



दक्षिण रेलवे/**SOUTHERN RAILWAY**

सेलम मंडल // **SALEM DIVISION**

मं.रे.प्र. कार्यालय, वाणिज्यविभाग,
Office of the Divisional Railway Manager (Commercial), Salem

E-TENDER DOCUMENT

E-Tender No. SA_C490_GCT_KUY_2026_01

(Two Packet Bidding System through E-Tendering on IREPS Portal)

Name of Work: “Contract for Construction & Operation of Gati Shakti Multi-Modal Cargo Terminal (GCT) at Kulipalaiyam station in Uttukuli to Tiruppur section, Entirely on Railway Land”

Important Dates:

Tender Publishing Date: **24.06.2026**

E-Tender closing date: **24.07.2026 at 15.00 Hrs.**

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Tender Notice

**दक्षिण रेलवे / SOUTHERN RAILWAY
सेलम मंडल / SALEM DIVISION
वाणिज्य शाखा/Commercial Branch**

E-Tender Notice No.SA_C490_GCT_KUY_2026_01

Name of work: “Contract for Construction & Operation of Gati Shakti Multi-Modal Cargo Terminal (GCT) at Kulipalaiyam station in Uttukuli to Tiruppur section, entirely on Railway Land”

The Senior Divisional Commercial Manager (Sr. DCM), Salem Division, Southern Railway, for and on behalf of the President of India invites e-Tender on Two packet system for Contract for Construction & Operation of Gati Shakti Multi-Modal Cargo Terminal (GCT) at Kulipalaiyam station in Uttukuli to Tiruppur section, entirely on Railway Land as per scope of work from the date of commencement of the contract. Manual offers/Tenders are not allowed against this Tender.

i. Tender is invited online through IREPS (<https://www.ireps.gov.in>)

ii. Tenders are to be submitted online only through www.ireps.gov.in after registration on-site. The tenderer is required to have his digital signature registered on the site.

iii. The detailed scope of the Tender has been described in the Tender Documents. However, details can also be collected from the office of the undersigned. It is presumed that the Tenderer is fully conversant with the Master Circular 2026 on ‘Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities, Dt:14.02.2026 and amendments issued from time to time. The same can be downloaded through the given link https://indianrailways.gov.in/railwayboard/uploads/directorate/traffic_comm/Master_Circulars/2026/Rail%20based%20logistics%20through%20GCTs%20and%20CRFs.pdf

iv. The Tenderers shall go through the technical and financial eligibility criteria before submitting the Tender documents.

v. Tenders duly filled-in and signed must be submitted on IREPS website by Tender's own digital signature certificate & log-in ID registered on IREPS website before **15.00 Hours on 24.07.2026.**

vi. Two-packet single-stage Tendering system shall be adopted.

vii. Tender shall be opened (Packet 'A'-Technical bid) after **15.30 Hours on 24.07.2026**, for any reason if the office is closed on scheduled date of Tender opening, the Tender shall be opened on the next available working day at the same time and same place.

viii. Packet 'A' (Technical bid) shall contain Tender documents (other than financial bid), earnest money and documents in support of eligibility criteria etc.

ix. Packet 'B' (Financial Bid) shall contain only the rate schedule which shall be duly filled by the Tenderer. Rates in terms of percentage of share of TC (Terminal Charge) and TAC (Terminal Access Charge) that will be retained by Railways to be entered into the Financial Rate page of IREPS Website (up to two places of decimal). Rates and any other financial entity in any other form/letter head if attached by Tenderer shall be straight away ignored and shall not be considered.

x. The Tenderers are advised to visit the site of the proposed GCT and will acquaint themselves with the conditions and work in their own interest before submitting their offer.

xi. Tenderers are allowed to make payments against this Tender towards Earnest Money Deposit which shall be accepted through net banking or payment gateway through the website www.ireps.gov.in.

xii. Tenders without valid **Earnest Money** be summarily rejected.

Note:

i. The authority reserves the right to decline/accept any Tender/Tenders irrespective of highest or lowest rate or splitting/re-tendering without assigning any reason at any stage of the Tendering.

ii. The Railways reserves the right to either cancel the Tender or reject the Tender without assigning any reason at any stage of the proceedings.

For any doubts or clarifications on this tender please contact,

Sr.DCM/Salem – 90039 56950,

CI/Goods/Salem – 73389 62416, or

Share your queries to email id: srdcm@sa.railnet.gov.in.

**Senior Divisional Commercial Manager
Salem Division
Southern Railway**

Tender Form

Sl.No	Details of Tender	Remarks
1.	Description of Tender	Contract for Construction & Operation of Gati Shakti Multi-Modal Cargo Terminal (GCT) entirely on Railway Land at Kulipalaiyam station in Uttukuli to Tiruppur section
2.	Contract/Agreement period	35 years (Railway land licensed to the GCTO for a maximum period of 35 years)
3.	Estimated Cost of Project Work (Tentative)	Rs.16,14,09,154/- (Rupees Sixteen crore fourteen lakh nine thousand one hundred and fifty-four only)
4.	Cost of Tender Document	Nil
5.	Earnest Money Deposit	Rs.1,61,40,900/- (Rupees One crore sixty-one lakh forty thousand nine hundred only) (10% of the estimated cost of the project rounded off to the nearest 100/-) to be paid in the form of e-Payment or Net banking (as applicable on IREPS website)
6.	Performance Guarantee	Rs.1,61,40,900/- (Rupees One crore sixty-one lakh forty thousand nine hundred only) 10% of the estimated cost of work (Earnest Money of Successful bidder shall be converted into a Performance Guarantee)
7.	Last date for submission of Tender	24.07.2026 at 15.00 Hrs.
8.	Date of opening of Tender	24.07.2026 at 15.30 Hrs.
9.	Validity of Tender	90 days from the date of opening.
10.	Layout Plan & Specification of the infrastructure facilities	Tenderer needs to submit a detailed layout plan in accordance with the drawing enclosed herewith as per instructions given below.
11.	Investment plan	Detailed investment plan of the Tenderer for construction of GCT with break up, minimum essential infrastructure facilities which tenderer propose to develop at GCT, additional facilities / value added services etc. shall be submitted separately along with this Tender.
12.	Traffic projection	Traffic projection (no of inward/outward rakes, wagons and Tonnage that GCTO propose to handle at the GCT along with Originating-Destination points) shall be given separately, by the Tenderer for the period of 10 years for each year separately including initial period at the time of commencing of GCT with breakup of name of the commodity. Statement for traffic projection as described shall be indicated clearly and separately for each year up to the period for 10 years.
Note: 1. No Exemption on payment of Tender Document Cost & Earnest Money Deposit (EMD) for any reason. Even if the IREPS system allows any exemption to any		

category from submitting Tender Document Cost & Earnest Money Deposit (EMD), the tenderer of said category shall have to mandatorily submit Tender Document Cost & Earnest Money Deposit (EMD). Non-payment of Tender Document Cost & Earnest Money Deposit (EMD) by the bidder shall result in summary rejection of bid.

2. Railways will not be held responsible for any Discrepancies, Errors or Mistakes in Tender Form Document submitted online on e-tendering portal <https://www.ireps.gov.in>.

3. In case, the date of the opening of tenders happens to be a declared holiday, tenders will be opened on the following working day.

Disclaimer

- i. The Tender document uploaded by the Tenderer shall clearly indicate infrastructure facilities that the Tenderer undertakes to construct in addition to the minimum essential infrastructure required as per the Tender. The Tenderer shall submit a layout plan that specifically indicates the position of minimum essential infrastructure facilities and the additional infrastructure facilities which the Tenderer undertakes to construct. The specification of site, capacity, quantity, quantum, length, breadth, area etc. of all infrastructural facilities including minimum essential and additional facilities etc. shall be indicated in detail & head/item wise.
- ii. However, it is complete discretion of Railway Administration to allow such additional facilities. It is not binding on the part of the Railway to allow the Tenderer for all those additional facilities which the Tenderer wants to develop in addition to minimum essential infrastructure facilities or some/ few of those additional facilities. During the contractual period all sorts of development of infrastructure facility/ other services etc. shall be developed with prior approval of the Railway Authority.
- iii. Construction/development/approval etc. shall be regulated as per and in accordance with policy of Master Circular on Gati Shakti Multi-Modal Cargo Terminal-2026 and its amendments issued from time to time.
- iv. Salem Division / Southern Railway does not make any representations or warranty as to the accuracy, reliability or completeness of the information in this tender document. Therefore, each tenderer should conduct their own investigation and analysis and check the accuracy, reliability and completeness of the information in this Tender Document and obtain independent advice from appropriate sources. The tenderer shall bear all its costs associated with the preparation and submission of its tender including expenses associated with any clarification which may be required by Railway or any other costs incurred in connection with or relating to its tender. All such costs and expenses will remain with the tenderer and Railway shall not be liable in any manner.

- v. Railway will have No Liability to any Tenderer or any other person under the law of contract, tort, the principles of restitution or unjust enrichment or under any law for the time being in force otherwise for any loss, expense or damage which may arise from or be incurred or suffered in connection with anything contained in this tender document, any matter deemed to form part of this tender document, the award of the contract, the information and any other information supplied by or on behalf of Railway or otherwise arising in any way from the tendering process of the contract.
- vi. The issue of this document does not imply that Railway is bound to select the tenderer or to appoint the selected tenderer. Railway reserves the right to reject any or all of the tenders submitted in response to this Tender Document at any stage without assigning any reasons whatsoever. Railway also reserves the right to withhold or withdraw the process at any stage with intimation to all tenderers who have submitted the tender.
- vii. Railway reserves the right to add/amend / alter / modify any or all of the provisions of this tender document any stage. Such changes shall be notified to all tenderers who have bought the tender document.

To
The President of India,
Acting through Senior Divisional Commercial Manager,
Salem Division,
Southern Railway,
Salem – 636 005.

विषय/Sub: Contract for Construction and Operation of Gati Shakti Multi
 Modal Cargo Terminal (GCT) entirely on Railway Land at
 Kulipalaiyam station in Tiruppur-Uttukuli section.

*_*_*_*_*_*_*_*

Sir,

Sl.No	Head	Details
1	Name in Block Capital	
2	Name of Firm/Company	
3	Address in Full	
4	Bank Details i) Name of the Bank ii) Account No iii) Bank IFSC Code	
5	Telephone/Mobile No.	
6	Email Address	

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 90 days from the date of opening the same and in default thereof, I/We shall be liable for forfeiture of my/our "Earnest Money". I/We offer to do the work for "Contract for Construction & Operation of Gati Shakti Multi Modal Cargo Terminal (GCT) entirely on Railway Land at Kulipalaiyam station in Tiruppur-Uttukuli section, at the rates quoted in the attached schedule and hereby bind myself/ourselves to complete the work in all respects within eighteen (18) months from the date of grant of approval of construction or handing over of railway land (whichever is later).

2. I/we have examined the scope of Tender, general/ special conditions and entire Tender document relating to the contract specified in the memorandum hereinafter set out and have visited and examined the site of GCT specified in

the said memorandum and have acquired the requisite information relating thereto as affecting the Tender, I/ We hereby offer to execute the work specified in memorandum in all respects with the specification and instructions in writing and with such materials as are provided for in all other respects in accordance with such conditions of paras they are applicable.

3. I/We also hereby agree to abide by the Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities', Dt:14.02.2026 with all amendments up-to-date & in the future, and to carry out the contract according to the Conditions of Contract and special condition of contract mentioned herein and Specifications of materials and works as laid down by the Railways in the annexed Special Conditions/Specifications, Schedule of Rates with all correction slips as on date for the present contract.

4. A sum of Rs.1,61,40,900/- (Rupees One crore sixty-one lakh forty thousand nine hundred only) has already been deposited as earnest money through online mode in IREPS website. Full value of the Performance Guarantee 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 details of the Project along with Engineering Scale Pan (ESP) with relevant documents within **four (4) weeks** of receipt of notice/LOA issued by the Railways; and

b. I/We do not commence the work within **three (3) months** after receipt of orders (LOA) to that effect.

5. 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/service.

6. Shall this Tender be accepted, I/ We hereby agree to abide by and fulfil the terms and provisions of the said conditions of the Contract Agreement annexed there to so far as they may be applicable.

7. I/we agree to the condition that the Railway Administration reserves the right to terminate the contract by giving due notice at any point of time during operation of contract without giving any reason.

(Signature and seal of the Tenderer)

Date.....

Address.....

.....

.....

E-mail ID.....

Details of the Tenderer

Mandatory details to be filled in by Tenderer while submitting offer:

Sl.No	Items	Details
1.	Constitution of the Firm/ Concern Individual/ Sole Proprietorship Firm/ Hindu undivided family / Partnership Firm/ Company registered under Companies act of 2013 / Limited liability partnership / Registered society/Trust / Joint venture/consortium/ Government/Semi- government agencies and statutory bodies under central/state Govt. (incl. development authorities and municipal bodies) (please mention constitution of firm)	
2.	Full name of Individual/ Firm/Concern Individual/Sole Proprietorship Firm / Hindu undivided family/Partnership firm/ Company registered under Companies act of 2013 / Limited liability partnership / Registered society/Trust/ Joint Venture/Consortium /Government/Semi Government agencies and Statutory Bodies under Central/State Govt. (incl. development authorities and municipal bodies) (as the case maybe)	
3.	Documents in support of Constitution of the firm/ concern Individual / sole proprietorship firm / Hindu undivided family/ Partnership Firm/ Company registered under Companies act of 2013 / Limited liability Partnership / Registered society/Trust / Joint Venture/Consortium / Government/Semi-Government agencies and Statutory Bodies under Central/State Govt. (incl. development authorities and municipal bodies) (as the case may be)	
4.	Year of formation/ incorporation	
5.	Name of the proprietor/partners/directors etc.	

6.	Aadhaar number of the Authorized signatory (Self-attested copy of Aadhaar)	
7.	PAN No.(Self-attested copy of PAN)	
8.	GSTIN Number	
9.	Registered Office Address	
10.	Address on which correspondence regarding this Tender Shall be done	
11.	Contact particulars i. Telephone number ii. Mobile number iii. E-mail address	
12.	Details of EMD submitted	
13.	Layout Plan and specification of the infrastructural facilities	
14.	Investment Plan in proposed Gati Shakthi Terminal	
15.	Traffic Projection for first 10 years	

(Signature and seal of the Tenderer)

Date.....

Address.....

.....

.....

E-mail ID.....

Insights of GCT Policy

Railway Board letter No.2021/TC(FM)/18/23, Dated.14.02.2026 is reproduced below for ready reference and understanding the role of stakeholders and procedures for establishing a GCT Cargo Terminal.

- This policy seeks to promote the proliferation of new Cargo terminals over Indian Railways.
- ***DRM shall be the Nodal officer for all issues regarding setting up and/or operation of a GCT.***
- ***During approval and construction stage for setting up a new GCT, Sr.DOM shall be the co-ordinating officer; and after commissioning of the GCT, Sr.DCM shall be the co-ordinating officer.***
- **Definition of Cargo Terminal:** Terminal where goods are loaded in wagons/ coaching vehicles for transportation over Indian Railway network, and/or unloaded from wagons/ coaching vehicles after being transported over Indian Railway network.
- **Definition of Common User Facility (CUF):** All traffic facilities, such as 'Y' connection, Grade Separator, RoR, additional lines / loop lines, crossing station, patch doubling, shunting neck, engine escape line, Signaling Interlocking arrangement, modification to existing OHE or Electrification in future station limit etc.
- **Definition of Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO):** The entity constructing and/or managing a Gati Shakti Multi-Modal Cargo Terminal (GCT).
- **Definition of Terminal Charges:** Charges levied by Railways on rail-customers for handling of railway-owned rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as well as on rakes at 'Cargo Terminals entirely on non-Railway land' as per the Policy, at the rates prescribed by Railways.

Schedule-2 of GCT policy - Procedure for GCTs to be set-up 'Entirely/Partially' on Railway Land:-

1. For setting-up new GCT entirely on Railway land, Division will identify spare-able land parcels, including the operational-cum-technical feasibility for setting-up GCT thereon and potential of traffic. The size of land parcel to be offered for setting up of a GCT shall be decided with the approval of DRM.
2. Division will identify/determine the minimum infrastructural facilities required at the terminal on the basis of expected traffic.

3. For GCTs to be developed entirely on railway land, the size of land parcel should be sufficient for creation of the identified infrastructural facilities.
4. Selection of GCTO shall be made on the basis of open tender. The eligibility for participating in tenders for GCTs on Railway land shall be:
5. Applicant shall have at least 2 years' experience in manufacturing, transportation, or logistics and related business;
6. Net worth of the applicant shall be at least 50% of the estimated cost of construction;
7. While inviting tender, Railway Administration will clearly specify restricted commodities, if any, which will not be permitted to be handled at the GCT.
8. ***The Tender Committee shall comprise Sr.DCM (convenor), Sr.DFM (finance member), and Sr.DEN (third member). ADRM shall be the Tender Accepting Authority.***
9. EMD for participation shall be 10% of the estimated project cost of the terminal. For the successful bidder, this EMD shall be converted into Performance Guarantee (PG), while the EMD for unsuccessful bidders shall be refunded.
10. PG shall be refunded in full, 6 months after the commissioning of the terminal-subject to clearance of all pending dues to Railway Administration.
11. If the successful bidder fails to start or complete the construction of GCT within the stipulated time the EMD shall be forfeited; and the Railway land shall revert back to Railway on as-is-where-is basis.
12. Two-Packet single-stage tendering system shall be adopted. In the first packet, bidders will be evaluated on the following criteria;
13. Whether the bidder fulfils the minimum eligibility conditions and whether the proposed plan of GCT fulfils the minimum infrastructural facilities decided by the Division.
14. All the bidders who fulfils the above criteria qualify for opening of the second packet-the financial bid.
15. Bidders will be required to quote the percentage of terminal charges and terminal Access Charges which they will claim from the Railway for all the traffic handled at the terminal. Eligible bidder asking for the minimum share of Terminal Charges and Terminal Access charges will be awarded the contract.
16. In case of two eligible bidders quoting the same %, contract will be award to the bidder planning to invest more capital in the project. In case the planned investment is also same for such bidders,

decision to award the contract shall be taken through the draw of lots.

17. ***For GCTs established entirely or partially on Railway land, Railway will levy terminal charges and terminal access charge similar to those being levied on railway goods sheds and these will be shared with GCTO according to the quoted bid %.***
18. After issue of LOA, the procedure and time-lines for submission and approval of ESP shall be followed. Successful bidder shall commence construction within 3 months of the grant of approval of construction, and complete construction within 18 months of the grant of approval. If the bidder fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of 3 months – considering merits of the case.
19. Under exceptional circumstances beyond the control of the bidder, DRM may grant a further extension of up to 6 months. If the bidder fails to complete the construction even after the lapse of such extensions, the agreement will be terminated and PG will be forfeited.
20. At the time of cancellation of the Agreement, the railway land along with the entire infrastructure developed on it by the bidder, shall revert back to Railway on as-is-where-is basis, without payment of any compensation.
21. Railway land shall be leased to the GCTO and the GCT agreement shall be signed for a maximum tenure of 35 years. At the time of expiry/termination/cancellation of Agreement, the Railway land shall revert back to Railway.
22. The period of Agreement for new GCTs on non-Railway land shall be thirty-five (35) years, which may be extended further as per the provisions applicable at the time of such extension.
23. Maintenance and operation of assets created under para 5.2 of the GCT policy for common-user traffic facilities on railway land including staff costs, shall be the responsibility of the Railway.
24. Terminal Charges and Terminal Access Charges will be shared with the GCTO according to the quoted bid percentage in the open tender.
25. Railway land will be leased to GCTO for a period of 35 years with lease charges at 1.5% of Market Value of land per annum with annual escalation of 6%.

Section-V

SCOPE OF WORK (MINIMUM ESSENTIAL INFRASTRUCTURAL FACILITIES)

The scope of work for Construction of Gati Shakti Multi-modal Cargo Terminal (GCT) entirely on Railway land at Kulipalaiyam to be carried out by the Tenderer at his own cost is detailed below along with specifications and estimated cost:

Minimum essential infrastructure to be developed by Gati Shakti Multi-modal Cargo Terminal Operator (GCTO): -

i. The proposed GCT shall be constructed on identified Railway land at Kulipalaiyam.

ii. Approximately 47,981 sq. mts of railway land as is where is basis will be offered to successful tenderer which needs to be developed by the GCTO at his own cost as per the concept sketch enclosed.

Sl. No	Minimum essential infrastructure	Remarks
1	Electrified goods reception line/shunting neck as an extension of down loop line of Kulipalaiyam station	For a CSL of 715m
2	2 electrified stabling lines with required points and crossings and 1 Loading/unloading line with top wiring arrangements	For a CSL of 715m
3	Air conditioned office for Commercial Staff with furniture and drinking water.	For size of 10m x 10m
	Air conditioned Rest rooms for train crew along with Toilet and bathing facilities.	For size of 10m x 10m
4	Rail level goods handling platform (Wharf)	Area of 700 m x 20 m
5	Concrete Approach Road connecting wharf area to nearby state government road	As per requirement
6	Drainage arrangements	As per requirement
7	GCTO Office and Administrative Building	As per requirement of GCTO
8	Provision of OHE arrangements	For goods reception line and 2 stabling lines and top wiring for loading/unloading line.
9	Provision of Signalling arrangements	As required by S&T branch
10	FOIS Connectivity and FOIS peripherals (PC, Printer and UPS)	For goods office and EIMWB
11	IP based CCTV Cameras with access to Railways	Adequate Nos. to monitor entire loading/unloading operations
12	Electrical arrangements for office buildings	As per requirement
13	High Mast Light	As per requirement to illuminate the entire loading/unloading area
14	Street light for Approach road	As per requirement
15	Electronic In Motion Weigh Bridge (EIMWB)	If Outward traffic is proposed to be dealt at GCT by GCTO

Table-1

iii. Arrangement of High mast lights and medium height lights in suitable numbers to cover entire GCT portion including loading-unloading area, approach road etc.

iv. A service building to be constructed in a suitable location for Railway's office activities including Operating, Commercial, mechanical etc.

v. All such facilities enumerated above shall be modernized, up-to-date and standard with respect to the latest design/drawing/brand/technology approved as per extant Railway rule.

vi. CCTV Camera to be provided in vulnerable locations to monitor entire activities round the clock inside GCT area, Inward and Outward areas and the access of live feed round the clock and backup storage to be given to Railway administration.

vii. The above-mentioned Infrastructural construction is essential facility to be developed by GCTO. Based on the feasibility the division may revise/modify/eliminate the facilities to be developed. The decision of Railway Administration shall be final.

viii. Cost for Construction of the GCT Terminal along with the Minimum essential facilities as described above are to be solely borne by the Tenderer as per the abstract estimates is as follows: -

Sl.No	Description of Work	Description of estimate	Abstract estimate cost in Rs.
1	Indicative plan for proposed GCT at Kulipalaiyam	As per drawing in Annexure-I	-
2	Approximate Area of Railway Land to be licensed	47,981 Sq.m (approx..)	Land Licence fee as per policy on land management
3	Civil work cost – Wharf area, S&T hut and Commercial Office	Detail specification (Annexure-II)	45735339
4	Cost of Permanent Way works	Detail specification (Annexure-II)	80741750
5	Estimate for Electrical - General	Detail specification (Annexure-III)	4000000
6	Estimate for Electrical - TRD	Detail specification (Annexure-IV)	16990277
7	Estimate for Signal and Telecom	Detail specification (Annexure-V)	13941788
Total Estimate Cost for creation of Minimum Infrastructural facilities for GCT at Kulipalaiyam			16,14,09,154
Cost of Land License fees Per		The Period of the agreement for the operation of Gati	

Annum	Shakti Multi-Modal Cargo Terminal is for a maximum period of 35 years, subject to payment of the license fee for the Railway land @ 1.5% of market value of land per annum with an annual escalation of 6% for each year as per 'Master Circular on Policy for Management of Railway Land' issued vide RB letter No. 2021/LML/25/5 dated 04.10.2022. GCT Agreement as per Standard Format shall be signed between GCTO and Railway Administration. Agreement signed with concerned railway official (engineering branch) for licensing of land shall from part of GCT agreement.
-------	--

Table-2

Note:

i. The Tender document uploaded by the Tenderer shall clearly indicate infrastructure facilities that the Tenderer undertakes to develop in addition to the minimum essential infrastructure required as per the Tender. The Tenderer shall submit a layout plan that specifically indicates the position of minimum infrastructure facilities and the additional infrastructure facilities that the Tenderer undertakes to construct. The specification of site, capacity, quantity, quantum, length, breadth, area etc. of all infrastructural facilities including minimum essential and additional facilities etc. shall be indicated in detail & head/item-wise.

ii. However, it is complete discretion of Railway Administration to allow such additional facilities. It is not binding on the part of the Railway to allow the Tenderer for all those additional facilities that the Tenderer wants to develop in addition to minimum essential infrastructure facilities or some/ few of those additional facilities. During the contractual period, all sorts of development of infrastructure facilities/other services etc. shall be developed with prior approval of the Railway Authority.

iii. The above costs/estimates are purely provisional & indicative. Actual cost may vary as per the market price prevailing at the time of actual execution of works. Railway shall in no way be held responsible for any variation of market price nor for any future additional expenses as the case may be, necessitated at the time of execution of works at the field for any unpredicted expenditure. It shall purely be the sole responsibility of the Tenderer to assess at its own with the ground realities prior to participation in tender proceedings & after satisfying in all respects and offering the bid.

iv. Please note that Extent/area of Railway land shown as 47,981 Sq.mts (approximately) is purely provisional & indicative. Land License Fee shall only be collected in advance as per the actual amount of Railway Land which shall be handed over for construction of proposed GCT. Accordingly, Land License Fee shall be levied on the actual Extent/area of land to be handed over as per the prevailing rate and modalities of calculation issued under Railway Board's Master Circular on "Policy for Management of Railway Land" vide letter No. 2021/LML/25/5 dated 04.10.2022 as amended from time to time and as per Railway extant policy guidelines issued from time to time. Land License Fee shall be paid on the actual extent/area of land to be handed over to the

Tenderer on per annum basis and in advance prior to handing over of Railway Land. After getting the approval for construction of GCT, the Land License Fee with applicable conservancy charges, GST etc. shall be paid in advance to the Railway.

v. Conservancy Charges, GST or any other applicable charges shall be in accordance of extant rule & policy guidelines of Railways and the Tenderer is liable to clear all such charges in time.

vi. The maintenance of the GCT shall be done as per the provisions of Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities', Dt:14.02.2026 at Annexure -VIII and its amendments from time to time.

vii. The minimum essential infrastructural facilities as to be constructed tentatively at the terminal has been decided by Railways on the basis of expected traffic and pre-feasibility study and the same has been mentioned in the above table defining the Scope of work. Division may revise/modify/eliminate the facilities to be constructed. The decision of the Railway Administration shall be final. The Tenderer is required to comply with & ensure to fulfill the minimum essential infrastructural and other facilities as enumerated by Railways.

viii. Tenderer shall be free to create any additional infrastructure / value added services after obtaining permission of railway administration, which shall be indicated in the Tender based on requirement, made after due diligence conducted by the Tenderer, subject to approval from the Railway Authority.

ix. All activities which use railways as a mode of transport for at least one direction of movement such as, special storage facilities, Mechanized loading/unloading facilities, decanting facilities and other enabling facilities for cargo like rail /road weighbridge, truck parking etc. shall be permitted.

xi. Railway shall not levy any departmental charges for supervision, inspection and related activities, for the construction of GCT.

xii. The contractor shall use the material as per Indian Railways Standard and Specifications (IRSS). In case specification is not available in IRSS, prior approval shall be taken from concerned Railway Officials.

