

**SOUTH EAST CENTRAL RAILWAY**  
**CONSTRUCTION ORGANISATION**

**TENDER DOCUMENT**

FOR

**Name of the Work:** "Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway".

**TENDER NOTICE NO.: CAO/C/BSP/26-27/08, dated 11.06.2026- OPEN TENDER**

**DATE OF OPENING (Last date of submission of Bid): 15:30 Hrs on 09.07.2026**

**Office of the  
CAO/CON/SECR/BSP**

<b>TOP SHEET</b>
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**TENDER NOTICE NO: CAO/C/BSP/26-27/08, dated 11.06.2026 (Open Tender)**

**Name of the Work:** "Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur (37.80 km) in S.E.C. Railway".

Approx Tender Value	<b>Rs. 89,78,573.86/-</b>
Bid Security	<b>Rs 1,79,600.00/-</b>
Date Of Completion	<b>06(Six) Months</b> from date of issue of acceptance letter
Tender Submission Date	Up to 15.00 Hrs on <b>09.07.2026</b>
Tender Opening Date	15.30 Hrs on <b>09.07.2026</b>

**Note:**

- E-Tender forms are non-transferable and the same is to be submitted with digital signature by the tenderer already registered with the site..
- The submitted e-tender will be considered as digitally signed by the tenderer as a confirmation from the tenderer that the tenderer has read, agreed and accepted all the conditions under laid down documents as well as Schedule of Tender, General and Special Conditions.
- Inclusion of "Letter of Credit" as Mode of Payment in Works Tenders or Service Tenders, is applicable to this tender and copy of the same is uploaded in IREPS Portal. (Ref to Rly Boards Lr.No.- 2018/CE-I/CT/9 dated 04.06.2018).

Signature of Tenderer(s)

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**TENDER NOTICE No. CAO/C/BSP/26-27/08, dated 11.06.2026**

Office of the

Chief Admn. Officer(CON)/Bilaspur

E- tenders are invited on behalf of the President of India, for execution of the following works from the intending contractors who are fulfilling the following eligibility criteria for the works as detailed below.

Name of work	Approximate value (Rs)	Earnest money	Date of closing of bid	Completion period
"Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur (37.80 km) in S.E.C. Railway".	89,78,573.86/-	Rs 1,79,600.00/-	09.07.2026	06 Months

**1. Eligibility criteria:**

**1.1 Technical criterion:** The tenderer must have successfully completed or be 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:

- Three similar works each costing not less than the amount equal to 30% of advertised value of the tender.
- OR
- Two similar works each costing not less than the amount equal to 40% of advertised value of the tender,
- OR
- One similar work each costing not less than the amount equal to 60% of advertised value of the tender,

**(i) Similar work for the purpose of eligibility criteria under (a) above shall mean: "Any work comprising of Final Location Survey and preparation of DPR involving modern surveying techniques e.g. Airborne or terrestrial LIDAR and/or drone photogrammetry for linear projects of Railway/Highways".**

(ii) 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.

(iii) 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 Rs. 500 Crore and above in last three 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 authorized 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 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.

**1.2 Financial Eligibility Criterion:** 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.

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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-IV, along with copies of Audited Balance Sheets duly certified by the Chartered Accountant/Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

**1.3. Bid Capacity:** Not Applicable.

**NOTE:-** Date of inviting tender shall be the date of publishing tender notice on IREPS website.

**1.4 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 authorized 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 clause 1 including clause-1.1 to 1.4 - 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 organization 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 Govt. Organization or Public listed company as defined in Note for item-1.1 above, the same shall be considered for the purpose of fulfilment of credentials.*  
*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.*

6. *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.*
7. *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.*
8. *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.*
9. *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.*
10. *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.*
11. *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.*
12. *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".*
13. *In case a tenderer is LLP, the credentials of tenderer shall be worked out on above lines similar to a partnership firm.*
14. *In case company 'A' is merged with company 'B', then company 'B' would get the credentials of company 'A' also.*

## **2. 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 East Central Railway (Construction organization) 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.

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- (iii) The list of personnel / organization on hand and proposed to be engaged for the tendered work. Similarly list of Plant & 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 deed are true and factual. Standard format of the certificate to be submitted by the bidder is enclosed as **Annexure-V**. Non submission of a 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.
- (vii) Declaration or An undertaking from the tenderer(s) that he is not blacklisted or debarred by Railways or any other Ministry / Department of Govt. of India from participation in tender on the date of opening of bids, either in individual capacity or as a member of the partnership firm or JV in which he or JV in which HUF was / is a partner/member. Concealment / wrong information in regard to above shall make the contract liable for determination under Clause-62 of the General Conditions of Contract.
- (viii) **PAN Card details-** copy of PAN Card to be submitted.
- (ix) **Bank A/c details of the tenderer(s):-** Any payment to the contractor/tenderer including releasing of the EMD of un-successful tenderer(s) will be done through electronic transfer for which the tenderer/contractor must furnish the following details-

Sl. No.	Items	Details to be Furnished
1.	Name of the Account Holder	
2.	Name of the Bank	
3.	Branch of Bank and full address	
4.	Account Number as appearing in the Cheque Book	
5.	RTGS/IFSC Code	
6.	Account Type (i.e. Current or Saving)	

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

**3. Bid Security:** Tender must be accompanied with Bid Security of requisite amount as mentioned in NIT deposited through Internet Banking or e-payment gateway only or submitted as Bank Guarantee bond (Format enclosed) from a Scheduled commercial bank of India. The Bank Guarantee shall be valid for a period of 90 days beyond the bid validity period. The scanned copies of the instruments are to be uploaded with tender document. Tenders not accompanied by requisite amount of Bid Security in acceptable form, will be **‘Summarily Rejected’** and no correspondence what-so-ever will be entertained on this account. 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 office of Chief Project Manager/Central/Con/SECR/Bilaspur, Office of the Chief Administrative Officer/Con/Bilaspur, Nirman Bhawan, Railway Settlement, Bilaspur, Chhattisgarh-495004 before closing date for submission of bids i.e. (excluding the last date of submission of bids, means up to 18.00 hours on 08.07.2026).**
- (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 ‘Summarily 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 .....[Name of Work]” 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 [CPM/Central/Con/BSP, Office of the Chief Administrative Officer(Con)/SECR/Bilaspur, Nirman Bhawan, Railway Settlement, Bilaspur, Chhattisgarh-495004].**
- (viii) If the envelope is not sealed and marked as instructed above, the Railway assumes no responsibility for the misplacement or pre mature opening of the contents of the bid submitted and consequent losses, if any, suffered by the bidders.**

**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, as detailed above, on submission of Registration Certificate issued by appropriate authority.**
- (iii) Labour Cooperative Societies shall submit only 50% of above Bid Security detailed above.**
- (iv) Any other firms including MSME/NSIC registered firms, Government owned PSU (Public Sector Undertakings) shall have to deposit the requisite amount of Bid Security for this instant tender.**

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**4.0 Documents mentioned & as required to be submitted with the offer which have been detailed in Chapter-I of the tender document.**

5.0 The last date and time of submission tender: Upto 15.00 hours on **09.07.2026**

6.0 Date and time of opening bid: At 15.30 hrs on **09.07.2026**.

7.0 Completion period for the work is **Six (06) months**.

**8.0.Participation by Joint Venture/Consortium are not allowed.**

**9.0 Price variation clause:** Price variation clause (PVC) will **NOT** be applicable under this contract.

*(As per Cl. 46A of Part-II of GCC April 2022)*

**CHAPTER-I****DETAILS OF DOCUMENTS TO BE SUBMITTED ALONG WITH OFFER****(Tenderers are requested to read the following carefully)**

For documents to be uploaded with tender offer, the tenderer(s) must read the NIT and instructions to tenderers in detail. For ready reference a concise listing of documents to be submitted along with offer are as under. However, these are not exhaustive and all document/certificate as detailed in the Tender Document and Indian Railway Standard General Conditions of Contracts, April-2022 should be submitted along with the offer duly mentioning the Annexure No. vide which it has been submitted.

Sl. No.	Item	To be mentioned by the tenderer as his Annexure No. (Annexure numbering by the tenderer as annexures attached with the offer to be same for that Annexures mentioned in this tender document).
<b>1.0</b>	<b>Documents in support of eligibility criteria:</b>	
<b>(a)</b>	<b>Document in support of Technical Criteria:</b> Completion/substantially completion certificate/certificates of similar nature of works (similar nature as defined in the NIT) completed in last seven years (ending last day of month previous to the one in which tender is invited). The certificate should be issued by the competent authority authorised by the concerned Organization, which will in general includes <b>(i)</b> Scope of works in details, <b>(ii)</b> date of award, <b>(iii)</b> completion period as per original agreement, <b>(iv)</b> actual date of completion, <b>(v)</b> value of work as per original agreement/revised sanctioned value if any, <b>(vi)</b> value of completed works etc. <b>(vii)</b> Final bill prepared or not; final bill paid or not and if paid then what was the amount etc. <b>(viii)</b> Work experience certificate for similar nature of work is also to be submitted with/supported by the Letter of Acceptance (LOA)/Contract Agreement duly enclosing the tender schedules for the said work claiming as similar nature of work in view of work experience certificate.	Annexure .....
<b>(a). (i)</b>	<b>In case of Partnership firm, for evaluation of technical eligibility following legal documents are to be submitted in terms of Explanation note for clause-10 including clause 10.1 to 10.5 - Eligibility Criteria of GCC-2022:</b> <i>"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. (Refer sub-clause-6 to 14 of clause-10 of GCC-2022).</i>	Annexure .....
<b>(b)</b>	The tenderer(s) having work experience certificate issued by Public listed company following documents must have been enclosed along with offer, otherwise the particular work experience certificate issued by Public listed company will not be considered as valid and no further correspondence will be	

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	made in this regard:	
(i)	Proof of having average annual turnover of Rs.500 crore and above in the last three financial years excluding the current financial year by Public listed company who have issued the work done certificate.	Annexure .....
(ii)	Proof regarding listing of the Public listed company on National Stock Exchange or Bombay Stock Exchange, incorporated/registered at least 5 years prior to the date of opening of tender.	Annexure .....
(iii)	Authorization of the person authorized by the Public listed company to issue such certificates.	Annexure .....
(iv)	Along with the work experience certificate, the tenderer must have submit, the relevant copy of work order, bill 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.	Annexure .....
(c)	<b>Document in support of Financial Eligibility Criteria:</b> The tenderers shall submit requisite information as per <b>Annexure-IV</b> , along with copies of Audited Balance Sheet duly certified by the Chartered Accountant/Certificate from Chartered Accountant duly supported by Audited Balance sheet.	Annexure .....
(d)	Document in <b>support of Bid Capacity</b> as per format given in <b>Annexure-III of Chapter-VII</b> of tender document duly verified by Chartered Accountant (If applicable as per NIT).	Annexure .....
<b>2.0</b>	<b>Bid Security / Earnest Money Deposit (EMD):</b>	
<b>3.0</b>	<b>Certificate as per Annexure-V &amp; V(A) of Chapter-VII of Tender Document.</b>	Annexure .....
<b>4.0</b>	<b>Documents to be enclosed by Joint Venture firm along with tender in terms of clause-14 .</b>	N.A.
<b>5.0</b>	<b>Documents as prescribed vide clause-14 and 15 of Indian Railway Standard General Conditions of Contracts, April-2022– Part-I. Clause-14 &amp; 15 of GCC-2022 are reproduced below:</b>	
<b>6.1</b>	<b>Documents to be submitted along with Tender (Clause-14 of GCC-2022):</b>	
(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)	<b>Sole Proprietorship Firm:</b> (i) All documents in terms of Para-10 of the Tender Form (Second Sheet) of GCC-2022.	Annexure .....
(b)	<b>HUF:</b> (i) A copy of notarized 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 documents in terms of para-10 of the Tender Form (Second Sheet)	Annexure .....  Annexure .....

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	of GCC-2022.	
(c)	<p><b>Partnership Firm:</b> The tenderer shall submit documents as mentioned in clause-18 of the Tender Form (Second Sheet) of GCC-2022.</p> <p>(i) The Partnership Firms participating in the tender should be legally valid under the provisions of the Indian Partnership Act.</p> <p>(ii) 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 notarized prior to date of tender opening as per the Indian Partnership Act.</p> <p>(iii) The tenderer shall submit all documents as mentioned in para-18 of the Tender Form (Second Sheet) of GCC-2022.</p> <p>(v) A notarized copy of partnership deed or a copy of the Partnership deed registered with the Registrar.</p> <p>(vi) A notarized 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 (if not covered in the Partnership deed).</p>	<p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p>
(d)	<p>(i) <b>Joint Venture (JV):</b> The tenderer shall submit documents as mentioned in para-17 of the Tender Form (Second Sheet) of GCC-2022.</p> <p>(ii) An undertaking that all the Members of JV are not blacklisted or debarred by Railways or any other Ministry / Department of Govt. of India from participation in tender/contract on the date of opening of bids, either in individual capacity or in any firm/LLP in which they were/are partners/members, as a member of the JV in which they were/are members. Concealment / wrong information in regard to above shall make the contract liable for determination under Clause-62 of the General Conditions of Contract.</p>	NA
(e)	<p><b>Company registered under Companies Act'2013:</b></p> <p>(i) The copies of MOA (<b>Memorandum of Association</b>) / AOA (<b>Articles of Association</b>) of the company.</p> <p>(ii) A copy of Certificate of Incorporation</p> <p>(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.</p> <p>(iv) All other documents in terms of explanatory notes in clause-10 of the Tender Form (Second Sheet) of GCC-2022.</p>	<p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p>
(f)	<p><b>LLP (Limited Liability Partnership):</b> If the tender is submitted on behalf of a LLP registered under LLP Act-2008, the tenderer shall submit along with the tender:</p> <p>(i) A copy of LLP Agreement.</p> <p>(ii) A copy of Certificate of Incorporation.</p> <p>(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.</p> <p>(iv) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of 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 in 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.</p> <p>(v) All other documents in terms of explanatory notes in para-10 of the Tender Form (Second Sheet) of GCC-2022.</p>	<p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p>
(g)	<p><b>Registered Society &amp; Registered Trust:</b> The tenderer shall submit:</p> <p>(i) A copy of the Certificate of Registration.</p>	<p>Annexure .....</p> <p>Annexure .....</p>

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	<p>(ii) A copy of Memorandum of Association of Society/Trust Deed.</p> <p>(iii) A copy of Power of Attorney in favour of the individual to sign the tender documents and create liability against the Society/Trust.</p> <p>(iv) A copy of Rules &amp; Regulations of the Society.</p> <p>(v) All other documents in terms of explanatory notes in para-10 of the Tender Form (Second Sheet) of GCC-2022.</p>	<p>Annexure .....</p> <p>Annexure .....</p> <p>Annexure .....</p>
	<p><b>Note:</b></p> <p>(i) 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.</p> <p>(ii) 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.</p> <p>(iii) A tender from JV / Partnership firm etc. shall be considered only where permissible as per the tender conditions.</p> <p>(iv) 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, recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.</p>	
6.2	<p><b>Clause-15 of GCC-2022</b></p> <p>The tenderer whether sole proprietor / a company or a partnership firm / joint venture (JV) / 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 upto 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 <b>Summarily Rejected</b>.</p> <p>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.</p> <p><b>Note:</b> A power of attorney executed and issued overseas, the document will also have to be legalized by the Indian Embassy and notarized in the jurisdiction whether 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 legalized by the Indian Embassy if it carries a conforming Apostille Certificate.</p>	Annexure .....
7.0	<p><b>Employment/Partnership etc. of Retired Railway Employees:</b> Please refer clause-16 of Indian Railway Standard General Conditions of Contracts– April'2022–Part-I regarding employment of Retired Railway Employees and submit the information in this regard or submit statement to this effect that no such retired Engineer or retired gazetted officer is so associated with the tenderer, as the case may be. If information as required as per 16(a), 16(b) or 16(c) of GCC-2022 has not been furnished, contract is liable to be dealt in accordance with provision of clause-62 of the Standard General Condition of Contract-2022.</p>	Annexure .....
8.0	<b>Certificate of Familiarization under Chapter-IV.</b>	Annexure .....

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<b>9.0</b>	<b>Declaration or an undertaking from the tenderer(s) that he is not blacklisted or debarred by Railways or any other Ministry / Department of Govt. of India from participation in tender on the date of opening of bids, either in individual capacity or as a member of the partnership firm or JV in which he or JV in which HUF was / is a partner/member. Concealment / wrong information in regard to above shall make the contract liable for determination under Clause-62 of the General Conditions of Contract.</b>	Annexure .....
<b>10.0</b>	PAN Card details- copy of PAN Card to be submitted.	Annexure .....

CHAPTER – II**INSTRUCTION TO TENDERER(S)****1. General**

- 1.1 E-tender has been invited for and on behalf of the President of India through website [www.ireps.gov.in](http://www.ireps.gov.in) for the work mentioned against the tender notice number available in the website. Tenderers are to bid online only in the above mentioned website. No Manual offer is acceptable against this tender. No Tender document in hard copy will be sold against this tender. Please read the Instructions to Tenderers for e-tendering, Indian Railway Standard General Conditions of Contract, April-2022, and Special Conditions of Contract before filling the e-tender through online.
- 1.2 E-Tender forms are not transferable and the same is to be submitted with digital signature by the Tenderer already registered with the site.
- 1.3 The submitted e-tender forms will be considered as digitally signed by the tenderer as a confirmation from the tenderer that the tenderer has read, agreed and accepted all the conditions and laid down documents, as well as Schedule of Tender, General and Special Conditions.
- 1.4 The tender offer complete in all respect and with all documents is to be submitted online by e-tendering process through the website **[www.ireps.gov.in](http://www.ireps.gov.in)** before the closing time/date of this tender as mentioned in the NIT (Notice Inviting Tender). Tenderer can revise the bids any number of times till the closing time/date of the tender. No manual offers shall be accepted.
- 1.5 The Railway may, of its' own or in response to any clarification requested/suggested by any person including that from the tenderer, may modify this tender document at its sole discretion at least 15 days before the due date of closing of the tender as corrigendum.
- 1.6 Corrigendum as required may be issued at least 15 days prior to the closing of the tender. These corrigenda of this tender, if any, as issued time to time will be available on website at least 15 days in advance of closing of tender. The tenderers are requested to check the website before submitting their offer whether any such corrigendum to the tender has been issued or not and revise the offer if required accordingly failure on the part of tender on this aspect will be solely tenderers responsibility.
- 1.7 This document is the Standard Tender Document which consists of the Instruction to the Tenderers, NIT (Notice Inviting Tender), General Conditions of the Tender, Special conditions of the tender, tender schedules, Specifications of the works & various Annexures, drawings etc. All the above-mentioned documents taken together shall constitute the complete tender document hereafter referred to as "Tender Document" and have to be read together and acted upon accordingly. No part of the tender document can be relied upon or acted upon in isolation.
- 1.8 The Railway and the website will have no responsibility for incorrect evaluation of cost and there by incorrect cost of work and ranking of tenderers, if the schedule is not filled incorrectly and unambiguously for each item. No claim or clarification of a tenderer regarding applicability, inclusion or exclusion of any element of tax or duty or any

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other change in the offer subsequently (after closing of the tender) will be entertained. For this the tenderers are advised to read the Instructions, General Conditions, Special Conditions and other Instructions carefully before submission of tender.

