should be used to verify length of wiring. Physical presence of supervisors during execution should be ensured. However, in case of excessive work load of or multiple site supervision by the supervisor in charge. Video clippings of day to day progress shall be recorded and sent to Railways by the contractor and communicated to higher levels in case of any anomaly
- (vii) As per DSTE/I/SDAH L.No: SG. Tender/S&T/Planning(784) dated. 24.04.2023 it is being advised that in case of damage is caused to OFC/Quad cable during execution of the work, the contractor is liable to pay a penalty for damaging the cable. Penalty to be imposed for damages to cable shall be as under:

Cable Damage	Penalty per Location
Only Quad cable or Signalling Cable	Rs. 1.0 Lakh
Only OFC	Rs. 1.25 Lakh
Both OFC & Quad	Rs. 1.5 Lakh
Electrical Cable	Rs. 1.0 Lakh

Necessary debit in this regard shall be raised on the department undertaking the work who shall in turn levy the penalty on the defaulting contractor. S&T department shall raise the debits in case of damage to OFC or Quad or Signalling cable and electrical department shall raise the debits in case of damage to electrical cable.

GENERAL SPECIFICATIONS

THE ENTIRE WORK MUST COMPLY RAILWAY BOARD GUIDELINE NO. 2006/ELECT(G)/138/IPT DATED:03.06.2025

Maintenance of DA Sets:

As per RB Guideline mentioned above, will be as per latest CAMTECH Manual along with applicable correction slips. For your reference, visit the below link for latest updates and correction slips.

https://indianrailways.gov.in/railwayboard/view_section.jsp?lang=0&id=0,1,304,366,538,2713,2718,2722,2726

- Schedule of DA sets will be as approved by RDSO and mentioned in the guideline.
- Any and every maintenance norm mentioned in the guideline must be followed.
- The operation and manning of power cars are to be done throughout the contract period irrespective of holidays during Train service duly deploying one staff per power car. The failures and action taken on the day-to-day basis are to be recorded.

Work Procedure:

- a. The staff to be present in the power car one hour before the departure of the train or as directed by Senior Section Engineer in-charge of the respective rake, to check working of power car, A- Check / Trip Maintenance.
- b. Power cars shall be switched 'ON', about 60 minutes prior to departure of train for pre-cooling, purpose etc.
- c. Duly check the availability of fuel, lubricant etc. in the Diesel Alternator set and then operate the 500 KVA Diesel Alternator sets provided in the Power Cars, and ensure the proper working of the system for the round trip, in addition troubleshoot as and when required during operation.
- d. Contractor staff shall assist Railway staff for coupling / de-coupling of HOG control cable and Inter vehicular coupler (IVC).
- e. Power supply shall be extended to all coaches from HOG supply (Supply from Locomotive) as far as possible in electrified route. If there is failure in HOG, the required numbers of Diesel Alternator in power car shall be started for extension of power supply to coaches as directed by Rake in charge/ Senior Technician. Also, in such cases, the staff should prepare a joint report with Loco Pilot
- f. Addition to Diesel Alternator contract staff has to maintain the HOG panel as directed by the senior section Engineer in-charge.
- g. Any other check point specified by OEM during A-check shall also be undertaken by the contractor, if necessary.
- h. Minor repair works in en-route, for ensuring proper working of power car shall also be undertaken by the contractor staff. Incase of any abnormalities, the staff needs to attend enroute rectification of fault by communicating with Firm's Technical Supervisor as well as Railway Supervisor.
- i. Consumables (like lube oil, distilled water etc.) as required during maintenance activities will be supplied by Railways.
- j. Mandatory safety checks, if any, shall also be carried out for diesel engines at the other end also, during primary & secondary maintenance of the rake.
- k. Failures/repairs of power cars/diesel engines carried out en-route or at maintenance depot shall be intimated to Senior Section Engineer In-charge immediately.
- l. Contractor staff should monitor fuel level en-route and inform Rake in-charge / senior section in-charge for filling at next filling point on fuel level reaching 50% of tank.
- m. The contractor's staff shall also assist the accompanying AC staff for works such as en-route HT Coupler attention etc if any,
- n. Details of works carried out, failures of equipments/components of the DG sets, their failure analysis, remedial work carried out, details of equipments replaced etc., shall be recorded in a register termed as "LOG BOOK" which to be made available in duplicate by the firm for each diesel engine.
- o. The contact numbers of the persons employed by the contractor for Manning/A- Checks for each trip shall be intimated to the Senior Section Engineer in-charge well in advance.