All items supplied/used by the Tenderer shall be as per norms and quality of Railway Norms.

xiv. Time frame for completion of work: Successful Tenderer shall commence construction within three (03) months from the date of grant of approval of construction and complete construction within eighteen (18) months from the date of grant of approval.

xv. If the Tenderer fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of three months considering the merits of the case.

xvi. Under exceptional circumstances beyond the control of the Tenderer, DRM may grant a further extension of up to six months.

xvii. If the Tenderer fails to complete the construction even after the lapse of such extensions (as above), the Agreement shall be terminated and the Performance Guarantee shall be forfeited.

xviii. At the time of cancellation/ termination of the Agreement, the Railway land, shall revert back to Railway as-is- where-is basis without payment of any compensation to the Tenderer.

xix. The maintenance of the GCT facility will be as per the provisions of “GCT Policy -2026” and its amendments from time to time.

xx. The drawings of the layout and facilities of the GCT will be jointly prepared by SS/TI, CMI, SSE/Works, SSE/P. Way, SSE/Electrical, SSE/Signal, SSE/TRD etc. of the station/section with SS/TI being the convener of the committee and at divisional level by concerned Sr.DEN with signature of concerned branch officers (wherever required) and with the approval of DRM.

xxi. The minimum infrastructural facility to be developed at the GCT terminal has been decided by Sr.DCM & Sr.DOM with approval of DRM on the basis of expected traffic.

xxii. Any additional land required for development of wharf, pathways, or any other facilities for operation of the GCT shall be acquired by the GCTO as per their requirement at their own cost. It is not binding on Railways to procure any land for the purpose of setting up of GCT.

xxiii. Though e-Tender for setting up of GCT on Railway land will be invited in advance, Letter of Acceptance for commencement of work will be issued to the GCTO only after the sanction of work for block station at Kulipalaiyam under PH-16.

xxiv. Permission for grant of connectivity for the proposed GCT at Kulipalaiyam station will only be given after completion of the work for proposed block station at Kulipalaiyam under PH-16.

xxv. The expected timeline for completion of PH-16 work at Kulipalaiyam is approximately 18 months from the date of sanction of the work, subject to site conditions, fund availability and other factors etc.

INSTRUCTIONS TO THE TENDERER

The Senior Divisional Commercial Manager (Sr.DCM), Salem Division for and on behalf of The President of India invites e- Tender through "Two packet system" (i.e. Technical bid and Financial bid) of e-Tendering from eligible Individual/ Party /Agencies/Bodies etc. which/who fulfils eligibility criteria as stipulated for "Contract for Construction & Operation of Gati Shakti Multi Modal Cargo Terminal (GCT) at Kulipalaiyam (KUY), entirely on Railway Land."

Note: Manual offers are not allowed against this Tender and any such manual offer received shall be ignored.

Definitions:

Words importing the singular number include the plural number and vice versa.

The Key Terms used in these policy guidelines have been defined below for correct interpretation and elimination of ambiguities.

- i. **Act:** The Railways Act, 1989, as amended from time to time.
- ii. **Agreement:** Document executed by a Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO) and Sr. Divisional Commercial Manager setting forth the terms and conditions for operation of a Gati Shakti Multi-Modal Cargo Terminal (GCT).
- iii. **Authorized Users:** Rail users authorized by the GCTO to make use of the facilities at a GCT.
- iv. **Cargo Terminal:** Terminal where goods are loaded in wagons/ coaching vehicles for transportation over Indian Railway network, and/or unloaded from wagons/ coaching vehicles after being transported over Indian Railway network.
- v. **Charging on Through Distance Basis:** The system of charging freight up to the buffer end of the siding, instead of levying Siding Charges.
- vi. **Common User Facility (CUF):** All traffic facilities, such as 'Y' connection, Grade Separator, RoR, additional lines / loop lines, crossing station, patch doubling, shunting neck, engine escape line, Signalling Interlocking arrangement, modification to existing OHE or Electrification in future in station limit etc. In case of additional facility or any doubt regarding CUF, the decision of the DRM will be final".
- vii. **Consignee:** The person named as consignee in Railway Receipt.
- viii. **Consignor:** The person named in Railway Receipt as consignor, by whom or on whose behalf goods covered by the Railway Receipt are entrusted to a Railway for carriage.

- ix. **EIMWB:** Electronic In-Motion Weighbridge.
- x. **FOIS:** Freight Operations Information System.
- xi. **FBD Portal:** Freight Business Development (FBD) Portal is a single window access for availing Indian Railways Freight Business information and Services.
- xii. **GCT:** Gati Shakti Cargo Terminal - A private terminal notified under Gati Shakti Cargo Terminal (GCT) policy of Indian Railways, to deal with rail based cargo.
- xiii. **Gati Shakti Multi-Modal Cargo Terminal Operator (GCTO):** The entity constructing and/or managing a Gati Shakti Multi-Modal Cargo Terminal (GCT).
- xiv. **Engineering Scale Plan (ESP):** It is a detailed, scaled drawing of a railway yard or section of track, showing track layouts, structures, and other relevant details including CUF clearly marked.
- xv. **Good Industry Practices:** The practices, methods, techniques, designs, standards, skills, diligence, efficiency, reliability, and prudence which are generally and reasonably expected from a reasonably skilled and experienced operator engaged in the same type of undertaking as envisaged under this Policy, following applicable laws and applicable permits in reliable, safe, economical and efficient manner; and which are expected to result in fulfillment of obligations of operator under the Agreement.
- xvi. **Over Head Equipment (OHE):** Infrastructure and equipment installed provide electric traction.
- xvii. **Private Freight Terminal (PFT):** A terminal notified under Private Freight Terminal (PFT) policy of Indian Railways, to deal with rail-based cargo.
- xviii. **Private Siding:** Privately owned siding constructed by a 'customer' at its own cost for railway cargo services at the premises of its plant, or manufacturing unit, or production unit, or mine, etc. connecting the customer's works with the Railway system.
- xix. **Divisional Railway Authorities:** Divisional Railway Manager (DRM) including Railways' Divisional officers, viz. Senior Divisional Operations Manager (Sr.DOM), Senior Divisional Commercial Manager (Sr.DCM), Senior Divisional Finance Manager (Sr.DFM), Senior Divisional Engineer (Sr.DEN), Senior Divisional Electrical Engineer (Sr.DEE), Senior Divisional Signaling & Telecommunication Engineer (Sr.DSTE), Senior Divisional Mechanical Engineer (Sr.DME), and their representatives.
- xx. **Railway Land:** Land owned by Railways.
- xxi. **Railway Receipt (RR):** The receipt issued under section 65 of The Railways Act, 1989, on acceptance of goods and which entitles the consignee to take delivery of the goods at the destination Rail Terminal.

- xxii. **Rake:** A train load of wagons with a prescribed composition.
- xxiii. **Take-off point:** The Stock Rail Joint of 'last point and crossing' at serving station, through which the rolling stock can be diverted towards a Cargo Terminal.
- xxiv. **Terminal Access Charges:** Charges levied by Railways on rail-customers for handling of privately-owned rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as per the Policy, at the rates prescribed by Railways.
- xxv. **Terminal Charges:** Charges levied by Railways on rail-customers for handling of railway-owned rakes at 'Railway goods-sheds' and 'Cargo Terminals fully or partially on Railway land' as well as on rakes at 'Cargo Terminals entirely on non-Railway land' as per the Policy, at the rates prescribed by Railways.
- xxvi. **TMS:** Terminal Management System of FOIS.

1. **Place of GCT:** At Railway land in down loop line of proposed Kulipalaiyam Block station available in Tiruppur - Uttukuli section. The proposed site for GCT at Kulipalaiyam will have sufficient land in the down line side.

Details of distance in Kms.	Area of Railway land in Sq.m
Land for stabling lines & Terminal activities at Uttukuli end.	38871
Land available for reception line at Tiruppur end	9110

The detailed location of the GCT may be referred from the indicative sketch for further details and available in Annexure-I.

2. **Period of contract:** Railway land licensed to the GCTO for a maximum period of 35 years from the date of completion of construction of the terminal.
3. **Commencement of construction:** Three (03) months from the date of grant of approval for construction or handing over of railway land (whichever is later).
4. **Time given for completion of construction:** Eighteen (18) months from the date of grant of approval for construction or handing over of railway land (whichever is later).
5. **Earnest Money:** The Tender document must be accompanied with EMD of amount as mentioned in NIT. Earnest Money for participation shall be 10% of the estimated project cost (excluding the cost of land) of the Terminal. The

earnest money shall be accepted through net banking in payment gateway available through the www.ireps.gov.in website.

- 5.1.** It shall be understood that the bid documents have been sold/issued to the Tenderer and the Tenderer is permitted to bid in consideration of the stipulation on their part, that after submitting his Bid he shall not resale from his/their offer or modify the terms and conditions thereof. If the Tenderer fails to observe or comply with the said stipulation, the bid is liable to be rejected and the aforesaid amount shall be liable to be forfeited by the Railway.
- 5.2.** For the successful Tenderer, this Earnest Money shall be converted into Performance Guarantee, while the Earnest Money for unsuccessful Tenderers shall be refunded but the Railway shall not be responsible for any loss or depreciation that may happen there to while in their possession, nor be liable to pay interest thereon.
- 6. Availability & submission of Tender documents:** Tender document is available on the website www.ireps.gov.in of Indian Railway Electronic Procurement System (IREPS). It has to be submitted online on this portal. No manual Tender shall be accepted anywhere.
- 7. Late/Delayed Tenders:** Submission of Tenders shall be closed one-Tendering website of RAILWAY ADMINISTRATION at the date & time of submission prescribed in NIT after which no Tender shall be accepted. It shall be the responsibility of the Tenderer to ensure that his Tender is submitted online on e-Tendering portal before the date of submission. RAILWAY ADMINISTRATION shall not be responsible for any delay, internet connection failure or any error in uploading of Tender submission. The Tenderers are advised to upload their submission well before the due date and time of Tender submission to avoid any problem and last-minute rush.
- 8. Validity of Tender:** 90 days from the Tender closing date.
- 9.** Before submitting a Bid, the Tenderer shall be deemed to have satisfied himself by actual inspection of the site and that all conditions liable to be encountered during the construction of terminal are taken into account and Tenderer has read all the provisions in the Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities', Dt:14.02.2026. When the bidding is

done, the Bid shall be signed by the individual legally authorized to enter into commitments on behalf of the Tenderer.

Railway shall 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 shall be chargeable to the GCTO.

10. Submission of Tenders:

10.1. The Tenderers shall submit their offers in two packets in a single stage on IREPS portal, one being technical bid & other being Financial Bid.

10.2. In the first packet (Packet-A), Tenderers shall be evaluated on the following criteria:

- i. **Whether the Tenderer fulfils the minimum eligibility conditions, Essential / mandatory criteria & submission of relevant mandatory documents as stipulated in Para16 below.**
- ii. **Whether the proposed plan of Tenderer fulfils the minimum essential infrastructural facilities as decided by Railway Administration.**

10.3. The first packet (Packet-A) shall be with the objective of scrutinizing the capability, financial strength, experience etc. of the Tenderers. The technical bids shall contain the following information:

- i. **Complete set of Tender documents (Packet-A) along with certificates/credentials in support of fulfilment of eligibility criteria.**
- ii. **Earnest Money.**
- iii. **Copies of documents in support of the status of the Tenderer such as partnership deed/ affidavit for proprietorship/ Memorandum and Articles of Association etc.as the case may be.**
- iv. **Layout Plan, Investment Plan & Traffic Projection.**

- v. **Under no circumstances, the technical bid (Packet-A) shall contain the rate offered failing which the Tenderer is disqualified from the Tender.**

10.4. The technical details and commercial conditions shall be evaluated by the Tender Committee. The offers of the Tenderers who qualify the minimum eligibility criteria as per para 16 below shall be examined further for evaluation. Tenderers who fail to meet the criteria shall not be considered for further evaluation and their bids shall be rejected. However, if on the basis of information contained in the first packet, the Tender Committee needs clarification regarding designs, specifications etc.; discussions shall be held with each individual party/Tenderer after obtaining approval of the Competent Authority.

10.5. If the technical offers are found acceptable, second packet shall be opened and the Tenders shall be processed for finalization in the normal manner (eligible Highest Tenderer). The contents of the technical bid shall be scrutinized and evaluated with respect to qualifying requirements by the nominated Tender committee. Thereafter financial bid i.e., Packet "B" of only those Tenderers shall be opened which have been adjudged technically successful during technical bid evaluation the financial bid i.e., Packet B of unsuccessful Tenderers shall not be opened.

Important note:

The financial bid (Packet B) of the Tender document shall contain only the rate offered by the Tenderer in terms of percentage share of Terminal Charges/Terminal Access Charges (percentage up to two decimal points) which will be retained by Railway for all the traffic handled at the Terminal. No other documents are to be given in Packet-B. The financial bid of the tender will be evaluated and the contract will be awarded to the highest bidder (H1).

- 11.** In case the offer submitted by any of the Tenderer is not found suitable after evaluation of technical bid, his earnest money will be refunded.

12. System of verification of Tenderer credentials:

12.1. The Tenderer shall submit along with the Tender document, documents in support of his/ their claim to fulfil the eligibility criteria as mentioned in the Tender document. **Each page of the copy of documents/ certificate in support of credentials, submitted by the Tenderer, shall be self-attested/ digitally signed by the Tenderer or**

authorized representative of the Tenderer. Self-attestation shall include signature, stamp and date (on each page). Only those documents which are declared explicitly by the Tenderer as "documents supporting the claims of qualifying the laid down eligibility criteria", shall be considered for evaluating his/their Tender.

12.2. The Tenderers shall be required to submit an undertaking certifying the truthfulness of all the documents submitted/ uploaded along with the Tender. This shall be mandatory for all the Tenderers. **In case of failure of the Tenderer to submit the undertaking, their offer shall be summarily rejected. The standard format of undertaking to be submitted by the Tenderer is shown in Annexure-VI.** It shall be mandatory incumbent upon the Tenderer to identify state and submit the supporting documents duly self-attested by which they/ he shall qualify for the Qualifying Criteria as mentioned in the Tender Document. It shall not be obligatory on the part of the Tender Committee to scrutinize beyond the submitted document of the Tenderer as far as his qualifying for the Tender is concerned.

12.3. Railway reserves the right to verify all statements, information and documents submitted by the Tenderer in his Tender, and the Tenderer shall, when so required by the Railways, make available all such information, evidence and documents as may be necessary for such evaluation. Any such verification or lack of such verification by the railways shall not relieve the Tenderer of its obligation or liabilities hereunder nor shall it affect any rights of the railways thereunder.

12.4. In case of any wrong information submitted by the Tenderer, the contract shall be terminated, Earnest Money Deposit (EMD) and/or Performance Guarantee (PG) of contract shall be forfeited and Tenderer shall be debarred for doing business in Indian Railways for 5 (Five) years.

13. The Railway Administration reserves the right to reject any or all the Tenders without assigning any reason whatsoever or to accept any Tender with a higher offer.

14. This Tender form is not transferable.

15. Minimum Eligibility Criteria:

15.1. Eligible Firms: The categories of Tenderers permitted to set-up GCTs as GCTO shall be as under:

Category	Supporting Documents (self-attested copies to be submitted/ uploaded)
a) Individual/ Sole Proprietorship Firm	1. PAN 2. TAN (in case of Sole Proprietorship Firm only)
b) Hindu Undivided Family (HUF)	1. PAN 2. Notarized Affidavit declaring that the signatory is the 'Karta' of the HUF and has the authority power and consent of other members.
c) Partnership Firm	1. PAN and TAN 2. Notarized copy of the Partnership Deed/ Partnership Deed registered with the Registrar. 3. Notarized or registered copy of Power of Attorney in favour of the individual to sign on behalf of, and to create liability against the firm
d) Company registered under Companies Act 2013	1. PAN and TAN 2. Memorandum of Association (MoA)/ Articles of Association (AoA) 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the company 4. A Resolution of the Directors of the Company, permitting the company to set up and/or operate a GCT
e) Limited Liability Partnership (LLP)	1. PAN and TAN 2. LLP Agreement 3. Certificate of Incorporation 4. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the LLP
f) Registered Society/ Registered Trust	1. PAN and TAN 2. Certificate of Registration 3. Memorandum of Association of Society/ Trust Deed 4. Rules & Regulations of the Society 5. Notarized or registered copy of Power of Attorney in favour of individual to sign on behalf of, and to create liability against the Society/Trust
g) Joint venture (JV)/ Consortium	1. JV/Consortium Agreement 2. Name and authorization of lead member (Note: On receipt of approval of Divisional Railway Manager for setting up and/or operation of GCT, JV/Consortium shall have to convert into a legal entity - Firm/Company/LLP. Agreement shall be entered into by RA with the above legal entity only)
h) Government/Semi-Government agencies and	1. PAN 2. Authorization from respective Central / State

Statutory Bodies under Central/State Govt. (Including Development Authorities and municipal bodies) shall also function as GCTO, to set up new Cargo Terminal.	Government bodies /agencies.
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Table-3

- 15.1.1.** Government/ Semi-Government agencies and Statutory Bodies under Central/ State Govt. (including Development Authorities and municipal bodies) shall also function as GCTO, to set-up new Cargo Terminal(s).

Note: If it is NOT mentioned in the submitted Tender that the 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.

15.2. Essential Eligibility Criteria:

Sl No.	Eligibility Criteria	Mandatory Condition	Supporting Documents
1	Experience	Tenderer shall have at least Two Years' experience in manufacturing, transportation, or logistics and related business.	Registration Certificate as Manufacturing unit, Transportation firm, Logistics and related business unit for which experience certificate should be obtained from Government/PSU/Public listed company. (The public listed company should have average annual turnover of Rs.500 crore and above in last 3 financial years excluding the current financial year, listed on National Stock Exchange or Bombay Stock Exchange incorporated/registered at least 5 years prior to the date)

2	Net worth	Net worth of the Tenderer shall be at least fifty percent (50%) of the estimated cost of construction (as per the minimum essential infrastructural facilities determined by the Railway).	i. Audited balance sheet of last three Financial Years duly certified by Chartered Accountant. ii. Net worth Certificate from Chartered Accountant for last Financial Year.
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Table-4

15.3. Additional Eligibility:

Sl.No	Eligibility Criteria	Document Proof to be submitted by the Tenderer
1	As on the Tender opening date, Tenderer should be holding a valid registration for the GST.	A copy of valid registration for the GST, duly self-attested/digitally signed or attested by notary.
2	As on the Tender opening date, Tenderer should be holding a valid PAN number of the Tenderer.	A copy of valid PAN card of the Tenderer, duly self-attested/digitally signed or attested by notary.

Table-5

15.4. Tenders containing erasures and alterations of the Tender documents are liable to be rejected. Any corrections made by the Tender/s in his/their entries should be in ink and must be attested by him/them under full signature and date.

15.5. In case the Tenderer/s quote/s multiple rate, the offer shall be treated as incomplete/ ambiguous and shall be summarily rejected. The rates should be quoted up to two decimal places only. If rates are quoted beyond two decimal places, only first two decimal places shall be considered without rounding off. Quoting of rates in any other manner shall be summarily rejected.

15.6. Additional conditions or deviations, if any, must be mentioned by the Tenderer/s in a separate letter with the technical bid. The Railway reserves the right not to consider conditional Tenders and reject the

same without assigning any reason. Only those additional conditions, which are explicitly accepted by the Railway, shall form part of the contract.

15.7. No Post Tender correspondence for submission of additional documents shall be entertained after opening of the Technical & Financial offer. Even suo- moto post Tender letters of the Tenderers shall be treated as Null & Void.

15.8. The advertised estimate cost is approximate and is given only as a guidance.

15.9. No change in the constitution of the firm/ Company/ Partnership firm/ Society shall be permitted after opening of the Tender except where necessitated due to the succession law.

15.10. The Tenderer/s shall keep the offer open for a prescribed period of 90 days from the date of opening of the Tender. During this period Tenderer cannot withdraw his/their offer subject to period being extended further, if required by mutual agreement from time to time. It is understood that Tender documents have been sold/issued to the Tenderer and the Tenderer is/are being permitted to Tender in stipulation on his/their part that after submitting his/their Tender he/they shall not be permitted to modify his/her offer or the terms and conditions thereof in a manner not acceptable to the Southern Railway. In case Tenderer fails to observe to comply with the forgoing stipulation, the amount deposited as security as due performance of the stipulation and to keep the offer open for the specified period shall be forfeited by the railway. If the Tender is accepted, the Earnest Money shall be converted into Performance Guarantee.

15.11. No interest is payable upon the Earnest Money and Performance Guarantee or amount payable to the GCTO under contract.

