

Additional Special Conditions

Tender No. : ENGG-JP-2026-27-

Name of Work:- Improvement to passenger amenities and divyangjan facilities at 13 stations under the jurisdiction of Sr. DEN/N/JP.

Completion period- Completion period of the work shall be 08 (Eight) months from the date of issue of acceptance letter.

Scope of work:- The works involve Improvement to passenger amenities and divyangjan facilities at 13 stations under the jurisdiction of Sr. DEN/N/JP:-

List of stations					
S. No.	Station	S. No.	Station	S. No.	Station
1.	COM	6.	KAWT	11.	SRGH
2.	DKBJ	7.	LNH	12.	SIKR
3.	NDH	8.	RSWT	13.	JJN
4.	GND	9.	NWH		
5.	BDHL	10.	CRWA		

The location can be changed as per instruction of Engineer in charge for which no extra claim what so ever shall be admissible.

GENERAL CONDITION FOR THE WORK

1. The work is to be executed as per the direction of Engineer in charge. Item to be operated shall be as per the tender schedule & site condition. Decision of Engineering-in-charge or his representative shall be final and binding on the contractor. The plan is available in the Drawing Office of Jaipur division for reference only. Tenderer's are requested to visit the site of work before quoted their rates.
 2. All construction materials to be used in the work shall be taken as per list of HQ letter No. - NWR-HQ0ENGG(WKS)/108/2020, Dated - 23.12.2025 or IS specification wherever applicable and shall be approved by site engineer before use in work.
 3. All construction materials to be used in the work shall be as per relevant IS specification wherever applicable and shall be approved by engineer in-charge before use in work.
 4. Mixers of approved design shall be used for mixing cement concrete. Form surface vibrators of approved design and quality shall be used for the compaction of the same in RCC/CC work.
 5. Specifications for the works given in the items of DSR 2023/IRUSSOR-21 shall be followed. The standard specifications (works & material) shall be followed given by CPWD in reference of DSR 2021 & specifications of IRUSSOR.
 6. During the currency of the contract any correction slip related with the items of DSR 2023 of CPWD/ IRUSSOR is issued, the contractor shall be bound to accept the same. No extra claim what so ever shall be admissible in such cases, However any change or new guideline related to CPWD DSRs, AORs & Specifications shall be effective on Indian Railways only when uploaded by Ministry of Railways on Civil Engineering Directorate webpage of Ministry of Railways.
 7. The rates quoted by the contractor shall be deemed to be inclusive of all taxes, royalties, octroi etc.
 8. The contractor will be completely responsible for safety of labour working at site he/she will also be responsible for safety of railway track and train traffic; any loss of railway property shall be recovered as per extant rules.
 9. In case any ambiguity between special conditions and general standard condition, special conditions shall prevail.
 10. Contractor shall be responsible for the safety of his labour, machinery deployed in the work.
 11. Adequate tools and plants shall be arranged by contractor at site of work. No delay in works will be accepted on this account.
 12. Contractor will be responsible for the safety of railway property.
 13. Contractor has to make all the safety arrangements and provide boards and banners of "work in progress" etc. and safety strips of sufficient length to make aware the Passengers and other users. No extra payment for the same shall be made.
 14. All testing and its cost shall be borne by the contractor.
 15. All the tests such as cube test, design mix of all grades, RCC slab, beam, column etc. required during the execution of DSR- 2023/IRUSSOR-2021 items shall be got done by the contractor from Govt. laboratory, Govt. engg. collage
12. TS (26-27 N) - Improvement to passenger amenities and divyangjan facilities at 13 stations under the jurisdiction of Sr. DENNJP/13

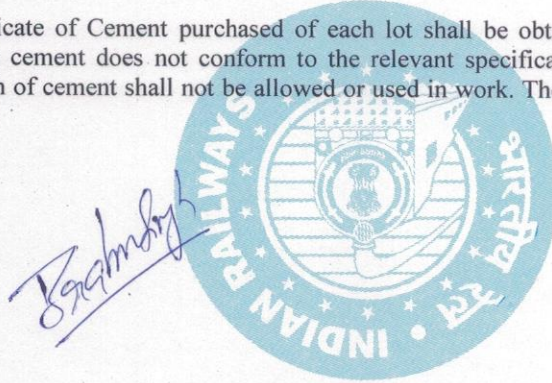
or any other reputed private lab(NABL approved lab) for which testing charges shall be borne by the contractor. No extra claim of payment whatsoever shall be admissible for such tests. However cube tests may be done in contractor's established laboratory. If the Testing done from private approved laboratory it is to be done in the personal presence of concerned SSE (W).