- p. For each trip from originating station to destination station(s) & back to originating station, proper round trip Performa must be filled and maintained. The round-trip Performa contains various readings stated as under:

- DA Set-A Running frequency (Hz), Volt, Ampere, Kilo Watt (kW)
- Ventilation Fan (No. 1 & 2)
- DA Set-B Running frequency (Hz), Volt, Ampere, Kilo Watt (kW)
- Ventilation Fan (No. 3 & 4)
- Battery – Volt & Ampere
- Panel Roof Temperature
- DA Set-A Lube Oil Pressure, Temperature, Water Temperature & RPM
- DA Set-B Lube Oil Pressure, Temperature, Water Temperature & RPM
- Feeder Distribution Set-A & Set-B Alternator Set-A Maximum Load, Average Load, Unit (KWH), Total Unit & Power Factor
- Alternator Set-B Maximum Load, Average Load, Unit (KWH), Total Unit & Power Factor
- DA Set-A & Set-B: Started at (Running Hours & Time), Stopped at (Running Hrs. & Time), Working Hrs. (Test & Service), Last Running Hours & Total Running Hrs.
- Diesel Engine – Stock Balance, Last Balance, Refilling, Consumed & Refilling at out station.

Note: Reading must be taken every one hour during the power car in service from originating station to destination station & back to origination station.

Note: The above work procedure are indicative in nature and may expand as per site requirement, complying Railway Board Guidelines, as will be decided by the concerned Senior Sectional Engineer of the respective jurisdiction at the time of operation.

- Engagement of local labor: As far as possible, local labor to be employed for both skilled and unskilled jobs. **Contractor shall depute one supervisor/depot (having technical technical degree/diploma as qualification) who will monitor the maintenance and movement of Contractual staff round the clock.**

- Record / Registers to be maintained:

- a. Filled Trip sheet: Printed Booklet for the trip sheet arranged by the contractor as the format given by senior section Engineer in-charge. Filled trip sheet for the each power car should submit to office of senior section Engineer in-charge on completion of each trip.
- b. Remarks Note for Diesel Alternator: Arrival remarks on each DA set and HOG connectivity should be submitted to office of senior section Engineer in-charge on completion of each trip.
- c. Check list for A- Check: A check to be done, departure of each route and same should be submitted to office of senior section Engineer in-charge on completion of each trip.
- d. Attendance Register: Attendance register for the contractor staff to be maintained by the contractor at the office of senior section Engineer in-charge.
- e. Sign ON / Sign OFF Register: Sign ON / Sign OFF Register for the contractor staff to be maintained by the contractor at the office of senior section Engineer in-charge / designated place mutually agreed between senior section Engineer in-charge

Outsourcing of Staffs:

FIRM

•Contractor has to appoint the persons who have passed 10th pass + ITI (02 years) in Electrical or Electronics or Mechanical based streams or higher technical qualification. Persons with lower qualifications are not permitted. The contractor should operate & maintain the said Diesel Alternators sets using trained men directly employed and supervise by them and should be fully qualified to keep the equipment/machines in proper, clean and safe working condition.

•Staff should be skilled to work on 750-volt, 3 phase system and capable of handling 500kVA Diesel Alternator sets, staff should have expertise of Diesel Engine as well as Electrical equipments also be knowledgeable about the safety mechanism and shall be capable of reaching immediately in case of emergency.

•As per above mentioned RB Guideline Point (3), Training will be imparted to all Maintenance and escorting staff mandatorily by respective OEMs. After completion of training period, competency certificate to be provided by OEM only after successful evaluation done by Railway Authority. Maintenance or Escorting duty will only be allotted to staffs having valid competency certificate.

3.All the staff (Operator) shall be present in UNIFORMS with labels/markings/inscription of details like “POWER CAR OPERATOR “, “NAME and ADDRESS OF THE OEM” etc., in their uniform along with Photo Identity Card. Uniform of staff should be of appropriate size, neat and clean.

Colour of uniform:

- (a) Shirt : Blue with white collar
- (b) Trousers/Pant : Black
- (c) Shoe : Black

The contractual staff shall be issued with identity card at contractor’s cost made up of durable material, laminated with passport size photograph, which will be signed by the railway supervisor & contractor duly mentioning name of the work & agreement No.