15.12. The Tenderers shall be required to submit an undertaking certifying the truthfulness of all the documents submitted/ uploaded along with the Tender. This shall be mandatory for all the Tenderers. **In case of failure of the Tenderer to submit the undertaking, their offer shall be summarily rejected. The standard format of undertaking to be submitted by the Tenderer is enclosed as Annexure-VI.**

15.13. It shall be mandatorily incumbent upon the Tenderer to identify, state and submit the supporting documents duly self-attested by which they/ he qualifying the Qualifying Criteria is mentioned in the Tender Document. It shall not be obligatory on the part of the Tender Committee to scrutinize beyond the submitted document of Tenderer as far as his qualifying for the Tender is concerned.

16. Evaluation of Tender:

16.1. In the first packet Tenderers shall be evaluated on the following criteria:

- i. Whether the Tenderer fulfils the minimum eligibility conditions, Essential / mandatory criteria & submission of relevant mandatory documents as stipulated in Para 16 above.
- ii. Whether the proposed plan (of GCT) fulfils the minimum essential infrastructural facilities as per the Table.1 in page 14, 15 in minimum essential infrastructural decided by Railway Authority.

16.2. The first packet (Packet-A) shall be with the objective of scrutinizing the capability, financial strength, experience etc. of the Tenderers. The technical bids shall contain the following information:

- i. Complete set of Tender documents (Packet-A) along with certificates/credentials in support of fulfilment of eligibility criteria.
- ii. Earnest money.
- iii. A copy of partnership deed/ affidavit for proprietorship /Memorandum and Articles of Association etc. as the case may be.
- iv. Layout Plan
- v. Investment Plan
- vi. Traffic Projection.

Under no circumstances, the technical bid (Packet-A) shall contain the rate offered.

16.3. The technical details and commercial conditions shall be evaluated by the Tender Committee. The offers of the Tenderers who qualify the minimum eligibility criteria as per para 16 above shall be examined further for evaluation. Tenderers who fail to meet the criteria shall not be considered for further evaluation and their bids shall be rejected. However, if on the basis of information contained in the first packet, the Tender Committee needs clarification regarding designs, specifications

etc. discussions shall be held with each individual party/ Tenderer after obtaining approval of the Competent Authority.

16.4. If the technical offers are found acceptable, second packet shall be opened and the Tenders shall be processed for finalization in the normal manner (eligible Highest Tenderer). The contents of the technical bid shall be scrutinized and evaluated with respect to qualifying requirements by the nominated Tender Committee. Thereafter financial bid i.e. Packet “B” of only those Tenderers shall be opened which have been adjudged technically successful during technical bid evaluation. The financial bid i.e., Packet B of unsuccessful Tenderers shall not be opened.

Important note: The financial bid (Packet B) of the Tender document shall contain only the rate offered by the Tenderer in terms of percentage share of Terminal Charges and Terminal Access Charges (percentage up to two decimal points) which will be retained by Railway for all the traffic handled at the Terminal. No other documents are to be given in Packet B. The financial bid of the tender will be evaluated and the contract will be awarded to the highest bidder H1.

17. Evaluation of Financial bid:

All technically acceptable Tenders shall be eligible for consideration of their financial bid. Financial Bid of only those Tenderers shall be opened whose technical bid is found compliant to the conditions stipulated in all respects as specified in Clause 16 above. The financial proposal shall be evaluated to determine the Highest Tenderer.

Instructions for submitting Financial Offer-Packet-B.

- i.** The financial bid (Packet-B) of the Tender document shall contain only the rate offered (percentage of TC and TAC quoted up to two places of decimal) by the Tenderer which will be retained by Railways.
- ii.** Contract shall be awarded to the eligible Tenderer who quotes the maximum percentage share in Terminal Charges (TC) and Terminal Access Charges (TAC) that are retained by Railways.
- iii.** A single percentage offer rate has to be quoted by the Tenderer for TC and TAC both. He/ She cannot bid different percentages for TC and TAC separately. If done, the bid shall be rejected.

- iv. Rate quoted shall be quoted as a percentage (%) of Terminal Charges and Terminal Access Charges both. It is to mention that, as the IREPS module has provision of “% above”, “At Par” and “% below” options for quoting rates. For the present Tender, all “At Par”, “% below” and “% above” options shall be valid and accepted.
- If bidder quotes between 0 to 100% (say x%) it implies that Railways shall pay (100-x)% of TC/TAC to contractor.
 - If bidder quote more than 100% (say y%) it implies that Railway will retain 100% charges and moreover bidder shall pay (y-100)% of TC/TAC over and above TC/TAC retained by Railway.
- v. Eligible bidders giving **“maximum share of Terminal Charges/Terminal Access Charges to Railways will be awarded the contract. Financial bid shall contain the schedule of rate entered into the Financial Rate page of IREPS Website www.ireps.gov.in and shall be digitally signed. Rate and any other financial entity in any other form/letter head, if attached by the Tenderer shall be straight away ignored and shall not be considered.”**
- vi. In case the Tenderer/s quote/s multiple rates, the offer shall be treated as incomplete/ ambiguous and shall be summarily rejected. The rates shall be quoted up to two decimal places only. If rates are quoted beyond two decimal places, only first two decimal places shall be considered without rounding off. Quoting of rates in any other manner shall be summarily rejected.

18. Award of contract:

The offer has to be made as the percentage of Terminal Charges and Terminal Access Charges which will be retained by the Railway for all the traffic handled at the Terminal. The financial bid of the tender will be evaluated and the contract will be awarded to the highest bidder (H1).

18.1. Eligible Tenderer quoting for “Maximum share of Terminal Charges and Terminal Access Charges that retains by Railway” shall be awarded the contract.

18.2. In case of two (or more) eligible Tenderers quoting the same percentage, decision to award the contract shall be taken through the draw of lots system in presence of eligible Tenderer(s)/ their authorized representative(s) to which Tenderers shall have no objection.

18.3. The whole process of draw of lots would be video-graphed.

18.4. For GCTs established entirely or partially on Railway land, Railway will levy Terminal Charges and Terminal Access Charges similar to those being levied on Railway goods-sheds. These Terminal Charges and Terminal Access Charges will be shared with the GCTO according to the quoted bid percentage as mentioned in para 17.

19. Eligible Tenderer:

- a) The Bids for this contract shall be considered only from those Tenderers who meet requisite eligibility criteria. In the case of a JV or consortium, all members of the Group shall be jointly and severally liable for the performance of whole contract.
- b) Tenderer shall submit only one bid in the particular Bidding process, either individually as a Tenderer or as a partner of a JV. A Tenderer who submits or participates in, more than one bid shall cause all the proposals in which the Tenderer has participated to be disqualified. No Tenderer can be a sub-contractor while submitting a bid individually or as a partner of a JV in the same bidding process.
- c) Any Central Government department/Ministry of Railways must not have banned business with the Tenderer (any member in case of JV/Partnership Firm) as on the date of Bid submission.
- d) The Tenderer (any member in case of JV/consortium) must not have suffered bankruptcy/insolvency during the last 5 years. The Tenderer shall submit an undertaking to this effect as part of the bid.
- e) **Tenderers must not have a conflict of interest. Following shall be considered as conflict-of-interest in this bidding process:**
 - i. If a Tenderer or his associates/affiliates (inclusive of parent firms) has been engaged by the Employer (Railways) to provide consulting services for the preparation related to procurement or on implementation of the project;
 - ii. If a Tenderer lends, or temporarily seconds its personnel to firms or organizations which are engaged in consorting services for the preparation related to procurement for an implementation of the project, if the personnel would be involved in any capacity on the same project.

- iii.** If the Tenderer or any of its constituents has changed its name or created a new business entity as covered by the definition of “Allied Firm” under Para 1102 (iii) of Chapter XI of Indian Railways Vigilance Manual consequent to having been banned business dealings or suspended business dealings.

20. Participation of Joint Venture (JV):

- 20.1** Separate identity/name shall be given to the Joint Venture.
- 20.2** Number of members in a JV shall not be more than five, if the work involves more than one Department. One of the members of the JV shall be its Lead Member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share of not less than 20% each in case of JV with up to three members and not less than 10% each in case of JV with more than three members. In case of JV with foreign member(s), the Lead Member has to be an Indian firm/company with a minimum share of 51%.
- 20.3** A member of JV shall not be permitted to participate either in individual capacity or as a member of another JV in the same Tender.
- 20.4** The Tender form shall be purchased and submitted only in the name of the JV and not in the name of any constituent member. The Tender form can however be submitted by JV or any of its constituent member or any person authorized by JV through Power of Attorney to submit Tender.
- 20.5** Bid Security shall be submitted by JV or authorized person of JV either through E-Payment gateway or as mentioned in Tender document.
- 20.6** A copy of Memorandum of Understanding (MoU) duly executed by the JV members on a stamp paper, shall be submitted by the JV along with the Tender. The complete details of the members of the JV, their share and responsibility in the JV etc. particularly with reference to financial, technical and other obligations shall be furnished in the MoU.
- 20.7** Once the Tender is submitted, the MoU shall not be modified altered / terminated during the validity of the Tender. In case the Tenderer fails to observe/comply with this stipulation, the full Earnest Money Deposit (EMD) shall be liable to be forfeited.
- 20.8** Approval for change of constitution of JV shall be at the sole discretion of the Railway. The constitution of the JV shall not be allowed to be

modified after submission of the Tender bid by the JV, except when modification becomes inevitable due to succession laws etc., provided further that there is no change in qualification of minimum eligibility criteria by JV after change of composition. However, the Lead Member shall continue to be the Lead Member of the JV. Failure to observe this requirement would render the offer invalid.

- 20.9** Similarly, after the contract is awarded, the constitution of JV shall not be allowed to be altered during the currency of contract except when modification become inevitable due to succession laws etc. and minimum eligibility criteria should not get vitiated. Failure to observe this stipulation shall be deemed to be breach of contract with all consequential penal action as per contract conditions.
- 20.10** On award of contract to a JV, a single Performance Guarantee shall be submitted by the JV as per Tender conditions. All the Guarantees like Performance Guarantee, Bank Guarantee for Mobilization Advance, Machinery Advance etc. shall be accepted only in the name of the JV and no splitting of guarantees among the members of the JV shall be permitted.
- 20.11** On issue of LOA (Letter of Acceptance), the JV entity to whom the work has been awarded, with the same shareholding pattern as was declared in the MOU/JV Agreement submitted along with the Tender, shall be got registered before the Registrar of the Companies under 'The Companies Act-2013' (in case of Company) or before the Registrar/Sub-Registrar under the 'The Indian Partnership Act, 1932' (in case of Partnership Firm) or under 'The LLP Act 2008' (in case of LLP). A separate PAN shall be obtained for this entity. The documents pertaining to this entity including its PAN shall be furnished to the Railways before signing the contract agreement for the work. In case the Tenderer fails to observe/comply with this stipulation within 60 days of issue of LOA, contract is liable to be terminated. In case contract is terminated railway shall be entitled to forfeit the full amount of the Earnest Money Deposit and other dues payable to the GCTO under this contract. The entity so registered, in the registered documents, shall have, inter-alia, following Clauses:
- 20.11.1** Joint and Several Liability Members of the entity to which the contract is awarded, shall be jointly and severally liable to the Railway for execution of the project in accordance with General and Special Conditions of Contract. The members of the entity shall also be liable jointly and severally for the loss, damages caused to the Railways during the course of execution of the contract or due to non-execution of the contract or part thereof.

20.11.2 Duration of the Registered Entity- It shall be valid during the entire currency of the contract including the period of extension, if any and the maintenance period after the work is completed.

20.11.3 Governing Laws, the Registered Entity shall in all respect be governed by and interpreted in accordance with Indian Laws.

20.12 Authorized Member Joint Venture members in the JV MoU shall authorize one of the members on behalf of the Joint Venture to deal with the Tender, sign the agreement or enter into contract in respect of the said Tender, to receive payment, to witness joint measurement of work done, to sign measurement books and similar such action in respect of the said Tender/contract. All notices/correspondences with respect to the contract would be sent only to this authorized member of the JV.

20.13 No member of the Joint Venture shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other members and that of the Railway in respect of the said Tender/contract.

20.14 Documents to be enclosed by the JV along with the Tender:

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

- i. A notarized copy of the Partnership Deed.
- ii. A Copy of consent of all partners or individuals authorized by partnership firm to enter into JV agreement on a stamp paper.
- iii. A notarized or registered copy of Power of Attorney in favour of the individual to sign the MOU/JV Agreement on behalf of the partnership firm and create liability against the firm.

20.15 In case one or more members is/are HUF, the following documents shall be enclosed A copy of notarized affidavit on Stamp Paper declaring that he who is signing the affidavit on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.

20.15.1 A copy of resolutions of the Directors of the Company, permitting the company to enter into a JV agreement.

20.15.2 The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company.

20.15.3 A copy of Certificate of Incorporation, and

- 20.15.4** A copy of Authorization/copy of Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual to sign the Tender, sign MOU/JV Agreement on behalf of the company and create liability against the company.
- 20.16** All the Members of JV shall certify that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in Tenders/contract on the date of opening of bids either in their individual capacity or as a member of the JV in which they were/are members.
- 20.17 All other documents in terms of para 16 above.**
- 20.18** Credentials & Qualifying Criteria: Technical, financial eligibility and Bid capacity of the JV shall be adjudged based on satisfactory fulfilment of the following criteria:
- 20.19 Essential Eligibility Criteria:**
- The technical eligibility for the work as per para 16.2 above, shall be satisfied by either the 'JV in its own name & style' or 'any member having min 25% share'
- 20.19.1** At least one member of JV shall have at least two years' experience in manufacturing, transportation, or logistics and related business.
- 20.19.2** The net worth of the lead partner of JV shall not be less than 51% of the total net worth eligibility criteria of the Tender mentioned at para 17.2 above. The arithmetic sum of individual "net worth" of all the members shall be taken as JV's "net worth" to satisfy this requirement.
- 20.19.3** At least one member should have acquired the right on land (of sufficient size) contiguous to identified land parcel either through ownership, or through lease, or through consent-letter(s) from actual land-owner(s) duly indicating their willingness to provide land to the Tenderer in case the contract is awarded to him.

21. Participation of Partnership Firms:

The Partnership Firms participating in the Tender should be legally valid under the provisions of the Indian Partnership Act.

- 21.1** 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.

21.2 Separate identity / name should be given to the partnership firm.

The partnership firm should have PAN / TAN number in its own name and PAN/ TAN number in the name of any of the constituent partners shall not be considered. The valid constituents of the firm shall be called partners.

21.3 Once the Tender has been submitted, the constitution of the firm shall not normally be allowed to be modified/ altered / terminated during the validity of the Tender as well as the currency of the contract except when modification becomes inevitable due to succession laws etc., in which case prior permission should be taken from Railway and in any case the essential eligibility criteria should not get vitiated. The re-constitution of firm in such cases should be followed by a notary certified Supplementary Deed. The approval for change of constitution of the firm, in any case, shall be at the sole discretion of the Railways and the Tenderer shall have no claims what-so-ever. Any change in the constitution of Partnership firm after opening of Tender shall be with the consent of all partners and with the signatures of all partners as that in the Partnership Deed. Failure to observe this requirement shall render the offer invalid and full EMD shall be forfeited. If any Partner/s withdraws from the firm after opening of the Tender and before the award of the contract, the offer shall be rejected and EMD of the Tenderer shall be forfeited. If any new partner joins the firm after opening of Tender but prior to award of contract, his/her credentials shall not qualify for consideration towards eligibility criteria either individually or in proportion to his share in the previous firm. In case the Tenderer fails to inform Railway beforehand about any such changes modification in the constitution which is inevitable due to succession laws etc., and the contract is awarded to such firm, then it shall be considered a breach of the contract conditions and the contract may be terminated by Railways.

21.4 A partner of the firm shall not be permitted to participate either in his individual capacity or as a partner of any other firm in the same Tender.

21.5 The Tender form shall be submitted only in the name of partnership firm. The EMD shall be deposited by partnership firm through e-payment gateway or as mentioned in Tender document. The EMD submitted in the name of any individual partner or in the name of authorized partner(s) shall not be considered.

- 21.6** One or more of the partners of the firm or any other person(s) shall be designated as the authorized person(s) on behalf of the firm, who shall be authorized by all the partners to act on behalf of the firm through a "Power of Attorney", specially authorizing him them to submit & sign the Tender, sign the agreement, receive payment, witness measurements, sign measurement books, make correspondences, compromise / settle relinquish any claim(s) preferred by the firm, sign "No Claim Certificate", refer all or any dispute to arbitration and to take similar such action in respect of the said Tender / contract. Such "Power of Attorney" shall be notarized/registered and submitted along with the Tender.
- 21.7** On issue of Letter of Acceptance (LOA) to the partnership firm, all the guarantees like Performance Guarantee etc. shall be submitted only in the name of the partnership firm and no splitting of guarantees among the partners shall be acceptable.
- 21.8** On issue of Letter of Acceptance (LOA), contract agreement with partnership firm shall be executed in the name of the firm only and not in the name of any individual partner.
- 21.9** In case the Letter of Acceptance (LOA) is issued to a partnership firm, the following undertakings shall be furnished by all the partners through a notarized affidavit, before signing of contract agreement.
- 21.10 Joint and several liabilities:** The partners of the firm to which the Letter of Acceptance (LOA) is issued, shall be jointly and severally liable to the Railway for execution of the contract in accordance with General and Special Conditions of the Contract. The partners shall also be liable jointly and severally for the loss, damages caused to the Railway during the course of execution of the contract or due to non-execution of the contract or part thereof.
- 21.11 Duration of the partnership deed and partnership firm agreement:** The partnership deed/partnership firm agreement shall normally not be modified/alterd/ terminated during the currency of contract and the maintenance period after the work is completed as contemplated in the conditions of the contract. Any change carried out by partners in the constitution of the firm without permission of Railway, shall constitute a breach of the contract and the contract may be terminated by Railway.
- 21.12 Governing laws:** The partnership firm agreement shall in all respect be governed by and interpreted in accordance with the Indian laws.

- 21.13** No partner of the firm shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other partner/s and that of the Railway.
- 21.14** The Tenderer shall clearly specify that the Tender is submitted on behalf of a partnership firm. The following documents shall be submitted by the partnership firm, with the Tender:
- 21.14.1** PAN and TAN.
- 21.14.2** Notarized copy of the Partnership Deed/ Partnership Deed registered with the Registrar.
- 21.14.3** Notarized or registered copy of Power of Attorney in favour of the individual to sign on behalf of, and to create liability against the firm.
- 21.14.4** An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railways or any other Ministry/ Department of the Govt. of India from participation in Tenders / contracts as on the date of opening of bids, either in their individual capacity or in any firm in which they were are partners. Concealment/ wrong information in regard to above shall make the contract liable for termination by Railways.
- 21.15** Evaluation of eligibility of a partnership firm: Technical and financial eligibility of the firm shall be adjudged based on satisfactory fulfilment of the eligibility criteria laid down in Clause 17 above.
- 21.16** After opening of the Bid, any document pertaining to the Constitution of the Firm/JV/Society etc. shall neither be asked nor be entertained/ considered.

22. Monitoring and completion of the work:

- 22.1** *Monitoring of construction work shall be done by nominated committee from Engineering, Electrical (TRD/General), Operating and S&T where GCT to be developed. It shall be obligatory for the GCT Operator (GCTO) to submit Monthly works progress report to Sr. DOM with a copy to Sr.DCM by 7th of every month duly verified by concern ADEN or nominated committee.*
- 22.2** *After the completion of work (as per scope of work prescribed in LOA), the GCTO shall submit work completion report in written to Sr. DOM with a copy to Sr.DCM.*
- 22.3** *Project execution and monitoring shall be done by Sr.DOM, based on report of nominated committee and work completion certificate will be issued by Sr.DOM.*

22.4 After the GCT is constructed and commissioned, for the entire contract period, the GCTO shall be responsible for operation of GCT, protection, securing, safety of all assets and maintaining all the common user facilities thus created including the Railway complex.

23. Time frame for completion of work:

Successful Tenderer shall commence construction within three (03) months from the date of the grant of approval of construction and complete construction within eighteen (18) months from the date of the grant of approval.

- i.** If the Tenderer fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of three months — considering the merits of the case.
- ii.** Under exceptional circumstances beyond the control of the Tenderer, DRM may grant a further extension of up to six months.
- iii.** If the Tenderer fails to complete the construction even after the lapse of such extensions (as above), the Agreement shall be terminated and Performance Guarantee shall be forfeited.
- iv.** Connectivity of the GCT to Kulipalaiyam (KUY) station will only be granted after completion of the proposed PH-16 works at Kulipalaiyam.
- v.** The expected timeline for completion of PH-16 works at Kulipalaiyam (KUY) is approximately 18 months from the date of sanction of the work, subject to site conditions, availability of funds, other factors etc.
- vi.** Though e-Tender for setting up of GCT on Railway land will be invited in advance, Letter of Acceptance will be issued to the GCTO only after sanction of the work for block station at Kulipalaiyam under PH-16.
- vii.** Connectivity of GCT terminal with Kulipalaiyam station will only be given after completion of the work proposed under PH-16.
- viii.** The expected timeline for completion of PH-16 work at Kulipalaiyam is approximately 18 months from the date of sanction of the work, subject to site conditions, fund availability and other factors etc as observed by Engineering Department. Necessary approval for commencement of Work will be granted after completion of PH 16 work by Railways to GCTO.
- ix.** Any additional land required for development of wharf, pathways, or any other facilities for operation of the GCT shall be acquired by the GCTO as per their requirement at their own cost. It is not binding on Railways to procure any additional land for this purpose.

24. At the time of cancellation / termination / expiry of the Agreement, the Railway land shall revert back to Railway as-is-where-is basis without payment of any compensation.

25. Responsibility for maintaining the track and signalling equipment shall be as per the provisions of Para 7 Master Circular 2026 on 'Rail Based Logistics through development of Gati Shakti Multi-Modal Cargo Terminals and Cargo Related Facilities', Dt:14.02.2026 and its amendments from time to time. Responsibility of maintaining loading/ unloading wharf(s), roads, drainage, etc., shall rest with the GCTO.

25.1 GCTO shall also be responsible to ensure that the entire infrastructure of Terminal is properly maintained and is duly upgraded/replaced at the end of codal life, as per Good Industry Practices.

25.2 Railways can impose a fine/penalty on the GCTO if the desired level of upkeep/ maintenance of assigned facilities at the GCT terminal are found unsatisfactory during the currency of the contract. Fine of minimum Rs. 10,000 and a maximum of Rs.1,00,000/- at a time, for unsatisfactory maintenance and upkeep of the facilities shall be imposed by RA through Sr.DCM and if any fault or abnormalities are identified by any statutory bodies has to be fulfilled as per their directions and any liabilities there on shall be borne by GCTO.

26. Termination of Agreement:

26.1 Subject to the provisions in the Agreement, Railway Administration may terminate the Agreement with a GCTO operating a GCT in the event of any serious irregularity committed by the GCTO. This may include any grave breach of the terms and conditions of the Agreement, any default by GCTO, violation of The Railway Act, 1989, or commission of an unlawful act which is not in line with Good Industry Practices.

26.2 Before terminating the Agreement, Railway Administration (RA) shall first issue a Show Cause Notice, informing GCTO to submit representation within 30 days. If no response is received, or if the response of GCTO is not satisfactory, a written Notice of Termination specifying a grace period of 180 days shall be given to the GCTO, by Sr.DCM with the approval of DRM. However, if no reply to the Notice for Termination is received within 180 days of the issue of Notice for Termination, the Agreement with GCTO shall stand terminated and the same shall be communicated by Sr.DCM to GCTO. No

22.4 After the GCT is constructed and commissioned, for the entire contract period, the GCTO shall be responsible for operation of GCT, protection, securing, safety of all assets and maintaining all the common user facilities thus created including the Railway complex.

23. Time frame for completion of work:

Successful Tenderer shall commence construction within three (03) months from the date of the grant of approval of construction and complete construction within eighteen (18) months from the date of the grant of approval.