- 1.9 In case of any problem with the portal is faced while filling the e-tender, Tenderers are advised to contact with the Helpdesk of IREPS portal who will render all help and assistance related with the website and portal except that related with the details of the tender. Railway will not take any responsibility for non-participation in the e-tender online for the reasons related to the website and portal or server etc beyond the control of railways.
- 1.10 Railway and the IREPS website will not take the responsibility for any online payment made by the tenderer and debited from his/their account towards the tender cost or Earnest Money due to wrong or manipulation of the menus or any reasons related with the IT or found unsuitable for the tender etc. Railway and IREPS website will not entertain any claim in this regard or refund the paid amount.
- 1.11.1. The tenderer shall submit a copy of certificate stating that all their statements/documents submitted along with bid are true and factual. Standard format of 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 the 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 above certificate(s) 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 is qualifying the Qualifying Criteria mentioned in the Tender document.
- 1.11.2. 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 the 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.
- 1.12 With the submission of the certificate as mentioned above, the practice of verification of tenderer's documents by the Railway may be dispensed with. However, 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 thereunder.

**2. Inspection of drawings**

Drawings for the work can be seen in the office inviting this tender on any working day during working hours. The drawings are only for the guidance of tenderers. Detailed working drawings, if required based on the drawings mentioned above, will be given by the Engineer or his representative from time to time.

**3. Omissions and Discrepancies**

Should a tenderer find discrepancies in or omissions from the drawings or any of the Tender Forms or should he be in doubt as to their meaning, he should at once notify the authority inviting tenders. The tender inviting authority may, if deemed necessary, clarify the same to all tenderers. It shall be understood that every endeavour has been made to avoid any error which can materially affect the basis of tender and successful tenderer shall take upon himself and provide for the risk of any error which may subsequently be discovered and shall make no subsequent claim on account thereof.

**4. Opening of e-tender:-**

**4.1** The e-tenders will be opened online using the IREPS portal. No representative is required to be present for opening of tender and details of rates quoted and ranking of all the bidders etc. shall be available to the bidders in the website after the opening of the tender.

**4.2** In case the date of closing mentioned in the Notice Inviting Tender is declared a holiday/bandh/strike etc. on any account, the date of closing tender online will not be changed as the application in the website of IREPS does not permit submission of any offer after closing date and time of the tender. However, opening of tenders online will be on any convenient day after the closing date/time of tenders.

**4.3** Tender with any special conditions may not be considered.

**4.4** The tenderer(s) shall quote single percentage rate for each schedule on the rate sheet given in tender document indicating above or below or at Par and same shall be uniformly applicable on all individual items of tender schedule.

**5. Validity of Offer**

The Tenderer(s) shall keep the offer open for a minimum period of 60 days from the date of opening 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 Chief Engineer/CPM/Dy. Chief Engineer/Divisional Engineer of South East Central Railway. Should the tenderer fail to observe or comply with the foregoing stipulation, the amount deposited as Earnest Money for the due performance of the above stipulation, shall be forfeited to the Railway.

**6. Acknowledgement by Tenderers**

It shall be deemed that by submitting the tender, the Tenderer has:

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- (a) Made a complete and careful examination of the tender Document;
- (b) Received all relevant information requested from the Railway;
- (c) Acknowledged and accepted the risk of inadequacy, error or mistake in the information provided in the tender document or furnished by or on behalf of the Railway;
- (d) Acknowledged and agreed that inadequacy, lack of completeness or incorrectness of information provided in the tender document, hereinabove shall not form a basis for any claim for compensation, damages, extension of time for performance of its obligations, loss of profits etc. from the Railway, or a ground for termination of the Contract;
- (e) Agreed to be bound by the undertaking provided by it under and in terms hereof.

**7. Care in Submission of Tenders:**

- (a) (i) Before submitting a tender, the tenderer 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 he enters in the tender forms are adequate and all inclusive to accord with the provisions in Clause-37 of the Standard General Conditions of Contract for the completion of works to the entire satisfaction of the Engineer.
- (a)(ii) Tenderers will 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 Govt. & as amended from time to time and applicable taxes before bidding. Tenderers will ensure that full benefit of Input Tax Credit (ITC) likely to be availed by them is duly considered while quoting rates.
- (a)(iii) The successful tenderer 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.
- (a)(iv) In case the successful tenderer 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 charge mechanism (RCM) and deposit the same to the concerned authority.
- (a) (v) Contractor shall be liable to pay/refund the amount collected as GST to the Indian Railways along with interest and penalties, if any imposed by the authorities, in case GST input tax credit of Indian Railways is denied/rejected by the tax authorities due to reasons mentioned below but not limited to:
  - Wrong/incorrect invoices issued by Contractor;
  - No-filing of GST returns;
  - Non-payment of GST collected from Indian Railways to the authorities;
  - Any other non-compliance done by Contractor;

**General Indemnity:** Contractor hereby agrees to indemnify and hold harmless the Indian Railways from and against any and all losses, including loss on account of Input Tax Credit and all losses incurred by the Indian Railways relating to or arising out of or in connection with any actual or threatened claim, legal action, proceedings, prosecution or inquiry by or against the Indian Railways arising out, directly or indirectly, of failure by the contractor to comply with the provisions of GST and related laws, or based upon or arising from any failure by the Contractor.

**Retention Money:** Any payment liable to be paid by Indian Railways to contractor against the goods or services or both supplied by such contractor to Indian Railways shall be kept on hold in case supplier makes any non-compliance of any of the GST law provisions including non-reporting of invoices in GST returns. Such payment shall be released after proper

verification of records and availability of ITC to Indian Railways as per provisions of GST Law.

- (b) When work is tendered for by a firm or company, the tender shall be signed by the individual legally authorized to enter into commitments on their behalf.
- (c) The Railway will not be bound by any power of attorney granted by the tenderer or by changes in the composition of the firm made subsequent to the execution of the contract. It may, however, recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.

## **8. Clarification on Bid**

**8.1** To assist in the examination, evaluation & comparison and pre-qualification of the Tender, the 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.

**8.2** 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.

## **9.0 Award of work**

After selection, a Letter of Acceptance (the “LOA”) shall be issued, in duplicate, by the Railway to the selected tenderer and the selected tenderer shall, within 10(ten ) days of the issue of the LOA, sign and return the duplicate copy of the LOA in acknowledgement thereof. In case the duplicate copy of the LOA duly signed by the selected tenderer is not received by the stipulated date, the Railway may, unless it consents to extension of time for submission thereof, forfeit and appropriate the EMD of such tenderer in full on account of failure of the selected tenderer to acknowledge the LOA, and cancel the LOA.

## **10. Execution of Contract Document-**

The tenderer whose tender is accepted shall be required to appear in person at the office of Chief Administrative Officer (Construction)/SECR or concerned Engineer, as the case may be, or if tenderer is firm or corporation, a duly authorised 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 Railway 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 thereupon 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 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.

**11. Novation Agreement-** The contractor(s) has to sign the Novation Agreement in addition to the contract agreement signed vide clause 11 above. Format of Standard Novation Agreement. This novation agreement is applicable to the works chargeable to

EBR-IF fund. This novation agreement will be signed by (i) the Railway (ii) the Contractor and (iii) Indian Railway Finance Corporation Limited. As per Novation Agreement, the invoices shall be issued by capturing GSTIN of contractor (as the supplier) and GSTIN of IRFC (as the bill-to party). Also the contractor shall submit the invoice (2 copies), issued in the name of IRFC, to Railway for processing payment by Railway to contractor subject to applicable TDS under Income Tax, GST or any other applicable laws. IRFC shall be responsible to comply with Income Tax and GST laws in relation to filling of returns.

12. **Right of the Railway to deal with Tender:** The Railway reserves the right of not to invite tenders for any of Railway works or to invite open or limited tenders and when tenders are called to accept a tender in whole or in part or reject any tender or all tenders without assigning reasons for any such action. In case if tender is accepted in part by Railway Administration, Letter of Acceptance shall be issued as counter offer to the Tenderer, which shall be subject to acceptance by the Tenderer.
- 12.a. **Make in India Policy:** Provisions of Make in India Policy'2017 issued by Govt. of India, as amended from time to time, shall be followed for consideration of tenders.
- 12.b. **Permission to Bid for a bidder from a country which shares Land boundary with India:** Any bidders from the countries sharing a land border with India will be eligible to bid in any procurement of works (including turnkey projects) only if the bidder is registered with the Competent Authority. The Competent Authority for registration will be the Registration Committee constituted by the Department of Promotion of Industry and Internal Trade (DPIIT), Government of India. For interpretation of this para, Department of Expenditure, Ministry of Finance, Government of India letter F.No.6/18/2019-PPD dated 23.07.2020 shall be referred.

### 13. **Fraud and Corrupt Practices**

The Tenderers and their respective employees shall observe the highest standard of ethics during the selection process. Notwithstanding anything to the contrary contained in this tender document, the Railway shall reject a tender without being liable in any manner whatsoever to the tenderer, if it determines that the tenderer has, directly or indirectly or through an agent, engaged in corrupt practice, fraudulent practice, coercive practice, undesirable practice or restrictive practice in the selection process. In such an event, the Railway shall, without prejudice to its any other rights or remedies, forfeit and appropriate the EMD or Security Deposit, as the case may be. For the purposes of this clause, the following terms shall have the meaning hereinafter respectively assigned to them:

- (a) "corrupt practice" means (i) the offering, giving, receiving, or soliciting, directly or indirectly of anything of value to influence the action of any person connected with the selection process (for avoidance of doubt, offering of employment to or employing or engaging in any manner whatsoever, directly or indirectly, any official of the Railway who is or has been associated in any manner, directly or indirectly with the selection process or the LOA or has dealt with matters concerning the contract or arising there from, before or after the execution thereof, at any time prior to the expiry of one year from the date such official resigns or retires from or otherwise ceases to be in the service of the Railway, shall be deemed to constitute influencing the actions of a person connected with the Selection Process; or (ii) engaging in any manner whatsoever, whether during the selection process or after the

issue of the LOA or after the execution of the contract, as the case may be, any person in respect of any matter relating to the Project(s) or the LOA or the Contract, who at any time has been or is a contractor of the Railway in relation to any matter concerning the Project(s);

- (b) “fraudulent practice” means a misrepresentation or omission of facts or disclosure of incomplete facts, in order to influence the selection process;
- (c) “coercive practice” means impairing or harming or threatening to impair or harm, directly or indirectly, any persons or property to influence any person’s participation or action in the selection process;
- (d) “undesirable practice” means (i) establishing contact with any person connected with or employed or engaged by the Railway with the objective of canvassing, lobbying or in any manner influencing or attempting to influence the Selection Process; or (ii) having a Conflict of Interest; and
- (e) “Restrictive practice” means forming a cartel or arriving at any understanding or arrangement among tenderers with the objective of restricting or manipulating a full and fair competition in the selection process.

#### 14. Other Instructions:

- i) The instructions to the Tenderer(s) shall be deemed to form a part of the tender document.
- ii) It is desirable that Tenderer(s) should have a copy of USSOR-2021, Indian Railway Standard General Conditions of Contracts–April-2022 and tenderer have gone through all the conditions of contract and specifications etc. embodied therein. The copy of USSOR-2021 and Indian Railway Standard General Conditions of Contracts–April-2022 can be obtained on payment of an amount specified for copy of each Volume on any working day during office hours, subject to availability, in the office of **Office of the Chief Administrative Officer/Con, Near Jagmal Chowk, Bilaspur, Chhattisgarh-495004**. Further, the copy of Indian Railway Standard General Conditions of Contracts –April-2022 and the correction slips can be downloaded from web site [www.indianrailways.gov.in](http://www.indianrailways.gov.in).
- iii) South East Central Railway does not bind itself to accept the lowest or any other tender nor does it undertake to assign reason for declining to consider the Tender.
- iv) The Railways reserve the right to accept the tender either for the full quantity of work or part thereof or divide the works amongst more than one tenderer(s) without assigning any reasons for any such actions.
- v) Tender documents in which tenderer(s) submits offer on On-Line mode shall become the property of the Railway and the Railway shall have no obligation to return the same to the Tenderer(s).
- vi) In case of non-acceptance of a tender by the Railway Administration for any reason whatsoever, the tenderer(s) cannot claim for the expenses incurred by him in submitting the tender offer for the work or for any other account.
- vii) **If the tenderer(s) deliberately gives / give the 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.**

- viii) **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 condition 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.**
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**CHAPTER -III**  
**DECLARATION FROM TENDERERS**

**Tender Notice No. CAO/C/BSP/26-27/08 dated 11.06.2026**

**Name of the Work:** "Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway."

\_\_\_\_\_ **RAILWAY**  
**TENDER FORM (First Sheet)**

**Tender No.** \_\_\_\_\_

**Name of Work** \_\_\_\_\_

**To**

**The President of India,**

**Acting through the** \_\_\_\_\_ **S.E.C. Railway**

**Sir,**

1. I/we \_\_\_\_\_ 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 closing of the tender 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 East 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 **06(Six)** 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, Schedule of Rates (SSOR) with all correction slips up-to-date for the present contract.

3. A sum of ₹ **179600.00/-** 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 of my/our offer for this work.

7. I/We have read and understood Special Conditions of Contracts, Instructions to tenderer(s) and the stipulations made in the scope of work & Schedules of quantities and rates governing the works under this contract, in addition to and/or in part sub-session of the SOUTH EAST CENTRAL RAILWAY-USSOR-2021

Signature of Tenderer(s)

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and Indian Railways Standard General Condition of Contract April-2022(with upto date correction slips) and Indian Railways Unified Standard Specification 2021 (with latest amendment) and agree to carry out the work.

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Signature of Tenderer(s)

Date \_\_\_\_\_

Address of the Tenderer(s)

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**CHAPTER – IV****CERTIFICATION OF FAMILIARISATION**

**Name of the Work:** "Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway."

I/We hereby solemnly declare that I/We have visited the site of above work and have familiarised myself/ourselves of the working conditions there in all respects and in particular the following:-

- (a) The area and the constraints therein.
- (b) Availability of Service/approach passage.
- (c) Soil Conditions at Site of the Work.
- (d) Sources and Availability of construction materials like good earth, blanketing materials sand, aggregate etc .
- (e) Rates & availability for Construction Materials.
- (f) Availability of Local Labour Skilled/Unskilled and the Prevailing Labour Rates.
- (g) Availability of Water & Electricity.
- (h) Availability of Space for Putting Up Labour Camps, Offices, Store Go down, Engineering Yard Etc.
- (i) Likely site constraints in collecting materials and the working constraints etc.
- (j) Existing Road Network (Highways or Other Type) and Availability of Service Roads.

Signature of Tenderer(s)

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**CHAPTER - V**  
**SCOPE OF WORK**

**Name of the Work:** "Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc. for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway".

**Principal works to be executed are:**

- i) Final location survey for the work of **Doubling of Broad Gauge(BG) Line between Surajpur-Ambikapur (37.80 Km).**
- ii) Providing and fixing M-25 RCC concrete pillars at centre of alignment and Railway Boundaries.
- iii) Preparation and submission of longitudinal sections, plans, cross section, index section/plans, layout plans, level crossing drawings, general arrangement drawings of bridges, ESPs of yards, survey reports, estimates, land schedules/proposals and other documents/drawings as per the schedule of work and conditions of contracts.
- iv) Geotechnical investigations for the above work, including bore holes, SPT, Plate load test, CBR test and other tests as per the schedule of work and conditions of contracts. Preparation and submission of geological reports and other documents as per schedule of work and conditions.
- (v) Preparation of DPR, Traffic Report, FIRR, EIRR as per railway board guidelines, Estimates of Civil, Electrical (G), Electrical(TRD) etc. as per instructions given in chapter IX of tender document.
- (vi) **The contractors shall have to prepare and submit documents for EPC Tender for entire section/various sections as directed by Railway authority. The BOQ shall have to be prepared accordingly including stage wise payments as given in Standard EPC documents for Railways (Standard document is available in Railway Bd's web site. The latest document has been circulated by Railway Board's letter No. 20L81CE-UCT/36-EPC Contract Policy ft-I dated 07.04.2025. updated upto Amendment No.2 Dt.13.03.2026**

**NOTE:**

- i) The above are for general guidance of tenderer at the time of tendering. If there is change as per subsequent planning, then execution of work shall be done as per actual requirement and as decided and offered by Engineer in charge. For change in scope of work, the decision of Engineer-in-charge will be final.
- ii) In case of urgent requirement of project works, Railway, at its discretion, reserves the rights to get additional work of similar nature executed at any other location in the jurisdiction of CPM/East/Con/SECR, Bilaspur, with same terms and conditions of the contract.
- iii) Contractor will make his own arrangement for the safe storage and custody of railway materials issued to him.
- iv) Contractor should go through CHAPTER – IX -ADDITIONAL SPECIAL CONDITION OF CONTRACT in which detailed instructions have been provided in respect to Survey, DPR, Estimate preparations and request to follow all instructions as given.