16. Work to be done in a very efficient manner and up to the entire satisfaction of Engineer in charge. Any defect pointed out by Engineer in charge shall immediately be rectified by the contractor without any extra cost.
17. Any root or branch of tree coming in the way of foundation/ excavation etc. shall be cut/ trimmed by the contractor at his own cost. No extra payment shall be made.
18. Contractor will not be entitled for any claims if any of the items indicated in the schedule is not done or not given to him.
19. Electricity if required at work site shall have to arrange by contractor at his own cost.
20. In case of any dispute arising out of the punctuation and/or any typographical error in schedule the same will be corrected with reference to IRUSSOR-2021 of NWR/ DSR-2023 of CPWD of North western railway (with upto date correction slips) in original manuscript available with Chief Engineer.
21. The work will be executed all over the Sr. DEN (N)/JP section. The location can be change by Engineer in charge as per necessity. The contractor will be bound for change the location of work site. No extra payment for the same shall be made.
22. Design of RCC slab, wall & structural drawing if required for the work shall be got done by the contractor from IIT/NIT/Govt. Engg. Collage and approved by the Engineer in charge for which charge shall be born by the contractor. No extra claim of payment what so ever shall be admissible for such design.
23. It will be the responsibility of the contractor to bring the material in good & safe condition during transportation of any item. Any damage to the Railway material shall be recovered as per extant rules.
24. The contractor shall keep a first aid box at each site of work.
25. The contractor shall ensure that all labour working on track are withdrawn from the track when the train is approaching for which he will post a look out man who will whistle & caution the labour about approaching train & take further necessary action as required at site.
26. Contractor shall take all care to avoid any damage to electric overhead or under ground cable, telephone wires, water pipe line sewerage system etc,. Any damage to the railway property on account of contractor's negligence shall be made good at contractor cost and action taken as per extant rule.

Brahm Singh

Special conditions for Supplying and Utilizing Cement at Site:-

1. The cement supplied (and utilized) shall be as per the Specification laid down in latest IS code.
2. Payment will be made as per actual consumption of cement for the work & the consumption will be calculated on the basis of DSR-2021/IRUSSOR-2021 items or as per approved design mix of various grades of concrete.
3. The cement will be supplied in 50Kg bags. Empty Cement bags will be property of contractor. No recovery will be made for empty cement bags.
4. The cement brought for the work shall remain in the custody of contractor and a register maintained for utilization of cement at site as prescribed by the Engineer- In- charge.
5. Cement in bags shall be stored and stacked in a shed which is dry, leak proof and as moisture proof as possible. Storage of cement at the work site shall be at contractor's expense and risk. Any damage occurring to cement due to faulty storage in contractor's shed or on account of negligence on his part shall be the liability of the contractor.
6. Cement more than 03 months old from the date of manufacture shall not be used. It shall be transported and stacked by the contractor in his godown at his own cost with all safety against loss/ theft by providing necessary security/watchman. The Railway shall entertain no extra cost.
7. Contractor has to submit original purchase invoice/ Challans for the proof of purchase.
8. Necessary test certificate of Cement purchased of each lot shall be obtained by the contractor and submitted to Railway. In case the cement does not conform to the relevant specification, the whole batch will be summarily rejected and the batch of cement shall not be allowed or used in work. The cost of all such test is to be borne by the contractor.