- i.** If the Tenderer fails to adhere to the prescribed time-lines, one extension may be granted with the approval of DRM, up to a maximum of three months — considering the merits of the case.
- ii.** Under exceptional circumstances beyond the control of the Tenderer, DRM may grant a further extension of up to six months.
- iii.** If the Tenderer fails to complete the construction even after the lapse of such extensions (as above), the Agreement shall be terminated and Performance Guarantee shall be forfeited.
- iv.** Connectivity of the GCT to Kulipalaiyam (KUY) station will only be granted after completion of the proposed PH-16 works at Kulipalaiyam.
- v.** The expected timeline for completion of PH-16 works at Kulipalaiyam (KUY) is approximately 18 months from the date of sanction of the work, subject to site conditions, availability of funds, other factors etc.
- vi.** Though e-Tender for setting up of GCT on Railway land will be invited in advance, Letter of Acceptance will be issued to the GCTO only after sanction of the work for block station at Kulipalaiyam under PH-16.
- vii.** Connectivity of GCT terminal with Kulipalaiyam station will only be given after completion of the work proposed under PH-16.
- viii.** The expected timeline for completion of PH-16 work at Kulipalaiyam is approximately 18 months from the date of sanction of the work, subject to site conditions, fund availability and other factors etc as observed by Engineering Department. Necessary approval for commencement of Work will be granted after completion of PH 16 work by Railways to GCTO.
- ix.** Any additional land required for development of wharf, pathways, or any other facilities for operation of the GCT shall be acquired by the GCTO as per their requirement at their own cost. It is not binding on Railways to procure any additional land for this purpose.

compensation payment shall be made by Railway Administration to the GCTO.

26.3 If the GCTO submits a reply within 180 days, Railway Administration shall take further course of action on the merit of the case.

26.4 The GCTO shall also have the right to terminate the Agreement by giving a notice of 180 days to the Railway Administration in the event of any difficulty faced by the GCTO in smooth functioning of the Terminal for reasons attributable to Railway as laid down in this policy, or for any other reason internal to the GCTO. No termination payment shall be asked by Railway from GCTO.

26.5 Any dispute arising out of the Agreement shall be resolved through the Dispute Resolution Mechanism as prescribed under the Dispute Resolution process mentioned under Schedule-IV of GCT Policy, Dt. 14.02.2026.

26.6 Power to Terminate Agreement, If Traffic Insufficient:

26.6.1 Notwithstanding anything contained in the Agreement, the Railway Administration shall be entitled, in the event of Railway Administration being of the opinion that the Tenderer's traffic over the terminal is insufficient to justify the retention of terminal by the Tenderer of which the 'Divisional Railway Manager' (DRM) of the Railway Administration will be the sole judge to terminate this Agreement by giving to the Tenderer of not less than 6(six) months' notice in writing of the Railway Administration's intention to terminate this Agreement and on the expiry of such notice, this Agreement shall stand terminated.

26.6.2 The termination of this agreement under the provisions of this Clause shall be without prejudice to any rights of remedies to which the Railway Administration will be entitled to in respect of any acts, matter or things arising before such termination.

26.7 Power to Close the Portion of the Terminal Within Railway Land and or Work It for Public Traffic:

In the event of the Railway Administration deciding in the public interest to close the terminal or any part or extension thereof or to work the terminal or any part or extension thereof for public traffic as part of the railway system (the decision of the Railway being final in this case and the service of the notice as hereinafter stated shall be conclusive evidence of the same) the Railway Administration may terminate this Agreement by giving to the Tenderer 6(six) month's previous notice in writing of such decision and on the expiration of such notice this Agreement shall be terminated.

26.8 Power to Stop Traffic and to Terminate Agreement in Certain Events:

The Railway Administration shall have the absolute right to refuse at any time to allow their rolling stock to go on or be used upon the Terminal or any part or extension thereof and shall also be entitled to determine this Agreement at any time after the happening of any of the following events:

- 26.9** In the event of the Tenderer failing to deposit within the time fixed for the purpose any sum or sums required to be deposited under the provision of these presents or according to any direction of the Railway Administration.
- 26.10** In the event of the Tenderer failing to pay any other sums payable to the Railway Administration under this Agreement or any other changes payable to the Railway administration in respect of the terminal or the use thereof within one month after the due date of payment or in the event of a due date not being specified then within one month after service of a written-demand for payment.
- 26.11** In the events of the Tenderer failing to comply with any requisition of the Railway Administration to remove or repair any defect which in the opinion of the Railway administration may endanger the working and safety of the terminal within such time as shall be fixed by the Railways Administration for the purpose.
- 26.12** In the events of the Tenderer ceasing for a consecutive period of 3 (three) months to use the terminal or any part for extension thereof for the Tenderer's own traffic in connection with the Tenderer's Works.
- 26.13** In the event of the Tenderer contravening the provisions of the contract or the GCT policy as amended from time to time hereof.
- 26.14** In the event of the Tenderer failing to observe or perform any other obligation on his part herein contained.
- 26.15** In the event of the terminal becoming dangerous or defective by reason of any act of God or other act or circumstances for which the Railway Administration is not responsible.
- 26.16** In the event of any branch line, terminal or part or extension thereof, connecting the terminal or any part or extension thereof with the Railway system, becoming dangerous or defective for any reason whatsoever and whether such branch line terminal part or extension shall be long to the Tenderer or to any third person.
- 26.17** In the event of any branch line, terminal or any part or extension thereof connecting the terminal or any part or extension thereof with

the Railway system, being closed by the Railway Administration under any powers which the Railway Administration may possess whether by status or by Agreement with third persons or closed by order of the Government of India or any State Government.

26.18 The Tenderer shall have no claim whatsoever against the Railway Administration in respect of any refusal by the Railway Administration to allow their rolling stock to go on or be used upon the terminal or any connected Terminal or branch line in any of the aforesaid events.

26.19 Provided always that on the happening of any of the events mentioned in sub-Clauses 27.9, 27.10, 27.12, 27.13, 27.14, the Railway Administration shall not exercise the power conferred upon it by this Clause unless 14 (Fourteen) days' previous notice has been given in writing requiring the Tenderer to comply with the demand or requisition as the case may be of the Railway Administration and the Tenderer has failed to comply with the Same within the time specified in such notice.

26.20 No notice shall be required to be given in the cases specified in the other sub-clauses of this para.

26.21 Termination of Agreement on Death, Insolvency etc.:

This agreement may be determined by the Railway Administration without prior notice at any time after the happening of any of the following events:

- i.** In the event of the death of the Tenderer, if Tenderer is an individual person.
- ii.** In the event of a partition of the Joint family properties, if the Tenderer is a Joint family governed by the Mitakshara School of Hindu Law.
- iii.** In the event of dissolution of partners either by act of parties or by order of Court, if the Tenderer is a firm or other association or body of individuals.
- iv.** In the event of Tenderer becoming insolvent or going into liquidation either voluntarily or under an order of a competent Court.
- v.** In the event of the Tenderer's interest in the works becoming wholly or partially vested in some other person.

26.22 Consequence of Termination Under any of the above clauses under Para-26 above:

- i. On termination of this agreement under provisions of above clauses under Para 26 thereof, the Railway Administration shall be entitled to disconnect from their Railway, the portion of the said terminal within the Railway land at the cost of the Tenderer and take up and remove the same and the appliance connected there with and dispose of the materials thereof as they may think fit rendering to the Tenderer surplus (if any) to arise from such disposal after first defraying and reimbursing there at all costs and expenses on and incidental to such taking up removal and disposal and all sums owing to them by the Tenderer under the terms of this Agreement or for freight or carriage.
- ii. Provided always that the Railway Administration shall at all times have lien on the portion of the said terminal within the Railway land and appliances connected therewith and materials thereof for all sums owing to them from the Tenderer under the terms of this agreement or for freight or carriage. The Tenderer shall have no claim whatsoever against the Railway Administration in respect of termination of this agreement whether under any of the provisions of those presents or in any manner not provided for by those presents.

26.23 Agreement to Bind Tenderer Until Terminated By The Railway Administration

Until terminated by the Railway Administration or unless and until the person or persons in whom the entire rights and interests of the Tenderer have vested and with whom the Railway Administration has agreed to enter into a Cargo Terminal Agreement has executed and registered such Agreement in the same form as these presents or in such other form as the Railway Administration may require as provided in Para 27.8 hereof, this Agreement shall be binding upon the Tenderer and the successors in title or interest of the Tenderer in the Tenderer's work.

26.23.1 Provided that the Tenderer may by giving 6 (six) months' notice to the Railway Administration, discontinue the use of the terminal in such event, the Tenderer shall not be liable for the payment of maintenance and other charges under the Agreement for the period subsequent to the date of expiry of the said notice, but never the less all other obligations under the Agreement shall binding on him/her.

26.23.2 Provided further that the Railway Administration has the right without assigning any reason to terminate this Agreement on 6 (six) months' notice.

26.24 Tenderer to handover/revert back Railway land within a Month of Termination On termination of this Agreement Railway land along with the entire infrastructure on is & by the Tenderer shall revert back to Railways on as-is-where-is basis within a month of termination, without payment of any compensation.

26.25 Right to Charge Interest on Money Due Here Under to The Railway Administration:

Notwithstanding anything contained in the foregoing Clauses above, the Railway Administration shall have the right to charge and recover from the Tenderer interest at such rates, as may be fixed by the Railway Administration from time to time on any or all sums payable by the Tenderer under the terms thereof, if such sums are not paid within one month from the due date and if no such date is fixed, within one-month from the date on which a written demand is made by the Railway Administration.

26.26 Right of Deduction of Money Due to the Railway Administration:

The Railway Administration shall have the right to deduct from any amount which may become payable by the Railway Administration to the Tenderer or to the legal representative of the Tenderer any money due from the Tenderer to the Railway Administration under these presents or for freight, haulage or other charges or otherwise in connection with the construction, maintenance or working of the terminal.

26.27 Service of Notices on Tenderer:

The Tenderer shall maintain a proper office to which all letters, notices, demands and other communications intended for the Tenderer may be sent and every notice, demand or other communication which shall be delivered at or sent by Registered Post to such office or e-mail shall for all purposes whatsoever be deemed to have been validly and effectively delivered to the Tenderer.

26.28 Exercise of Powers:

Subject as otherwise provided in this agreement, all notices to be given on behalf of the President of India and all other actions to be taken on his behalf may be given or taken on his behalf by the Railway Administration the agreement signing authority or his/her authorized representative.

26.29 Alteration/Variation of the Agreement:

Except as hereby provided any verbal or written arrangement or abandoning varying or supplementing this Agreement or any of the terms hereof shall be deemed conditional and shall not be binding on the Railway Administration unless and until the same is endorsed on this

agreement or incorporated in a formal instrument and signed by the parties hereto and till then the Railway Administration shall have the right to repudiate such arrangement.

26.30 Tenderer Not to Transfer Rights:

26.30.1 The Tenderer shall not be entitled to assign or transfer or subject or permit to be used or enjoyed by any other person in any manner whatsoever any of the rights or benefits conferred upon the Tenderer by these presents and any purported assignment transfer or subletting or permission shall be void and of no effect Provided also that in the event of any other person being permitted by the Railway Administration to use the terminal on the Tenderer's request or otherwise the Tenderer shall remain responsible to the Railway Administration for all the charges and obligations under this Agreement.

26.30.2 Provided, however, that if the Tenderer shall desire to transfer the Tenderer's Works to any person or if the Tenderer being a Company shall go into liquidation and such intended transferee or the liquidator of the Company shall desire the use and benefit of the terminal than subject to the under mentioned conditions being complied with the Railway Administration may at its discretion on the written request of the Tenderer and of the intended transferee or liquidator made prior to the transfer or within one month after the commencement of the liquidation as the case may be and after production by the transferee of the registered Deed of Transfer of the Tenderer's Works prior after proof by the liquidator of this intension to carry on the Company's business for the purpose of the liquidation proceedings, allow the transferee or liquidator the use and benefit of the terminal. The conditions above mentioned are the following:

26.30.2.1 That the liquidator shall be approved by the Railway Administration, but such approval shall not unreasonably withhold.

26.30.2.2 That the liquidator shall duly sign and register a Cargo Terminal Agreement in the same form as these presents so far as then applicable or in such other form as the Railway Administration may then require.

26.30.2.3 That the Tenderer, Railway Administration and transferee shall duly execute an agreement of assignment as may be prescribed by the Railway Administration.

26.31 Cost of Execution of Agreement:

All expenses in drawing up the Agreement and the cost of stamping and registration shall be borne by the Terminal Operator/Tenderer. "Money receipt obtained from the Registration Office Shall be handed over to the Railways for collection of registered agreement which shall remain in the custody of Railways. Any charges, if levied or collection of registered agreement shall also be borne by the Tenderer.

26.32 Agreement period:

The Period of the agreement for the operation of Gati Shakti Multi-Modal Cargo Terminal for a maximum period of 35 years subject to payment of the license fee for the Railway land @ 1.5% of market value of land per annum with an annual escalation of 6% for each year in terms of Master Circular on Policy for Management of Railway Land issued vide RB letter No. 2021/LML/25/5 dated 04.10.2022. GCT Agreement as per Standard Format shall be signed between GCTO and Railway Administration.

26.33 Agreement is Force from: The agreement shall be deemed to have come into force on and from the date of completion of work as agreed by Railways.

27. Material Specification:

Approved quality of branded items should only be used for the work under 'scope of work' and as per specifications provided by Railways. All repairs and routine maintenance of the common user facilities of the GCT should be promptly attended by the GCTO as per the provisions of "Master Circular on Gati Shakti Multi-Modal Cargo Terminal -2026" and its amendment issued from time to time. The ADEN of the concerned station shall duly notify the representatives of the agency of the works required. A register to this effect duly noting the date of instruction, instruction itself and date of attention/completion is to be kept by ADEN as well as the GCTO and produced per month along-with the bill for payment on TC & TAC duly certified by the ADEN.

27.1. Adherence to Specifications and Drawings:

The whole of the construction work shall be executed in conformity with the specifications and procedures (and drawings, wherever applicable) of the contract. If GCTO performs any act in a manner contrary to the specifications or drawings or any of them and without such reference and approval of Railway, it shall bear all the costs arising or ensuing there from and shall be responsible for all loss to the Railway.

28. Incentives under the scheme:

- i.** The incentive to the GCTO shall be in form of a share in the Terminal Charges (TC) and Terminal Access Charges (TAC) for all the inward and outward eligible rakes dealt at the GCTO for the period of contract.
- ii.** The TC & TAC due to the party for a month shall be paid in the succeeding month. GST liabilities, if any, on the payment of TC & TAC to the GCTO shall be borne by the GCTO.
- iii.** The payment of Terminal Charges and Terminal Access Charges shall start only when the minimum infrastructural facilities, as agreed upon mutually between railways and the GCTO have been completed.
- iv.** TC & TAC on traffic for any other month shall be calculated in terms of placement time of rake in the month and shall be reckoned on actual tonnage of the rake/wagons placed as per Railway Receipt.
- v.** Subject to the provisions of para 14 of Schedule 2 of the policy, GCTO shall be free to create infrastructure and/or to provide value-added services cleaning of statutory environment shall be obtained by GCTO / the same shall be made applicable for construction of infrastructure facilities (such as warehousing, processing, packaging, etc. provided that such infrastructure/ value added services facilities also. it created, shall be available to all users of the GCT without discrimination of any sort GCTO shall also have the authority for deciding the user charges / fees for value-added services/ facilities as per market conditions without any interference from Railway. However, the use of value-added services facilities shall be optional and no customer shall be forced to use those services or to pay for them. Such value-added services/ facilities shall conform to Good Industry Practices.
- vi.** GCTO shall not sub-lease/ sub-license/ mortgage Railway land, and shall not create any third-party encumbrance on Railway land.
- vii.** For any value-added service/ facility developed on Railway land, GCTO shall ensure that either the complete inward traffic or the complete outward traffic, for each commodity handled, is transported through Indian Railway system. Railway reserves the right to undertake any inspection of the Terminal to safeguard its interests and to direct the GCTO to discontinue such activities if such activities are detrimental to Railway's cargo business, failing which the Agreement may be terminated. For avoidance of doubt, such termination shall be treated as default by the GCTO.
- viii.** The responsibility of obtaining all statutory and environmental clearances for construction of infrastructure facilities and also for such value-added services, if required, shall rest solely with the GCTO. Any violation of statutory compliance shall invite merit for termination clause of the Agreement on GCTO's default. Any liability/ default created by

such violation shall be the sole responsibility of the GCTO, and Railway shall not be responsible for this.

29. GCTO shall use Railway land for activities related to Railway cargo business only. If the GCTO indulges in any commercial activity not related to Railway cargo business on Railway land or fail to adhere to the provisions of para 16& its sub Para(s) of Schedule 2 of the GCT policy, The Agreement for GCT may be terminated without any compensation/ termination payment to the GCTO. For avoidance of doubt, such termination shall be treated as default by the GCTO. In case of any dispute whether any activity is related to Railway cargo business or not, the decision of the nodal officer (i.e., DRM) shall be final and binding on the GCTO.

30. *The GCT located completely or partially on Railway land shall remain a common access facility, and GCTO shall ensure non-discriminatory access for all rail customers potential customers to such Terminals. The GCTO shall not prevent any rail customer, or potential customer from accessing the Terminal (provided the facilities for handling their cargo exists at the terminal). Road access to the GCT shall not be blocked by the GCTO. However, if some value-added facility created on Railway land cannot be used by more than one user simultaneously, then the Operator may deny the use of such facility—which is under the occupation of one user—to other users. This is essential to avoid the damage of the different grades of material due to mixing.*

30.1 All Handling (loading and unloading) of cargo at a GCT shall be done by the GCTO (or any agency appointed/ authorized by him), for which handling charges/ fee as decided by the GCTO may be charged. Handling charges/ fee shall be fixed in an on-discriminatory manner, and shall conform to good industry practices.

30.2 No Wharfage shall be levied by the Railway for storing/stacking of goods on land licensed to the GCTO.

30.3 All Infrastructure and facilities developed by GCTO or provided by GCTO within the GCT shall be common user facilities and GCTO shall ensure Non-Discriminatory access for all the customers of GCT.

30.4 If GCTO is installing any special storage facilities or mechanized loading/unloading facilities etc., such facilities are to be made available for all users of GCT as value added service.

31. GCTO shall have the permission to expand the Terminal further by acquiring/ leasing the adjacent non-railway land. However, any such acquisition/leasing of additional land shall have to be managed by the GCTO through his resources. Railway shall not charge any Land License Fees for the additional land acquired by the GCTO.

31.1 Railway land licensed to the GCTO and the GCT Agreement signed for thirty-five (35) years, provided any of the provisions of the Agreement and/or Policy has not been violated by the GCTO as mutually agreed upon by the Party & Railway. After completion of the Agreement, GCTO shall be required to hand over Railway land back to Railway in -as-it-where-is- -basic without any legal or financial liabilities on either side.

32. A joint team (comprising Sr. DOM, Sr. DCM, Sr. DEN, Sr. DSTE & Sr. DEE/TRD) shall inspect the GCT at least once a year to ensure that there is no breach of Agreement or policy provisions by the GCTO. In addition, inspections may also be conducted by Railway officials. If any breach/violation on the part of GCTO is detected during these inspections, Railways shall take action by imposing a penalty taking into account the gravity of the abnormality that occurred or even terminating in the event of any serious irregularity committed by GCTO. This shall include grave breach of terms and conditions of this agreement as per Para 19 of the “Master Circular 2026 on Gati Shakti Multi-Modal Cargo Terminal” issued vide Railway Board’s letter No.2021/TC(FM)/18/23 dated 14.02.2026 at Annex – IX.

33. Freight charges, Demurrage charges etc. shall continue to be levied as per extent rule on customers.

34. The Tenderer shall be responsible for all the cost associated with the preparation of the proposal and their participation in the selection process. Railways shall not be responsible or in any way liable for such costs, regardless of the conduct or outcome of the selection process.

34.1 The Tenderer shall ensure that the bid is complete in all respects and conforms to all the requirements

34.2 The Tenderer should be familiar with the clearance required from various authorities to commence work. The Tenderer shall be deemed to have carried out preliminary checks with relevant authorities.

34.3 It would be deemed that by submitting the bid, the Tenderer has made a complete and careful examination of the documents and obtained all relevant information about the project. Railways shall not be liable for any mistake or error on the part of the Tenderer in this respect.

35. Electricity and Water Charges during construction and after commissioning: During construction of GCT all the switches, MCBs, cables, pipes etc. shall have to be provided at his/her own cost by the GCTO. GCTO may arrange electricity and water from outside agencies. If GCTO opts for water and electric connectivity from Railway, a separate electric meter and flow meter for electricity and water respectively shall be installed by GCTO at his cost and Tenderer shall be liable to keep a record of the same and produce the same during any inspection and update the summary of consumption in the monthly bill. Connection shall be provided by railways from the nearest available electric point and water point from where GCTO has to extend connection at his cost. After construction and for the entire period of contract, GCTO may or may not choose the electricity and water connection facility from Railway. If he opts for these facilities from Railway, the charges of the same shall have to be paid by him/her.

36. Tax Liability:

The GCTO shall be responsible for all the taxes to be paid to the civic and other agencies for the service rendered by him. There shall be no tax liability upon the railways whatsoever on any amount. All taxes i.e. GST and income tax, Local Tax, surcharge, statutory Fees/Levies shall be paid by GCTO.

37. Complaints and Suggestions:

While the GCTO is responsible for ensuring complaint free service, they shall also maintain complaint and suggestion register at the SS office/suitable place, as directed by Railway administration, which shall be made available to the users on demands. The Complaint book shall be regularly checked by authorized railway officers/inspectors. Railways can impose a fine on the service provider, if the desired level of service is not rendered for lack of proper upkeep facilities etc.

38. Agreement:

Following agreements shall be signed between Railway Administration and GCTO:

- i. Land Licensing Agreement: This shall be signed between Railway Administration (Senior Divisional Engineer) and GCTO as per the Master Circular on 'Policy for Management of Railway land' – 2022, as per land leasing policy.***
- ii. Construction Agreement: This agreement shall be signed between GCTO and Senior Divisional Operational Manager,***

Salem Division, Southern Railway after issuance of LOA at the time of grant of construction approval. This agreement shall be signed after final approval of ESP and will prevail till the completion of construction of GCT. After the GCT agreement is signed, the construction agreement will cease to exist.

- iii. GCT Agreement: After the completion of construction, the issuing of commercial notification and operation of the GCT will come into effect only after signing of the agreement between the GCTO and Sr. Divisional Commercial Manager, Salem Division, Southern Railway on behalf of the President of India and shall be executed in the office of the Sr. Divisional Commercial Manager, Salem Division, Southern Railway.***
- iv. The GCTO after signing agreement shall not transfer, sublet or dispose of the rights and benefits under the agreement or any project agreement except with prior written consent of the railways which Railways shall be entitled to decline without assigning any reason whatsoever. The GCTO shall ensure enforcement of existing labour laws, Minimum wages act and at no point of the time shall the railways be drawn into litigation on these counts. The GCTO shall indemnify the Railway for the damages caused due to non-compliance to any statutory law by law or service conditions.***

39. Schedule of Payment:

There shall be no advance payment. After issuance of approval of construction, GCTO has to execute work as per scope of work. Once work is completed as per the scope of work so mentioned, the GCTO shall inform the Railways. Accordingly, the GCT shall be inspected by a committee of supervisors consisting of TI, CMI, and supervisors of concerned departments with CMI/TI being the convener of the committee. A work completion certificate will be issued by Sr.DOM. Once work completion certificate is received, Commercial notification shall be processed. After the issuance of commercial notification, the rakes can be booked to/from the GCT. The TC and TAC shall start accruing from the date of issue of commercial notification. The payment shall be made on a monthly basis as per the offered and accepted percentage rates based on the Terminal charge (TC) and Terminal access (TAC) collected by Railway Administration in GCT on traffic handled both inward and outward as per JPO issued vide Railway Board letter No.2024/TC(FM)/18/09, Dt.03.01.2025. The data for the same captured by railway shall be given to the GCTO who shall prepare bill according to the same.