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CHAPTER – VI**SPECIAL CONDITIONS OF CONTRACT**

<p><b>1.</b></p>	<p><b>General:</b></p> <p>The following documents (including addendum slips, Correction slips, Corrigendum slips issued upto date of opening of the tender) shall govern the works under this contract, in addition to and /or in part suppression of the USSOR – 2021 of South East Central Railway &amp; Indian Railways Standard General Conditions of Contract published in April-2022 updated with correction slip issued upto ACS-11(issued on 13.03.2026). In a tender/contract, in case of any difference, contradiction, discrepancy, with regard to Conditions of tender/contract, Specifications, Drawings, Bill of quantities etc., forming part of the tender/contract, following shall be the order of precedences:</p> <ul style="list-style-type: none"> <li>(i) Letter of Award/Acceptance (LOA).</li> <li>(ii) Bill(s) of Quantities.</li> <li>(iii) Special conditions of contract.</li> <li>(iv) Technical Specifications as given in tender documents.</li> <li>(v) Drawings.</li> <li>(vi) Indian Railways Standard General Conditions of Contract updated with correction slip issued upto date of inviting tender or as otherwise specified in the Tender Documents.</li> <li>(vii) Indian Railways Unified Standard Schedule of Rates (USSOR-2021) &amp; Indian Railways Unified Standard Specifications (IRUSS)-Formation Works, Bridge Works, P.Way Works2021, updated with correction slips issued upto date of inviting tender, or as otherwise specified in the Tender Document, if applicable in the contract.</li> <li>(viii) CPWD Delhi Schedules of Rates {DSR 2021 (DSR – Vol I, DSR Vol II, DSR-Horticulture &amp; Landscaping-2020)}, CPWD Specification (Vol I &amp; Vol II) for execution of all Civil Engineering works related to Building work, Road works and Horticulture works (except Formation works, Bridge works and P.Way works) if applicable in the tender.</li> <li>(ix) IR Specifications/Guidelines updated with correction slips issued up to date of inviting tender or as otherwise specified in the Tender Documents.</li> <li>(x) Relevant B.I.S. Codes updated with correction slips issued upto date of inviting tender or as otherwise specified in the Tender Documents.</li> </ul> <p>In case of conflict between provisions of IRS/IRC/IS specifications the precedence will be in the same order.</p> <p>Any specifications/conditions stated by the Tenderer(s) in the covering letter submitted by him along with the tender shall be deemed to be a part of the contract only to such an extent as has been expressly accepted by the Railway.</p> <p>In case of any ambiguity, the decision of Chief Administrative Officer (Construction)/South East Central Railway/Bilaspur shall be final &amp; binding.</p>
<p><b>2.</b></p>	<p>All measurements, methods of measurements, meaning and item of specifications and interpretation of Special Conditions of Contract made by the Engineer on behalf of the Railway shall be final and binding and shall be considered as “Excepted matters” in terms of clause No.63 of Indian Railways Standard General Conditions of Contract published in April-2022.</p>

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3.	<b>Change of address:</b> Any change in the address of the Contractor, shall be forthwith intimated in writing to Engineer. The Railway will not be responsible for any loss or inconvenience suffered by the Contractor on account of his failure to comply with this.
4.	<b>Office communication:</b>  The contractor shall maintain Mobile number, a FAX machine, e-mail on registered email ID and a telephone connection in his office in working condition throughout the currency of the contract through which the Railways may be able to pass on any instructions to him. In case of any change, the same shall be advised to the Railway.  As a measure to improve quality and progress of work, mobile communication should be available with the contractor's site engineer so that he can be contacted by railway.
5.	<b>Deployment of plant and machinery:</b> The deployment of plant and machinery including moving machines shall be such as not to infringe or cause damage to Railway track or any other Government or private properties. Operation of such equipment involving infringement to moving dimensions prescribed in the Schedule of Dimensions of the Railway shall not be undertaken without the prior approval of the Engineer. Contractor/s shall be wholly responsible for any loss or damage resulting from violation of this clause.
6.	<b>Damages By Accidents/Rain/Flood/Cyclones/Earthquake etc.:</b>
6.1.	The contractor(s) shall take all precautions against damages from accidents, rain, floods, cyclone, earthquake or tides etc. No compensation shall be allowed to the contractor for his tools, Plants, materials, machines other equipment lost or damaged by any cause whatsoever. The contractor(s) shall make good the damages to any structure, plant or materials of every description belonging to the Railway Administration, lost or damaged by any cause during the course of construction work. Contractors are solely responsible for safety and security of his all resources and have to arrange to same in case any loss or damage so as to adhere to the program of completion of the work. Neither party shall by reason of such event be entitled to terminate the contract.
6.2.	The Railway Administration will not be liable to pay the contractor any charges for rectification or repairs that may have occurred from any cause whatsoever, to any part of the new structures during currency of contract. No claims in this regard will be arbitrable.
7.	The contractor has to take all precautions required to be taken for working in the electrified territories. Railways will not be responsible for any loss to life of Contractor's workmen. In case of any mishap, the decision of the Railway will be final & the agency has to bear the cost of the damages for which it is held responsible by the Railways.
8.	The contractors have to make their own arrangement for barricading/protection arrangements required for safety of their labour, tools, plants and machineries, as well as the train/road traffic from any mishap due to any reason.
9.	In case of emergency , such as in the event of any accident or failure of contractor for completion or maintenance of the works which is in the opinion of the Engineer requires immediate attention, the Railway may bring its own workmen or other agency to execute such work or part of 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(s), as shall be determined by the Engineer-in-charge to the Contractor.
<b>10.</b>	<p><b>Night work:</b> The Contractor shall not carry out any work between sun-set and sun-rise without the previous permission of the Engineer. However, 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 same without confirming any right on the Contractor for claiming any extra payment for the same.</p> <p>The Contractor at his own cost shall make all arrangements including adequate lighting in this connection. He will be responsible for safety and security of the labour and equipments and take all precautions for the same.</p>
<b>11.</b>	<p><b>Service Roads:</b> The Contractor(s) will be permitted to make use of the service roads already existing in the possession of the Railway. All service roads required by the contractor within or outside Railway boundary shall be constructed by the Contractor at his own risk and cost and all these roads shall be maintained by the Contractor at his own cost. The Railway reserves the right to make use of the service roads as and when necessary without any additional payment to the Contractor. All approaches to take the tools and plants to the site of work/river bed shall be made by the Contractor(s) and no extra payment will be made for this.</p>
<b>12.</b>	<p><b>Recovery of water charges:</b> The contractor shall be responsible for the arrangements to obtain supply of water necessary for the work.</p>
<b>13.</b>	<p><b>Electricity</b></p> <p>(a) Any electric supply required at site for whatsoever purpose, shall be arranged by the Contractor/s. The Contractor/s shall be responsible for the arrangements for obtaining electric supply at his own cost, and rates quoted shall include the cost of providing electric supply arrangements required for the work.</p> <p>If required by Contractor/s, the Railway Administration may give required assistance in recommending to State Electricity Board for giving necessary electric connection to the Contractor for execution of works.</p> <p>(b) <b>Electric Supply from the Railway System:</b> The Railway may supply to the Contractor part or whole of the electric power wherever available and possible, required for execution of works from the Railway's existing electric supply systems at or near the site of works on specified terms and conditions and such charges as shall be determined by the Railway and payable by the Contractor provided the cost of arranging necessary connections to the Railway's Electric Supply systems and laying of underground/overhead conductor, circuit protection, electric power meters, transmission structure, shall be borne by the Contractor and that the Contractor shall not be entitled to any compensation for interruption or failure of the Electric supply system.</p>
<b>14.</b>	<p><b>Loss of Work Orders:</b> If the original work order issued to the contractor is lost by him for any reason whatsoever and the Contractor demands for supply of a duplicate of the same, a penal levy of Rs.100/- (<i>Hundred only</i>) for each work order shall be imposed on him for the issue of a duplicate copy.</p>

<b>15 (a).</b>	<b>Income Tax Deduction:</b> In respect of works, the contract value of, which is more than Rs.10,000/- each, a deduction of 2% and cess if any at the extant rate on the gross payment from each of the Contractor's bills shall be made in terms of section 194(e) of the Income Tax Act of 1961 & 1991.
<b>15 (b).</b>	<b>GST:</b> The contractor shall get himself registered with appropriate Authority for the purpose of Goods & Service Tax as the case may be and submit the proof of such registration for the information of Railway.  The Tax at the prescribed percentages will be deducted from contractor's bills as per the respective State Government acts.
<b>16.</b>	<b>Provision of Efficient and Competent staff at Work Sites by the Contractor:</b>
<b>16.1.</b>	The Contractor shall place and keep on the works at all times efficient and competent staff to give the necessary directions to his workmen and to see that they execute their work in sound & proper manner and shall employ only such supervisors, workmen & labourers in or about the execution of any of these works as are careful and skilled in the various trades.
<b>16.2.</b>	The Contractor shall at once remove from the works any agents, permitted sub-contractor, supervisor, workman of labourer who shall be objected to by the Engineer and if and whenever required by the Engineer, he shall submit a correct return showing the names of all staff and workmen employed by him.
<b>16.3.</b>	In the event of the Engineer being of the opinion that the Contractor is not employing on the works a sufficient number of staff and workmen as is necessary for proper completion of the works within the time prescribed, the Contractor shall forthwith on receiving intimation to this effect deploy the additional number of staff and labour as specified by the Engineer within seven days of being so required and failure on the part of the Contractor to comply with such instructions will entitle the Railway to rescind the contract under Clause 62 Indian Railway Standard General Conditions of Contract published in April-2022.
<b>17.</b>	<b>Hire of Railway's Plant &amp; Machinery:</b>  It would be clearly understood that it is entirely the Contractor's responsibility and liability to procure all the machinery, tools and plants, and their spare parts that are required for the efficient and methodical execution of the work. Delay in procurement of such items due to their non-availability or due to difficulty in importing or any other causes whatsoever, will not be taken as an excuse for slow or non performance of work.  The Railway may at their discretion give on hire to the Contractor any plant as considered necessary by the engineer, if available with Railway. However it does not guarantee hiring any machinery and it shall not entertain any claim or compensation due to Railways inability to supply any plant/machinery or the condition of the railway's plant/machinery supplied on hire shall not be taken as an excuse for slow progress or for non- performance of the work.
<b>18.</b>	<b>Hire charges of Plant &amp; Machinery:</b> The railway administration shall charge the contractor for the hire of machinery and plant supplied to him. The rate of hire charge for the plant and machinery given by the railway will be evaluated by the Railway

	Administration and intimated to the contractor in advance.
<b>19.</b>	<b>Running expenses:</b> - Running expenses including fuel, lubricant and other stores and labour if any supplied by the Railway will also be paid for by the contractor at rates to be determined by the Railway. The contractor should make his own arrangement for taking delivery of fuel, lubricant and other stores, transporting the same to site of work and storing or use as per prescribed rules. In case of such supply of fuel, lubricant and other stores the actual cost plus 7% (for storing etc.) increased by 12% for supervision charges and for the labour supplied, the actual pay and allowances granted to the Railway servant with additional percentage charges laid down in Para 258 of the Indian Railway Establishment code volume- II plus 12% supervision charges shall be charged. Recoveries on this account will be made from the contractor's running bills. It must be noted that no claims will lie with the Railway for its liability to supply fuel, lubricant and other stores aforesaid for late supply.
<b>20.</b>	<b>Right to Recall:</b> The Railway shall reserve to itself the right to recall any plant/machinery without assigning any reasons by giving one month's notice or at any time without notice in the event of its being required by the Railway for an unforeseen emergency. In either case, the Railway shall not be liable to pay any compensation to hirer for the loss that may be caused by the withdrawal of the plant.
<b>21.</b>	<b>Statutory Certificate Etc.:</b> While the machine(s) is/are in the possession of the contractor(s), he/they shall be responsible for seeing that any inspection certificate or license required under any Government Act is obtained in due time. The contractor shall also be responsible for seeing that all required precautions are observed in using the plant as well, and he shall be responsible for any accident that may occur from the use of the plant.
<b>22.</b>	<b>Storage of Railway Materials:</b> The Contractor shall make his own arrangements at the site of work for the safe storage and custody of Railway material issued to him. Such Railway materials issued to the Contractor and stored at the site of work shall be open for inspection by the Engineer or his representative at all times.
<b>23.</b>	Released materials such as boulders from existing pitching, if dismantled, trees if cut, etc will be Railways property. The materials have to deposited at the nearest Railway store depot/Railway station or as desired by the Engineer-in-Charge and payment for leading/transportation will be made as per USSOR-2021. No extra rates for cutting trees or jungle clearance will be paid. Weighment arrangements will have to be made by the contractor and the cost of such weighment is deemed to have been included in the rates.
<b>24.</b>	<b>Maintenance Period: 06(Six) Months</b> The maintenance period is subject to the conditions stipulated in Clause-47 of the Indian Railway Standard General Conditions of the Contract, April-2022. In this case the maintenance of the assets/tracks/lines etc. as laid/constructed will be as per the item No.15 of Schedule-'1' on the payment basis. Monsoon period is defined as from

	15 <sup>th</sup> June to 15 <sup>th</sup> September.
<b>25.</b>	<b>Extension of time of Contract-</b> Extension of time in contract will be governed by the Clause No.17, 17-A & 17-B of Indian Railway Standard General Condition of Contract, April-2022.
<b>26.</b>	<b>IS/IRS Specifications:</b> Wherever any reference to Code, specification etc. is made in this document, it shall be taken as a reference to the version issued upto the date of publication of Tender Notice. If any other version of the code or specification is to be made applicable for any item(s), the rates for that item(s) shall be mutually negotiated.
<b>27.</b>	<p><b>Tree Cutting:</b></p> <p>If the section passes through forest land, the contractor or his labour is prohibited to cut the trees for the purpose of firewood or for any other purpose. Cutting of trees as required under the items of works indicated in the tender schedules may be carried out strictly as directed by the Engineer or his representative of the work. Unauthorised felling of trees will result in prosecution and imprisonment. It is the contractor's responsibility to cause no damage to the forest growth and any fuel required by the Contractor for his own use or for the use by his labourers, or for the work shall be arranged by the Contractor at his own cost. The Contractor shall take this aspect into consideration while quoting the rates against the tender.</p>
<b>28.</b>	<p><b>Approval of Samples of Material:</b></p> <p>All materials to be used in the work by the Contractor shall be subject to the prior approval of the Engineer. Contractor shall submit samples of materials to be used in the work.</p>
<b>29.</b>	<p><b>Mode of payment for running/final bills:</b></p> <p>All the payments will be made through Electronic Fund Transfer /DD/Remote pay out by State Bank of India or as decided by the Railway Administration.</p>
<b>30.</b>	<p><b>Royalty clearance certificate:</b></p> <p>Payment of final bills for materials supplied /or for works done with materials collected from outside Railway shall be subject to submission of a royalty clearance Certificate by the contractors from concerned Civil Authorities. However, Railway may ask for such royalty clearance certificates any time during the currency of the Agreement. If royalty clearance certificate is not submitted at the time of preparation of bills, the royalty shall be deducted and shall be refunded after production of royalty clearance certificate in original from State Government.</p>
<b>31.1.</b>	<p><b>Security Deposit:</b></p> <p>The Security Deposit shall be <b>5% of the contract value</b>. 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 Deposit or the Part Security Deposit equal to or more than Bid Security, the Railway shall</p>

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	<p>return the Bid Security, to the contractor.</p> <p>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 <b>6% of the bill amount till the full Security Deposit is recovered</b>. 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.</p> <p>The irrevocable Bank Guarantee submitted towards security deposit shall be initially valid upto 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 &amp; 17B of the Standard General Conditions of Contract.</p> <p><b>Note:</b> Security Deposit deposited in cash by the contractor to recover 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 Crores, such refund/return of the already available Security Deposit is permitted upto two times and in a contract of value equal to or more than Rs.50 Crores, such refund/return of the already available Security Deposit is permitted upto 3 times.</p>
<b>31.2.</b>	<p><b>Refund of Security deposit:</b></p> <p>(i) Security Deposit mentioned in para-31.1 above shall be returned to the Contractor along with or after the following:</p> <p>(a) Final Payment of the Contract as per clause-51(1) of Indian Railways Standard General Conditions of Contract, April-2022 <b>and</b></p> <p>(b) Execution of Final Supplementary Agreement or Certification by Engineer that Railway has No Claim on Contractor <b>and</b></p> <p>(c) Maintenance Certificate issued, on expiry of the maintenance period as per clause-50(1) of Indian Railways Standard General Conditions of Contract, April-2022, in case applicable.</p> <p><b>(ii) Forfeiture of Security Deposit: Whenever the contract is rescinded as a whole under clause-62(1) of these conditions as per GCC-2022, 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 as per GCC-2022, the Security Deposit shall not be forfeited.</b></p> <p><b>(iii) 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 Indian Railways Standard General Conditions of Contract, April-2022 will be payable with interest accrued thereon.</b></p>
<b>32.</b>	<p><b>Performance Guarantee:</b></p> <p>The procedure for obtaining Performance Guarantee is outlined below:</p>

	<p>(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.</p> <p>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 PG amount. In case a tenderer has not submitted Bid Security on the strength of their registration as a Startup recognized by Department of Industrial Policy and Promotion (DIPP) under Ministry of Commerce and Industry, DIPP shall be informed to this effect.</p> <p>The failed Contractor shall be debarred from participating in re-tender for that work.</p> <p>(b) The successful bidder shall submit the Performance Guarantee (PG) in any of the following forms, <b>amounting to 5% of the original contract value and additional Performance Guarantee as per clause 16(4)h in any of the following forms:</b></p> <ul style="list-style-type: none"> <li>(i) A deposit of Cash;</li> <li>(ii) Irrevocable Bank Guarantee;</li> <li>(iii) Insurance Surety Bond as per Annexure-XVII given in ACS-9 to IRSGCC-April-2022</li> </ul> <p><b>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.</b></p> <ul style="list-style-type: none"> <li>(iv) Government Securities including State Loan Bonds at 5% below the market value;</li> <li>(v) Pay Orders and Demand Drafts tendered by any Scheduled Commercial Bank of India;</li> <li>(vi) Guarantee Bonds executed or Deposits Receipts tendered by any Scheduled Commercial Bank of India;</li> <li>(vii) Deposit in the Post Office Saving Bank;</li> <li>(viii) Deposit in the National Savings Certificates;</li> <li>(ix) Twelve years National Defence Certificates;</li> <li>(x) Ten years Defence Deposits;</li> <li>(x) National Defence Bonds and</li> <li>(xii) Unit Trust Certificates at 5% below market value or at the face value whichever is less. Also, FDR in favour of FA&amp;CAO/SECR/BSP (free from any encumbrance) may be accepted.</li> </ul> <p>(c) The Performance Guarantee shall be submitted by the successful bidder after the</p>
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	<p>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.</p> <p>(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.</p> <p>(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.</p> <p>(f) Whenever the contract is rescinded, the Performance Guarantee already submitted for the contract shall be encashed.</p> <p>(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:</p> <p style="padding-left: 40px;">(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.</p> <p style="padding-left: 40px;">(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.</p> <p style="padding-left: 40px;">(iii) The Contract being determined or rescinded under clause 62 of Part-II of IRSGCC-April-2022.f</p> <p>(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:</p> <table><tr><td>Bid Quoted in % of Advertised Cost</td><td>Additional Performance Guarantee(%)</td></tr><tr><td>Below 0-5%(inclusive)</td><td>Nil</td></tr><tr><td>Below 5%</td><td>5%</td></tr></table>	Bid Quoted in % of Advertised Cost	Additional Performance Guarantee(%)	Below 0-5%(inclusive)	Nil	Below 5%	5%
Bid Quoted in % of Advertised Cost	Additional Performance Guarantee(%)						
Below 0-5%(inclusive)	Nil						
Below 5%	5%						
33.	<p>If contractor fails to apply for extension of time on valid and reasonable grounds as acceptable to the railway after expiry of the date of completion/ extended date of completion, in such situation, Railway reserves the right to terminate the contract agreement without issuing seven days and forty eight hours. It may be noted that for non-fulfilment of the contract the railways reserve the right to claim the damages under clause-62 of GCC in addition to any other rights available to it under law.</p>						
34. 34.1	<p><b>Variations in Extent of Contract</b></p> <p><b>Modification to Contract to be in Writing:</b> In the event of any of the provisions of the contract required to be modified after the contract documents have been signed, the</p>						

	modifications shall be made in writing and signed by the Railway and the Contractor and no work shall proceed under such modifications until this has been done. Any verbal or written arrangement abandoning, modifying, extending, reducing or supplementing the contract or any of the terms thereof shall be deemed conditional and shall not be binding on the Railway unless and until the same is incorporated in a formal instrument and signed by the Railway and the Contractor, and till then the Railway shall have the right to repudiate such arrangements.
<b>34.2</b>	<p><b>Powers of Modification to Contract:</b> 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.</p> <p>(i) 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 (in which no variation limit shall apply). However, the rates for the increased quantities shall be as per sub – para (iii) below:</p> <p>(ii) 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.</p> <p>(iii) In case an increase in quantity of an individual item by more than 25% of the agreement quantity is considered unavoidable, then same shall be executed at following rates.</p> <p>(a) 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 that particular tender;</p> <p>(b) 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 that particular tender;</p> <p>(c) 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 that particular tender.</p> <p>(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.</p> <p>(d) (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</p>