Note: Both uniform and shoes shall be supplied to his staff at the contractor cost. Contractual staff will not be allowed to work on spot without complete uniform/ID Cards.

4.All operators shall be provided with Mobile phones along with post-paid SIM connectivity. Mobile charges will be borne by contractors. A list of Phone Nos. allotted to workmen shall be given to senior section Engineer Concerned. If any changes in the phone numbers same to be informed immediately.

5.Attendance register will be maintained by contractor and it will be checked by Railway Supervisor on daily basis.

6.The contractor should submit the following documents to Respective Depot Supervisor Incharge pertaining to the staff before commencement of the contract.

- (a) Full names of the staff,
- (b) Pass port size Photograph,
- (c) Permanent & Temporary Residential address with telephone No. if any,
- (d) Copies of educational qualifications duly attested,
- (e) Copies of certificates of age, experience,
- (f) Fitness certificates issued by Govt., Civil Hospital,
- (g) Police verification certificates (initial police verification before the commencement of work shall not be less than three months old) for each employee who is proposed to be engaged.

- The arrangement for the stay of the contractor’s staff shall be made by the Contractor himself in at his own cost & means at the destination/out/originating stations. No accommodation / space, electricity or water shall be provided to the contractor’s staff during their stay.
- No Railway pass will be issued to the contractor or his personnel. However travel authority will be issued by the Railway Administration to the contractor’s staff to and from the originating station and destination station. Same to be handed over to Senior Section Engineer in-charge when closing of duty at originating station.
- The contractor shall arrange all minor tools and plant for carrying out the work. No tool and plant will be supplied to the contractor by Railway.
- The safety of the contractor staff rests with the responsibility of the tenderer/contractor. In case of any accidents/mishaps/violation of rules, the Railway shall not have any responsibility.
- The Railway administration will not be liable for any compensation/claim of any charges arising out of any accidents to contractor’s staff during the contract period.
- The contractor must ensure the safety of the labourers’ engaged by him while executing the work and the Railway will not be responsible for any injury sustained to the labourers due to any accident and any other fatal accident. It is solely the responsibility of the contractor.
- Insurance coverage for all contractor staff should be arranged by the contractors and proof shall be submitted to this office before commencement of work.

- In case of theft(s) or accident(s), railways shall not take up any responsibility or role in dealing case with police and insurance authorities. The contractor shall take responsibility in such cases.
- The contractor will be solely responsible for the loss of any materials handed over to him by the Railway due to breakages or theft during custody with him. If any breakages/theft happened during custody of the contractor, the scope of repair /replacement to be made functional will be with contractor failing that relevant cost will be charged in contractor account.
- Ownership of the all released materials if any will be with Railways same to be handed over to concern depot supervisors.
- Proposed work is for Manning & Operation of power car, for the executed quantities, measurement will be done in the unit of man-hour.
- If the train arrives more than one hour late, late arrival certificate should be obtained from Station Master / Station Manager / Station superintendent concerned for processing of extra payment.
- Service hours of the contractual staff are calculated based on man-hour basis which is entirely dependent on the actual journey hours.
- Actual journey hours of the train include normal running hours along with one hour before departure from originating station and one hour after arrival at destination. Any delay during running time of the actual trip leading to late arrival at destination will be included in service man-hours.
- Delay due to late shunting or late arrival at depot or any reason of delay not applicable during running time of train will not be considered in calculation of man-hours except as described above.
- If the train arrives at the destination station at scheduled time, no additional payment other than actual journey hours will be given irrespective of the departure timing of the train from originating station.
- In case of stay-over at the secondary/destination station during round trip, for each 24 hours, payment corresponding to 08 hours will be payable.
- Proposed timings of the Train and Train service may vary due to convenience of the Railways.
- Any damage to Railway property by Contractual staff shall be recovered from the Contractors bill on actual basis. After the completion of every shift, the contractual staff should record the failures in the register maintained at Elect (G) office.
- The Contractor shall be liable for any unbecoming behavior by the contract staff while on duty any loss or dispute brought to the Railway will be borne by the Contractor
- Railway will reserve all rights to terminate the contract as per latest GCC extant rules.
- The contractor shall not assign sublet or transfer the contract whether in full or in part if it is found that the contractor has assigned or sublet either in full or in part. The Rly Administration shall terminate the contract.
- Contractual staff shall not consume any Alcoholic drinks or narcotic drugs while performing duty. If any staff are found to have consumed narcotic drugs or alcoholic drinks and such staff will not be permitted for future work. The staff will be dealt accordingly to Railway Laws in force from time to time.
- Before appointing the service staff, firm should check thoroughly their character and antecedents of the person. Frequent changes of the service staff should not be done. Not more than Ten men to be changed in a period of Two months. Firm's service Engineers should wear proper uniform with company label and necessary identity card (even if temporary) for their entry at Hospital/Railway premises. However, this Identity Card is not a travel authority.
- Contractor should furnish present address with phone number and inform in case of any change immediately. And also, the contractor should be available over phone round the clock. The Power Car operating staff should also be available over the phone throughout entire shift.
- Railway administration will not take any responsibility to pay compensation towards loss of materials / personal injuries / health issues or any kind of accident during the working time to Contractor's staff. It shall be the sole responsibility of the Contractor to get their employees covered under security insurance.
- The work executed shall confirm to standard code of practice issued by Railway board. Firm should issue a copy of standard operating schedule (as given by Railways) to their service staff for guidance.
- Contractual staff should not have any criminal background.