At the end of the month, the GCTO shall submit necessary documents & bill in the standard format for payment. The GCTO shall submit the bill on monthly basis in 02 copies duly forwarded by concerned RA by 10th of following month in the office of Sr.DCM. These bills after necessary check shall be sent to divisional finance for further processing and payment. The TC and TAC for calculation of share shall be taken for a month for rakes handled and shall be reckoned from the Release Time of the complete rake. All the terms & conditions of the bills for payments purpose shall be strictly complied with in accordance with the guidelines, issued by the competent authority from time to time.

- 40.** The railway reserves the right to verify all statements, information and documents submitted by the Tenderer in his Tender offer and the Tenderer 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 Tenderer of its obligation or liabilities hereunder nor shall it affect any rights of the railway thereunder.

41. Right of Railway to Deal with Bids:

The Railway reserves the right of not to invite Tenders for any of Railway work or 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. The authority of the acceptance of the bid shall rest with the Railway. It shall not be obligatory on the said authority to accept the highest bid or any other bid and no Tenderers(s) shall demand any explanation for the cause of rejection of their Bid or the Railway to assign reason for declining to consider or reject any particular Bid/s.

- 42.** If the Tenderer(s) expire(s) after the submission of his/her/their Tender or after the acceptance of his/her/their Tender, Railway shall deem such Tender cancelled. If a partner of a firm expires after the submission of their Tender or after the acceptance of their Tender, the Railway shall deem such Tender as cancelled, unless the firm retains its character.

If the Tenderer, whose bid has been found to be the Highest evaluation bid, withdraws or whose bid has been accepted, fails to sign the contract as may be required, or fails to provide the performance guarantee as may be required for the Performance of the contract or otherwise withdraws from the Tendering and construction process, Railway shall cancel the Tender, EMD shall be forfeited and Tenderer shall be debarred to do business with Railways for 5 years.

43. Employment/Partnership etc. of Retired Railway Employees Should a Tenderer.

- i.** be a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, whether in the executive or administrative capacity or whether holding a pensionable post or not, in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being,

OR

- ii.** being partnership firm / joint venture (JV)/registered society/registered trust etc. have as one of its partners a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement,

OR

- iii.** being an incorporated company have any such retired Engineer of the gazetted rank or any other gazetted officer working before his retirement as one of its directors

AND

- iv.** in case where such Engineer or officer had not retired from government service at least 1 year prior to the date of submission of the Tender

THEN

- v.** the Tenderer shall give full information as to the date of retirement of such Engineer or gazetted officer from the said service and as to whether permission for taking such contract, or if the GCTO be a partnership firm or an incorporated company, to become a partner or director as the case may be, has been obtained by the Tenderer or the Engineer or officer, as the case may be from the President of India or any officer, duly authorized by him in this behalf, shall be clearly stated in writing at the time of submitting the Tender.
- vi.** In case, upon successful award of contract, should a Tenderer depute for execution of the works under or to deal matters related with this contract, any retired Engineer of gazette rank or retired gazetted officer working before his retirement in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being, and now in his employment, then the Tenderer shall ensure that retired Engineer or retired gazetted officer had retired from government service at least 1 year prior to the date of his employment with Tenderer and in case he had retired from service within a year then he possesses the requisite permission from the President of India or any officer, duly authorized by him in this behalf, to get associated with the Tenderer.
- vii.** Should a Tenderer or GCTO being an individual, have member(s) of his family or in the case of partnership firm/company/joint venture (JV)/registered society/registered trust etc. one or more of his partner(s)/shareholder(s) or member(s) of the family of partner(s)/shareholder(s) having share of more than 1% in the Tendering

entity employed in gazetted capacity in the Engineering or any other department of the railway, then the Tenderer at the time of submission of Tender, shall inform the authority inviting Tenders the details of such persons.

43.1 Note:-If information as required as per para i), ii), iii) above has not been furnished, contract shall be terminated.

44. Omissions & Discrepancies:

Shall a Tenderer find discrepancies in or omissions from the drawings or any of the Bid Forms or shall he/ she be in doubt as to their meaning, Tenderer shall at once notify the authority inviting Tenderers who may send a written instruction to all the Tenderers. It shall be understood that every endeavor 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.

45. Railway Passes:

No Railway passes shall be issued by the Railway to the GCTO or any of his employees/workers. Wherever required, the authority of entering of Railway premises shall be provided.

46. Carriage of Materials:

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

47. Representation on site:

The GCTO shall, when he is not personally present on the site of the workplace, keep responsible employees during working hours who shall on receiving reasonable notice, present himself to the Sr. DCM, and orders given by the Sr. DCM or his representative to the GCTO or employees shall be deemed to have the same force as if they had been given to the GCTO. Before absenting himself, the GCTO shall furnish the name and address of his employees for the purpose of this clause and failure on the part of the GCTO to comply with this provision at any time shall entitle the Railway to rescind the contract.

48. Indemnity by GCTO:

The GCTO shall indemnify and save harmless the Railway from and against all actions, suit proceedings losses, costs, damages, charges, claims and demands of every nature and description brought or recovered against the Railways by reason of any act or omission of the GCTO, his staff or employees, in the execution of the works wherever applicable or in his guarding of the same. All sums payable by way of compensation under any of these conditions shall be considered as reasonable compensation to be applied to the actual loss or damage sustained, and whether or not any damage shall have been sustained

49. Performance Guarantee:

For the successful Tenderer, the Earnest Money shall be converted in to Performance Guarantee.

- i.** The Performance Guarantee shall be refunded in full, six months after the commissioning of the Terminal — subject to clearance of all pending dues of Railway by the GCTO.
- ii.** If the successful Tenderer fails to start or complete the construction of GCT within the stipulated time (including the extensions granted by Competent Authority, if any), the Earnest Money/Performance Guarantee shall be forfeited; and the Railway land shall revert back to Railway.

50. Force Majeure:

If at any time, during the continuance of this contract, the performance in whole or in part by either party of any obligation under this contract shall be prevented or delayed by reason of any war, hostility, acts of public enemy, civil commotion, sabotage, serious loss or damage by fire, explosions, epidemics/pandemics, strikes, lockouts or acts of God (hereinafter, referred to events) provided, notice of the happening of any such event is given by either party to the other within 30 days from the date of occurrence thereof, neither party shall by reason of such event, be entitled to terminate this contract nor shall either party have any claim for damages against the other in respect of such non-performance or delay in performance and works under the contract shall be resumed as soon as practicable after such event has come to an end or ceased to exist, and the decision of the DRM as to whether the works have been so resumed or not shall be final and conclusive, PROVIDED FURTHER that if the performance in whole or in part of any obligation under this contract is prevented or delayed by reason of any such event for a period exceeding 120 days, either party may at its option terminate the contract by giving notice to the other party.

51. Illegal Gratification:

51.1 Any bribe, commission, gift or advantage given, promised or offered by or on behalf to the GCTO or his/ her partner, agents or employees or servant or anyone on his behalf, to any officer or employee of the Railway, or to any person on his behalf in relation to obtaining or execution of this or any other contract with the Railway shall, in addition to any criminal liability which he may incur, subject GCTO to the rescission of the contract and all other contracts with the Railway and to the payment of any loss or damage resulting from such decision and the Railway shall be entitled to deduct the amounts so payable from the GCTO's bills/Performance Guarantee or any other dues of GCTO with the Railways/Government of India.

51.2 The GCTO shall not lend or borrow from or have or enter into any monetary dealings or transactions either directly or indirectly with any employee of the Railway and if he shall do so, the Railway shall be entitled forthwith to rescind the contract and all other contracts with the Railway. Any question or dispute as to the commission of any such offence or compensation payable to the Railway under this Clause shall be settled by the General Manager of the Railway, in such a manner as he shall consider fit & sufficient and his decision shall be final & conclusive. In the event of rescission of the contract under this Clause, the GCTO shall not be paid any compensation whatsoever except payments for the work done up to the date of rescission.

52. GCTO's Understanding:

- a. It is understood and agreed that the GCTO has, by careful examination, satisfied himself as to the nature, scope and location of the works, the confirmation of the ground, the character, quality and quantity of the materials to be encountered, the character of equipment and facilities needed preliminary to and during the progress of the work, the general and local conditions, the labor conditions prevailing therein and all other matters which can in any way affect the works under the contract.
- b. The site will be offered on an as-is-where-is-basis and it shall be the responsibility of GCTO to demolish any abandoned buildings with due approval from Railway, clear all the vegetation, rubbish, wastage, etc and carrying out levelling of the surface along with earth filling if needed to make the site ready for the construction of GCT.

53. Alterations to be authorized: No alterations in or additions to or omissions or abandonment of any part of the construction work shall be deemed authorized, except under instructions from Sr. DCM with the approval of DRM. The GCTO shall be responsible to obtain such instructions in each and every case in writing from Sr.DCM.

54. Adherence to Specifications and Drawings:

The whole of the construction work shall be executed in perfect conformity with the specifications and procedures (and drawings, wherever applicable) of the contract. If GCTO performs any act in a manner contrary to the specifications or drawings or any of them and without such reference and approval of Sr. DCM, he shall bear all the costs arising or ensuing there from and shall be responsible for all loss to the Railway.

55. Provision of Efficient and Competent Staff at Site by GCTO.

- i. The GCTO shall place and keep on the work sites 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 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.
- ii. The GCTO shall at once remove from the site any staff or employees, sub-contractor, supervisor, workman or labourer who shall be objected to by Sr. DCM or his representative and if and whenever required by Sr. DCM, he shall submit a correct return showing the names of all staff and workers employed by him.
- iii. The GCTO shall at once remove from the site any staff or employees, permitted sub-contractor, supervisor, workman or labourer who shall be objected to by Sr. DCM or his representative and if and whenever required by Sr. DCM, he shall submit a correct return showing the names of all staff and workers employed by him.

56. Maintenance of work:

- 56.1** Maintenance of assets on Railway land (excluding the Railway land leased/ licensed to GCTO), including Track and Signalling Equipment installed on Railway land under para 5.1.1 of GCT policy, shall be done by Railway at its own cost.
- 56.2** Maintenance of OHE from the take-off point onward including inside the Terminal shall be done by Railway at its own cost as this involves safety of men and equipment, and can also impact rail operations outside the Terminal boundary.

- 56.3** In addition to above, the maintenance of assets (track, bridges, signalling equipment, etc.) on non-Railway land including the land leased licensed to GCTO, outside the Terminal, may also be done by Railway at its own cost if the GCTO transfers the ownership of these assets to Railway (the ownership of land on which such assets are created shall however continue to be with GCTO). Provided further, this provision shall apply only to those GCTs where freight tariff is charged on 'through distance basis.'
- 56.3.1** In case maintenance of assets, including Track and Signalling Equipment, is being handed over to Railways on migration to this policy by GCTO, the GCTO will ensure that the standards of track and signalling infrastructure being transferred to Railway is in accordance with the prescribed standards for GCTs, as decided by Railways. If any up-gradation/ replacement/ renewal of any infrastructure is required, the GCTO shall bear the cost for the same.
- 56.3.2** In case of damages to the assets due to accident, etc, the replacement shall be done by Railway. However, if the responsibility of accident, after Enquiry (joint enquiry by representatives of Railway as well as GCTO), is fixed on the GCTO - the GCTO shall have to bear the cost of all the replacements. The decision of the Nodal Officer, i.e. DRM, in this regard shall be final.
- 56.3.3** In case the damage to assets is due to an external cause (floods, breaches, terrorist activity, etc.), the cost of restoration shall be borne by the GCTO.
- 56.3.4** If the GCTO does not agree to transfer the ownership of assets (track, bridges, signalling equipment, OHE, etc.) to Railway or freight tariff is not chargeable 'on through distance basis'; the maintenance of these assets-except OHE-shall continue to be the responsibility of GCTO.
- 56.3.4.1** Railway shall be entitled to conduct periodic inspections of such GCTs being maintained by the GCTO, for which Inspection Charges will be levied as per the prescribed norms.
- 56.3.4.2** GCTO may also get the maintenance done through Railway for such Terminals, in which case Maintenance Charges shall also be levied as per the prescribed norms.
- 56.3.5** The maintenance of GCT yard, including loading/unloading lines, shall be the sole responsibility of GCTO. Distribution of the responsibility of track has been explained in Table 6.

56.3.6 At such GCTS, Railway shall maintain the signalling equipment till the line-clear/ receipt- dispatch arrangement with serving station(s), at its own cost. Maintenance of signalling equipment internal to the Terminal shall be the sole responsibility of the GCTO.

56.4 The cost of all subsequent up-gradations (on account of change of technology, standards, etc.) shall be borne by the GCTO.

56.5 Maintenance of all the infrastructure and equipment inside the GCT which are not to be accessed by Railways rolling-stock, and maintenance of infrastructure required for loading/unloading (tipplers, hoppers, etc) shall be the responsibility of GCTO.

Type/location of asset	Ownership and responsibility for maintenance
Common-user traffic facilities at the station	<ul style="list-style-type: none"> ✚ Ownership of land - Railway ✚ Ownership of assets - Railway ✚ Maintenance - Railway
Connectivity portion on Railway land (including the land acquired by Railway on behalf of GCTO, as per para 16.2 of the Policy)	<ul style="list-style-type: none"> ✚ Ownership of land - Railway ✚ Ownership of assets - Railway (construction cost borne by GCTO) ✚ Maintenance - Railway
Terminal yard including loading/ unloading lines	<p>On Railway land:</p> <ul style="list-style-type: none"> ✚ Ownership of land - Railway (Land License Fee applicable) ✚ Ownership of assets - GCTO ✚ Maintenance – GCTO <p>On non-Railway land:</p> <ul style="list-style-type: none"> ✚ Ownership of land – GCTO ✚ Ownership of assets – GCTO ✚ Maintenance – GCTO

Table-6 - Indicates the ownership and responsibility for maintenance of assets for a GCT.

57. For anything not mentioned in bid document, the terms and conditions specified in “Master Circular on Gati Shakti Multi-Modal Cargo terminal (GCT) – 2026” and its amendments up to date shall prevail.

58. Cost of Electrification:

58.1 In case of new GCT the entire cost of electrification of the Terminal and the connectivity portion between take off point and GCT, shall be borne by the GCTO.

58.2 While undertaking electrification of main line and serving station by Railways, the electrification of the existing GCT(s) including the rail-

line connecting the Terminal(s) shall be undertaken at the Railway's cost.

59. Handling of wagons in GCTs:

- 59.1** If any damage and deficiencies is caused to railway wagons due to the fault of the GCTO, the damage and deficiency charges shall be raised by Railway and paid by the GCTO as per the extant rules of Railways.
- 59.2** All tipplers and bulk handling systems used for loading/unloading of Railway wagons shall be provided and commissioned by GCTO at its own cost in accordance with the RDSO's approved specifications. This provision shall however not be applicable on the Systems/ equipment installed by GCTO which are not to be used for handling Railway wagons (such as conveyor-belts, JCBs, excavators, etc.).
- 59.2.1** GCTO shall ensure that tipplers, bulk handling systems, and mechanized equipment are operated only by the qualified and experienced staff under adequate supervision.
- 59.2.2** Such equipment shall be regularly maintained and replaced at the end of their codal life by GCTO at its own cost.
- 59.2.3** In case of any accident/ derailment inside the Terminal or outside the Terminal up to serving station, Railway will provide Accident Relief Train (ART) initially free of cost. Provided further, if the responsibility of accident/derailment after enquiry is fixed on the GCTO, ART Charges shall be payable by GCTO as prescribed by Railway from time to time. The due Charges will be deducted from the future payments by Railway to GCTO. However, in case no regular payments are being made by Railway to GCTO, on demand from Railway, the GCTO shall pay ART Charges to Railway without any delay.
- 59.2.4** The accident enquiry as mentioned in para 9.2.3 above shall be conducted jointly by the representatives of Railway and GCTO to be nominated by DRM and GCTO respectively. The accepting authority of Enquiry Report shall be DRM, whose decision shall be final and binding on GCTO.

60. Governing Law & Jurisdiction:

- 60.1. This Tender is governed by and shall be construed in accordance with the Laws of India. In case of any dispute and difference arises, the courts in Chennai shall only have Jurisdiction to try such Litigation, Arbitration and ADR Proceeding and High court of Madras, Principal Bench only has jurisdiction.

- 60.2. Tenders containing erasures and alterations of the tender documents are liable to be rejected. Any corrections made by the tender/s in his/their entries should be in ink and must be attested by him/them under full signature and date.
- 60.3. In case the tenderer/s quote/s multiple rate, the offer will be treated as incomplete/ ambiguous and shall be summarily rejected. The rates should be quoted upto two decimal places only. If rates are quoted beyond two decimal places, only first two decimal places will be considered without rounding off. Quoting of rates in any other manner shall be summarily rejected.
- 60.4. Additional conditions or deviations if any must be mentioned by the tenderer/s in a separate letter with the technical bid. The Railway reserves the right not to consider conditional tenders and reject the same without assigning any reason. Only those additional conditions, which are explicitly accepted by the Railway, shall form part of the contract.
- 60.5. No Post tender correspondence for submission of additional documents shall be entertained after opening of the Technical & Financial offer. Even suo-moto post tender letters of the tenderers shall be treated as NULL & Void.
- 60.6. The advertised cost of tender is approximate and is given only as a guide.
- 60.7. No change in the constitution of the firm / Company/ Partnership firm/ Society shall be permitted after opening of the tender except where necessitated due to the succession law.
- 60.8. The tenderer/s shall keep the offer open for a prescribed period of 90 days from the date of opening of the tender. During this period tenderer cannot withdraw his/their offer subject to period being extended further if required by mutual agreement from time to time. It is understood that tender documents have been sold/issued to the tenderer and the tenderer is/are being permitted to tender in stipulation on his/their part that after submitting his/their tender he/they will not be permitted to modify his/her offer or the terms and conditions thereof in a manner not acceptable to Salem Division, Southern Railway. In case tenderer fails to observe to comply with the forgoing stipulation, the amount deposited as security as due performance of the stipulation and to keep the offer open for the specified period shall be forfeited to the railway. If the tender is accepted, the Earnest Money shall be converted into Performance Guarantee.
- 60.9. No interest is payable upon the Earnest Money and Performance Guarantee or amount payable to the GCTO under contract.

61. The GCTO shall be responsible for carrying out all legal obligations as may be required by the law. Broadly they are as under:

- ✚ Contractor Labour (Regulation and Abolition) Act 1970
- ✚ Minimum Wages Act, 1948
- ✚ Payment of Wages Act, 1936
- ✚ Apprentices Act, 1961
- ✚ The Workman's Compensation Act, 1923
- ✚ Provisions of Employees Provident Fund and Miscellaneous Provisions Act, 1952
- ✚ "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"
- ✚ Employees State Insurance Act, 1948
- ✚ Employees' Pension Scheme, 1995
- ✚ Factories Act, 1948
- ✚ Enforcement of Employment of Manual Scavengers and Construction of Dry Latrines (Prohibitions) Act, 1993
- ✚ Solid Waste Management Rule, 2016.
- ✚ The Minimum wages rate shall be calculated as per latest notification by Ministry of Labour & Employment, Government of India, Office of The Chief Labour Commissioner(C), Shramev Jayate Bhawan Plot no. G - 4, Sector- 10, Dwarka New Delhi – 110075 regarding fixation of Minimum wages.
- ✚ Guidelines issued by NGT/Respective State Pollution Control Board from time to time.
- ✚ The GCTO shall also fulfil any other required legal obligations as part of this contract.

62. Policy Governing the Contract:

- 62.1. Except where specifically stated otherwise in the Tender documents, the work is to be carried out in accordance with Master Circular on Gati Shakti Multi-modal Cargo Terminal-2022 and its amendments issued from time to time.
- 62.2. Where there is any conflict between special Tender conditions regarding instructions to Tenderer/s, special conditions relating to site data and specifications and the stipulations contained in the schedule of rates and quantities on the one hand and the Master Circular on Gati Shakti Multi-modal Cargo Terminal-2022, on the other hand, the former shall prevail.

63. General Conditions:

- 63.1. Tenderer GCTO shall be solely responsible for (a) arranging acquiring ownership/ lease licensing of non- Railway land for the development of GCT, (b) all statutory and non-statutory clearances from other government departments and statutory bodies for construction and operation of GCT, and (c) payment of all charges, taxes/GST, surcharges, cess, levies, etc. related to transportation/handling of cargo and related to such clearance.
- 63.2. **Income Tax / TDS:** Under Section 194-C of the Income Tax Act 1961, applicable TDS plus surcharge shall be deducted for the bills paid to the GCTO as share of TC and TAC. The Share of % of TC and TAC shall be inclusive of GST and other taxes.
- 63.3. The capital cost of the GCT, security of assets, maintenance of assets, cost of electrification, Handling of wagons in GCT, C&W maintenance facilities, authorized users, commodities permitted, engine-on-load scheme, charging of commercial staff, provision of weighbridge, installation of FOIS and TMS etc. shall be as per the provisions of Master Circular on Gati Shakti Multi-modal CargoTerminal-2022 and its amendment slips come in force time to time.
- 63.4. Unless otherwise mentioned in the Tender conditions, all 'Commercial and Operating rules' as applicable for a goods-shed for booking, supply and delivery of goods shall be levied as per extant rule. All GCTs are required to function round the clock (24x7x365) on all days, including Sundays and all other holidays.
- 63.5. The GCTO shall be responsible for clearance of all Railway dues, including demurrage charges & land license fee, accrued within the GCT. For the sake of clarity, it is explicitly mentioned that demurrage charges shall be borne by the GCTO for demurrage accruing on its own private land or occurring on railway and licensed to the GCTO.
- 63.6. Each case of stabling of a rake on IR network exclusively for want of acceptance by a GCT shall be recorded as on instance of non-acceptance by a GCT or for reasons attributed to GCTO, stabling charges shall be levied.
- 63.7. The quantum of stabling charges shall be as per Para6.0 (Chapter I) of Rates Master Circular/Demurrage- Wharfage Waiver/2016 (as modified from time to time).

- 63.8. Further, in situation of congestion involving stabling of rakes for acceptance by a GCT, Railway Administration shall be authorized to impose loading restriction or quota for an appropriate duration for such a GCT.
- 63.9. The cost of electricity/diesel consumed by Railway locomotives shall be borne by Railway.
- 63.10. The GCTO shall provide at his/her own cost the level-crossings and ROB/RUB/LHS for safe passage of trains as well as road vehicles, as per requirement and prescribed norms.
- 63.11. All level-crossings have to be provided with requisite infrastructure (gate-post, gate-lodge, etc.) and have to be manned by GCTO at its own cost.
- 63.12. If the level-crossing be comes due for interlocking, the cost of interlocking shall be borne by the GCTO.
- 63.13. Maintenance of level-crossings falling on the track being maintained by Railway shall be done by Railway at its own cost, while maintenance of level crossings falling on the track being maintained by the GCTO shall be done by GCTO (as illustrated in Section III of Schedule-3 of the policy).
- 63.14. Railway shall reserve the right to grant connectivity to another GCT(s) from the connectivity portion of track, either on Railway land or on non-railway land, subject to operational feasibility and consideration that the traffic to / from the initial GCT is not disrupted. Cost of the capacity enhancement works. / Traffic facilities up gradation, if required to support the traffic of both terminals (as decided by the DRM), shall be borne by the GCT to whom connectivity is being subsequently granted.

However, in case traffic facilities up gradation / capacities enhancement works is required in future, capital cost of the same shall be shared by both GCTs according to the increase/expected increase in traffic handled by them, as decided by DRM.

64. Dispute Resolution.

- a. In case of any dispute arising in the interpretation of the Policy, the decision of DRM shall be final and binding.

b. **Conciliation:**

All disputes and differences of any kind whatsoever arising out of or in connection with the construction and operations of GCT shall be referred by the GCTO to Railway Administration through 'Notice of Dispute.' RA shall, within 30 days after receipt of the 'Notice of Dispute,' notify the name of conciliator(s) to the GCTO. The Conciliator(s) shall assist the parties to reach an amicable settlement in an independent and impartial manner within the terms of Agreement. If the parties reach agreement on a settlement of the dispute, they shall draw up and sign a written Settlement Agreement duly signed by Railway's representative (Sr. DCM), GCTO and conciliator(s). When the settlement agreement is signed, it shall be final and binding on the parties. The conciliators shall be paid fee as fixed by Ministry of Railways time to time, which shall be shared equally by the parties. For other issues related with Conciliation, terms and conditions defined under Indian Railways General Conditions of Contract 2022 for works contracts as amended from time to time shall be followed.