SPECIFICATION & CONDITION OF STEEL FOR RCC WORK & STRUCTURE STEEL

1. The steel supplied by the contractor shall confirm to the latest version of:
(a) IS: 432 (Part-I) 1966 for mild steel and medium tensile steel bars.
(b) IS: 1139-1966 for deformed bars.
(c) IS: 1786-1979 cold twisted steel bars.
(d) IS: 226-1975 for Structural steel.
(e) IS: 1786-2008 High strength deformed steel bars & wires for concrete reinforcement
2. Steel procured from primary source shall only be used in the work.
3. Necessary test certificate for steel shall be obtained and submitted to the Railway Engineer-In-charge. Steel without the test certificate from approved laboratory/ Govt. Engg. College shall not be used in the work. The steel allowed in this work shall be approved by RDSO vendors.
4. Quantity for this item shall be calculated as per nominal weight of steel section for the length actually used in the work. No payment will be made for the wastage and the contractor will be allowed to take away the scrap and excess steel from site.
5. The contractor shall be responsible for getting the measurements of steel entered into Measurement Book and signed by the assistant Engineer-In-charge before concreting is done to avoid dispute regarding quantity of steel used.
6. The rate quoted for this item is deemed to be inclusive of the cost of binding wire and no separate payment admissible for the same.
7. The contractor shall not use any bar lesser than 3.5 meter in length unless and otherwise permitted by the Engineer-In-charge.
8. The steel shall be kept by the contractor under his custody at site of work and Railway will not be responsible for any theft.
9. The length for overlapping of reinforcement, hooking bending etc. shall confirm to provision made in IS: 456 latest editions.
10. The quantity so payable under this item shall further be restricted to the quantity as per approved plan drawing and the decision of the Railway Engineer in this regard shall be final and binding upon the contractor.
11. Necessary test certificate of steel purchased of each lot shall be obtained by the contractor and submitted to Railway.
12. Payment will be for the net finished work in MT as per steel table weight.

Brahm Singh

Precautions to be taken for works on or along side track-

1.0 SAFE WORKING METHODS:

- 1.1 All or some of the works executed under this contract involve works on or alongside the Railway track on which the railway traffic is kept operative during or immediately after the completion of one or more phases of the contract work. In view of this position maintaining safe working conditions at the work site at all times for the safe passage of the railway traffic is a primary over-riding condition required to be fulfilled by the contractor at all times.
- 1.2 For this purpose, it is understood and agreed to by the contractor that the work executed by him under this contract shall at all times fulfill all the safety conditions in force on the railway from time to time to operate the railway traffic.

2. INSTRUCTIONS/DIRECTIVES OF THE ENGINEER'S REPRESENTATIVES:

- 2.1 The contractor shall at all times, execute the contract work only in the presence of and under the superintendence of the Engineer's Representative or a Railway employee specifically appointed on his behalf. No work under the contract shall therefore be commenced by the contractor without the express permission of the Engineer's Representative.
- 2.2 The contractor shall always execute the work under this contract in strict compliance with the instructions /directives by the Engineer's representative. Any act of non-compliance with the instructions/ directives issued by the Engineer's representative shall be considered as a default of the Contractor where after the railway shall be free to take further appropriate action as provided in the contract for dealing with such defaults of the contractors. The decision of the Engineer's representative where there has been an act of non-compliance with the instructions /directive of the Engineer's Representative for the purpose of this clause shall be final and conclusive.
- 2.3 The instructions /directives by the Engineer's Representative shall not however absolve the contractor of his representative or reduce his responsibility in any manner whatsoever in regard to maintaining at all time the safe working conditions at the work site.

3. PROTECTION OF THE WORK SITE

- 3.1 On railway track where the train traffic will be operational during the execution of the contract work the protection of the works site as considered appropriate and adequate shall be arranged by the Engineer's Representative at the Railway's cost.
- 3.2 Not with standing the aforementioned protection at the works site provided by the Engineer's Representative the contractor shall be responsible for providing appropriate and adequate system for warning the contractor's workmen about the train traffic on or in the vicinity of the site of work. The decision of Engineer's Representative whether the facilities provided by the contractor in this regard are appropriate and adequate or not shall be final and conclusive.

4.0 NON-COMPLIANCE WITH THE INSTRUCTION/DIRECTIVE OF THE ENGINEER'S REPRESENTATIVE.

- 4.1 The contractor shall always comply with the instructions/ directive issued by the Engineer's representative from time to time. In the event of any non compliance with such instructions/directives, apart from and in addition to other remedies available to the railway as specified here in above, the Engineer's representative may employ at the work site the railway workmen with necessary equipment as considered appropriate and adequate by him to provide the requisite conditions for the safe and unhampered movement of railway traffic. The decision of the Engineer's Representative in regard to the need, appropriateness and adequacy of the deployment of the railway workmen with necessary equipment shall be final and conclusive.
- 4.2 When the railway workmen with necessary equipment are deployed in the above manner, recovery at the following rate shall be made from the contractor's due under this contract or any other monies of the contractor available with the railway under this contract or other contract. The recovery for the total railway workman hours employed at the work site for the above purpose shall be made at the rate of Rs. 500/- (Rs. Five hundred only) per workman hour irrespective of the type and grade of the railway employee actually employed. The aggregate period from the time railway workmen are actually deployed at the work site till the work is completed to the satisfaction of the engineer's representative whose decision in this regard shall be final and conclusive.