<p>particular tender;</p> <p>(d)(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;</p> <p>(d)(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.</p>											
(iv) In case of earthwork, the variation limit of 25% shall apply to the gross quantity of earthwork items and variation in the quantities of individual classifications of soil shall not be subject to this limit.											
(v) As far as Standard Schedule of Rates (SSOR) items are concerned, the variation limit of 25% would apply to the value of SSOR schedule as a whole and not on individual SSOR items. However, in case of Non Standard Schedule of Rates (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).											
<b>34.3.</b>	<p><b>Valuation of Variations:</b> The enlargements, extensions, diminution, reduction, alterations or additions referred to in para-34.2 above of this Clause shall in no degree affect the validity of the contract; but shall be performed by the Contractor as provided therein and be subject to the same conditions, stipulations and obligations as if they had been originally and expressively included and provided for in the Specifications and Drawings and the amounts to be paid therefore shall be calculated in accordance with the accepted Bill(s) of Quantities. Any extra items/quantities of work falling outside the purview of the provisions of para-34.2 above shall be paid for at the rates determined under Clause-39 of Indian Railways Standard General Conditions of Contract, April-2022.</p>										
<b>35.</b>	<p><b>Vitiation during variation in Contract Quantities:</b> As a result of variations, a contract shall be considered “vitiating” only when, the following percentage variation in contract value between tenderers are noticed to have been exceeded.</p> <table border="1"> <thead> <tr> <th>Sl. No.</th><th>Value of Contract</th><th>Percentage difference between present Contractor and new L-1 as a result of variation (percentage shall be calculated with base as the revised contract quantities multiplied by the rates of the present contractor).</th></tr> </thead> <tbody> <tr> <td><b>1.</b></td><td>Small value contracts (Tender value less than Rs. 50 lakh)</td><td>10</td></tr> <tr> <td><b>2.</b></td><td>Other than small value contracts (Tender value equal to or more than Rs. 50 lakh)</td><td>5</td></tr> </tbody> </table> <p>When the percentage difference between present Contractor and new L-1 is noticed as becoming beyond the values specified above, Railway may take decision at its’ discretion whether fresh tender shall be invited for the extra quantities or to negotiate the rates with the existing contractor and decision of Railway Administration in this regard shall be final and binding to the contractor. The case shall be decided by the tender accepting authority (competent for the revised quantity) and shall not be treated as a case of single tender. However, the Executives while executing the work shall make all efforts to ensure that no vitiation takes place in normal circumstances. Vitiation should be an exception rather than</p>		Sl. No.	Value of Contract	Percentage difference between present Contractor and new L-1 as a result of variation (percentage shall be calculated with base as the revised contract quantities multiplied by the rates of the present contractor).	<b>1.</b>	Small value contracts (Tender value less than Rs. 50 lakh)	10	<b>2.</b>	Other than small value contracts (Tender value equal to or more than Rs. 50 lakh)	5
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	a routine affair. Vitiating should always be computed with respect to the items, rates, quantities and conditions as available at the time of tender opening and subsequent changes/additions by way of new items will not be counted for computing vitiating.
<b>36.</b>	<p>(A) <b>MOBILISATION ADVANCE &amp; INCENTIVE CLAUSE:</b> Mobilization advance and incentive clause will not be applicable under this contract.</p> <p>(B) <b>Measurement of works:</b> Measurement by the contractor for the works executed will not be allowed for this contract.</p>
<b>37.</b>	<p><b>Provisions of “The Building and other construction Workers (Regulation of Employment and conditions of Service) Act’1996 and “The Building and other Construction Workers” Welfare Cess Act’1996”:</b></p> <p>The tenderers for carrying out any construction work must get themselves registered from the Registering Officer under Section-7 of the Building and other Construction Workers Act’1996 and rules made thereto by the concerned State Govt. and submit certificate of Registration issued from the Registering Officer of the concerned State Govt. (Labour Deptt.). The cess shall be deducted from contractor’s bills as per provisions of the Act.</p>
<b>38.</b>	<p><b>Employees’ Pension Scheme’1995 :</b></p> <p>Para 3(1) : From and out of the contributions payable by the employer in each month under Section-6 of the “Act” or under the rules of the Provident Fund of the establishment which is exempted either under clauses (a) and (b) of sub-section (1) of Section-17 of the Ac or whose employees are exempted under either paragraph-27 or paragraph:27-A of the Employees’ Provident Fund Scheme’1952, a part of contribution representing 8.33 per cent of the Employee’s pay shall be remitted by the employer to the Employees’ Pension Fund within 15 days of the close of every month by a separate Bank Draft or Cheque on account of the Employees’ Pension Fund contribution in such manner as may be specified in this behalf by the Commissioner. The cost of the remittance, if any, shall be borne by the employer.</p> <p>Para 3(2) : The Central Government shall also contribute at the rate of 1.16 per cent of the pay of the members of the Employees’ Pension Scheme and Credit the contribution to the Employees’ Pension Fund:</p> <p>Provided that where the pay of the member exceeds Rs.6,500/- (Rs Six thousand and five hundred) per month, the contribution payable by the employer and the Central Government be limited to the amount payable on his pay of Rs.6,500/- (Rs. Six thousand and five hundred) only.</p> <p>Para 4 : Payment of Contribution:</p> <p>The employer shall pay the contribution payable to the Employees’ Pension Fund in respect of each member employed by him directly or by or through a contractor.</p> <p>It shall be the responsibility of the principal employer to pay the contributions payable to the Employees’ Pension Fund by himself in respect of the employees directly employed by him also in respect of the employees employed by or through a contractor.</p>
<b>39.</b>	<p><b>Employees’ Deposit Linked Insurance Scheme’1976:</b></p> <p><b>Para 7: Contribution:</b></p> <p><b>(1) The contribution payable by the employer and the Central Government under sub-section (2) and sub-section (3) of Section 6-C of the Act, shall be calculated on the basis of the basic wages, dearness allowance (including the cash value of any food concession) and retaining allowance, if any, actually drawn during the whole month whether paid on daily, weekly, fortnightly or monthly basis.</b></p> <p><b>Provided that where the monthly pay of an employee exceeds six thousand five hundred rupees, the contribution payable in respect of him by the employer and the Central Government shall be limited to the amounts payable on a monthly pay of six thousand five hundred rupees including dearness allowance, retaining allowance (if any) and cash value of food concession.</b></p> <p><b>Para 8: Mode of Payment of Contribution:</b></p> <p><b>The contribution by the employer shall be remitted by him together with administrative charges at such rate as the Central Government may fix from time to time under sub-section-4 of Section 6-C of the Act, to the Insurance Fund within fifteen days of the close of every month by a separate</b></p>

	<p>Bank Draft or cheque or by remittance in cash in such manner as may be specified in this behalf by the Commissioner. The cost of remittance, if any, shall be borne by the employer.</p> <p>It shall be the responsibility of the employer to pay the contribution payable by himself in respect to the employees directly employed by him and also in respect of the employees employed by or through a contractor.</p>
<b>40.</b>	<p>Following should be complied under this contract:</p> <p>(i) Payment to the contract labourers should be made through bank/cheque.</p> <p>(ii) Identity Card should be issued to all contract workers.</p> <p>(iii) Necessary step should be taken to deduct Provident Fund from the payment made to the contract labour and ensure that the same is credited to their Provident Fund Account.</p> <p>(iv) Medical facilities from ESI, if applicable.</p>
<b>41.</b>	<p><b>Provisions of Payments of Wages Act:</b> The Contractor shall comply with the provisions of the Payment of Wages Act'1936 and the rules made there under in respect of all employees employed by him either directly or through petty Contractors or sub-contractors in the works. If in compliance with the terms of the contract, the Contractor directly or through petty Contractors or sub-contractors shall supply any labour to be used wholly or partly under the direct orders and control of the Engineer whether in connection with the works to be executed hereunder or otherwise for the purpose of the Engineer , such labour shall nevertheless be deemed to comprise persons employed by the Contractor and any moneys which may be ordered to be paid by the Engineer shall be deemed to be moneys payable by the Engineer or behalf of the Contractor and the Engineer may on failure of the Contractor to repay such money to the Railways deduct the same from any moneys due to the Contractor in terms of the contract. The Railway shall be entitled to recover the same from Contractor's bills/ Security Deposit or any other dues of Contractor with the Government of India all moneys paid or payable by the Railway by way of compensation of aforesaid or for costs of expenses in connection with any claim thereto and the decision of the Engineer upon any question arising out of the effect or force of this Clause shall be final and binding upon the Contractor.</p>
<b>41.1.</b>	<p><b>Provisions of Contract Labour (Regulation and Abolition) Act, 1970:</b></p>
<b>41.1.1</b>	<p>The Contractor shall comply with the provision of the contract labour (Regulation and Abolition) Act, 1970 and the Contract labour (Regulation and Abolition) Central Rules 1971 as modified from time to time, wherever applicable and shall also indemnify the Railway from and against any claims under the aforesaid Act and the Rules.</p>
<b>41.1.2</b>	<p>The Contractor shall obtain a valid license under the aforesaid Act as modified from time to time before the commencement of the work and continue to have a valid license until the completion of the work. Any failure to fulfill the requirement shall attract the penal provision of the Act.</p>
<b>41.1.3</b>	<p>The Contractor shall pay to the labour employed by him directly or through subcontractors the wages as per provision of the aforesaid Act and the Rules wherever applicable. The Contractor shall notwithstanding the provisions of the contract to the contrary, cause to be paid the wages to labour, indirectly engaged on the works including any engaged by subcontractors in connection with the said work, as if the labour had been immediately employed by him.</p>
<b>41.1.4</b>	<p>In respect of all labour directly or indirectly employed in the work for performance of the Contractor's part of the contract, the Contractor shall comply with or cause to be complied with the provisions of the aforesaid Act and Rules wherever applicable.</p>
<b>41.1.5</b>	<p>In every case in which, by virtue of the provisions of the aforesaid Act or the rules, the Railway is obliged to pay any amount of wages to a workman employed by the Contractor or his sub-contractor in execution of the work or to incur any expenditure on account of the contingent, liability of the Railway due to the Contractor's failure to fulfil his statutory obligations under the aforesaid Act or the rules, the Railway will recover from the Contractor, the amount of wages so paid or the amount of expenditure so incurred and without prejudice to the rights of the Railway under the Section 20, Sub-Section (2) and Section 2, Sub-Section (4) of the aforesaid Act, the Railway shall be at liberty to recover such amount or part thereof from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India. The Railway shall not be bound to contest any claim made against it under Sub-Section (1) of Section 20 and Sub-Section (4) of Section 21 of the aforesaid Act except on the written request of the Contractor and upon his</p>

	giving to the Railway full security for all costs for which the Railway might become liable in contesting such claim. The decision of the Chief Engineer/CPM regarding the amount actually recoverable from the Contractor as stated above shall be final and binding on the Contractor.
41.2.1	Provisions of Employees Provident Fund and Miscellaneous Provisions Act, 1952: The Contractor shall comply with the provisions of Para 30 & 36-B of the Employees Provident Fund Scheme, 1952; Para 3 & 4 of Employees' Pension Scheme, 1995; and Para 7 & 8 of Employees Deposit Linked Insurance Scheme, 1976; as modified from time to time through enactment of "Employees Provident Fund & Miscellaneous Provisions Act, 1952", wherever applicable and shall also indemnify the Railway from and against any claims under the aforesaid Act and the Rules.
41.2.2	<p>Contractor is to abide by the provisions of various labour laws in terms of above clause 54, 55, 55-A and 55-B of Indian Railways Standard General Conditions of Contract. In order to ensure 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. The Registration/ updation of Portal shall be done as under:</p> <p>(a) 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 in the portal within 7 days of receipt of such request.</p> <p>(b) Contractor once approved by any Engineer, can create password with login ID (PAN No.) for subsequent use of portal for all Letter of Acceptances (LoAs) issued in his favour.</p> <p>(c) The contractor once registered on the portal, shall provide details of his Letter of Acceptances (LoAs) / Contract Agreements on shramikkalyan 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.</p> <p>(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 shramikkalyan portal on monthly basis.</p>
	(e) It shall be mandatory upon the contractor to ensure correct and prompt uploading of all salient details of engaged contractual labour & payments made thereof after each wage period.
41.2.3	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 Engineer's 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 Railway's Shramikkalyan portal at 'www.shramikkalyan.indianrailways.gov.in' till ____Month, ____Year."
42.	Provision of Workmen's Compensation Act: In every case in which by virtue of the provisions of Section 12 Sub-Section (1) of the Workmen's Compensation Act 1923, Railway is obliged to pay compensation to a workman directly or through petty Contractor or subcontractor employed by the Contractor in executing the work, Railway will recover from the Contractor the amount of the compensation so paid, and, without prejudice to the rights of Railway under Section 12 Sub-section (2) of the said Act, Railway shall be at liberty to recover such amount or any part thereof from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India. Railway shall not be bound to contest any claim made against it under Section 12 Sub-Section (1) of the said Act except on the written request of the Contractor and upon his giving to Railway full security for all costs for which Railway might become liable in consequence of contesting such claim.
43.	Reporting of Accidents: The Contractor shall be responsible for the safety of all employees directly or through petty Contractors or sub-contractor employed by him on the works and shall report serious accidents to any of them however and wherever occurring on the works to the Engineer or the Engineers Representative and shall make every arrangements to render all possible assistance.
44.	<p><b>SITE OFFICE</b></p> <p>The contractor will set up a reasonably furnished site office of area about 50 Sqm. as directed by the Engineer at a central location either by hiring a building or by erecting temporary building/Pre-fab-building with proper electric arrangement, water supply and sanitary fittings with good roofing &amp; flooring for exclusive use of the Engineer and his representative. Minimum 02</p>



	Nos computers and 01 No printer should be available at this office.															
45.	For protection of track during construction at sites adjacent to the existing running railway tracks sufficient nos. banner flags, red hand flags, tri-color torches for night time to be kept at all such sites.															
46.	<b>Certificate of completion of Works:</b> As soon as in the opinion of the Engineer, the work has been completed and has satisfactorily passed any final test or tests that may be prescribed, the Engineer shall issue a certificate of completion duly indicating the date of completion in respect of the work and the period of maintenance of the work shall commence from the date of completion mentioned in such certificate. The certificate, inter alia, should mention that the work has been completed in all respects and that all the contractual obligations have been fulfilled by the Contractor and that there is no due from the Contractor to Railways against the contract concerned. The Engineer may also issue such a certificate indicating date of completion with respect to any part of the work (before the completion of the whole of work), which has been both completed to the satisfaction of the Engineer and occupied or used by the Railway. When any such certificate is given in respect of part of a work, such part shall be considered as completed and the period of maintenance of such part shall commence from the date of completion mentioned in the completion certificate issued for that part of the work.															
47A	<p>For completion of all the works involved in the Final Location Survey within stipulated time frame i.e. 06 months, consultant must engage a dedicated team comprising of the following personnel for this project.</p> <table><tr><th>S N</th><th>Manpower</th><th>Qualifications</th></tr><tr><td>1</td><td>Project in- charge (Project Manager) (Consultants Representative)</td><td>Graduate in Civil Engg. Having minimum 5 years of professional experience and minimum 5 years experience in DPR/FLS/PETS/Detailed design Engineering of Rail/Highway/Metro Projects.</td></tr><tr><td>2</td><td>Sr. Photogrammetry Expert</td><td>Post Graduate in Geomatics/ Geo-informatics/ MSC .Geology/Surveying/Remote sensing and Mapping with minimum of 5 years' experience in Photogrammetry related works And, Relevant experience in at least one Linear project Railways/Highways/Metro/irrigation projects.</td></tr><tr><td>3</td><td>Alignment Design Expert</td><td>Graduate in Civil Engineering with minimum 3- years professional experience in the field of alignment design of Railway/Highway/Metro Road project using Autodesk 3D Civil/ Bentley Rail Track or Similar software And, Relevant experience of at least one year in Railway/Metro project.</td></tr><tr><td>4</td><td>Drawing Expert/CAD lead</td><td>Graduate/Diploma in Civil Engg. With specialization in AutoCAD/Autodesk-3D Civil/Micro Station/Navis work or similar software and having At least three years' experience in Preparation of GADs/ L-section / ESPs of Railway/ Metro/ highway Projects</td></tr></table> <p>The contractor should submit the details of manpower engaged for this project immediately within 10 days of issue of acceptance letter.</p>	S N	Manpower	Qualifications	1	Project in- charge (Project Manager) (Consultants Representative)	Graduate in Civil Engg. Having minimum 5 years of professional experience and minimum 5 years experience in DPR/FLS/PETS/Detailed design Engineering of Rail/Highway/Metro Projects.	2	Sr. Photogrammetry Expert	Post Graduate in Geomatics/ Geo-informatics/ MSC .Geology/Surveying/Remote sensing and Mapping with minimum of 5 years' experience in Photogrammetry related works And, Relevant experience in at least one Linear project Railways/Highways/Metro/irrigation projects.	3	Alignment Design Expert	Graduate in Civil Engineering with minimum 3- years professional experience in the field of alignment design of Railway/Highway/Metro Road project using Autodesk 3D Civil/ Bentley Rail Track or Similar software And, Relevant experience of at least one year in Railway/Metro project.	4	Drawing Expert/CAD lead	Graduate/Diploma in Civil Engg. With specialization in AutoCAD/Autodesk-3D Civil/Micro Station/Navis work or similar software and having At least three years' experience in Preparation of GADs/ L-section / ESPs of Railway/ Metro/ highway Projects
S N	Manpower	Qualifications														
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47B	(i) One inspection vehicle is to be provided for inspection of work by Railway Officials as and when required and intimated. In case vehicle is not provided, a penalty @ Rs 2000/- per day may be imposed.															