- i. The parties shall not initiate, during the conciliation proceedings, any reference to arbitral or judicial proceedings in respect of a dispute that is the subject matter of the conciliation proceedings.
 - ii. The conciliation shall be carried out as per "The Arbitration and Conciliation Act, 1996 (26 of 1996) or any statutory modifications or re-enactment thereof" and the proceedings shall be terminated as per Section 76 of the above Act.
- c. **Arbitration:** If the dispute is not settled through Conciliation, it shall be decided by reference to arbitration. Arbitration shall be carried out as per provisions available for arbitration in Indian Railways General Conditions of Contract for works contracts 2022, as amended from time to time.
- d. **Governing Law & Jurisdiction:** This agreement is governed by and shall be construed in accordance with the laws of India. In case of any dispute and difference arises, the Court of the place of Chennai, where Land License Agreement has been made, shall only have the jurisdiction to try such litigation. And High court of Madras, Principal Bench only has jurisdiction

Restricted Commodities: As Notified by Railway time to time.

65. Commodities Permitted:

Unless otherwise specified by Indian Railway, a GCT shall be permitted to book and handle all parcels (full parcel rakes only) and goods traffic — including coal and coke, which shall be as per the guidelines of 'preferential traffic schedule' issued by ministry of Railways from time to time

But selected Tenderer are required to declare the names of the commodities which are to be dealt at the GCT at the time of submission of ESP / Details of Project subject to approval of competent authority. Accordingly, the commodities as approved by Railway Authority shall be notified by the competent authority for booking & handling. No other commodities shall be accepted for booking / handling without approval of competent authority / notification by Railway Authority.

66. Engine on Load (EOL) Scheme:

66.1. All new GCT's shall be set up on 'charging on through distance basis, as per the instructions contained in Rates Master Circular on Freight on Through Distance Basis issued on 24.09.2014, as modified from time to time.

66.2. All new GCTs charged on through distance basis shall be governed by the Engine-on-Load policy (FM Circular No.16 of 2023 dated.13.12.2023), as modified from time to time.

66.2.1. Railway may permit commissioning of a new GCT (or migration of an existing terminal to this policy) on non- EOL and/or non-through distance basis with the approval of DRM, if these are not operationally feasible.

66.2.2. If a new GCT/ existing terminal migrating to GCT policy is approved on non-through distance basis – then the maintenance of assets on non-Railway land (except OHE) – shall continue to be responsibility of GCTO (as per provision of para 7.3.4 of GCT policy).

67.After issue of the letter of Allotment, the procedure and time lines – for submission and approval of ESP and other related activities shall be in accordance with Schedule1 of the GCT policy 2026.

68. C&W Maintenance Facilities:

- i. Normally C&W facilities shall not be constructed at GCTs.
- ii. However, if C&W facilities are operationally required at any GCT as per the extant instructions, only one-time capital cost for setting-up these facilities shall be borne by the GCTO. Operational costs,

including staff cost and material cost (for Railway-owned stock), shall however be borne by the railway.

- iii. For GCTs dealing with POL and other hazardous material, specialized facilities inside the Terminal as well as in Railway yard (if required) shall be developed by the GCTO at its own cost, and shall be maintained by GCTO to ensure that no untoward incidents/ accident takes place at such facilities.

69. Provision of Weighbridge:

All GCTs planning to deal with outward cargo (loadings) shall have a provision of Electronic In-motion Weighbridge (EIMWB) at a suitable location inside the Terminal. The EIMWB shall comply with OIML (International Organization of Legal Metrology) document (available at [https://www.oiml.org/en/files.'pdf r/ r106-2-e12.pdf](https://www.oiml.org/en/files.'pdf%20r106-2-e12.pdf)) and the latest RDSO specifications.

Provision of EIMWB shall not be essential for GCTs dealing with inward cargo (unloading) only.

- i. If a GCT without an EIMWB plans to start loading, the GCTO shall make arrangement for provision of an EIMWB as per the provisions of the Policy. DRM, in consultation with CFTM of the Railway, may, however permit loading at a GCT (if operationally feasible)- by nominating an alternative Railway weighbridge for weighment of rakes, awaiting installation of EIMWB, for a period of up to six months at a time from the date of start of such loading, duly recording the reasons for the same.
- ii. GCTO shall bear the cost of procurement (inclusive of the requisite warranty and a post-warranty comprehensive Annual Maintenance Contract (AMC) till the end of codal life), installation, and replacement of “the EIMWB at the end of its codal life. GCTO shall also bear the cost of weighbridge house, weighbridge siding, and related infrastructure.
- iii. GCTO shall get the weighbridge certified by the Weights & Measures department of the state government, and shall comply with all the applicable statutory and legal requirements.
- iv. The weighbridge, after testing and certification by the Weights and Measures department of the state government, shall be sealed by their personnel in presence of GCTO's and Railway's representatives. This seal shall be broken, if required, only in the presence of the personnel of Weights and Measures department and Railway's representative.
- v. GCTO shall bear the cost of installation & operation of EIMWB, and the cost of its linking with FOIS.

- vi. RR shall be issued on the basis of weighment within a GCT as per the extant instructions provided vide Rates Master Circular/Weighment/2019/0 dated 25.07.2019 and other applicable instructions of Railways, as modified from time to time.
- vii. No extra free-time shall be provided for weighment at an EIMWB inside a GCT.
- viii. A nominated Senior Section Engineer/Carriage & Wagon (SSE/C&W) shall conduct periodic inspections (once in a fortnight) of the weighbridge to ensure that it is being operated as per the prescribed norms and procedures. In addition, frequent joint inspection by Sr. DME/Carriage & Wagon and Sr. DCM, or by officers nominated by RA, shall be conducted and inspection notes issued - preferably once in three months. These inspections shall be conducted to ensure that EIMWBs are being operated as per the prescribed norms and procedures, and shall not necessarily include testing of EIMWBs using test wagons.
- ix. RA may order surprise inspection or testing of any weighbridge to check for its proper functioning or calibration.
- x. For the purpose of mandatory testing of "EIMWB, test-wagons shall be provided by Railway on payment of Haulage Charges. These Haulage Charges shall be levied for the actual distance travelled or 100 km, whichever is less.
- xi. In cases where there is more than one weighbridge located within a GCT, the Haulage Charges as per para x above shall be levied for the 'first weighbridge, and shall be levied @25% of the charges for the 'first weighbridge' for other weighbridges inside the Terminal.
- xii. For random surprise testing by Railway, test-wagons shall be provided for without levying Haulage Charges or any other charges.
- xiii. Railway shall try to ensure availability of 'test wagon-sets' in the vicinity of all GCTs, so that there is no delay in arranging these wagons for testing.
- xiv. If any overloading is detected in the outward traffic the same shall have to be unloaded/ re-adjusted at the Terminal itself— for which no extra free-time shall be provided.
- xv. Whenever the EIMWB goes out of order, it shall be put right by the GCTO within three days, failing which a penalty of Rs 4,000/- per day or part thereof for the next ten days, and Rs 8,000/- per day or part thereof thereafter, shall be imposed as per policy as amended from time to time.

- xvi. Under exceptional circumstances, if it becomes essential to install the EIMWB of a GCT either partially or wholly on Railway land not licensed to GCTO (on account of operational and technical constraints), permission for the same may be given by the DRM. Location of such an EIMWB shall be decided by Sr. DOM in consultation with Sr. DCM, Sr. DEN & Sr. DME.
- xvii. All terms and conditions applicable on EIMWB inside a GCT shall also be applicable on an EIMWB installed by GCTO on such land.
- xviii. Cost of the installation and the comprehensive AMC shall be borne by the GCTO.
- xix. Railway shall be free to weigh rakes other than those of the concerned GCT at such EIMWB.
- xx. Railway may permit weight-o-meter/ pre-weigh bin system of weighment in GCT on case-to-case basis, on the joint recommendation of Sr. DOM, Sr. DME, Sr. DEN & Sr. DCM and with the personal approval of the DRM, keeping in view the requirement and to avoid any manipulation of weighment data.
- xxi. Such equipment shall be certified by Weights & Measures department and should also meet all extant statutory provision and policy guidelines including latest RDSO specifications.
- xxii. The system should have proper locking' sealing arrangement to avoid any tampering with the system including software. The 'admin' control should rest with the Railways.
- xxiii. One-to-one correspondence between "weight-o-meter discharge and corresponding wagon shall be maintained by GCTO.
- xxiv. A procedure order for normal operations covering precautions to be taken to ensure that wagons are empty before loading and periodical test weighing of this system shall be maintained by GCTO.
- xxv. The system should have interface with FOIS to avoid any error in data capture during transmission.
- xxvi. GCTO may also be permitted to install an alternative means of weighment of wagons, which should have accuracy level at least equal to that of EIMWB and should ensure weighment within the time taken by EIMWB.
- xxvii. GCTO shall submit request for such alternative means of weighment, along with all the necessary documents, which may be permitted by

Railway on case-to-case basis, on the joint recommendation of Sr. DOM, Sr. DME, Sr. DEN & Sr. DCM and with the personal approval at of the Divisional Railway Manager.

xxviii. GCTO shall be responsible for getting the proposed means of weighment of wagons certified by Legal Metrology/ Weights & Measures department, and also for ensuring its proper 'upkeep and maintenance at its own cost.

xxix. All other terms and conditions, regulation and instructions contain in Rates Master Circular for weighment -2019 and its amendments time to time.

70. Installation of FOIS and TMS:

- i. Freight Operations Information System (FOIS) and Terminal Management System (TMS) with limited access as prescribed by Indian Railways shall be installed at the GCT — at the cost of GCTO. All Railway Receipts shall be prepared through Terminal Management System. Complete maintenance of Freight Operations Information System (FOIS) and Terminal Management System (TMS) shall be done by Railway at its own cost.
- ii. Cost of replacement of Freight Operations Information System (FOIS) and Terminal Management System (TMS) equipment at the end of their codal life, shall be borne by the GCTO.
- iii. GCTO at its own cost shall provide all facilities (including room with necessary infrastructure for office activities, furniture, electricity, hardware, network connectivity and telephone etc. for installation of Freight Operations Information System (FOIS) terminal in the GCT for issuing of RR and/or taking delivery of consignment.

71. Agreement to Construct Gati Shakti Multi-Modal Cargo Terminal(GCT):

- i. The Railway land used for providing connectivity to the Terminal shall remain in possession of Railway, along with the entire infrastructure created on it (as per provisions of Para-5.1.2 & 5.1.3 of the GCT Policy).
- ii. Railway land where GCT is developed partially or wholly on railway land (except for Railway land provided for the connectivity to GCT as mentioned in para 13 of Schedule 1 & 2 of the policy) shall be licensed to

GCTO — for which modalities of calculating and levying land license fee shall be as per extent rules/Board's circular on land licensing Railway Board Letter No:2021/LML/25/5 dt.04.10.2022 as amended from time to time.

- iii. A separate Land Licensing Agreement shall be executed between the Railway administration and the GCTO as per Policy for management of Railway Land. (Railway Board Letter No. 2021/LML/25/5 dated 04.10.2022.) Responsibility for maintaining the track and signalling equipment shall be as per the provisions of para-7 of this GCT Policy. Responsibility of maintaining loading/unloading wharf(s), roads, drainage etc. shall rest with the GCTO.

72. Availability of Railway Land:

At Railway land in down loop line of proposed Kulipalaiyam Block station available in Tiruppur - Uttukuli section. The proposed site for GCT at Kulipalaiyam will have sufficient land in the down line side.

Details of distance in Kms.	Area of Railway land in Sq.m
Land for stabling lines & Terminal activities at Uttukuli end.	38871
Land available for reception line at Tiruppur end	9110

SPECIAL CONDITIONS OF CONTRACT

In addition to instructions to the Tenderers in section – VI above, following special conditions shall be binding on the Tender/Contract:

1. Handling of wagons in GCTs:

- i. If any damage and deficiencies is caused to railway wagons due to the fault of the GCTO, the damage and deficiency charges shall be raised by Railway and paid by the GCTO as per the extant rules of Railways.
- ii. All tippers and bulk handling systems used for loading/unloading of Railway wagons shall be provided and commissioned by GCTO at its own cost in accordance with the RDSO's approved specifications. This provision shall however not be applicable on the Systems/ equipment installed by GCTO which are not to be used for handling Railway wagons (such as conveyor-belts, JCBs. excavators, etc.).
- iii. GCTO shall ensure that tippers, bulk handling systems, and mechanized equipment are operated only by the qualified and experienced staff under adequate supervision.
- iv. Such equipment shall be regularly maintained and replaced at the end of their useful life by GCTO at its own cost.
- v. In case of any accident/ derailment inside the Terminal or outside the Terminal up to serving station, Railway shall provide Accident Relief Train (ART) initially free of cost. Provided further, if the responsibility of accident/derailment after enquiry is fixed on the GCTO, ART Charges shall be payable by GCTO as prescribed by Railway from time to time. The due Charges shall be deducted from the future payments by Railway to GCTO. However, in case no regular payments are being made by Railway to GCTO, on demand from Railway, the GCTO shall pay ART Charges to Railway without any delay.
- vi. The accident enquiry as mentioned above shall be conducted jointly by the representatives of Railway and GCTO to be nominated by DRM and GCTO respectively. The accepting authority of Enquiry Report shall be DRM, whose decision shall be final and binding on GCTO.

- 2.** The GCTO Shall note that only the staff in uniforms as approved by Railway Administration shall be allowed for duty. They must also carry an Identity Card issued by GCTO and as approved by the Railway Administration acting through the Sr. DCM, Salem Division, Southern Railway during Construction Phase and through Sr. DCM/SA during Operation Phase. Any contractual staff without Identity Card and/or not in uniform shall not be permitted to perform his duties. The workers shall be supplied with sufficient sets of uniforms by the GCTO at his own cost so that they wear them at all time and keep them clean during execution and after execution of GCT.
- 3.** GCTO shall ensure that staff/ supervisors shall not have criminal background. Police verification report in this regard shall be necessary. Antecedent, Aadhaar card details and address of GCTO's labour has to be maintained by the GCTO duly verified by him and shall be made available to the Railways on demand.
- 4.** The GCTO shall take at his own cost, as mandated by statutory laws, necessary insurance cover in respect to staff and other personnel to be employed or engaged by him in connection with the aforementioned works to be carried out and shall comply with all relevant labour laws as applicable to the area as existing or as may be mentioned during the contract period and shall indemnify the Railways against all acts of omissions, fault, breaches and or any claim or demand, loss injury and expenses to which the Railways may be party or fully involved as a result of the GCTO's failure to comply and of the obligation under the relevant act law which the GCTO is to follow.
- 5.** Staff/labour deployed against the contract shall not indulge in criminal activities, alcohol consumption, smoking, eating pan /gutka etc. on duty failing in which appropriate fine per case shall be imposed as per Railway Act-1989.
- 6.** The Railway Administration may provide space for storage of machines and material as per availability during construction/accidents for which no rentals for space shall be recoverable. However, no extra payment shall be admissible for carriage/shifting etc.
- 7.** The information and drawing mentioned in the Tender documents are being furnished for general information and guidance only. The Railway Administration in no case shall be held responsible for the accuracy there

of or any interpretations or conclusion drawn thereof. The Tenderer shall verify such data to his entire satisfaction before quoting the rates.

- 8.** The work shall be carried out in accordance as laid down in the scope of work in the Tender form.
- 9.** The work shall be carried out in the manner complying in all respects with the requirements of relevant by-laws of the local body under the jurisdiction of which the work is to be executed or as directed by the appropriate authority and nothing extra shall be paid on this account.
- 10.** The GCTO shall comply with all statutory requirements and direction/s of the local or public statutory authority/s or municipality and abide by their rules and regulations and pay all fees and charges, in time, which may be liable.
- 11.** The GCTO shall give due notice to Municipality, police and/or other authorities that may be required under the law/rules under force & obtain all requisites licenses for temporary obstructions/enclosures and pay all charges which may be leviable on account of his/her execution of the work under the agreement, nothing extra shall be paid on this account.
- 12.** The GCTO shall be responsible to arrange at his/her own cost all necessary tools, plants & machines required for execution of work.
- 13.** No assistance of any kind shall be made available by the department for the purchase of equipment's, plants, machines, materials of any kind or any other items required to be carried out in execution of work.
- 14.** The GCTO shall conduct his work so as not to interfere with or hinder the progress or completion of the work being performed by other GCTO(s)/Contractor(s) or by the Concerned Railway authority in-charge on duty and shall as far as possible arrange his work and shall place and dispose of the material being used so as not to interfere with the operations of other Contractors, or he shall arrange his work with that of the others in an acceptable and co-ordinate manner and shall perform it in proper sequence to the complete satisfaction of Railway Administration.
- 15.** Existing drains, pipes, cables, overhead wires, sewer lines, water lines and other services encountered in the course of the execution of the work shall be protected against the damage by the Tenderer at his own expense. The GCTO shall not store materials or otherwise occupy any part of the site in a manner likely to hinder the operation of such services. In case of

damage to Railway cables / assets, the cost shall be recovered from the GCTO as per extant rule.

16. The GCTO shall ensure quality work in a planned and time bound manner. Any sub-standard material/ work beyond the set out tolerance limits shall be summarily rejected by the concerned authorized Railway in-charge on-duty. Railway Administration shall not be responsible for any loss of any machines, tools and materials used by the GCTO at site.
17. **Safety Gear:** During execution of the work, GCTO shall ensure that all safety precautions are taken by his/her men to protect themselves and site to prevent any untoward incident. In this regard GCTO shall ensure that adequate number of safety helmets, safety belts, safety jackets with reflective arm band, rope; ladders emergency light etc. are available at site before the work is actually started. The above list is only indicative and is not exhaustive and safety items shall be arranged as per the requirement. Railway reserves the right to stop the work in the absence of proper safety gear and no claim shall be entertained in this regard. Decision of Railway Administration shall be final and binding up on the GCTO. The cost of all the safety gear is deemed to have been included in the rates quoted and nothing extra is payable under this contract. The Tenderer must have a "First Aid box" with adequate First Aid items always available at work site.
18. Income Tax as per Income Tax Rules shall be recovered from the gross amount of the monthly bill payable to the GCTO.
19. In the event of any restriction being imposed by the Railway Administration, security agency, Traffic or any other authority having jurisdiction in the area on the working or movement of labour / material, the GCTO shall strictly follow such restrictions and nothing extra shall be payable to the GCTO on this account.
20. **General Security restrictions are given as under:**
 - a. Labour huts/stay of work men shall not be allowed at site under any circumstances whatsoever.
 - b. GCTO shall engage labour based on his/her police verification only. Identity cards shall be issued by the GCTO at his/her own cost carrying a passport size photograph of the staff, their signature, a unique identification number, their name, residential address, blood group, Tenure of contract etc. The identity cards so prepared shall be submitted to the concerned authorized Railway in-charge on-duty for authorization by the Railway Administration.

- c. As and when there shall be security requirements, certain additional restriction can be imposed as per the requirement of the situation.
 - d. The GCTO shall be responsible for behaviour and conduct of his workers engaged by him. No worker with doubtful integrity or having bad record shall be engaged by the GCTO.
- 21.** No payment whatsoever shall be made for any damage caused by rain, flood or any other natural calamity during the execution of the work. The GCTO shall be fully responsible for any damage to the Govt. Property.
- 22.** Railway Administration reserves the right to terminate the contract by giving 180 days' notice, at any point of time during operation of contract, without giving any reason.
- 23.** In case there is difference in value written in words and in figure, the value written in words shall be taken.
- 24.** The Tenderer shall have to fill all columns of financial bid, failing which the offer is liable to be rejected.
- 25.** Before commencement of agreement, Railway authority is at liberty to inspect the tools, plants, machines etc. to be deployed by the GCTO during construction work.
- 26.** Applicable Income tax and surcharge thereon shall be deducted from bill and necessary I.T deduction certificate shall be issued by Sr.DFM/Southern Railway, Salem Division.
- 27.** All disputes are subject to the conditions as laid down in the Tender document.
- 28.** The Tenderer shall be responsible for all the cost associated with the preparation of the proposal and their participation in the selection process. Railways shall not be responsible or in any way liable for such costs, regardless of the conduct or outcome of the selection process.
- 29.** The Tenderer shall ensure that the bid is complete in all respects and conforms to all the requirements.

- 30.** The Tenderer shall be familiar with the clearance required from various authorities to commence work. The Tenderer shall be deemed to have carried out preliminary checks with relevant authorities.
- 31.** It would be deemed that by submitting the bid, the Tenderer has made a complete and careful examination of the documents and obtained all relevant information about the project. Railways shall not be liable for any mistake or error on the part of the Tenderer in this respect.
- 32.** The Railway authority reserves the right of declining/accepting any Tender/cancelling the Tender irrespective of highest or lowest rate or splitting/re-Tendering without assigning any reason.
- 33.** After issue of the Letter of Allotment, the procedure and time-lines for submission and approval of ESP and other related activities in accordance with Schedule '1' of the Master Circular on Gati Shakti Multi-Modal Cargo Terminal - 2026 as per Railway Board's Letter No.2021/TC(FM)/18/23 dated.14.02.2026, Annex-VIII, shall be adhered.

ESTIMATE

Sl.No	Description of estimate	Abstract estimate cost in Rs.
1	Estimate for Track	80741750
2	Estimate for Civil works – Wharf area, S&T hut and Commercial Office	45735339
3	Estimate for Signal and Telecom	13941788
4	Estimate for Electrical - TRD	16990277
5	Estimate for Electrical - General	4000000
Total Estimate Cost for Minimum Infrastructural facilities for development of GCT		16,14,09,154

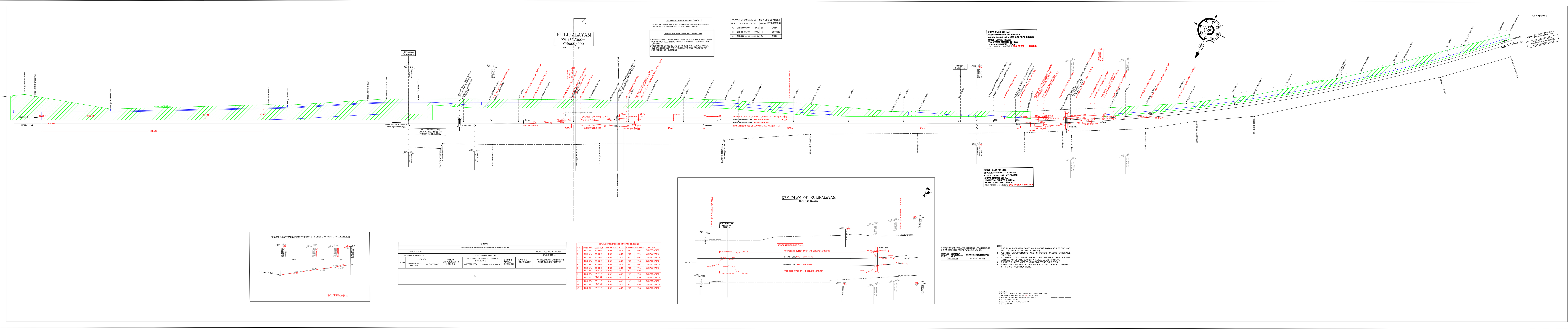
*-detailed estimates are enclosed.

Note:

- i. The charges such as cost for the clearance of vegetation, levelling of land or any other activity related to the site readiness for the construction of GCT is not included in the above estimate.
- ii. Charges for construction of office building for GCTO, office building for commercial staff, rest room for GDR, development of concrete wharf, approach road, drainage, pathway along both sides of track for wagon door checking, lighting and electrical arrangements is not included in the above estimate.
- iii. The above estimates are purely provisional & indicative to arrive the project cost and to determine the EMD. Actual cost may vary as per the market price prevailing at that time of actual execution of works.
- iv. Railway shall no way be held responsible for any variation of market price neither for any future additional expenses as the case may be, necessitated at the time of execution of works at the field for any unpredicted expenditure. It shall purely be sole responsibility of the Tenderer to assess at its own with the ground realities prior to participation in tender proceedings & after satisfying in all respects and offer the bid.
- v. The Abstract estimate is arrived based on the minimum essential infrastructure to be developed by GCTO, concept sketch for the terminal has been decided by Railways on the basis of expected traffic and pre-

feasibility study and the same has been mentioned in the above table defining the Scope of work.