B. Ramji

5.0 PERSISTENT NON-COMPLIANCE WITH INSTRUCTIONS/ DIRECTIVES OF ENGINEER'S REPRESENTATIVES.

- 5.1 If the contractor does not comply with the instructions directives of the Engineer's Representative apart from and in addition to the remedies available to the railway as specified herein above without prejudice to the railway's rights in this regard the Engineer's Representative, which for the purpose of this clause shall exclude the Inspector of Civil Engineer Department appointed by the Western Railway can suspend the contractor's work till the Engineer's Representative is satisfied that the contractor is in a position/will comply with the instructions/directives issued by the Engineer's Representative.
- 5.2 The decision of the Engineer's Representative in this regard shall be final and conclusive. The contractor shall not have any claim whatsoever against the railway for such short term/long term suspension of the contract work.
- 5.3 During the above mentioned period of suspension of work the contractor shall not in any manner attempt to carry out any work at the work site. Any such attempt of the contractor shall be deemed to be an unauthorized work on the railway track. For such acts, the contractor shall then be liable for further appropriate action under the relevant provisions of the Indian Railway Act.

6.0 PROTECTION OF TRACK FROM ROAD VEHICLES MOVING BY THE SIDE OF TRACKS:

- 6.1 The contractor shall not allow any road vehicle belonging to him or his supplier etc. to ply in railway land next to the running line. If for the execution of work it becomes necessary to use the road vehicle next to the running track, the contractor shall apply to the Engineer In-charge for permission, giving the type & number of individual vehicle, name & licence particular of the driver, location, duration & timings for such works/movement. The Engineer In-charge or his authorized representative will personally counsel, examine & certify the road vehicle driver, contractors flag man & supervisor & will give written permission, giving name of the road vehicle driver, contractor's flagman & supervisor to be deployed on the work/location, period & timing of the work. This permission will be subject to the following obligatory conditions:-

- (i) The road vehicle will ply only between sunrise & sunset.
- (ii) Nominated vehicles & drivers will be utilized for work in the presence of at least one flag man & one supervisor, certified for such work.
- (iii) The vehicles shall ply 6 meter clear of track. Any movement, work at less than 6 meter and upto minimum 3.5 meters, clear of track center, shall be done only in the presence of railway employee authorized by the Engineer In-charge. No part of the road vehicle will be allowed at less than 3.5 meters from track center. Cost of such railway employee shall be borne by the railway.
- (iv) The contractor shall remain fully responsible for ensuring safety & in case of any accident, shall bear cost of all damages to the equipment & men and also damages to railway & its passengers.



Special Condition of Contract

1.0 Site Inspection-

- 1.1 The Tenderer must inspect the site before quoting the rates of work to acquaint himself with approach roads, if any, near station on either side of the site of work, height of embankment, depth of cutting in the section where the work is to be done, lead, lift, ascent, descent, crossing of Nallah / Track involved, availability of labour, camping facility and all other factors which will have bearing on the works and tendered rates should include all such charges incidental to the works. No extra charges what-so-ever, will be payable.
- 1.2 The contractor will keep a site order book at site with all pages numbered & top initialed by ADEN / In charge of the work.

2.0 PROCEDURE TO CARRY OUT THE WORK:

The work will be executed as per detailed procedure laid down in IRPWM 2024 amended from time to time and as per the instructions contained in CE's Circulars (P.Way) issued from time to time on the subject matter.