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	(ii) Required numbers of skilled labour to be provided by agency for carrying out miscellaneous work as and when directed by XEN/AXEN.
48	<p>(i) The contractor will submit within 15 days of issue of LOA, the bar chart/mile stone for the various activities showing the completion of the work within the stipulated completion period for the approval of the Engineer.</p> <p>(ii) The contractor will submit list of authorised engineer within 15 days who will be executing above work as per terms and conditions of the agreement.</p> <p>(iii) Contractor will engage the engineers as per requirement of scope of work for timely completion as indicated in table 48A below.</p>
48 (A)	<p><b>TIMELINE</b></p> <p>The project must be completed within the time frame mentioned below for each activity. The timeline prescribed are strictly to be followed. Any failure in any of the activity on the time line to be intimated in writing in time. Penalty will be levied on the delay in execution of various activities mentioned in the time line. Every activity mentioned with a specific timeline shall be adhered to without fail. The DPR being one of the most important activity, this activity has to be first completed within 100 days from the date of issue of LOA. Any failure in complying with the submission of DPR will attract a heavy penalty. A token penalty amount of Rs.5000/-per months will be levied for delay in submission of DPR. For delay in other activities, suitable penalties as per agreement conditions and as per provision of General Conditions of Contract – 2022 will be levied.</p>
49	<p><b>ESTABLISHING OF CAMP OFFICE AT BILASPUR:</b></p> <p>It is pertinent to say that, this work require co-ordination between the Railway personnel and the consultants. In view of this a camp office has to be established invariably at Bilaspur.</p> <p>All key personnel involved in the consultancy shall be available for attending the Railway office as and when called for. When any person is required for discussion a communication will be sent through the mobile number which is registered with the Railways or through e-mail messages. For this purpose the consultant must provide the mobile contact number and the e-mail id of the various set of staffs involved in the work from the consultant side, immediately on issue of LOA/at the start of the work.</p>
50	<p><b>CONSULTANCY SERVICE PRIOR TO START WORK:</b></p> <p>As the final location survey using photometric, aerial survey using drone, LIDAR system is a new technology for Railway personnel, the consultant has to provide the technical know-how to the staff/officers involved as and when requested to do so. Sufficient workshops to be arranged regularly as and when requested.</p>
51.1.	<p><b>Rates for Extra Items of Works:</b></p> <p><b>(a) Standard Schedule of Rate (SSOR) Items:-</b>Any item of work carried out by the Contractor on the instructions of the Engineer which is not included in the accepted Bill(s) of Quantities but figures in the Standard Schedule of Rates (SSOR), shall be executed at the rates set forth in the “Schedule of Rates of Railway” modified by the tender percentage as accepted in the contract for that chapter of Standard Schedule of Rates (SSOR). However, the cumulative value of all such extra item(s) together (modified by the respective tender percentage) shall not exceed 10% of the original contract value. For item(s) not covered under this sub-clause, the rate shall be decided as agreed upon between the Engineer and the Contractor before execution of such items of work as sub-</p>

	<p>clause (b) below.</p> <p><b>(b) Other Items:-</b>For any item of work to be carried out by the Contractor but not included in the accepted Bill(s) of Quantities and also not covered under sub-clause-(a) above, the Contractor shall be bound to notify the Engineer at least seven days before the necessity arises for the execution of such items of works that the accepted Bill(s) of Quantities does not include rate or rates for such extra work involved. The rates payable for such items shall be decided at the meeting to be held between the Engineer and Contractor, in as short a period as possible after the need for the special item has come to the notice. In case the Contractor fails to attend the meeting after being notified to do so or in the event of no settlement being arrived at, the Railway shall be entitled to execute the extra works by other means and the Contractor shall have no claim for loss or damage that may result from such procedure.</p> <p>The assessment of rates for extra items shall be arrived at based on the prevailing rates of labour, machinery &amp; materials and by taking guidance from the following documents in order of priority:</p> <ul style="list-style-type: none"> <li>(i) Analysis of Rates for “Unified Standard Schedule of Rates of Indian Railways (USSOR)”.</li> <li>(ii) Analysis of Rates for “Delhi Schedule of Rates issued by CPWD (DSR”.</li> <li>(iii) Market Analysis.</li> </ul>
51.2.	<p>Provided that if the Contractor commences work or incurs any expenditure in regard thereto before the rates as determined and agreed upon as lastly hereuntofore-mentioned, then and in such as case the Contractor shall be entitled to be paid in respect of the work carried out or expenditure incurred by him prior to the date of determination of the rates as aforesaid according to the rates as shall be fixed by the Engineer. However, if the Contractor is not satisfied with the decision of the Engineer in this respect, he may appeal to the Chief Engineer within 30 days of getting the decision of the Engineer, supported by analysis of the rates claimed. The Chief Engineer’s decision after hearing both the parties in the matter would be final and binding on the Contractor and the Railway.</p>
52.	<p><b>Offloading of Part(s) of Work:-</b></p> <p>At the final stage of completion / commissioning of work, in case the contractor fails to complete the final part(s) of the work and the value of such part(s) of the work is limited to 5% of the original contract value, the Engineer may allow/decide for offloading of such part(s) of works, either after the Contractor’s request in writing to do so or after serving a 14 (Fourteen) days suo-moto notice (as per annexure- VIIA in GCC-2022), if the Engineer is of the opinion that :-</p> <ul style="list-style-type: none"> <li>(i) Such Offloading of works (up to 5% of original contract value) would enable successful completion of contract/work,</li> <li>(ii) Termination/ Part termination of the contract at this stage is not be in the interest of the Railway/work; and</li> <li>(iii) The anticipated additional cost for execution of such works through other mode would not be substantial and can be recovered from the pending dues of the contractor;</li> </ul> <p>The Contractor shall be informed, in due course, by the Engineer of the mode and cost of execution of such offloaded work through other agency(ies) (as per annexure- VIIB in GCC-2022). The extra expenditure so incurred in execution of the offloaded work, shall be recovered from subsequent Bill(s) or any other dues of the Contractor, but not exceeding the value of Performance Guarantee available in the contract. There shall be no other repercussion of such offloading on execution of the balance contract. The Contractor shall have no claim on account of above mentioned offloading of works.</p>

**CHAPTER VII****BANK GUARANTEE FORMAT (For Performance Guarantee).****(Annexure-I)**

*(For the purpose of submission of Performance Guarantee after award of work and before execution of contract agreement by the successful tender)*

1, In consideration of the President of India (hereinafter called "the Government") having agreed to exempt \_\_\_\_\_ (hereinafter called "the said Contractor/s") from the demand, under the terms and conditions of this Agreement/Acceptance dated \_\_\_\_\_ made between \_\_\_\_\_ and \_\_\_\_\_ for \_\_\_\_\_ ( hereinafter 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 a Bank Guarantee for Rs. \_\_\_\_\_ (Rupees \_\_\_\_\_) we, \_\_\_\_\_ (*indicate the name of the bank*) (hereinafter referred to as "the Bank") at the request of \_\_\_\_\_ (Contractor's) do hereby undertake to pay to the Government an amount not exceeding Rs. \_\_\_\_\_ 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.

2. We, \_\_\_\_\_ (*indicate the name of bank*) do hereby undertake to pay the to pay the amounts due and payable under this guarantee without any demur, merely on a demand from the Government (Railways) stating that the amount/claimed is due by way of loss or damage caused to or would be caused to or suffered by the Government (Railway) 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 Rs. \_\_\_\_\_.

3. We undertake to pay to the Government any money so demanded notwithstanding any dispute or disputes raised by the contractor(s)/supplier(s) in any suite or proceeding pending before any court or Tribunal relating thereto our liability under this present being absolute and unequivocal.

The payment so made by us under this bond shall be a valid discharge of our liability for payment there under and the contractor(s)/supplier(s) shall have no claim against us for making such payment.

4. We, \_\_\_\_\_ (*indicate the name of 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 fully paid and its claims satisfied or discharged or till \_\_\_\_\_ office/ Department) Ministry of \_\_\_\_\_ 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. .

5. We \_\_\_\_\_ (*indicate the name of 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 any of the terms and conditions of the said Agreement or to extend time of performance by the said contractor(s) from 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(s) and to forbear or enforce any of the terms and conditions relating to the said agreement 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 forbearance, act or omission on the part of the Government or any indulgence by the Government to the said

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Contractor(s), or any such matter or thing whatsoever which under the law relating to sureties would, but for this provision, have effect of so relieving us.

6. This guarantee will not be discharged due to the change in the constitution of the Bank or the Contractor(s)/Supplier(s).

7. We, \_\_\_\_\_ (indicate the name of the bank ) lastly undertake not to revoke this guarantee during its currency except with the previous consent of the Government/Railway in writing.

Dated the \_\_\_\_\_ day of \_\_\_\_\_ 2023

For \_\_\_\_\_

(Indicate the name of the bank )

**NOTES:**

(1) If the tenderer submit Performance Guarantee in the shape of Bank Guarantee, then it will be accepted only if the same matches verbatim with the given format.

(2) The Bank Guarantee/extension of the B.G. if any in future to be submitted by the supplier(s)/contractor(s) should be sent directly to the concerned authorities by the issuing Bank under Registered Post A/D

**Format for Bid Security (Annexure II)**

Bank Guarantee bond from any scheduled commercial bank of India

*(On non-judicial stamp paper, which should be in the name of the Executing Bank)***Name of the Bank: -----**

President of India,

Acting through Dy.CE/Con/ABKP,

S.E.C. Railway,

Beneficiary: FA&amp;CAO/SECR/BSP

Date: .....

**Bank Guarantee Bond No.:****Date: -----**

In consideration of the President of India acting through ----- (*Designation & address of Contract Signing Authority*), ..... Railway, ..... (**hereinafter called “The Railway”**) having invited the bid for \_\_\_\_\_ through Notice inviting tender (NIT) No. \_\_\_\_\_, 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 [Insert required Value of Bid Security], 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 authorized of the Bank*], being fully authorized 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 [*Insert required Value of Bid Security*] as above stated.
2. The bank undertakes to immediately pay on presentation of demand by the Railway any amount upto 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 [*insert 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. The 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.

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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 band details-

IFSC CODE	SBIN000RAIL
IFSC TYPE	BRACH
BANK NAME	STATE BAND 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 Seal and authorized signature(s)

[Name in Block letters] .....

[Designation with Code No.] .....

[P/Attorney] No.

Witness:

1. Signature, Name & Address & Seal

2. Signature, Name & Address & Seal

Bank Seal

[P/Attorney] No.

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

Signature of Tenderer(s)

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**ANNEXURE – III****Performa for Bid Capacity (Not Applicable)**

**Bid Capacity (Not Applicable):** The Bid Capacity of the tenderer may be submitted in the following format duly enclosing documents mentioned in this regard in the NIT.

Sl. No	Name of work and contract agreement no. with date	Name and address of employers	Contractual Agreemental value in Cr	Revised value if any in Cr	Completion time as per original agreement and any extension granted.	Payment received upto date of opening of this tender in Cr	Balance Amount of ongoing work to be completed in next 'N' years. in Cr
1	2	3	4	5	6	7	8

**Note-**

1. The tenderer has to furnish the above details of ongoing works and also the works which are awarded but not yet started. In case of no works in hand a NIL statement should be furnished. This statement should be submitted duly verified by Chartered Accountant.

2. In case of JV the arithmetic sum of individual "Bid Capacity" of all the members shall be taken as JV's Bid Capacity. For this purpose, each member of JV will submit separate statement duly verified by Chartered Accountant.

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**Annexure IV**

Each Bidder must fill in this from separately:

**NAME OF BIDDER:**

<b>Annual Contractual Turnover Data for the Previous 3 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 from 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 been furnished after full consideration of all observations/notes in Auditor's reports. \_\_\_\_\_

**(Signature of Chartered Accountant)**

**Name of CA:** \_\_\_\_\_

**Registration No:** \_\_\_\_\_

**(Seal)**

Signature of Tenderer(s)

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## ANNEXURE – V

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

I..... (Name and designation)\*\* Appointed as the attorney/authorized signatory of the tenderer,

M/s..... (hereinafter called the tenderer) for the purpose of the Tender documents for the work of ..... as per the tender No. .... of South East 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 Govt. 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 year. 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 year.
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 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:

Dated:

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

**This certificate is to be given by each member of JV or Partners of Partnership firm/LLP/etc.**

Signature of Tenderer(s)

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**ANNEXURE-V(A)**

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

I/We.....(Name), attorney/authorized 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 Govt. 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:

Dated:

Signature of Tenderer(s)

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## ANNEXURE-A

**Technical Eligibility of the Bidder**  
**(Only Completed/Substantially Completed Works)**

**Note:** The responsibility of proving the eligibility for the work as per tender conditions lies with the bidders along with providing unambiguous documents/certificates in confirmation to eligibility criteria with bid. Tenderer should submit certificates and documents supporting with details given in Annexure-A which will be evaluated for technical Eligibility.

Name of Work/Project	Name of firm/Partner	Project code	% Share	Present Contract value	Contractual Amount received	Claimed Value from Technical Eligibility
1	2	3	4	5	6	7
		a				
		b				
		c				
		d				
		e				
		f				
Aggregate Claimed Technical Eligibility =						

[Seal and Signature of the Bidder]

Signature of Tenderer(s)

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**CHAPTER - VIII****Additional Special Condition of Contract****SAFETY PRECAUTIONS****PRECAUTION WHILE PLYING VEHICLES ADJACENT TO RUNNING TRACK****1. General**

- 1.1 The Contractor shall not allow any road vehicle belonging to his or his suppliers etc., to ply in railway land next to the running line. If for execution of certain works viz., earthwork for parallel railway line and supply of ballast for new or existing rail line gauge conversion etc., road vehicles are necessary to be used in Railway land next to the Railway line, the Contractor shall apply to the Engineer-in-Charge for permission giving the type & No. of individual vehicles, names and License particulars of the drivers, location, duration & timings for such work/movement. The engineer in charge or his authorized representative will personally counsel, examine & certify, the road vehicle drivers, Contractor's flagmen & Supervisor and will give written permission giving names of road vehicle drivers, Contractor's flagmen and Supervisor to be deployed on the work, location, period and timing of the work. This permission will be subject to the following obligatory conditions.
- 1.2 The road vehicles will ply in between sunrise & sunset.
- 1.3 Nominated vehicles & drivers will be utilized for work in the presence of at least one flagman & one supervisor certified for such work.
- 1.4 The vehicles shall ply 6 m clear of track. If any movement/work is required to be carried out at distance less than 6 m and up to 3.5 m clear of track centre, it shall be done only in the presence of railway employee authorized by the Engineer-in-Charge. No part of the road vehicle will be allowed at less than 3.5 m from track centre. Cost of such railway employee shall be borne by the railway.
- 1.5 The Contractor shall remain fully responsible for ensuring safety & in case of any accident, shall bear cost of all damages to his equipment and also damages to Railway & its passengers.
- 1.6 The Contractor shall also be bound by the provisions of this agreement to ply the road Vehicles only with adequate margin of safety, well clear of the fixed structure profile of infringements, as stipulated in the rules made under the Indian Railways Act and to seek and be guided by the Signals and other directions of any look-out men or other personnel retained for the purpose of ensuring safety, and to ensure extra care and vigilance while turning, reversing or moving the road Vehicles Track or the siding, as the case may be. The Contractor shall employ necessary lookout men also at his own cost, irrespective of any other arrangement that Railway may make in this regard.
- 1.7 Any breach of these conditions by the Contractor and/or his agents affecting the safety of movement of Trains, engines, or other rolling stock of the railway shall constitute a breach of Contract by the Contractor entailing liability for termination of contract for default on the part of the Contractor.
- 1.8 **PROVISION OF FENCING:** If desired by the Engineer in Charge, the work site is to be protected by providing and maintaining fencing cost of which will be made separately as per provision in the schedule of work. Sturdy fencing shall be provided as per CE/C/BSP's drg No 5808/2018 and the payment will be made separately.

**2. JOINT PROCEDURE ORDER FOR UNDERTAKING DIGGING WORK IN THE VICINITY OF UNDERGROUND SIGNALING, ELECTRICAL AND TELECOMMUNICATION CABLES**

- 2.1 **Number of engineering works in connection with third/fourth line is in progress, which** requires extensive digging work near the running track, in close vicinity of the working S&T cables carrying vital safety circuits as well as electrical cables feeding the power supply to cabins. ASM room, RRI Cabin, Intermediate Block Huts (IBH) etc. Similarly, S&T organisation under open line or construction units under CAO/C, are executing various Signalling and Telecom works requiring digging of earth for laying of cables or casting of foundations for the erection of signal posts etc. On certain sections digging is also required for laying of electrical cable and casting of foundation for the erection of OHE masts. Generally, these works are executed by Contractors.
- 2.2 However, while carrying out these works in the vicinity of working signalling, telecommunication and electrical cables, at times, cable cuts take place due to JCB machines working along the track or during the digging work being done by Contractors carrying out the Civil Engineering Works. Similarly, such cable cuts are also resulting due to works undertaken by S&T or Electrical Contractors. Such cable faults result in the failure of vital signalling and telecommunication circuits & electrical installations.

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- 2.3 Following joint procedure shall be followed by Engineering, Electrical and S&T Contactors, while carrying out any digging work near to existing signalling & telecommunication and electrical cables, so that the instances of cable cut due to execution of works, can be controlled and minimized.
- 2.4 S&T Department and Electrical department shall provide a detailed cable route plan showing exact location of cable at an interval of 200m or wherever there is change in alignment so that the same is located easily by the Engineering official/Contractor. In addition, S&T department and Electrical department shall also provide cable markers along the alignment of the cable.
- 2.5 Before taking up any digging activity on a particular work by any agency, Sr.DSTE/DSTE or Sr.DEE/DEE of the section shall be approached in writing by the concerned Engg. or S&T or Electrical officer for permitting to undertake the work. Sr.DSTE/DSTE or Sr.DEE/DEE, after ensuring that the concerned executing agencies including the Contractor have fully understood the S&T and Electrical cable route plan shall permit the work in writing within 7 days of the request by concerned department.
- 2.6 After getting the permission from S&T or Electrical department as the case may be, the relevant portion of the cable route plan shall be attached to the letter through which permission is issued to the Contractor by concerned Engg. official for commencement of work and ensuring that the Contractors have fully understood the cable route plan and precautions to be taken to prevent damage to the underground cables. The Contractor shall be asked to study the cable plan and follow it meticulously to ensure that the safety of the cable is not endangered. Such a provision, including any penalty for default, should form part of agreement also.
- 2.7 The SE/P.Way or SE/Works shall pass on the information to the concerned SE/Sig SE/Tele about the works being taken up by the Contractors in their sections at least 3 days in advance of the day of the work. In addition Engineering control shall also be informed by SE/P.Way or SE/Works, who in turn shall pass on the information to the test room/network operation centre TPC/Elect. Control.
- 2.8 On receiving the above information, SE/Sig or SE/Tele or shall visit the site on or before the date of taking up the work and issue permission to the Contractor to commence the work after checking that adequate precautions have been taken to avoid the damage to the cables. The permission shall be granted within 3 days of submission of such requests.
- 2.9 The name of the Contractor, his contact telephone number, the nature of the work shall be notified in the Engineering control as soon as the concerned Engineering officials issue the letter authorizing commencement of work to the Contractor. Test room shall be given copies. Test room shall collect any further details from the Engineering Control and shall pass it on to S&T & Electrical officials regularly. In case the supervisors of concerned departments do not turn up on the day as advised in terms of para 4 and 5 above, the works of Contractor should not be stopped on this account.
- 2.10 In case of works being taken up by the State Government, National Highway Authority etc., the details of the permission given i.e. the nature the work, kilometer etc. be given to the Engineering control including the contact person's number so that the work can be done in a planned manner. The permission letter shall indicate the contact numbers of Test room/network Operating Centre of TPC/Elect. Control.
- 2.11 Where the nature of the work taken up by the Engineering department is such that the OFC or other S&T cables or Electrical cables is to be shifted and relocated, notice of minimum one week shall be given so that the Division /Construction can plan the works properly for shifting. Such shifting works shall in addition, for security and integrity of the cables, be supervised by S&T supervisors/Electrical Supervisors.
- 2.12 The concerned SE/P.Way/SE/Works/SE/Sig/SE/Tele supervisors supervising the work of the Contractor shall ensure that the existing emergency sockets are not damaged in view of their importance in providing communication during accident/emergency.
- 2.13 In case of minor nature of works where shifting of cable is not required, in order to prevent damage to the cable, the Engineering Contractor shall take out the S&T or optical fibre cable or Electrical cable carefully from the trench and place it properly alongside at a safe location before starting the earthwork under the supervision of SE/Sig or SE/Tele. The cable shall be reburied soon after completion of excavation with proper care including placement of the brick over the cable under the supervision of S&T or Electrical supervisors. However, the work will be charged to the concerned engineering works. The responsibility for ensuring availability of SE (Signal), SE as per para 4 and 5 above lies with the respective department. The Contractor will go ahead with the shifting of cables as per the program decided and he will not be held responsible for any cable cut.
- 2.14 In all the sections where major project are to be taken up/going on S&T department shall deploy their official to take preventive/corrective action at site of work. As regards Electrical Department, the official may be deputed on need basis.
- 2.15 No new OFC or quad cable shall be laid close to existing track. It shall be laid close to the Railway boundary on one side of the Railway track to the extent possible to avoid any interference with the future works. It shall be ensured in the new works of cable laying that the cable route is properly identified with electronic or concrete markers. Wherever multiple cables are laid in a trench, RFID markers may be

provided for easy identification of the cable. Henceforth, wherever cable laying is planned, before undertaking the cable laying work, the cable route plan of the same shall be prepared by the Dy.CSTE/C or Dy.CEE/C and shall be got approved from the concerned Sr. DSTE/DSTE or Sr.DEE/DEE and also from the concerned Dy. CE/C for new lines and from the concerned Sr.DEN for all other projects including GC etc., to avoid possible damages in future. Such approvals shall be granted within 15 days of the submission of the request.