- vi. Bidder can incorporate their plan in the available land based on their requirement and submit a detail report in the tender.
- vii. The Abstract Estimate in the annexure contains department charges, sport development charges, Contingencies etc. which are deducted and calculated for total estimate cost. The above estimates are purely provisional & indicative to arrive the project cost and to determine the EMD. Actual cost may vary as per the market price prevailing at that time of actual execution of works. Railway shall no way be held responsible for any variation of market price neither for any future additional expenses as the case may be, necessitated at the time of execution of works at the field for any unpredicted expenditure. It shall purely be sole responsibility of the Tenderer to assess at its own with the ground realities prior to participation in Tender proceedings & after satisfying in all respects and offer the bid.
- viii. The Abstract estimate is arrived based on the minimum essential infrastructure to be developed by GCTO the concept sketch has been decided by Railways on the basis of expected traffic and pre-feasibility study and the same has been mentioned in the above table defining the Scope of work. Bidder can incorporate their plan in the available land based on their requirement and submit a detail report in the tender.



SOUTHERN RAILWAY

No. SA/W.193/GCT


DRM/W/O/SA,
Dt. 10.06.2026

Sr.DCM/SA

Sub: Setting up of Gati shakti cargo terminal (GCT) on Railway lang at Kulipalayam -reg.

Ref: Sr.DCM/SA Lr.No.SA/C.304/GCT Corres (630582) dt 09.06.26

In connection with the subject cited above, with reference to remark No. 3, the Engineering Department cost has been revised to Rs. 26.63 Cr. by deleting the D&G charges from the civil abstract cost. The revised abstract cost is enclosed herewith for further process please.


DRM/Works/SA

SOUTHERN RAILWAY

SA/W.193/App.Cost/ PH 16

Divisional Office,
Works Branch,
Salem,
Dt 10.06.26

Sr.DOM/SA

Sub: Abstract cost :- Provision of GCT at KUY - under PH-16

Ref: Sr.DOMs/SA Koolipalayam GCT conceptual sketch

In connection with the subject, the abstract cost for Engineering work for providing Good unloading line and 2 nos. of new siding lines and Shunting neck/ Good reception line loop lines at both sides of main line with

Sl.No.	NS/USSO R 21	Description	Qty	Rate	Unit	Amount Rs.	Ref
		<u>B.Way portion</u>					
1	NS	Laying of Gd unloading line, siding lines- 2 nos. Goods reception line (CTR(S) - 60kg II/PSC II/1660) (4 nos. each -715 m)	2.86	17105047	Km	48920435.00	Unit rate 26-27 (minus dismantling, collection & transportation)
3	NS	Laying of P&C - 3 nos. (TTR - 60kg/I in 12/PSC (FS+CS+CMSC)	3	4610059.2	set	13830178.00	
5	NS	Crossover connection (CTR(P) - 60kg/PSC/1660)	0.15	24226187	Km	3633928.00	
6	NS	Provision for DS	2	637770	Set	1275540.00	
7	NS	Laying of trap switch(TTR - DS)	5	784482.51	Set	3922413.00	
8	NS	Marking alignment on ground by actual field survey with chaining, pegging etc. complete at 40 mtrs. interval and providing of cement	2.86	11815	Km	33791.00	
9	NS	Detailed levelling along centre- line (for preparation of L-section) and across centre line at 10 metre intervals upto 50 m on either side at chainage in multiple of 50 mtrs or	2.86	6498	km	18584.00	
		LoA rate- SA-OT-14-2023-15/00902330088758 dt 11.10.23 plus 10%				0.00	
11	USSOR 21	Collection of Ballast.	5918	1350.47	Cum	7992081.00	
12	12010	Earthwork in cutting in formation, trolley refuges, side drains, level crossing approaches, platforms, catch water drains, diversion of nallah & finishing to required				0.00	
	12011	In all conditions and classifications of soil except rock	10000.0	106.09	Cum	1060900.00	
13	012015	Extra for leading of Cut spoil every one km beyond original lead of 2 km over item nos. 012011 to 012014	10000.0	5.39	Cum	53900.00	
14	NS						
		Grand total -Track work approximate cost				80741750.00	
SW.II		Civil work cost- PF, wharf area & PF				45735339.00	
SW.III		Land lease/license cost for 35 yrs				139821875.00	
		Grand Cost				266298964.00	


 SRM/Works/SA

SOUTHERN RAILWAY					
SALEM DIVISION			ENGINEERING		
Name of Work: Proposed GCT at Koolipalayam (KUY) Station - (1) Provision of Loading/Unloading Area (Wharf) (2) Construction of S&T Hut (3) Construction of Commercial office					
Ref : (1) Sr.DCM/SA Letter No. SA/C.304/GCT Corres (630582) VIII Date: 18.03.2026					
(2) Sr.DSTE/SA Letter No. SA/SG/191/III/W/Genl/Vol.VIII Date: 07.05.2026 (enclosed)					
(3) Sr.DOM/SA Conceptual Plan Date:04.05.2026 (enclosed)					
With reference to the above, the abstract cost for subject work is enclosed herewith for further processing, please.					
ABSTRACT ESTIMATE					
Sl. No.	Brief description of work	Unit	Rate	Qty	Amount
SW.I	ENGINEERING				
1	Provision of Loading/Unloading Area - Wharf (700m x 20m)	As per enclosed abstract estimate			38138254.00
2	Construction of S&T Hut as per Drawing no. TY/05/2014				2677741.62
3	Construction of a commercial office				4919343.74
	Total Civil Cost				45735339.35
	Say				4,57,35,339.00

SSE/D&D/SA

DRM/Works/SA

Land/Lease Processing System (LR-300)									
SOUTHERN RAILWAY - SALEM DIVISION									
PROPOSED OCT. AT									
CATEGORY OF LEASE		104	LAND RATE YEAR	2024-25	ACTUAL LAND RATE	INTEREST DEDUCTION @ 70%	NET LEASE FEE	NOMINAL CHARGES	FEE APPLICABLE
S.No	LAND RATE	70	AREA IN SQ. FEET (approx.)	TOTAL LAND VALUE	LEASE FEE @ 15% OF LAND VALUE	INTEREST DEDUCTION @ 70%	NET LEASE FEE	NOMINAL CHARGES	FEE APPLICABLE
1	01.04.2006	31.03.2023	36470	231,10,20,682.98	246,69,314.23	1,0000	245,69,313.23	0	245,69,313.23
2	01.04.2027	31.03.2028	36470	232,95,81,923.20	249,45,328.45	0.9346	248,51,709.26	0	248,51,709.26
3	01.04.2028	31.03.2029	36470	234,94,62,838.61	252,41,942.58	0.8734	251,54,150.66	0	251,54,150.66
4	01.04.2029	31.03.2030	36470	237,04,30,608.91	255,59,458.13	0.8163	254,77,981.79	0	254,77,981.79
5	01.04.2030	31.03.2031	36470	239,25,56,443.40	258,89,846.68	0.7629	258,13,018.83	0	258,13,018.83
6	01.04.2031	31.03.2032	36470	241,68,15,832.19	262,49,237.48	0.7130	261,78,000.48	0	261,78,000.48
7	01.04.2032	31.03.2033	36470	244,11,88,782.12	266,17,881.73	0.6663	265,51,910.71	0	265,51,910.71
8	01.04.2033	31.03.2034	36470	246,70,60,109.05	270,14,901.64	0.6227	269,52,980.18	0	269,52,980.18
9	01.04.2034	31.03.2035	36470	249,57,19,715.80	274,35,795.73	0.5820	273,77,000.92	0	273,77,000.92
10	01.04.2035	31.03.2036	36470	252,54,62,998.83	278,81,943.46	0.5439	278,27,555.01	0	278,27,555.01
11	01.04.2036	31.03.2037	36470	255,69,90,972.44	283,34,860.09	0.5083	282,84,078.21	0	282,84,078.21
12	01.04.2037	31.03.2038	36470	259,04,10,112.78	288,98,151.69	0.4761	288,50,980.47	0	288,50,980.47
13	01.04.2038	31.03.2039	36470	262,58,34,719.35	293,87,920.79	0.4440	293,43,519.90	0	293,43,519.90
14	01.04.2039	31.03.2040	36470	266,33,84,802.72	299,50,773.04	0.4150	299,09,266.63	0	299,09,266.63
15	01.04.2040	31.03.2041	36470	270,31,87,990.89	305,47,813.26	0.3878	305,09,025.82	0	305,09,025.82
16	01.04.2041	31.03.2042	36470	274,53,79,164.34	311,83,697.47	0.3624	311,47,335.67	0	311,47,335.67
17	01.04.2042	31.03.2043	36470	279,01,01,914.20	318,51,528.71	0.3387	318,17,600.81	0	318,17,600.81
18	01.04.2043	31.03.2044	36470	283,75,08,329.65	325,63,626.44	0.3166	325,31,910.91	0	325,31,910.91
19	01.04.2044	31.03.2045	36470	288,77,58,510.50	333,15,377.66	0.2959	332,86,000.65	0	332,86,000.65
20	01.04.2045	31.03.2046	36470	294,10,24,921.45	341,15,360.32	0.2765	340,87,014.75	0	340,87,014.75
21	01.04.2046	31.03.2047	36470	299,74,85,462.73	349,62,381.94	0.2584	349,36,537.98	0	349,36,537.98
22	01.04.2047	31.03.2048	36470	305,73,34,590.30	358,63,018.86	0.2415	358,38,800.11	0	358,38,800.11
23	01.04.2048	31.03.2049	36470	312,01,74,565.53	368,11,619.99	0.2257	367,89,800.99	0	367,89,800.99
24	01.04.2049	31.03.2050	36470	318,80,21,145.88	378,20,217.19	0.2109	377,99,000.37	0	377,99,000.37
25	01.04.2050	31.03.2051	36470	325,93,02,114.53	388,81,536.22	0.1971	388,61,800.22	0	388,61,800.22
26	01.04.2051	31.03.2052	36470	333,43,60,599.31	399,21,908.99	0.1842	398,99,725.86	0	398,99,725.86
27	01.04.2052	31.03.2053	36470	341,43,62,193.08	410,24,262.90	0.1722	409,07,000.68	0	409,07,000.68
28	01.04.2053	31.03.2054	36470	349,94,49,324.87	421,97,739.87	0.1609	421,81,570.54	0	421,81,570.54
29	01.04.2054	31.03.2055	36470	358,94,40,284.15	434,87,604.26	0.1504	434,72,560.24	0	434,72,560.24
30	01.04.2055	31.03.2056	36470	368,62,30,701.09	448,21,460.52	0.1406	448,07,000.52	0	448,07,000.52
31	01.04.2056	31.03.2057	36470	378,61,44,543.17	462,93,168.13	0.1314	462,80,000.99	0	462,80,000.99
32	01.04.2057	31.03.2058	36470	389,31,25,715.86	478,63,878.24	0.1238	478,51,400.76	0	478,51,400.76
33	01.04.2058	31.03.2059	36470	400,71,36,728.32	495,07,050.93	0.1147	494,95,100.98	0	494,95,100.98
34	01.04.2059	31.03.2060	36470	412,74,94,802.55	512,13,472.99	0.1072	512,02,301.77	0	512,02,301.77
35	01.04.2060	31.03.2061	36470	425,52,18,828.50	530,28,583.43	0.1002	530,18,400.30	0	530,18,400.30

13,98,21,875.56

S. Dhanday

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT						SALEM DIVISION						
Abstract Estimate												
Provision of Loading/Unloading Area - Wharf (700m x 20m) at KUY												
(As per Sr.DOM/SA Conceptual Plan Date:04.05.2026)												
Sl.No	DSR 23	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
Schedule A (DSR 2023)												
1	2.6	Earth work in excavation by mechanical means (Hydraulic excavator)/ manual means over areas (exceeding 30 cm in depth, 1.5 m in width as well as 10 sqm on plan) including getting out and disposal of excavated earth lead upto 50 m and for all lift, as directed by Engineer-in-charge										
	2.6.1	All kinds of soil	1	1	1	700	20	0.3	4200.00	Cum	177.50	745500.00
2	16.1	Preparation and consolidation of sub grade with power road roller of 8 to 12 tonne capacity after excavating earth to an average of 22.5 cm depth, dressing to camber and consolidating with road roller including making good the undulations etc. and re-rolling the sub grade and disposal of surplus earth with lead upto 50 metres.	1	1	1	700	20		14000.00	Sqm	218.90	3064600.00
3	16.78	Construction of granular sub-base by providing close graded Material conforming to specifications, mixing in a mechanical mix plant at OMC, carriage of mixed material by tippers to work site, for all leads & lifts, spreading in uniform layers of specified thickness with motor grader on prepared surface and compacting with vibratory power roller to achieve the desired density, complete as per specifications and directions of Engineerin- Charge.										
	16.78.1	With material conforming to Grade-I (size range 75 mm to 0.075 mm) having CBR Value-30	1	1	1	700	20	0.3	4200.00	Cum	2784.00	11692800.00
4	16.43	Providing and laying design mix cement concrete of M-30 grade, in roads/ taxi tracks/ runways, using cement content as per design mix, using coarse sand and graded stone aggregate of 40 mm nominal size in appropriate proportions as per approved & specified design criteria, providing dowel bars with sleeve/ tie bars wherever required, laying at site, spreading and compacting mechanically by using needle and surface vibrators, levelling to required slope/ camber, finishing with required texture, including steel form work with sturdy M.S. channel sections, curing, making provision for contraction/ expansion, construction & longitudinal joints (10 mm wide x 50 mm deep) by groove cutting machine, providing and filling joints with approved joint filler and sealants, complete all as per direction of Engineerin- charge (Item of joint fillers, sealants, dowel bars with sleeve/ tie bars to be paid separately). Note:- Cement content considered in M-30 is @ 340 kg/cum. Excess/ less cement used as per design mix is payable/ recoverable separately.										
	16.43.1	Cement concrete prepared with batch mixing machine	1	1	1	700	20	0.15	2100.00	Cum	10529.35	22111635.00
5	5.35	Add for using extra cement in the items of design mix over and above the specified cement content therein.	1			2100.00	0.34		714.00	Qtl	733.50	523719.00
		Total -Schedule A (DSR-2023)										38138254.00
												</

SOUTHERN RAILWAY											
ENGINEERING DEPARTMENT				SALEM DIVISION							
Abstract Estimate											
Proposed Construction of S&T Hut at Koolipalayam											
(As per Drawing no. TY/05/2014)											
Sl.No	DSR 23	Description of Item	Nos		L	B	D	Qty	Unit	Rate	Amount
Schedule A (DSR 2023)											
1	2.6.1	Earth work in excavation by mechanical means (Hydraulic excavator)/ manual means over areas									
		El Hut Footing	1	1	16	1.2	1.2	1.5	34.56		
		El Hut Plinth	1	1	2	12	0.34	0.45	3.67		
		El Hut Plinth	1	1	4	5.5	0.34	0.45	3.37		
		Cable duct	1	1	1	12	0.75	0.6	5.40		
								47.00			
							say	47.00	Cum	177.50	8342.50
2	2.7.1	Earth work in excavation by mechanical means (Hydraulic excavator) / manual means over									
		El Hut Footing	1	1	16	1.2	1.2	0.3	6.91		
							say	7.00	Cum	498.90	3492.30
3	2.25	Filling available excavated earth (excluding rock) in trenches, plinth, sides of foundations etc. in									
		El Hut	1	1	16	1.2	1.2	0.9	20.74		
							say	21.00	Cum	196.00	4116.00
4	4.1.6	Providing and laying in position cement concrete of specified grade excluding the cost of centering and shuttering - All work up to plinth									
		El Hut Footing PCC	1	1	16	1.2	1.2	0.15	3.46		
		El Hut Plinth	1	1	2	12	0.34	0.15	1.22		
		El Hut Plinth	1	1	4	5.5	0.34	0.15	1.12		
		Cable duct	1	1	1	12	0.5	0.15	0.90		
								6.70			
							Say	7.00	Cum	7178.75	50251.25
5	4.10	Providing and laying damp-proof course 40mm thick with cement concrete 1:2:4 (1 cement : 2									
		El Hut DPC	1	1	2	12	0.34		8.16		
		El Hut DPC	1	1	4	5.5	0.34		7.48		
								15.64			
								16.00	Sqm	410.85	6573.60
6	5.9.1	Centering and shuttering including strutting, propping etc. and removal of form for :									
		Foundations, footings, bases of columns, etc. for mass concrete									
		El Hut Footing	1	4	16	1.2	0.34		26.11		
							say	27.00	Sqm	392.15	10588.05
7	5.9.3	Suspended floors, roofs, landings, balconies and access platform									
		El Hut Roof	1	1	1	12	5.5		66.00		
		El Hut Sunshade	1	6	1	1.5	0.6		5.40		
		El Hut Lintel bottom	1	1	2	12	0.23		5.52		
									76.92		
									77.00	Sqm	927.25
											71398.25
8	5.9.5	Lintels, beams, plinth beams, girders, bressumers and cantilevers									
		El Hut Beam	1	2	2	12	0.3		14.40		
		El Hut Beam	1	2	4	5.5	0.3		13.20		
		El Hut Plith beam	2	1	2	12	0.45		21.60		
		El Hut Plith beam	2	1	4	5.5	0.45		19.80		
		El Hut Lintel	1	2	2	12	0.23		11.04		
									80.04		
							say	81.00	Sqm	736.40	59648.40
9	5.9.6	Columns, Pillars, Piers, Abutments, Posts and Struts									
		El Hut Column	1	4	16	0.34	5		108.80		
							say	109.00	Sqm	961.30	104781.70
10	5.16	Providing, hoisting and fixing above plinth level up to floor five level precast reinforced cement concrete work in string courses, bands, copings, bed plates, anchor blocks, plain window sills and									
		Cable duct Side	1	2	1	12	0.1	0.4	0.96		
		Cable duct bottom	1	1	1	12	0.5	0.1	0.60		
		Cable duct slab	1	1	1	12	0.5	0.1	0.60		
									2.16		
								2.50	Cum	10585.90	26464.75
11	5.33.1.1	Providing and laying in position ready mixed or site batched design mix cement concrete for reinforced cement concrete work; using coarse									
		All works upto plinth level									
		Concrete of M25 grade with minimm cement content of 330 kg /cum									

Sl.No	DSR 23	Description of Item	Nos	L	B	D	Qty	Unit	Rate	Amount
		El Hut Footing	1	1	16	1.2	0.45	10.37		
		El Hut Column	1	1	16	0.34	0.34	1.2		
		El Hut Plinth	1	1	2	12	0.34	0.45		
		El Hut Plinth	1	1	4	5.5	0.34	0.45		
								19.63		
								20.00	Cum	9504.75
										190095.00
12	5.33.2.1	All works above plinth level upto floor V level								
		Concrete of M25 grade with minimmm cement content of 330 kg /cum								
		El Hut Column	1	1	16	0.34	0.34	3.5		
		El Hut Roof	1	1	1	12	5.5	0.13		
		El Hut Sunshade	1	6	1	1.5	0.6	0.1		
		El Hut Linetel	1	1	2	12	0.23	0.3		
		El Hut Beam	1	1	2	12	0.3	0.3		
		El Hut Beam	1	1	9	5.5	0.3	0.3		
		RRC slab for Battery room	1	1	2	6.5	0.3	0.1		
								24.25		
							Say	25.00	Cum	9860.40
										246510.00
13	5.35	Add for using extra cement in the items of design mix over and above the specified cement content therein.	1					14.85	Qtl	733.50
										10892.48
14	6.1.2	Brick work with common burnt clay F.P.S. (non modular) bricks of class designation 7.5 in foundation and plinth in:								
		Cement mortar 1:6 (1 cement : 6 coarse sand)								
		El Hut Plinth	1	1	2	12	0.34	0.45		
		El Hut Plinth	1	1	4	5.5	0.34	0.45		
								7.04		
							Say	7.50	Cum	7132.25
										53491.88
15	6.4.2	Brick work with common burnt clay F.P.S. (non modular) bricks of class designation 7.5 in superstructure above plinth level up to floor V level in all shanes and sizes in :								
		Cement mortar 1:6 (1 cement : 6 coarse sand)	1							
		El Hut L/W	1	1	2	12	0.23	3		
		El Hut S/W	1	1	4	5.5	0.23	3		
		El Hut Parapet	1	2	1	12	0.23	0.6		
		El Hut Parapet	1	2	1	5.5	0.23	0.6		
		Deduct								
		Door	-1	3	1	1.2	0.23	2.1		
		Window	-1	6	1	1.2	0.23	1.5		
								32.35		
							Say	32.50	cum	9105.95
										295943.38
16	9.1.1	Providing wood work in frames of doors, windows, clerestory windows and other frames, wrought framed and fixed in position with hold								
		El Hut	1	1	3	5.8	0.1	0.075		
							Say	0.15	Cum	142949.70
										21442.46
17	9.20.2	Providing and fixing ISI marked flush door shutters conforming to IS : 2202 (Part I) decorative type, core of block board								
		El Hut	1	1	3	1.2	2.1	7.56		
							Say	7.60	Sqm	3167.95
										24076.42
18	9.23	Extra for providing lipping with 2nd class teak wood battens 25 mm minimum depth on all	1					7.60	Sqm	462.35
										3513.86
19	9.48.2	Providing and fixing M.S. grills of required pattern in frames of windows etc. with M.S.								
		El Hut Window grill	1	6	1	30		180.00		
							Say	180.00	Kg	238.35
										42903.00
20	9.53	Providing 40x5 mm flat iron hold fast 40 cm long including fixing to frame with 10 mm diameter bolts, nuts and wooden plugs and embedding in								
		El Hut	1	1	3	3		9.00		
								9.00	Each	228.85
										2059.65
21	9.76	Providing and fixing bright finished brass 100 mm mortice latch and lock with 6 levers and a						3.00	Each	854.65
										2563.95
22	9.97.5	Providing and fixing aluminium tower bolts ISI marked anodised (anodic coating not less than 100x10 mm								
			1	2	3	1		6.00	Each	64.70
										388.20
23	9.100.1	Providing and fixing aluminium handles, ISI marked, anodised (anodic coating not less than grade AC 10 as per IS : 1868) transparent or 125 mm								
			1	2	3	1		6.00	Each	66.25
										397.50
24	9.101.2	Providing and fixing aluminium hanging floor door stopper, ISI marked, anodised (anodic coating not less than grade AC 10 as per IS : Twin rubber stopper								
								3.00	Each	72.35
										217.05