- OEM should ensure duly fill up of Staff details in CMM portal before engaging him in any trip. Also, in case of permanent non-engagement for any staff from escorting, the same changes to be done in the portal by OEM only.
- The successful tenderer should upload the copy of LOA & the Employees details in Indian Railway SHRAMIK KALYAN PORTAL.

All contractors are required to upload details of their LOAs, engaged workmen, wage payment details, PF/ESI details etc. on monthly basis. The details so uploaded shall be available in public domain.

Penalty:

All the Penalty Criteras mentioned in RAILWAY BOARD GUIDELINE No. 2006/ELECT(G)/138/1PT Dated:03.06.2025 under section (4) will be applicable under this contract.

Special condition for uploading details in Shramik Kalyan Portal:

A. Contractor is to abide by the provisions of Payment of wages act & Minimum wages act in terms of Indian Railways General conditions of Contract. In order to ensure the same the application has been developed and hosted on website www.Shramikkalyan.indianrailways.gov.in. Contractor shall register his firm/company etc and upload requisite details of labor and their payment in this portal. These details shall be available in public domain. The Registration/updating of portal shall be as under.

- (a) Contractor shall apply for onetime registration of his company/firm etc in Shramik kalyan portal with requisite details after 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 No.) for subsequent use of portal for all LOAs issued in his favor.
- (c) The contractor once registered on the portal shall provide details of his Letter of Acceptance (LOA)/ 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.
- (d) After approval of LOA by Engineer, contractor shall fill the salient details of contract labours 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 labor & payments made thereof after each wage period.

B. While Processing payment of any 'On Account bill' or 'Final bill' or release of 'Advances' or 'Performance Guarantee/Security deposit' contractor shall submit a certificate to the Engineer or Engineers representatives that "I have uploaded the correct details of contract labours engaged in connection with this contract and payments made to them during the wage period in railways Shramik Kalyan portal www.shramikkalyan.indianrailways.gov.in till ____Month____Year.

- EPF and Employees State Insurance etc. are included in the scheduled rate. No reimbursement or claim whatsoever will be allowed.

- Building workers cess is not applicable for this contract.

Income Tax: Railways will recover income tax as per prevailing rate@ 2% for all the payments being made.

All the taxes that are applicable will vary from time to time as per latest guidelines issued from Government of India.

***If any materials with technical parameters are mentioned in the schedule of NIT and the same are mentioned in the LT & HT Electrical BOOKLET then priority will be as per NIT.**

****In case of safety issues if any materials with technical parameters are not mentioned in the schedule of NIT but the same are mentioned in the LT & HT Electrical BOOKLET then priority will be as per LT & HT Electrical BOOKLET.**

****Any related technical assistance will be as per LT & HT Electrical BOOKLET.**

**** Any additional items will be as per LT & HT Electrical BOOKLET.**

(These General specifications and Technical Instructions are indicative only and must be confirmed by respective Supervisor-in-charge. In case of any ambiguity in the Technical Details it may be collected from Sr. DEE/G/SDAH office if required. All items pertaining to Electrical should confirm to relevant IS or equivalent international standard. Any deviation must be got approved by Sr.DEE/G/SDAH)

The issues not covered under this tender document shall be governed by General Conditions of Contract April 2022 or its latest amendments if any, Railway Board Circular or its latest amendments & Letters issued in Zonal PHOD.