- 2.16 The works of excavating the trench and laying of the cable should proceed in quick succession, leaving a minimum time between the two activities.
- 2.17 In case damage caused to OFC/Quad cable or Electrical cable during execution of the work, the Contractor is liable to pay a penalty for damaging the cable. Penalty shall not be levied in case of the following: -
- Detailed cable route plan as per clause C-1 not provided by concerned department or cable is not protected as per laid down procedures.
  - The alignment of the cable does not tally with the information provided to the Contractor.
  - The cable depth is found to be less than 800 mm from normal ground level.
  - No representative of S&T department was available at site guarding the cables on the fixed pre-determined date and time.
- 2.18 Penalty to be imposed for damages to cable shall be as under:-

Cable damaged	Penalty per location
Only Quad cable or signalling cable	Rs 1 lakh
Only OFC	Rs 1.25 lakh
Both OFC and Quad	Rs 1.5 lakh
Electrical Cable	Rs 1 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.

- 2.19 Railways will not lodge FIR with RPF in case of works being executed by authorized Contractors of Railways who have been duly permitted to execute the works in accordance with this JPO. Joint note by the supervisors of the concerned department shall be prepared and the responsibility of the cable cut should be decided without involving RPF. The joint note deciding the fact whether the contractor should be penalized shall be completed in a day's time from the occurrence of cable cut.

In all other cases, when the cable is cut by an agency that was not permitted to execute any work, FIR should be lodged with RPF.

- 2.20 While giving permission for taking up the works, concerned departments may note that earthwork by engineering Contractors will normally be done by machines except in a few isolated locations where the quantity of earth work is very less.
- 2.21 Railways shall make necessary correction in their future contract so that this JPO can also be enforced contractually.
- 2.22 All types of signalling & OHE bonds i.e. rail bond, cross bond and structure bond shall be restored by the Contractor with a view to keep rail voltage low to ensure safety of personnel.
- 2.23 Above joint circular shall be applicable for construction as well as open line organization of Engineering, S&T and Electrical.
- 2.24 S&T cable and electrical cable route plan should be prepared by the concerned S&T and Electrical officers respectively and got approved as stipulated before undertaking the work. The completion cable route plan should be finalized block section by block section as soon as the work is completed.
- 2.25 All cable laying works shall be executed as per laid down technical specifications, such as protection measures/protective cover, compaction of refilled material etc.

## CHAPTER – IX

### ADDITIONAL SPECIAL CONDITION OF CONTRACT

#### 1.1 Final Location Survey

- 1.1.1 Conducting detailed Final Location Survey for preparation of Plans/sections for the proposed new line and marking the centre line of final alignment on the ground conforming to the standards of a Group 'D' route for sanctioned speed of 160 Km/h. The survey includes collection of all features as mentioned in the schedule. The design of the alignment, preparation of plans & drawings will be done using Bentley PRT/ Mx Rail software and also be made available on Auto CAD software.
- 1.1.2 Conducting a traverse survey and topographical survey for a width of 100m on either side of proposed centre line, collection and incorporation of field details like existing streams, water courses, bridges (both railway and road), their types, bed levels, spans, HFLs, Flyovers via duct/Tunnels/ROB / RUB / FOBs, irrigation canals/channels, their reduced levels, sections/openings (having a bearing on proposed lines), roads, Rail lines, HT/LT power lines, OHE lines & structures, S&T structures, telephone/ other communication lines, Telephone Posts, level crossings, religious edifices and other structures etc. in the project sheets.
- 1.1.3 Traversing/conducting total stations survey of rivers/streams.
- 1.1.4 Traversing / conducting total station survey of station yards and up to 500m on approaches beyond outer most points.
- 1.1.5 Conducting levelling and furnishing the ground levels for generating Digital Terrain Module (DTM) for finding longitudinal and cross section of the proposed alignment and calculation of cross sectional area. All the levels shall be furnished with reference to GTS bench marks and GTS BM should be established at the location of bridges and stations.
- 1.1.6 Soil Investigation by taking bore logs and preparation of proposals for construction of new bridges on alignment.
- 1.1.7 Preparation and submission of raw & processed data, detailed calculation of quantities and documents including preparation and submission of 3 sets of hard copies and soft copies of following plans as per Para 443 of Indian Railways Code for the Engineering Department:
  - 1.1.7.1 Raw Data including Ground points coordinates, records taken during field surveys, features recorded for permanent structures etc in both soft & hard copy. Data of soft copy to be handed over in Memory Card/Pendrive/Hard Disk.
  - 1.1.7.2 General Map of the country traversed by the project scale of 25 Km to 1 cm.
  - 1.1.7.3 Index map on a scale of 2.5 KM to 1 cm.
  - 1.1.7.4 Index plans and sections on a scale of 0.5 km to 1 cm horizontal and 10m to 1 cm vertical.
  - 1.1.7.5 Detailed plans and sections to a scale of 1:5000 horizontal and 1:500 vertical.
  - 1.1.7.6 Plans with cross sections
  - 1.1.7.7 Plans of existing/proposed station yards to a scale of 1:1000.
  - 1.1.7.8 Detailed drawing of structures
  - 1.1.7.9 Plans of Junction arrangements
- 1.1.8. **General:**
  - 1.1.8.1. During execution of survey in field work as well as to prepare the survey report the contractor shall follow the relevant provisions of code of Engineering Department, 2012 edition with upto date correction slips/modification with regard to type of survey work.
  - 1.1.8.2. Tenderers are advised to visit and thoroughly inspect the site of work and ascertain all the conditions regarding nature of work, site difficulties involved in the execution of work before quoting

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the rates. They can also see the tentative alignment and locations for the proposed survey works marked on the Topo sheets of Survey of India to ascertain the topography of the area before quoting the rates.

1.1.8.3. The contractor shall have no claim for compensation in case of delay/disruption in work due to obstruction in work by local people/villagers during the progress of work.

1.1.8.4. The Railway shall not be responsible for any loss of damage to the contractors men, material, equipment, tools and plants from any cause whatsoever.

1.1.8.5. For carrying out the work, the site of ground, if required, has to be cleared of bushes along with grass and shrubs by the contractor at his own cost. No tress wood will be allowed to be cut and contractor shall carryout the work by offsetting method.

1.1.8.6. For undertaking present survey, it is expected that a tenderer has sufficient experience and knowledge of railway working especially regarding manner in which such survey for a Railway line is to be conducted. He is expected to have adequate experience as per provisions contained in Indian Railway Code for the Engineering Department including schedule of rates, specification for material and wages applicable over South East Central Railway, relevant for collection of data, preparation of survey report, estimating of cost, specification for track and making drawing etc.

1.1.8.7. The report shall be prepared on A4 size paper (on one side) 1.5" spacing on Computer neatly and in original. No copy or page will e accepted if photo copied at the time of submission of final report.

The contractor shall maintain liaison with the following authorities if required:

(I) Local state administration, village, panchayat etc.

(II) Local PWD.

(III) National High Way

(IV) Irrigation authorities.

(V) Concern Railway (Open line)

(VI) Forest Department authorities.

### 1.1.9. Traffic Survey:

Traffic survey is to be carried out as per provisions of Indian Railway Code for the Engineering Deptt and other relevant codes and latest instruction of Railway Board ROR will be calculated. The traffic study covers:-

The traffic study should cover the following operating and commercial terms in the report-		
1	Traffic projections	The survey team should make projections of passenger and goods traffic, taking in to consideration soci-economic, industrial and administrative profile of the development in the area. Whether the line should be opened for goods traffic or for both goods and passenger traffic should be considered.
2	Traffic facilities	Traffic facilities required at various stations should be identified in accordance with the anticipated volume of traffic. Junction arrangements, wherever necessary should be identified.
3	Traction	Taking in to consideration the electrification programme in the continuous sections, suitable traction for operation of goods and passenger traffic should be identified.
4	Standard of interlocking	Depending on the quantum of traffic the survey team should recommend the suitable standard of interlocking and type of signalling along with a system of working for the new line & axle load.

Note:

(i) Traffic report should be prepared for passenger and goods traffic by collecting required information regarding population, commercial aspects, and agricultural productivity, industry and transport services and as per Engg. code or as directed by Engg-In-charge for the approved alignment. While conducting the traffic survey, the tenderer shall consult and interact with local industries, revenue authorities and all other represented parties/unions for collecting the basic data. The same shall be reflected in the report.

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(ii) The tenderer shall also consult the transportation deptt. of railway and Sr. DOM/DOM of the concerned division along with operating officer of construction organization and also zonal officers before finalizing the projection of traffic (specially goods and parcels)

(iii) The financial approval of the project line shall be analyzed and ROR calculated on DCF technique for the approved alignment. The various parameters for working expenses shall be latest unit cost for freight and coaching services as published by director statistics railway Board.

(iv) The cost of rolling stock shall be computed based on the unit rates as per the latest pink book.

(v) The earnings and account of passenger services shall be based on the type of services proposed and unit cost in force.

(vi) The freight earnings shall be computed duly projecting the various commodities from the originating to destination station and unit rates shall be taken as per the latest tariff published. Only proportionate earnings and the proportionate working expenses of the project shall be taken in to account unless such projected traffic is purely attributable to the project under consideration

## 2. ELECTRICAL SURVEY:

Electrical (General & TRD etc.) Survey will be carried out as per the following Terms and Rly's relevant codes.

1.	Provision for electrification of railway route is to be made.
2.	Electrical supply arrangement and electrification of station buildings, other service buildings and staff quarters.
3.	Electrical provision for other facilities as shall be decided.
4.	Provision for modification/Shifting of existing Power Line Crossings
5.	Provision for modification/Shifting of existing TSSs/SSPs if required.
6.	The owner name, contact number, chainage/Loc. No., horizontal distance, vertical height from proposed/ existing tracks centre of all LT/HT (11/33 KV) overhead crossings coming in alignment of FLS survey to be furnished.
7.	The owner name, contact number, chainage/Loc. No, horizontal distance, vertical height from proposed/ existing tracks centre of all EHT(132/220/400/765 KV) overhead crossings coming in alignment of FLS survey in present situation to be furnished.
8.	The owner name and contact number of 440 V, 11 KV and 33 KV LT/ HT supply available nearer to all proposed stations coming in alignment of FLS survey to be furnished.
9.	Nearest Grid sub-station on each 20 Km of concern State Electricity Board to be given.
10.	Proposed 2x25 KV, TSS (land size -150x75 mtr.) with in coming supply 3 phase, 220 V (preferable)/ 132 KV nearer to station with road approaches in alignment of FLS survey in every 80-90 km for single line, 30-40 km for double line to be given.
11.	Proposed 2x25 KV, SP/SSP (land size-50x40 mtr.) preferable on each block section nearer to station with road approaches in alignment of FLS survey to be furnished.
12.	Wind zone of that zone in every 50 km to be furnished.
13.	Type of soil, bearing pressure at every 5 km interval.
14.	Proposed service buildings and it's power load in KW to be furnished.

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15.	Proposed No.s and type of quarters at each station to be mentioned.
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### 3.0 SIGNAL& TELECOMMUNICATION SURVEY:

Signal & Telecommunication Survey will be carried out as per the following Terms and Rly's relevant codes.

1.	Standard of interlocking and type signaling - Taking in to consideration the quantum of goods traffic and the no. of passenger trains required to be run on the proposed line, the survey team should recommend the standard of interlocking and type of signaling required at various stations, so as to minimize the initial cost as far as possible.
2.	To determine and formulate the type and standard of signaling/interlocking (a) at block stations. (b) at level crossing gates (c) block signaling in between stations at intermediate sidings if any, based on the speed and volume of traffic projections and also to cater for any other specific requirements.
3.	To formulate communications for train working local communication facilities at stations and between stations as per requirements.
4.	Any other signaling/telecommunication facilities required as necessary.
5.	Type of inter locking system (Standard of Interlocking) at stations.
6.	Type of Signaling installation at stations.
7.	Signaling work at Junction arrangement.
8.	Type of communication system in the section.
9.	Requirement of staff for maintenance of Signalling & Telecom assets.
10.	Requirement of staff quarters for S & T staff.
11.	Other facilities to be provided at (Signalling & Telecom) at end stations & in between stations.

### 4. MECHANICAL SURVEY:

Mechanical Survey will be carried out as per the following Terms and Rly's relevant codes.

1.	Facilities for maintenance of Goods/Coaching stock to be determined- (a) C&W examination facilities. (b) Sick line facilities. (c) Washing siding facilities. (d) Stores required for the above maintenance.
2.	Augmentation of train examination/sick line facilities for Goods trains and for coaching trains at existing stations, commensurate with the additional traffic as established by the traffic survey will be considered.

#### NOTE: -

(a) At each stage close coordination with the operating railway, that is South East Central Railway will have to be maintained as all plans and proposals will have to be approved by them.

(ii) The contractor has to explain the proposal and assist in securing necessary concurrence/approval of all concerned agencies, organizations, and departments, officers including state government, forest, defence, Railways and such others as may be required and directed by CE/C/BSP.

**5.0 Detailed Project Report (DPR):** The DPR to be prepared in two volumes as under:

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- 5.1 For each part of survey, the separate survey reports to be submitted. Contractor will submit Draft DPR, Estimate along with index plan (colour print on topo sheet), index section (colour print), concrete plan for yards, plans showing arrangements of taking off & meeting points etc for various departments of Railway in duplicates (Civil, S&T, Electrical, Mechanical, Commercial/Operating) for their scrutinization, suggesting modification if any, and approval. The report will be examined and then correction will be communicated to the contractor to make final report and estimate to submit Seven (07) copies of DPR, Estimate and drawings to Railway.
- 5.2 The contractor has to submit drawings on approved tracing film or superior quality (one set).
- 5.3 Seven sets of bound copies of FLS survey, Detailed Project Report, Estimate and drawings will be submitted by the contractor for obtaining sanction of Railway Board. Soft copy of report be submitted in memory card/pen-drive form.
- 5.4 DPR(Vol-I): The Volume I of DPR should contain Executive summary and chapters on various components as per the Format as per Annexure-A below-

Annexure-A	
DETAILED PROJECT REPORT: VOLUME I	
CHAPTER -1 : EXECUTIVE SUMMARY	
1.1	Introduction
1.2	Project Overview and justification
1.3	Methodology of preparation of DPR / Feasibility Report
1.4	Criteria for alignment finalization for New Lines (Traffic survey, obligatory points, BISAG verification, site constraints, techno economic factors, Protected monuments, wildlife sanctuaries, interaction with various stake holders etc.)
1.5	Traffic survey and Traffic forecast (including existing and projected line capacity utilization, anticipated additional Goods traffic etc). Anticipated additional Goods traffic (both incoming & outgoing), expected passenger traffic. Names of Seaports, SEZ, Logistic Parks, and Industrial corridors, Airports, Tourists place & pilgrimage centre to be connected.
1.6	Alignment of proposed New Line / Doubling etc. along with station names and key plan ( Colour) showing surrounding Railway Network also
1.7	Alignment parameters (Horizontal Curves, Vertical Curves, Ruling Gradient etc., turnouts etc.)
1.8	Brief description about alignment and Terrain characteristics (Length, states/districts covered giving brief reference to Aspiratinnal districts covered , stations / tunnels (if any) / major rivers / canals / nallahs / important bridges / major bridges / crossing of National Highway / State Highway / major District Roads / Towns / ROBs / Power Crossings / Climate characteristics etc.)
1.9	Topographical survey and soil investigation
1.10	Design standards (speed potential / formation / track structure / tunnel cross section / bridge loading standard / interlocking standards / electrification / Telecom / building standards etc.)
1.11	Land requirement (brief details of Private, Government & Forest Land) and brief methodology for calculation of the same.

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1.12	Permanent way (Route length/total track length/No of loop lines/ Turnout details/Ballasted deck/Ballastless track/LWR / Loop speed etc.)
1.13	Major civil Engineering features ( Brief details of bridges, spans of Major & important bridges, Tunnels, RoBs, RuBs/LHS, Level crossings, RoRs etc)
1.14	Railway stations & yards ( list of stations and brief details of facilities being proposed in each station e.g. station building area, no & length of loop lines, Platforms, FoBs, CoPs, etc)
1.14	Offices and Other service buildings ( Panel building, workshops, sheds etc)
1.15	Residential Buildings ( staff quarters, Rest houses, Running rooms etc)
1.16	Shifting of Utilities ( LT/HT lines, Telecom, Sewers, cables etc)
1.17	Electrical (General) ( brief details being proposed in every station, buildings etc, source of Power supply, etc)
1.18	Electrical ( Traction) ( Type, source, TSS etc)
1.19	Signaling( Brief of Signaling system at each station, Type of Block working, Standards of Interlocking, Telecom facilities etc)
1.20	Telecomm ( Control communication, PA system, coach guidance, display boards etc)
1.21	Statutory clearances required ( From NMA, wildlife , FCA etc)
1.22	Environment and Social Impact Assessment
1.23	Salient Features of Project (in prescribed format as per Annexure- I)
1.24	Summary of Cost estimate(in prescribed format as per Annexure-II)
1.25	Traffic projection and Earnings
1.26	Non Fare revenue
1.27	Source of Funding, Financial Rate of Return and Economic Rate of Return
1.28	Phasing and Construction time lines
1.29	Annual Fund requirement
1.30	Conclusion & Recommendations
CHAPTER-2 : Traffic Survey	
	It should include objective of Traffic Survey, Analysis of existing capacity and line capacity utilization , Analysis of alternatives, Origin — Destination survey, stations Traffic characteristics and composition, Travel / transport pattern, Regional distribution, Passenger traffic estimation and forecast, Facilitation provided by this project to passengers of nearby Airport, Tourist hub, Pilgrimage centre, Goods traffic projection , Facilitation to freight traffic by its connection with any existing or upcoming Seaport, SEZ, Logistic Park, Industrial hub, Airport. Anticipated passenger & freight traffic shift from other modes of transport (roadways, airways, inland & coastal shipping ) to railways, Expected decongestion of roads, Goods and coaching earnings, Assessment of working expenses, Goods traffic projection, Goods and coaching earnings, Assessment of working expenses etc. (All data sources and methodology to be followed in accordance with extant policy guidelines and codal provisions. Confirmation to same shall be part of traffic checklist).
CHAPTER-3 : Engineering Survey	
3.1	Methodology of Topographical Survey (Survey of India Maps, DGPS Survey, permanent and temporary bench marks, Aerial Photogrammetry by Drones, LIDAR Survey, Total Stations etc.). List of bench marks along with their coordinates.
3.2	Alternative alignments and route selection. Verification / validation of alignment in consultation with BISAG
3.3	Description of alignment. Station location and criteria for choosing them.
3.4	Geometric design of alignment (Chainage wise list of Horizontal Curves, Vertical Curves, Gradients). List of longitudinal section and plan of the alignment
3.5	Details of soil investigation and type of strata along the alignment
Chapter-4: Land requirement	
4.1	Criteria for requirement of land for track, stations, bridges etc.