Sl.No	DSR 23	Description of Item	Nos	L	B	D	Qty	Unit	Rate	Amount
25	9.147A.1.1	Providing and fixing factory made uPVC white colour casement/casement cum fixed glazed El Hut Window	1	1	6	1.2	1.4	10.08		
						Say	10.50	Sqm	8298.85	87137.93
26	9.147.C.1.1	Providing and fixing factory made uPVC white colour fixed glazed windows/ ventilators								
		El Hut Ventilator	1	1	1	0.9	0.6	0.54		
						Say	0.60	Sqm	8247.25	4948.35
27	9.7.7.1	Providing and fixing panelling or panelling and glazing in panelled or panelled and glazed shutters for doors, windows and clerestory								
		El Hut Window	1	1	6	1.2	1.4	10.08		
						Say	10.50	Sqm	2241.80	23538.90
28	10.2	Structural steel work riveted, bolted or welded in built up sections, trusses and framed work, including cutting, hoisting, fixing in position and						75.00	kg	133.70
29	10.16	Steel work in built up tubular (round, square or rectangular hollow tubes etc.) trusses etc., including cutting, hoisting, fixing in position and								
	10.16.3	Electric resistance or induction butt welded tubes						100.00	kg	194.40
30	10.17	Providing and fixing M.S. fan clamp type I or II of 16 mm dia M.S. bar, bent to shape with hooked ends in R.C.C. slabs or beams during laying.						15.00	Each	226.00
31	11.41A.2.1	Providing and laying Vitrified tiles in floor in different sizes (thickness to be specified by the manufacturer) with water absorption less than								
		El Hut	1	1	1	12	5.5	66.00		
						Say	70.00	Sqm	1502.75	105192.50
32	11.7	Cement concrete pavement with 1:2:4 (1 cement : 2 coarse sand : 4 graded stone								
		El Hut Flooring	1	1	1	12	5.5	0.15	9.90	
		El Hut Plinth protection	1	1	2	12	1	0.1	2.40	
								12.30		
								12.50	cum	8595.15
33	12.41.2	Providing and fixing on wall face unplasticised Rigid PVC rain water pipes conforming to IS : 13592 Type A, including jointing with seal ring								
		110 mm diameter	1	1	1	50		50.00	Metre	377.40
34	12.42.1.2	110mm	1					20.00	Each	136.15
35	12.42.3.2	110x110x110 mm	1					5.00	Each	234.15
36	12.42.5.2	110 mm bend	1					20.00	Each	150.35
37	12.42.6	Shoe (Plain)								
	12.42.6.2	110 mm Shoe	1					20.00	Each	131.85
38	12.43	Providing and fixing unplasticised -PVC pipe clips of approved design to unplasticised - PVC rain water pipes by means of 50x50x50 mm								
	12.43.2	110 mm	1					20.00	Each	371.30
39	12.55	Providing and fixing Heat Resistant Terrace Tiles (300 mm x 300 mm x 20 mm) with SRI (solar refractive index) > 78, solar reflection > 0.70 and								
		El Hut	1	1	1	12	5.5	66		
						Say	66	sqm	1703.95	112460.7
40	13.1.2	12 mm cement plaster of mix : 1:6 (1 cement: 6 fine sand)								
		El Hut Outer L/W	1	1	2	12	3.5	84.00		
		El Hut S/W	1	1	2	5.5	3.5	38.50		
		El Hut Inner Room L/W	1	1	2	12	3	72.00		
		El Hut S/W	2	1	4	5.5	3	132.00		
		El Hut Ceiling	1	1	1	12	5.5	66.00		
								392.50		
								400.00	Sqm	333.35
41	13.26	Providing and applying plaster of paris putty of 2 mm thickness over plastered surface to prepare	1					325.00	Sqm	262.70
42	13.47.1	Finishing walls with Premium Acrylic Smooth exterior paint with Silicone additives of required New work (Two or more coats applied @ 1.43 ltr/ 10 sqm. over and including priming coat of						150.00	Sqm	171.10
43	13.48.2	Finishing with Deluxe Multi surface paint system for interiors and exteriors using Primer as per Painting wood work with Deluxe Multi Surface Paint of required shade. Two or more coat						35.00	Sqm	176.25
44	13.48.3	Painting Steel work with Deluxe Multi Surface Paint to give an even shade. Two or more coat applied @ 0.90 ltr/10 sqm over an under coat of						50.00	Sqm	170.70

Sl.No	DSR 23	Description of Item	Nos	L	B	D	Qty	Unit	Rate	Amount
45	13.48A.1	Finishing walls with 100% Premium acrylic emulsion paint having VOC less than 50 gm/litre								
		New work					325.00	Sqm	181.25	58906.25
46	22.14.1	Grading roof for water proofing treatment with								
		El Hut	1	1	1	12	5.5	0.1	6.60	
							7.00	cum	8042.30	56296.10
47	22.6	Providing and laying water proofing treatment on roofs of slabs by applying cement slurry								
		El Hut	1	1	1	12	5.5		66.00	
							66.00	sqm	688.90	45467.40
		Total -Schedule A (DSR-2023)								2169316.62
		Schedule A1 (DSR-2023)								
1	5.22	Steel reinforcement for R.C.C. work including straightening, cutting, bending, placing in position and binding all complete upto plinth level.								
	5.22.6	Thermo-Mechanically Treated bars of grade Fe-500D or more.	1				2000.00	Kg	107.85	215700.00
2	5.22A	Steel reinforcement for R.C.C. work including straightening, cutting, bending, placing in position and binding all complete above plinth level.								
	5.22A.6	Thermo-Mechanically Treated bars of grade Fe-500D or more.	1				2500.00	Kg	107.85	269625.00
		Total-Schedule A1 (DSR-2023)								485325.00
		Schedule B (Non Schedule items)								
3	NS	Design and supply of GAD & Structural drawings of proposed building / Shed along with design calculation sheets for all R.C.C. & Steel / Structural Steel works confirming IS Standards. The design and structural drawings to be prepared by any one of the recognized and reputed Engineering Colleges duly checked by any Govt.Engineering college and proof checked by any premium institutions like IIT, NIT and SERC. complete and as directed by the Engineer in charge. (All labour materials, tools and Plant etc., complete by the tenderer / contractor only) Note:- (i) The Contractor shall prepare structural design duly conducting soil tests. ii) Foundation design shall conform to the safe bearing capacity of soils. (iii) Analysis of structure to suit loading standard as per relevant IS codes and Railway specifications. (iv) Foundation shall be designed for G+2 floors. (v) Roof slab shall be designed with 'T' Beam if applicable. (vi) Structural drawings shall be submitted for all RCC / Structural steel works. (vii) Soft copy and hard copy of GAD, Design and structural drawings shall be submitted to the competent authority for checking and approval. (viii) The Design and Structural drawing shall be submitted in 3 sets in 'A0/A1/A2' size. (ix) The contractor has to submit Completion plan after completion of work.(Rate Ref. from LOA No. SA-OT-14-2024-09 / 00830200126113 Dated: 22/06/2024)								
		El Room	1	1	1	12	5.5		66	
							66	sqm	350	23100.00
		Total - Schedule B (NS)								23100.00
		Schedule A (DSR-2023)=								2169316.62
		Schedule A1 (DSR-2023)=								485325.00
		Schedule B (NS)=								23100.00
		Total (Sch. A+A1+B)=								2677741.62

दक्षिण रेलवे
SOUTHERN RAILWAY



कार्यालय /Office of the
वरिष्ठ सेक्शन इंजीनियर/संकर्म
Senior Section Engineer/Works
इरोड /Erode-639001
Date: 24/03/2026

File No: SSE/W/ED/30/P

Sr.DEN/W/SA

Thro ADEN/ED

Sub: - Abstract estimate for Construction of a commercial office for GCT at Koolipalayam..- Reg.

Ref: - Sr. DCM/SA Lr No.SA/C.304/GCT Correc (630582) Dt. 18.03.2026

With reference to the above, the abstract estimate for the construction of commercial office in proposed GCT on Railway land at Koolipalayam has been duly prepared as per DSR 2023. The estimate outlines the scope of the civil engineering activities. The abstract estimate is hereby submitted for kind perusal and further approval please.


Digitally signed by
SUNDAR DAS
Date: 2026.03.24
17:07:07 +05'30'
SSE/Works/ED

Encl:-Abstract Estimate.

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT					SALEM DIVISION							
Abstract Estimate												
Name of work :- Construction of a commercial office for GCT at Koolipalayam.												
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
Schedule A (DSR-2021)												
1	2.6.1	Earth work in excavation by mechanical means (Hydraulic excavator) / manual means over										
		Mat footing	1	1	9	1.5	1.5	2.4	48.60			
		PB & GB	2	6	10	0.45	0.8	0.75	30.38			
									78.98			
								say	80.00	Cum	177.50	14200.00
2	2.9.1	Ordinary rock										
		mat footing	1	1	9	1.5	1.5	0.6	12.15			
		PB & GB	2	6	10	0.45	0.8	0.25	10.13			
									22.28	Cum	632.95	14098.96
3	2.7.1	Earth work in excavation by mechanical means (Hydraulic excavator) / manual means over										
		mat footing	1	1	9	1.5	1.5	0.3	6.08			
		PB & GB	2	6	10	0.45	0.8	0.15	6.08			
									12.15			
								say	15.00	Cum	498.90	7483.50
4	2.25	Filling available excavated earth (excluding rock) in trenches, plinth,										
		mat footing	1	1	9	1.5	1.5	0.9	18.23			
									18.23			
								say	20.00	Cum	196.00	3920.00
5	2.26.1	Extra for every additional lift of 1.5 m or part thereof in excavation /banking excavated or stacked										
		mat footing	1	1	9	1.5	1.5	0.9	18.23			
								say	20.00	Cum	126.80	2536.00
6	2.27	Supplying and filling in plinth with sand under floors, including watering, ramming, consolidating										
		mat footing	1	1	9	1.5	1.5	0.1	2.03			
			2	6	10	0.45	0.8	0.15	6.08			
									8.10			
								Say	10.00	Cum	2123.75	21237.50
7	4.1.6	Providing and laying in position cement concrete of specified grade excluding the cost of centering and										
		mat footing	1	1	9	1.5	1.5	0.1	2.03			
			2	6	10	0.45	0.8	0.15	6.08			
									8.10			
								Say	10.00	Cum	7178.75	71787.50
8	4.10	Providing and laying damp-proof course 40mm thick with cement concrete 1:2:4 (1 cement : 2 coarse										
			2	6	10	0.45	0.8		40.50			
									40.50			
									41.00	Sqm	410.85	16844.85
9	5.9.1	Centering and shuttering including strutting, propping etc. and removal of form for :										
		Foundations, footings, bases of columns, etc. for mass concrete										
		Footing	2	2	9	1.5	0.3		16.20			
		Footing	1	1	9	1.35	2.1		25.52			
									41.72			
								Say	42.00	Sqm	392.15	16470.30
10	5.9.3	Suspended floors, roofs, landings, balconies and access platform										
		Roof	1	1	1	10	10		100.00			
		Landing	1	1	2	3	1.5		9.00			
									109.00			
									110.00	Sqm	927.25	101997.50

SOUTHERN RAILWAY														
ENGINEERING DEPARTMENT												SALEM DIVISION		
Abstract Estimate														
Name of work :-		Construction of a commercial office for GCT at Koolipalayam.												
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount		
11	5.9.5	Lintels, beams, plinth beams, girders, bressumers and cantilevers												
		Beam	1	4	1	10	0.2		9.20					
		Beam	1	4	1	10	0.2		9.20					
		Plith beam	1	4	1	10	0.2		9.20					
		Plith beam	1	4	1	10	0.2		9.20					
		Sunshade	1	4	1	10	0.6		24.00					
		Lintel bottom	1	4	1	10	0.2		9.20					
									70.00					
								Say	70.00	Sqm	736.40	51548.00		
12	5.9.6	Columns, Pillars, Piers, Abutments, Posts and Struts												
		Column	1	2	9	0.6	4.5		48.60					
		Column	1	2	9	0.3	4.5		24.30					
									72.90					
								Say	75.00	Sqm	961.30	72097.50		
13	5.9.7	Stairs, (excluding landings) except spiral-staircases												
		Stair case	1	2	3	5	1.9		57.00					
									60.00	Sqm	764.95	45897.00		
14	5.33.1.1	Providing and laying in position ready mixed or site batched design mix cement concrete for reinforced												
		All works upto plinth level												
		Concrete of M25 grade with minimm cement content of 330 kg /cum												
		Footing	1	1	9	1.5	1.5	0.45	9.11					
		Column	1	1	9	0.23	0.3	2.1	1.30					
		Plinth	1	1	4	10	0.5	0.45	8.10					
									18.52					
									20.00	Cum	9504.75	190095.00		
15	5.33.2.1	All works above plinth level upto floor V level												
		Concrete of M25 grade with minimm cement content of 330 kg /cum												
		Column	1	1	9	0.23	0.3	4.5	2.79					
		Roof	1	1	1	10	10	0.13	13.00					
		Sunshade	1	4	1	10	0.6	0.1	2.40					
		Lintel	1	4	1	10	0.2	0.23	2.12					
		Beam	1	4	1	10	0.5	0.3	5.40					
		Staircase	1	2	2	3.5	1.9	0.17	4.52					
		staircase	1	2	1	3.5	1.9	0.17	2.26					
									32.49					
								Say	35.00	Cum	9860.40	345114.00		
16	5.35	Add for using extra cement in the items of design mix over and above the specified cement content therein.	1			55.00		0.33	18.15	Qtl	733.50	13313.03		
17	6.1.2	Brick work with common burnt clay F.P.S. (non modular) bricks of class designation 7.5 in foundation and plinth in:												
		Cement mortar 1:6 (1 cement : 6 coarse sand)												
		Plinth	1	1	2	10	0.3	0.45	3.06					
		Plinth	1	1	2	10	0.3	0.45	3.06					
									6.12					
								Sav	7.00	Cum	7132.25	49925.75		

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT								SALEM DIVISION				
Abstract Estimate												
Name of work :-		Construction of a commercial office for GCT at Koolipalayam.										
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
18	6.4.2	Brick work with common burnt clay F.P.S. (non modular) bricks of class designation 7.5 in superstructure above plinth level up to floor V level in all shapes and sizes in :										
		Cement mortar 1:6 (1 cement : 6 coarse sand)										
		Wall	1	2	2	10	0.2	3.5	32.20			
		Parapet	1	2	2	10	0.2	0.6	5.52			
		Stair	1	2	1	10	1	1	20.00			
		Deduct										
		Door	-2	1	1	1.2	0.2	2.1	-1.16			
		Window	-2	1	12	1.2	0.2	1.5	-9.94			
									46.62			
								Say	47.00	cum	9105.95	427979.65
19	6.13.2	Half brick masonry with common burnt clay F.P.S. (non modular) bricks of class designation 7.5 in superstructure above plinth level up to floor V level.										
		Cement mortar 1:4 (1 cement :4 coarse sand)										
		Toilet	2	2	1	1.8	3		21.60			
									21.60			
									22.00	Sqm	1123.80	24723.60
20	6.15	Extra for providing and placing in position 2 Nos 6mm dia. M.S. bars at every third course of half brick masonry.ird course of half brick							22.00	Sqm	104.80	2305.60
21	8.2.3.2	Providing and fixing 18 mm thick gang saw cut, mirror polished, premoulded and prepolished,										
		Granite stone slab all colour and texture except black, Cherry/ Ruby red										
		Steps	2	1	1	1.2	1.5		3.60			
									3.60			
								Say	4.00	Sqm	3848.70	15394.80
22	8.3.2	Providing edge moulding to 18 mm thick marble stone counters, Vanities etc., including machine										
		Granite work	1	2	2	1.5			6.00	Metre	510.95	3065.70
23	8.31	Providing and fixing Ist quality ceramic glazed wall tiles conforming to IS: 15622 (thickness to be specified by the manufacturer), of										
		toilet	1	1	2	6	3		36.00			
									36.00			
								Say	36.00	Sqm	1267.95	45646.20
24	9.1.2	Providing wood work in frames of doors, windows, clerestory windows and other frames, wrought framed and fixed in position with hold fast										
			2	2	1	5.8	0.1	0.08	0.17			
									0.17			
								Say	0.50	Cum	#####	58260.15
25	9.20.2	Providing and fixing ISI marked flush door shutters conforming to IS : 2202 (Part I) decorative type, core of block board construction with										
			2	1	1	1.2	2.1		5.04			
									5.04			
								Sav	6.00	Sqm	3167.95	19007.70

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT								SALEM DIVISION				
Abstract Estimate												
Name of work :- Construction of a commercial office for GCT at Koolipalayam.												
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
26	9.23	Extra for providing lipping with 2nd class teak wood battens 25 mm minimum depth on all edges of							6.00	Sqm	462.35	2774.10
27	9.48.2	Providing and fixing M.S. grills of required pattern in frames of windows etc. with M.S. flats, square										
			1	1	12	35			420.00			
								Say	420.00	Kg	238.35	100107.00
28	9.53	Providing 40x5 mm flat iron hold fast 40 cm long including fixing to frame with 10 mm diameter bolts, nuts and wooden plugs and										
			1	5	2	3			30.00			
									30.00	Each	228.85	6865.50
29	9.14	Extra for providing ISI marked Stainless Steel butt hinges instead of M.S. pressed butt hinges bright finished of required size with necessary screws. (Shutter area to be measured).							10.00	Sqm	193.55	1935.50
30	9.66.1	Providing and fixing ISI marked oxidised M.S. handles conforming to IS:4992 with necessary screws etc. complete : (copper oxidized as per IS: 1378) - 125 mm							10.00	Each	39.95	399.50
31	9.74.1	Providing and fixing bright finished brass tower bolts (barrel type) with necessary screws etc. complete : 250 x 10 mm							10.00	Each	441.60	4416.00
32	9.75.1	Providing and fixing bright finished brass door latch with necessary screws etc. complete : 300 x 16 x5 mm							2.00	Each	322.20	644.40
33	9.76	Providing and fixing bright finished brass 100 mm mortice latch and lock with 6 levers and a pair of lever handles of approved quality with							2.00	Each	854.65	1709.30
34	9.97.5	Providing and fixing aluminium tower bolts ISI marked anodised (anodic coating not less than grade AC 10 as per IS : 1868) transparent 100x10 mm							6.00	Each	64.70	388.20
35	9.100.1	Providing and fixing aluminium handles, ISI marked, anodised (anodic coating not less than grade AC 10 as per IS : 1868) transparent 125 mm							4.00	Each	66.25	265.00
36	9.101.2	Providing and fixing aluminium hanging floor door stopper, ISI marked, anodised (anodic coating										
		Twin rubber stopper							4.00	Each	72.35	289.40
37	9.147.F1.1	Upvc door										
			1	2	1	0.9	2.1		3.78			
								Say	3.78			
								Say	4.00	sqm	12496.05	49984.20
38	18.9.6	Cpvc 50mm dia										
			1	1	1	35	1		35.00			
								Say	35.00	Metre	794.25	27798.75
39	9.147.A1.1	Two track two panel sliding window										
			1	1	12	1.2	1.5		21.60			
								Say	22.00	Sqm	8298.85	182574.70
40	9.147.C1.3	Fixed Ventilator										
			1	1	4	0.9	0.6		2.16			

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT				SALEM DIVISION								
Abstract Estimate												
Name of work :- Construction of a commercial office for GCT at Koolipalayam.												
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
								Say	3.00	Sqm	7080.05	21240.15
41	10.2	Structural steel work riveted, bolted or welded in built up sections, trusses and framed work, including							250.00	kg	133.70	33425.00
42	10.16	Steel work in built up tubular (round, square or rectangular hollow tubes etc.) trusses etc..										
	10.16.1	Hot finished welded type tubes.							250.00	kg	194.40	48600.00
43	10.17	Providing and fixing M.S. fan clamp type I or II of 16 mm dia M.S. bar, bent to shape with hooked ends in							4.00	Each	226.00	904.00
44	10.28	Providing and fixing stainless steel (Grade 304) railing made of Hollow tubes. channels. plates etc..										
		Stair							150.00	Kg	772.40	115860.00
45	11.37	Providing and laying Ceramic glazed floor tiles of size 300x300 mm(thickness to be specified by the manufacturer) of 1st quality	1									
			1	1	1	3.6	3		10.80			
									10.80			
								Say	11.00	Sqm	1096.55	12062.05
46	11.41A.2.1	Providing and laying Vitrified tiles in floor in different sizes (thickness to be specified by the manufacturer) with water absorption less than										
			1	1	1	10	10		100.00			
		Toilet	-1	1	1	1.8	10		-18.00			
									82.00			
								Say	82.00	Sqm	1502.75	123225.50
47	11.7	Cement concrete pavement with 1:2:4 (1 cement : 2 coarse sand : 4 graded stone aggregate 20 mm										
			1	1	1	10	10	0.1	10.00	cum	8595.15	85951.50
48	12.41.2	Providing and fixing on wall face unplasticised Rigid PVC rain water pipes conforming to IS : 13592 Type A, including jointing with seal ring 110 mm diameter										
			1	1	1	30			30.00	Metre	377.40	11322.00
49	12.42.1.1	Providing and fixing on wall face unplasticised - PVC moulded fittings/ accessories for unplasticised Rigid PVC rain water 75mm	1						30.00	Each	91.70	2751.00
50	12.42.1.2	110mm	1						20.00	Each	136.15	2723.00
51	12.42.3.1	Single tee with door 75x75x75 mm	1						5.00	Each	164.20	821.00
52	12.42.3.2	110x110x110 mm	1						5.00	Each	234.15	1170.75
53	12.42.5.1	Bend 87.5°										
		75 mm bend	1						5.00	Each	105.90	529.50
54	12.42.5.2	110 mm bend	1						5.00	Each	150.35	751.75
55	12.42.6.1	Shoe (Plain)										
		75 mm Shoe	1						5.00	Each	93.10	465.50
56	12.42.6.2	110 mm Shoe	1						5.00	Each	131.85	659.25
57	12.43.1	Providing and fixing unplasticised - PVC pipe clips of approved design to unnlasticised - PVC rain water 75 mm	1						5.00	Each	369.85	1849.25
58	12.43.2	110 mm	1						5.00	Each	371.30	1856.50
59	12.55	Providing and fixing Heat Resistant Terrace Tiles (300 mm x 300 mm x 20 mm) with SRI (solar refractive	1	1	1	10	10		100			
								Say	100	sqm	1703.95	170395
60	13.1.2	12 mm cement plaster of mix : 1:6 (1 cement: 6 fine sand)										
			1	1	2	40	4.5		360.00			
			1	1	4	6	3		72.00			
		Stair	1	10	2	0.5	2		20.00			
									452.00			

SOUTHERN RAILWAY												
ENGINEERING DEPARTMENT						SALEM DIVISION						
Abstract Estimate												
Name of work :- Construction of a commercial office for GCT at Koolipalayam.												
Sl.No	DSR No 2023	Description of Item	Nos			L	B	D	Qty	Unit	Rate	Amount
									453.00	Sqm	333.35	151007.55
61	13.26	Providing and applying plaster of paris putty of 2 mm thickness over	1						226.50	Sqm	262.70	59501.55
62	13.47.1	Finishing walls with Premium Acrylic Smooth exterior paint with Silicone additives of required shade. New work (Two or more coats applied @ 1.43 ltr/ 10 sqm. over							602.00	Sqm	171.10	103002.20
63	13.48.2	Finishing with Deluxe Multi surface paint system for interiors and Painting wood work with Deluxe Multi Surface Paint of required							453.00	Sqm	176.25	79841.25
64	13.48.3	Painting Steel work with Deluxe Multi Surface Paint to give an even shade. Two or more coat applied @							150.00	Sqm	170.70	25605.00
65	17.1.1	Providing and fixing water closet squatting pan (Indian type W.C. pan) with 100 mm sand cast Iron P or S trap, 10 litre low level white P.V.C.										
			1	1	1	1			1.00			
									1.00	Each	6767.40	6767.40
66	17.2.1	Providing and fixing white vitreous china pedestal type water closet (European type W.C. pan) with seat										
			1	1	1	1			1.00	Each	6515.55	6515.55
67	17.7.4	Providing and fixing wash basin with C.I. brackets, 15 mm C.P. brass pillar taps. 32 mm C.P. brass							2.00	Each	1879.20	3758.40
68	17.16A	Providing and fixing 8 mm dia C.P. / S.S. Jet with flexible tube upto 1 metre long with S.S. triangular plate to Eureka type W.C. of							2.00	Each	349.15	698.30
69	17.28.2.1	Providing and fixing P.V.C. waste pipe for sink or wash basin including P.V.C. waste fittings complete										
		32 mm dia							2.00	Each	119.55	239.10
70	17.32.2	Providing and fixing mirror of superior glass (of approved quality) and of required shape and size with plastic moulded frame of approved										
		Rectangular shape 453x357 mm							2.00	Each	1361.80	2723.60
71	17.73.2	Providing and fixing PTMT towel rail complete with brackets fixed to wooden cleats with CP brass screws with concealed fittings arrangement										
		600 mm long towel rail with total length of 645 mm, width 78 mm and effective height of 88 mm, weighing not less than 190 gms.							2.00	Each	708.95	1417.90
72	18.7.3	Providing and fixing Chlorinated Polyvinyl Chloride (CPVC) pipes, having thermal stability for hot & cold water supply, including all										
		25 mm nominal outer dia .Pipes.							50.00	Metre	401.55	20077.50
73	18.8.2	Providing and fixing Chlorinated Polyvinyl Chloride (CPVC) pipes, having thermal stability for hot & cold water supply, including all										
		20 mm nominal outer dia .Pipes.							30.00	Metre	537.60	16128.00