4.2	Break up of land requirement state-wise and district wise for Private land, Government land and Forest land							
4.3	Details of land requirement in the following format:							
	SN.	Chainage(M)		Length(M)	Width of Land(M)	Area of land (Sqm)	Private/Go vt/forest	Purpose for which land required
		From	To					
Chapter-5: Permanent Way								
5.1	Details of total track length including loop line etc.							
5.2	Design speed for Main line and Loop Line							
5.3	Cant excess and deficiency							
5.4	Track structure (Rail, Sleepers, Fittings, Ballast cushion etc.) for Main line and Loop Line							
5.5	Turnouts, SEJs, Glued joint etc.							
Chapter-6: Formation, Tunnels & Bridges								
6.1	List of important, major and minor bridges incorporating liner waterway in metre, chainage of bridge, span arrangement, river name, type of bridge etc. in the following format:							
	SN.	Bridge Nos.	Chainage(M )	Waterway(M)	Span arrangement )	Type Bridge	River name	
6.2	Details and list of road crossing works such as ROBs, RUBs / LHS and Level Crossings.							
6.3	List of Rail Over Rail Flyovers, if any.							
6.4	Tunnel details and type of strata. Typical Cross Section of Tunnel. List of Tunnels in the following format:							
	SN.	Tunnel No.	Length(RM)	Chainage(From)	Chainage (T)	Cross section area of Tunnel (Sqm)	Maximum over burden over Tunnel (M)	
6.5	Earth work in embankment and cutting. List of embankment in the following format:							
	SN.	Length (M)	Height of embankment (M)	Chainage (From)	Chainage (To)	Quantity of earth work (Cum)		
	List of cutting in the following format:							
	SN.	Length (M)	Depth of cutting (M)	Chainage (From)	Chainage (To)	Quantity of earth work (Cum)		
Chapter-7: Stations & Yards								
7.1	Stations and their Demographic details, MSL, Climate etc.							
7.2	Facilities proposed at each station (station building area, FOB details, platform details platform shelter details, circulating area. Standard of construction for station buildings							
7.3	No. of loop lines and their length at each station, Turnout details at each station							
7.4	Conceptual Yard Plan of each station							
Chapter-8: Service buildings (including offices, workshops, shed etc.								
8.1	List of all service building station-wise along with plinth area and justification							
8.2	Standard of construction for the service buildings							
Chapter-9: Residential buildings (staff quarters, running rooms, rest houses, RPF barracks etc )								

9.1	Details of type wise and station wise residential quarters proposed and the basis of same
9.2	Details of station wise running rooms / rest houses / RPF barracks etc. if proposed along with justification
9.3	Standard of construction
Chapter-10: Shifting of utilities	
10.1	Transmission Line Modification payment to SEBs Voltage Level-wise (LT/11 KV/33KV/1 IOKV/220KV/400KV/765KV) including numbers, unit cost and total cost of each voltage level line requiring modification
10.2	Details of Telecom Lines required to be shifted
10.3	Details of civil utilities (sewer line / water pipe line / drains etc.) required to be shifted.
Chapter-11: Electrical Traction & General	
11.1 Electrical Traction	
a.	Type of OHE system & design speed
b.	Pegging plan
c.	Traction power supply system (TSS,SP,SSP location & spacings)
d.	Modifications in existing OHE system
e.	Requirement of communication channel for SCADA
f.	Details of feasibility of EHV power supply at nearest GSS for feeding to proposed TSS. Alignment & expected ROW.
g.	Provision of fire suppression system in transformer
11.2 Electric General	
a.	Details of 11kv & 33 kv power supply points
b.	Electrification of Tunnels/service building etc.details
c.	Ventilation of tunnels details
Chapter-12: Signal & Telecommunication	
12.1	Details of Signaling Arrangement (type of signaling, block working, standard of interlocking etc)
12.2	Details of survey regarding type of soil for cable laying, cable route, track crossing approach/location of S&T installations, infringements, RSSI etc
12.3	Requirements of S&T service building along with electrical requirements including power budget etc.
12.4	Utility/ cable shifting for S&T works.
12.5	Alterations in existing Signaling systems.
12.6	Specifications and testing procedure of S&T equipments.
12.7	Provision of EI, ABS, ATP, CTC, LTE etc as per extant guidelines
12.8	Details of Telecommunication arrangement for operations and passenger amenities.
12.9	Standard Checklist and Performa for Signaling& Telecoms items
12.10	Mandatory clearances required (ISA, WPC, RDSO approvals etc)
12.11	Testing and training required before commissioning.
CHAPTER-13: Environmental Assessment and Social Impact Assessment (if applicable)	
13.1	Introduction
13.2	Existing Scenario, water bodies, noise level, land environment, biological environment socio economic survey, archaeological sites etc
13.3	Environmental Policy Framework
13.4	Detailed Environmental Impact assessment due to project location, design and construction including the impact of operation and maintenance facilities
13.5	Environment Management Plan
13.6	Environmental Monitoring Plan including for Pre Construction, construction phase Operations Phase, Implementation of environmental Management Plan and setting up an Environment management System.
13.7	Social Impact Assessment including resettlement/rehabilitation alternatives, public consultation, resettlement assistance plan, cost monitoring and evaluation
13.8	Analysis of Alternatives
13.9	Summary of Costs
Chapter-14: Statutory clearances	
	List of Forest/Wildlife sanctuaries through which proposed project is passing Details of clearances required such as ASI/NMA, Wild Life, Forests under FCA act, Tree cutting permission etc.
Chapter-15: Cost Estimates	
15.1	Basis of rates for working out, cost of land, civil engineering structures, P-way Electrical, S&T, Utility shifting etc.
15.2	Summary of the cost estimates (detailed estimate to be attached as Vol-II of DPR)

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	Chapter-16: Traffic earning projections
16.1	Details of anticipated goods traffic (both incoming & outgoing )and goods earning
16.2	Details of passenger traffic projection and earnings
16.3	Savings due to avoidance of detention of trains
	Chapter-17: Non fare revenue
17.1	Various existing & anticipated sources of NFR, Details of projected non-fare earnings
	CHAPTER 18: FINANCIAL ANALYSIS
18.1	Estimation and Phasing of Investment
18.2	Estimation of operations and maintenance cost, overheads
18.3	Earning potential of the Project : Fare Revenue as well as non fare revenue
18.4	Terminal Value Estimation
18.5	Calculation of Project IRR( Details as per Annexure-III A & B)
18.6	Sensitivity Analysis with respect to Expected Traffic (range of +/- 20%), Cost Escalation (+/- 20%) and Time Overrun (+/-20%)
18.7	Assumptions with respect to both cash inflows and outflows
18.8	Analysis and Results
	CHAPTER 19: ECONOMIC ANALYSIS
19.1	Basic Approach of Economic Analysis
19.2	Demand Assessment Methodology.
19.3	Quantification of Economic Costs and Economic Benefits.
19.4	Checklist for Economic Cash flows. ( refer Annexure III of Railway Project Economic Appraisal Framework Note for checklist, circulated vide letter no.2022/ Gat Shakti/EU/49 dated 19/08/2022.)
19.5	Cash flows of Economic Internal Rate of Return (EIRR)
19.6	Sensitivity Analysis for critical factors in the range of 5% to 20% on EIRR: Cost overruns due to delay or other factors Increase in Operations and Maintenance Cost Reduction in passenger traffic Reduction in economic benefits Combination of reduction in benefits and increase in cost.
19.7	Details of Network effect along with map.
19.8	Model Input data used along with sources. (refer Annexure II of Railway Project Economic Appraisal Framework Note for list of data sources, circulated vide letter 4o.2022/ Gati Shakti/EU/49 dated 19/08/2022.)
	CHAPTER 20: RISK ANALYSIS
20.1	Cost Risk
20.2	Schedule Risk
20.3	Operational Risk
20.4	Market Risk
20.5	Risk Mitigation Measures

Annexure- I ( To Annexure-A)		
Salient Features of Project		
Name of Project ( NL/DL/GC):		
SN	Item	Details
1	Route length (Km)	
(i)	State-wise and District wise breakup of route length	
2	Current Estimated cost (In crores of Rs.)	
2(i).	Estimated Completion cost (In crores of Rs.) ( taking into account 5% escalation every year)	

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3	Completion period (years)	
4	RoR : (i) FIRR	
	(ii) EIRR (As per guidelines issued by Board and including; network effect)	
5	Land requirement (Ha) (Statewise and Districtwise)	
(i)	Private	
(ii)	Government	
(iii)	Forest	
6	Total Track Km (incl loops/siding etc.) (Km)	
7	Maximum permissible speed (Kmph)	
8	Maximum Degree of Curvature	
8(i)	Curve Track (% of total length)	
9	Ruling Gradient	
9(i)	% length on Ruling Gradient	
10	No. of PSRs	
11	Earthwork in embankment (Cum)	
11(i)	Maximum Bank Height (m)	
12	Earthwork in Cutting (Cum)	
i)	Maximum Cutting Depth (m)	
13	Total no. Tunnels (nos.)	
(i)	Total Tunneling length (Km)	
(ii)	Longest Tunnel (m)	
14	Total Adits/Shafts and their length	
15	Total Linear waterway (m)	
i)	Important bridges (nos.)	
ii)	Major bridges (nos.)	
iii)	Minor bridges (nos.)	
16	Loading standards	
17	Total stations (including Originating and Destination stations, junction stns, crossing staions, halts) (nos.) (statewise)	
(i)	Junction stations (nos.) (including Originating and Destination stations if they are junctions) (nos.) (statewise)	
(ii)	Crossing stations (nos.)(including junction stations, Originating and Destination stations if they are crossing stations)	
(iii)	Halts (nos.)	
18	Total loop lines (nos.)	
(i)	loop line length (CSR) (m)	
19	RoBs (nos.)	
(i)	RuBs/LHs (nos.)	
(ii)	Level crossings (nos.)	
20	Rail over Rail flyover (RoRs)	
21	Track structure ( Both for Main lines and Loop lines separately)	
22	Track centre (m)	
23	Signalling system (MACLS std. II/III etc.)	
24	Traction	

25	Projected Passenger traffic ( Lakh passengers/annum)	
25 (i)	Projected Coaching trains in case of NL (pairs of trains per day)	
26	Projected Freight traffic/Additional freight traffic (MTPA)	
26 (i)	Projected goods train/additional goods train per day	
27	Existing line capacity utilisation incase of Doubling etc. without maintenance Block and with maintenance Block at current year level	
28	Projected gross earning and net earning per annum ( InCrS of Rs)	

Annexure-II						
Summary of Main items of DPR/ Detailed Estimate for New Projects						
Name of Project ( NL/DL/GC):						
SN	Item	Unit	Quantity	Unit cost (Rs in Crores/ lakhs)	Amount (Rs in crores)	Remarks
1	Route length	Km		Total estimated cost/ Route length		
(i)	Total Track Km (incl loops/siding etc)	Km		Total estimated cost/ Total track length		
Civil Engg Items						
2	Preliminary expenses					
<b>3</b>	Total Land requirement	Ha				
(i)	Pvt land	Ha				
(ii)	Govt land	Ha				
(iii)	Forest land	Ha				
4	Earthwork in Embankment	Cum				
i)	Upto 5 m high	Km				
(ii)	5-10 m high	Km				
iii)	More than 10 m high	Km				
iv)	Maximum Bank height	m				
4(a)	Blanketing quantity	Cum				
5	Earthwork in cutting	Cum				
i)	Upto 5 m depth	Km				
ii)	5-10 m depth	Km				
iii)	More than 10 m depth	Km				
iv)	Maximum Cutting depth	m				
6	Main Tunnels(cross sectional area of tunnel)	NOS				

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i)	Total Main Tunnel length	Km				
ii)	Maximum length of Tunnel	Km				
iii)	Tunnels more than 2 Km long	Nos				
7	Adit/shafts/cross passages length and cross sectional area of Adit/cross passage etc)	Km				
8	Walling length	Km				
9	Drain length	Km				
10	Rails and fastenings	Km				
11	Sleepers and fastenings	Km				
12	Ballast	Km				
13	Points and crossings	Nos				
(i)	1 in 16	Nos				
(ii)	1 in 12	Nos				
(iii)	1 in 8.5	Nos				
(iv)	Others (DS etc.)	Nos				
14	Ballastless Track (Wherever required)	Km				
15	Fencing (stations/LC etc.)	m				
16	ROBs	Nos				
17	RUB/LHS (new/exextension)	Nos				
18	Level Crossings (New/extension)	Nos				
19	Rail over rail flyovers (RoRs)	Nos				
20	Linear waterway	m				
(i)	Important bridge	Nos				
(ii)	Major bridge	Nos				
(iii)	Minor bridge	Nos				
21	Total no. of stations (incl originating and destination station)	Nos				
(i)	No. of junction stations	Nos				
(ii)	No. of Crossing stations (excluding junction station)	Nos				
(iii)	No. of Halts	Nos				
22	Total no. of Loop lines/sidings.	Nos.				
(i)	Total length of loop lines/sidings	Nos				
23	Station buildings	Sqm				
24	Office buildings	Sqm				
25	Workshops and sheds	Sqm				
26	Other service buildings	Sqm				
27	Total H/L Platform length	m				
(i)	H/L Platform area	Sqm				
28	Cover over Platforms	Sqm				
29	Residential quarters	Nos				
(i)	Type II	Nos				
(ii)	Type III	Nos				
(iii)	Type IV	Nos				
(iv)	Type V	Nos				

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30	FoBs	Nos				
(i)	FoBs length	m				
31	Officers/Subordinate rest house	Sqm				
32	Plants & Equipments					
33	OHE	Km				
34	TSS	Nos				
35	SSP	Nos				
36	General Services					
37	Shifting/Modification of electrical crossings	nos				
(i)	400KV	nos				
(ii)	200KV	nos				
(iii)	132KV	nos				
(iv)	33KV	nos				
(v)	11KV	nos				
Signalling & Telcom						
38	Signalling System					
(i)	No. of stations upto 100 routes	nos				
(ii)	100 to 200 routes	nos				
(iii)	200 to 500 routes	nos				
(iv)	More than 500 routes	nos				
(v)	Interlocked LC gates	nos				
39	Telecom					
Mechanical						
40	Mechanical cost					
(i)	Maintenance facilities					
(ii)	Watering facilities					
(iii)	Disaster Management facility					
(iv)	Wayside detection equipments					
41	Environmental Charges.					

Annexure-III A	
<b>Cash Out Flows:</b>	
<b>A.</b>	<b>Construction Cost</b>
1.	Whether cost of land acquisition has been incorporated?
2.	Whether state's share of project cost has been excluded?
3.	Whether construction cost of each department has been incorporated?
4.	Whether the cost of construction has been projected year-wise as per the schedule of Construction?
5.	Whether CRRM is incorporated as per Para 233 of IRFC Vol 1?
<b>B.</b>	<b>Working Expenses:</b>
6.	Whether maintenance cost of each department has been incorporated as per extant maintenance schedules?
7.	Whether the repair cost of each department has been considered?
8.	Whether the cost of replacement of assets as per the latest available policy instructions has been factored in?
9.	Whether it is verified that depreciation and interest has not been considered as per Para 215 of IRFC Vol 1?
10.	Whether operational expense is considered based on the latest traffic costing/statistical data?
<b>Cash Inflows:</b>	
<b>A.</b>	<b>Traffic earnings:</b>

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11.	Whether both outward and inward traffic data is considered?
12.	Whether savings in engine days or wag on days or both is worked out as per Para 202 of IRFCVol1?
13.	Whether reduction in revenue of other lines/railways due to diversion has been considered?
14.	Whether any non-fare revenue is considered?
15.	Whether the latest available Statistical data has been used?
<b>B.</b>	<b>Residual Value:</b>
16.	Whether Residual value of assets at the end of project period is considered as per Para 233 ofIRFCVol1?
17.	Whether Land has been factored in as per BookValue?
18.	Whether Second hand value of assets has been calculated as per Para 241, IRFC Vol 1 ?

**ANNEXURE-III B****Checklist for Detailed Financial Cash Flow in DPR for Estimating FIRR**

Name of Project(NL/DL/GC):		Railway:
SN	Item	Description
1	Total capital cost(States'sshare to be excluded, if any)	
2	Total land to be acquired and cost	
3	Total capital cost of the project, with department wise (Civil, mechanical, electrical and S&T) phasing of costs for each year of construction	
4	Cost of rolling stock in year zero, and additional rolling stock cost in subsequent years, if applicable	
5	Renewal & replacement cost	
6	Gross coaching working expenses for1st/6th/11 <sup>th</sup> yearoftheproject(Cr.)	
7	Gross coaching earnings for Ist/6th/11 <sup>th</sup> yearoftheproject(Cr.)	
8	Gross goods earning for Ist/6th//11 <sup>th</sup> yearoftheproject (Cr)	
9	Grossgoodsworkingexpensesfor1st/6th/11 <sup>th</sup> yearoftheproject(Cr.)	
10	(i) Have savings due to avoidance of detention to rolling stock (both, one time capital and recurring operational), wherever applicable, been duly accepted/vetted by the associated finance.  (ii) Passenger and goods savings to be stated separately. In case of doubling, tripling, etc. project only goods savings to be taken in to account.	
11.	CRRM if accounted for gauge conversion/doubling etc., project to be indicated.	
12	Rate of return (use excel formula).	
13.	FIRR of the project	

5.5 DPR(Vol-II): The Volume-II of DPR should contain Detailed Estimate of the Project as per Engineering code.

**6.0 Geo-technical Investigation**

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At the time of boring and sample collection, contractor shall arrange for Videography /photography of the same at each and every location and submit soft-copies of the same to the railways. The videos/photos shall be of good quality and be able to capture the entire scope of the work from beginning to end. Nothing extra shall be payable on these account. The photographs/videos captured should be able to capture the nearby land marks for better appreciation of the location being investigated.

6.1. These are to be carried out as per RDSO Guidelines and Specifications for Design of Formation for Heavy Axle Load-2008 for 25T loading and as per instructions of the Engineer.

6.2. Contractor shall carry out Geo-technical investigation along the alignment, at Major/minor/important bridges, cutting /filling and building sites in the entire section including Ghats as required and approved by Engineer in charge. No extra payment will be payable for remote locations like Ghat Section.

6.3. Drilling of 100 mm diameter boreholes through soil overburden material at each pier and abutment locations of major bridges and along alignment as per the instructions of the Engineer.

6.4. Drilling of 'Nx' Bit size boreholes as per IS: 6926 at each pier and abutment in rock up to a maximum depth of 4m at each location. The depth of drilling is tentative and may vary from borehole to borehole depending on the geological conditions. Observation during drilling to be recorded in a Proforma as given in IS: 5313 Appendix A and drilled rock samples to be preserved as per IS code to derive the RQD value.

6.5. Conducting standard penetration tests in all types of soil deposits met within a bore hole, at intervals of 1.5m / every change of strata as per directions of Engineer. The starting depth of performing SPT shall be between 1.0 m and 2.0m depth below ground.

6.6. Collection of undisturbed soil samples of 100mm dia. and 450mm length in standard UD tubes at every change of strata and at regular intervals of 3.0m and as directed by the Engineer. Sampling shall confirm to IS: 1892, 2132 & 8763. Collection of disturbed samples at regular intervals to provide description of soil profile and its variation. Samples to be collected in boreholes at 1.5m intervals starting from G.L. and at every change of strata. Method of sampling shall confirm to IS: 2132 and classification of samples shall confirm to IS: 1498.

6.7. Conducting various laboratory tests as per IS: 2720 from approved laboratory by using approved apparatus complying with the requirements and specifications or Indian standards or other approved standards for this class of work.

Tests on disturbed Samples

Visual and Engineering Classification

Sieve Analysis and Hydrometer Analysis

Liquid, Plastic and Shrinkage limits

Specific Gravity

California Bearing Ratio (CBR)

Shrinkage limit and free swell index determination

Test on Undisturbed Samples

Density and Moisture Content

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Unconfined Compression Test

Box Shear Test (in case of sand)

Tri-axial Shear Tests

Consolidation Tests

Establishment of ground water table if encountered.

6.8. Areas of prospective borrow soil and blanket material should also be surveyed and tested for IS Classifications and CBR value to give idea of quality as per RDSO Guidelines and Specifications and quantity of materials to be used for construction of Railway embankment .

6.9. Analysis of field and laboratory test results and preparation of report giving recommendation for bearing capacity and type of foundation. Visual soil investigation by way of examining the existing cuttings and banks materials and mentioning against each change type of soil. The data and information collected during survey/investigations should be presented in suitable format such as graphs, bar chart or in tabular or statement form.

#### **7.0. GADs of bridges:**

GADs for important Bridges, major bridges of various standard & non-standard spans, minor bridges consisting of various RCC boxes & PSC slabs span ROB/ RUB's, Fly over/ Viaduct , FOB'S shall be prepared keeping in view of guidelines and shall be as per 25 T loading standards The foundation proposed for bridges shall be based on geotechnical investigation details. The GADs of proposed bridges shall be submitted to Railway for scrutiny and after compliance of observation made by Railway, the same shall be finalized

#### **8.0. Drawings**

For the guidance of Contractor, list of drawings, which are required to be prepared, is given below. This list is not exhaustive and any additional drawings considered necessary for execution shall have to be prepared by the Contractor as per directions of Engineer.

8.1. Confirmation/Modification of L Section, alignment plan of FLS and approval thereof from Railway. Cross – section @ 20m interval as per approved L-section.

8.2. Conceptual Drawings of Protection work of Bank & bridges and preparation of plans thereof. Preparation on GADs of Major Bridges (drawings) ROB/ RUB's, Fly over/ Viaduct and approval thereof from Railway .

8.3. Preparation of GADs of Minor Bridge (drawings) and approval thereof from Railway.

8.4 Station buildings including other buildings – layout plan and GADs of Station buildings and approval thereof from Railway.

8.5. Residential quarters including services buildings – Layout plan and approval thereof from Railway.

8.6. Preparation of layout Plan of Level Crossings and approval thereof from Railway.

8.7. Preparation of Drawings for Power Line crossings and approval thereof from Railway.

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a) Drawings to be submitted shall be about 3 copies (in case of ESP about 5 copies) advance drawings for getting approval of Railway on request of Engineer-in-charge and one on tracing, 3 hard copies on white prints and soft copies after approval. The cost of all these advance drawings and final prints are included in the schedule and nothing extra will be paid. All tracing drawings shall be submitted on tracing film (75 micron double matt film). The drawings/datas/designs submitted by contractor will become Railway's property and Railway will have the right to use them in other projects also.

b) Procurement/Collection and submission of relevant standard drawings of RDSO/Railway and utilization thereof in work to the extent possible shall be responsibility of the Contractor.

#### **9.0. Preparation of Land Plans:**

a) In course of deciding the final alignment where land acquisition is involved the scheme for the same is to be prepared by the Contractor. The scheme will contain the following:

b) The center line of proposed alignment and also the corridor of land acquisition shall be marked on the ground at each 100 M interval as well as at the change of land boundary or as directed by Engineer.

c) Revenue village map of the entire area shall be collected by the Contractor.

d) The center line of proposed Railway alignment & also the corridor of land acquisition shall be marked on revenue village map.

e) Record of Rights of all plots which are falling in the proposed land acquisition corridor shall be collected from Revenue department. Details of Govt. & forest land should also be collected.

f) Plot wise area of land acquisition (Private/Govt./Forest) shall be calculated.

g) Ratio of area of plot proposed to be acquired to the total plot shall also be calculated. Details of buildings, water sources etc coming in way of proposed alignment shall also be submitted separately.

h) Collection of sale data of land transactions of last five years required for land acquisition (Private Land).

i) Collection of all relevant details of government & forest lands separately to facilitate preparation of papers for their acquisition.

j) The scope of work will include plotting the land boundary on drawing.

k) Preparation of Land acquisition proposal and procedure of acquisition is to be followed as per prevailing guide line/policy and practice in vogue. No any extra claim of agency will be entertained due to deviation in procedure or extra activities and documentation.

l) At the end of survey work and finalisation of land acquisition, all land records required for handing the acquired to open line (BSP Division) to be submitted.

Following details be submitted in hard and soft –

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Land Plans

Mutation record

Revenue Map

**10.0 TERMS OF REFERENCE****10.1 CIVIL Engineering:**

SN	Description	Proposed
1	Standard of Construction	Group-“E” suitable for operation of 25T axle load trains
2	Gauge	1676 mm BG
3	Track structure	
	i) Rails	60 kgs. Ist Class (T-12) in Main line & 52 kg IInd class in loops and sidings.
	ii) Sleepers	PSC sleepers 1660 Nos per Km in main line and 1540 Nos per Km in loops and 1340 in sidings.
	iii) Ballast cushion	Mainline -350 mm., Loop lines-250 mm.
	iv) Welding of Rail	As far as possible, CWR/LWR to be provided on main line and LWR/SWR on loop lines.
	v) Points and crossings	60 kg on PSC sleepers with 1:12 curved switch negotiated by passenger train and 1:8 ½ curved switch negotiated by Goods Train
4.	Obligatory points	Remodeling of existing yards to be done to suit the entry arrangement of proposed doubling.
5.	Maximum Permissible Speed in section	110 kmph
6.	Maximum degree of curvature	1.5 degree. If required in consultation with railway official it can be provided upto 4 degree.
7.	Ruling gradient	1 in 150 (compensated) or as per the instructions of Engineer's representative
8.	Gradient in yards	Preferably 1 in 1200 minimum wherever possible or the existing gradient of yard should be maintained.
9.	Permissible maximum Length of ruling gradient in 1 stretch	No restriction
10.	Length of loops	755 m CAL
11.	Track centers	Preferably 7.8m
12.	Maximum grade on approach to main river	As far as possible consistent with site conditions and not steeper than 1 in 150 compensated.
13.	Level Crossings	Existing L-Xing to be extended
14.	Type of Loading of bridges	25 T loading
15.	Tunnels	~~~
16.	Width of Formation i) Bank ii) Cutting	7.85 m on straight Width of bank and cutting may be increased suitably on curves based on extra clearance required on curves.
17.	Side slopes i) Hard rock ii) Soft rock iii) Moorum iv) Ordinary Soil	H:V ¼ : 1 ½ : 1 1:1 2:1
18.	Traction	Electric traction.
19.	Standard of Signaling and Interlocking	STD III Interlocking with E.I.

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**11.0 EXECUTION PLAN (D-Date of letter of Acceptance)**

S. No.	Activity	Time
1.	Picking up field data for Civil, Electrical and S&T.	D to D + 30
2.	Plotting alignment as per TOR with specified/ required, software, discussion with Dy.CE(C) & CE(C) & finalisation of alignment. (To be done progressively with item no 1 above)	D + 10 to D+30
3.	Preparation of L-Sections and plan on Check print (To be done progressively with item no 1 & 2 above)	D + 15 to D+25
4.	Scrutiny of L-section and plan by Railway and preparation of corrected plan.	D+50 to D+60
5.	Staking of alignment in the field and verification by Railway.	D + 60 to D +75
6.	Submission of final L-section, Plan and Cross-section after verification of staked alignment by Railway official (To be done progressively with item no 5 above)	D + 65 to D +80
7.	Fixation of Concrete pillars	D + 80 to D +100
8.	Geotechnical investigations.	
i	Along alignment of first line (existing/New single line)	D+60
ii	Along alignment of Doubling line (Where required and advised by Railway)	D+90
9.	Submission of GADs for Major bridges, Minor bridges and ROB/RUBs	
i	For single line	D + 90
ii	For double line ( where advised by Railway)	D + 100
Note: Where so advised by Railway, GAD as per Single line and double line shall be prepared with time frame ii above.		
10.	Submission of Other drawings/Plans for station building lay outs and L-xings, LWR Plan,	D + 100
11.	Submission of land acquisition proposals and Plans.	D + 90 to D+ 100
12.	Submission of Detailed Project Report (Volume I & II)	D+ 110
13.	Handing over CD with all PRT files such as project, surface, alignment, geometry, preferences etc. Proper working of these files shall be demonstrated on railway computer and software	D + 110

**Note:**After finalisation of alignment, levels of proposed line should match with levels of existing lines at level crossing & in yards. At the location of bridges, level difference should be got specifically approved from Dy.CE(C).

**12.0 Equipment:** The Contractor shall deploy the sufficient number of equipment and manpower for execution of the work so as to complete the work within specified time frame including achievements of different milestones.

(i) At each stage close coordination with the operating railway, that is south East Central Railway will have to be maintained as all plans and proposals will have to be approved by them.

(ii) The contractor has to explain the proposal and assist in securing necessary concurrence/approval of all concerned agencies, organization and department, as directed by CE/Con/III/BSP.

**13.0 Special Condition/Specification of contract for Aerial Videography**

(As per Railway Board guideline (Annexure-1) issued vide Rly Board letter no. 2015/Track-I/24(I)/18/1 Executive Director, Track (P) New Delhi dated 09.10.2017) : Annexure -1 : Orthophoto/photogrammetry survey by UAS (Drone)

**13.1 Aerial Videography :**

13.1.1 Aerial Videography: Low altitude Aerial Video is to be taken for whole length of railway route, including Right of way (ROW). All the Video should be precisely geo-referenced by GPS and Glonass. It is required that relevant routes, areas and features are clearly visible in the

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output video after processing. To make the output more informative, important annotations should be superimposed on the output such as coordinates, name and number of feature, kilometers, etc. for effective monitoring and appreciation. System should be capable of recording running video upto speed of 50 km/h. it should be capable of capturing stationary video. Running video should be preferably in speed range of 20-25 km/h.

- 13.1.2 Oblique aerial Videography to be done with an angle of 45 degree-30 degree or as per best practices (for best results). High resolution digital camera capable of collecting GPS Geo-tagged 4K quality video and high resolution images fitted on 3-axis gimbal (Pitch, roll, yaw) to be used for stable and clear data acquisition quality. Very low altitude flight height of about 20-100m as per requirement should be used for clear details capture. Height and angle of recording can be raised for special locations.

Major structures and construction works also need to be captured from different angles by keeping UAV stationary for detailed monitoring.

Recording should be done in increasing chainage only.

The UAV system should have live video available at control station (FPV-First person video) to capture the relevant project details precisely with right context.

Low altitude aerial video need to be taken for whole length of the route including but not limited to all the building, structures, level crossings and approaches, major bridges, minor bridges, pipe culverts, stations, yard, depot, Indian railway track connectivity, encroachments, obstructions, road, major site features etc., along the railway line. Good quality digital images of station buildings, structures, level crossings and its approaches, major bridges, station yards, depot, railway track connectivity, encroachments, obstructions, and any other major site features along the railway line shall also be taken during the aerial videography work.

Ground must be free of fog, haze, dust and smoke. Data to be collected in good light conditions.

#### 13.1.3 Image Quality:-

- (i) Raw video should be of 4K resolution with geotagging.
- (ii) Should be clear and sharp in detail.
- (iii) No warping should be there in video and image. No image smear or stretched area should exist on images.
- (iv) No inconsistencies should be there in tone and density between adjacent video tiles.
- (v) Must be radio metrically and geometrically corrected to enable adjacent image tiles to be displayed simultaneously without obvious distinctions between them.
- (vi) Seasonal and temporal differences should not show differences across image joining lines.

#### 13.1.4 Processing:-

- (a) All the high resolution video and photos to be joined using their geographical coordinates to prepare a continuous seamless geotagged aerial video. Railway will provide file containing the list of assets such as bridge, level crossing, stations along the alignment for the corridor being recorded.

This file is to be used for annotations of the very important structures etc to make the output more informative. Other information such as IR logo, zone, division, station, height of video capture, date and time of recording, kilometer chainage, any other annotation as desired by railway be marked in video. Facility to upload and link image/drawing/other files etc and linkage to GIS Map like Google, Bhuvan etc with overlay/sync facility should be available.

#### 13.1.5 Output :-

- (a) Raw 4k quality videos with Geotagging.
- (b) Merged seamless Geo-tagged video of 1920x1080 format (full HD) Resolution with all annotations.
- (c) Low resolutions video for on-line viewing in 640x840 format (SD)

- (d) Image/drawing file duly linked with video/image (fly mode).
- 13.1.6. (i) The drone Videography shall be limited to the strip of railway land/ land under acquisition and shall be taken through Drone in Indian Civil Airspace above the railway land.
- (ii) The Agency/Firm shall have the required security clearance and certificates from the Govt. authorizes for such purpose. If any clearance/permission is required for the location to be videographed, Railway will facilitate the permission of concerned authorities concerned in this regard. However the permission will be taken by the agency from authorities concerned.
- (v) All transport arrangement, Drone, Camera and necessary equipments for Drone Videography should be arranged by the agency/firm.
- 13.1.7. Rates:-
- (i) For the complete job will be per KM basis and should be quoted by the Firm/Agency in the offer sheet. The payment will be made as per accepted rate by the competent authority.
- (ii) Rates are inclusive of all taxes, duties etc and no extra payment will be made for any associated activity and payment will be made for total km of length of section videographed at the accepted rate only.
- (ii) The measurements of distance for the payment purpose will be linear distance of alignment.

**CHAPTER - X**  
**RATE SHEET**

**Name of the Work:** “Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway”.

Sl. No	Description	Basic Value	Rate In Fig & Words (Rates to be quoted in 'IREPS' Portal)
1	Execution of All Works As Detailed In Schedule -1 (SURVEY Work)	₹ 2336764.28/-	_____ % (_____ percent) Above/Below/At Par rates against each item covered under Schedule of work.
2	Execution of All Works As Detailed In Schedule -2 (Geotech Work)	₹ 4914936.73/-	_____ % (_____ percent) Above/Below/At Par rates against each item covered under Schedule of work.
3	Execution of all works connected with above work covered under USSOR-2021(Works & Material) of SEC Rly, excluding the items covered under different schedules.	₹ 77860.00/-	_____ % (_____ percent) Above/Below/At Par rates against each item covered under Schedule of work.
4	Execution of All Works As Detailed In Schedule -4 (Electrical)	₹ 1245231.85/-	_____ % (_____ percent) Above/Below/At Par rates against each item covered under Schedule of work.
5	Execution of All Works As Detailed In Schedule -5 (S&T)	₹ 403781.00/-	_____ % (_____ percent) Above/Below/At Par rates against each item covered under Schedule of work.
	<b>Total =</b>	<b>₹ 89,78,573.86/-</b>	

(1) The quantities indicated in the Schedule of rates are approximate. The Railway's reserve the right to alter the same as per requirements and site conditions for successful completion of the work.

(2) Rates indicated for all the Non-SOR items are including all elements of cost such as all lead, lift, ascent, descent, crossing of rivers/railway track/nallahs, handling, re-handling, royalty and all taxes.

(3) The rates are included of all taxes, GST, Octroi, royalty and men, material and machines, Toll charges, Boarder crossing charges, etc., as a complete job and nothing extra to the rate quoted by the tenderer in the above proforma, will be paid.

(4) Unless other wise specified in the Schedule of items the rate quoted by the tenderer(s) includes:-

(a) All labour, tools, plant equipment, machinery, materials, etc.

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- (b) All lead, lift, ascent, descent, jungle clearance and making approach roads etc.
  - (c) Loading, unloading, handling, re-handling, and transportation of Railway materials from Railway depot to site of work and vice-a-versa.
  - (d) All royalty, octroi GST and other necessary taxes on material and products.
  - (e) Clear and suitable water required for the work.
  - (f) De-watering and bailing out of water during the work.
- (5) The material supplied by the Contractor must conform to concerned IS and IRS Code. The rate includes testing of materials as per the Codes
- (6) The contractor has to prepare and submit bill of quantities for checking by Railway officials and arranging payment.
- (7) Contractor has to execute the work as per the direction of Engineer-in-Charge and as per the priority given by him.
- (8) Refer **IREPS NIT** for Details of Items under Schedule '1' to '5'.

**SCHEDULE-1: (Survey Work)**

**Name Of the Work:** Preparation of Detailed Project Report (DPR) including detailed estimate, design and drawings, BOQ, tender document etc. for development of Mega Coaching Terminal at Kendri, Raipur District(Chhattisgarh) in Raipur Division of S.E.C. Railway.

Item Description: Refer IREPS NIT for Item Description under Schedule-1

**SCHEDULE- 2: (Geo-Tech Work)**

**Name of the Work:-** Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway.

Item Description: Refer IREPS NIT for Item Description under Schedule-2

**Note:**

(i) Scope of work under USSOR – 2021 of SEC Railway are approximate and any items under above mentioned Chapter required for above work will be operated at the discretion of concerned Engineer-in-charge. In case of any typographical mistake in Unit/Basic rates in the Schedules, the rates and units mentioned in the USSOR– 2021 of SEC Railway will be considered as correct.

(ii) Any item of any section/chapter-II of USSOR – 2021 can be executed as per site condition and the contractor has to execute it at the same rate as applicable for that particular section/chapter in which that item exist. The contractor will not have any claim over it.

(iii) No additional GST will be payable on rates of USSOR 2021.



**SCHEDULE- 3: (Works under SECR USSOR 2021)**

**Name Of the Work:-** Conducting Final Location Survey, including collection of field details for geotechnical investigation, preparation of GADs & other drawings and preparation of survey report & estimate etc for the work of construction of doubling of BG line between Surajpur-Ambikapur(37.80 km) in S.E.C. Railway.

Item Description: Refer IREPS NIT for Item Description under Schedule-3

**Note:**

(i) Scope of work under USSOR – 2021 of SEC Railway are approximate and any items under above mentioned Chapters required for above work will be operated at the discretion of concerned Engineer-in-charge. In case of any typographical mistake in Unit/Basic rates in the Schedules, the rates and units mentioned in the USSOR– 2021 of SEC Railway will be considered as correct.

(ii) Any item of any section/chapter except chapter-II of USSOR – 2021 can be executed as per site condition and the contractor has to execute it at the same rate as applicable for that particular section/chapter in which that item exist. The contractor will not have any claim over it.

(iii) No additional GST will be payable on rates of USSOR 2021.

**SCHEDULE-4: (Electrical Work)**

**Name Of the Work:** Preparation of Detailed Project Report (DPR) including detailed estimate, design and drawings, BOQ, tender document etc. for development of Mega Coaching Terminal at Kendri, Raipur District(Chhattisgarh) in Raipur Division of S.E.C. Railway.

Item Description: Refer IREPS NIT for Item Description under Schedule-4

**SCHEDULE-5: (S&T Work)**

**Name of the Work:** Preparation of Detailed Project Report (DPR) including detailed estimate, design and drawings, BOQ, tender document etc. for development of Mega Coaching Terminal at Kendri, Raipur District(Chhattisgarh) in Raipur Division of S.E.C. Railway.

Item Description: Refer IREPS NIT for Item Description under Schedule-5

**END OF DOCUMENT**