- 2.1 Speed restriction/traffic block (Preferably during corridor block) as required will be arranged by Engineer Incharge. Longitudinal section of existing Rail profile and proposed rail profile will be given to the contractor before the commencement of the work. This will be decided by ADEN / Incharge of the work.
- 2.2 No work shall be commenced until the SSE/JE/P.Way. of the Railways has either obtained block or has imposed the speed restriction as required and erected the temporary Engineering Signals. SE/JE/P.Way or his authorized representative Concerned shall also remain present during the execution of work and permit to commence daily work.
- 2.3 The contractor should deploy a competent person to supervise the work and he must possess a competency certificate for the purpose to be issued by Assistant Divisional Engineer of the section. Such certificate shall be issued by the Assistant Divisional Engineer only after examining counseling and satisfying himself of the fact that the said person has good knowledge of the work to be executed.
- In this matter opinion of the Assistant Divisional Engineer will be final and binding upon the contractor.
- 2.4 SSE/JE/P.Way or his authorized supervisor will supervise all the operations in his personal supervision and will be responsible for safety of track and standard quality of work and his orders be followed by the contractor and his supervisor at site of work.
- 2.5 The contractor should progress the work in a systematic manner with sufficient labour so as to keep the length of track under speed restriction to the minimum. The caution man/ Flagman during the day and the night will be arranged by the Railway free of cost to the contractor.
- 2.6 The Contractor shall make available himself or his supervisor, labour, T&P etc to attend any emergency on track within a short notice of 01 hour after the information received from railway representative. It will be the responsibility of the contractor to keep himself in contact through mobile/phone with ADEN/SSE concerned The Payment will only be made as per the work done under relevant items as given in schedule.
- 2.7 The work will be under taken between sun-rise to sunset.
- 2.8 The contractor's supervisor shall be well conversant with the IRPWM, LWR manual, SWR, bridge manual etc. for safe working on track.
- 2.9 The paras of manuals have been quoted in the special conditions in which there are chances of typical error, however the para shall be govern as per the Railways approved manual and all the track work shall be done as per the procedure laid down in related Manuals. If there is any conflict between special conditions, Manuals, description of item etc. the manuals incorporated all the correction slip issued up to the order issue of LOA and any other issued during the course of execution of work shall be followed and in all such cases decision of Engineer in charge shall be final and binding upon by the contractor.
- 2.10 The contractor shall not allow any road vehicle belonging to him or his suppliers etc. to ply in railway land next to the running line. If for execution of certain works viz. Earth work for parallel railway line and supply of ballast for new or existing rail line, gauge conversion etc. road vehicles are necessary to be used in Railway land next to the railway lines, the contractor shall apply to the Engineer-In-charge for permission giving the type and No. of individual Vehicles, names and license particulars of the drivers location, duration and timings for such work / movement. The Engineer in charge or his authorized representative will personally counsel, & examine the road vehicle drivers, contractor's flagmen and supervisor and after satisfying himself will give specific written permission giving names of road vehicle drivers, contractor's flagmen and supervisor to be deployed on the work, location, period and timing of the work. This permission will be subject to the following obligatory conditions.

Brahma

- (i) The road vehicles will ply only between sunrise and sunset.
- (ii) Nominated vehicles & drivers will be utilized for work in the presence of at least one flagman and one supervisor certified for such work.
- (iii) The vehicles shall ply 6m clear of track. Any movement work at less than 6 m and up to minimum 3.5m clear of track centers shall be done only in the presence of Railway employee authorized by the Engineer In charge. No part of the road vehicle will be allowed at less than 3.5m from track center. Cost of such Railway employee shall be borne by the Railway.
- (iv) The contractor shall remain fully responsible for ensuring safety and in case of any accident, shall bear cost of all damages to this equipment & men and also damages to Railway and its passengers.

Engineer In charge may impose any other condition necessary for a particular work or site.

- 2.11 Safety of the Contractor's men working on the track is responsibility of the Contractor's representative and the Railway will in no case be responsible for compensation required to be paid to the contractor's man in the event of any accident / mishap. For this contractor shall sign an indemnity bond in DRM Office on stamp papers.
- 2.12 A daily progress as required by railway will be ensured by the contractor.
- 2.13 Before starting the work inventory of the existing fittings and fastening of the track will be jointly taken by SSE/P.Way In-charge and contractor or his authorized representative. A copy of this inventory will be submitted to ADEN/DEN and to divisional office. In the event of loss of any of the existing fittings and fastenings the contractor will have to pay the cost of new material at the prevailing rate fixed by Railway plus 12½% as departmental charges. The track will be handed over to the Railway in stages of one Km. Until the track is handed over back to SSE/P.Way the contractor will be responsible to ensure that no fitting / fastenings is lost from the newly laid track. Shortage of any P.Way fittings if any will be reported by key men of the section to SSE/P.Way In charge of work who will immediately intimate to the contractor and get it replaced at his cost.
- 2.14 The work will be done by the contractor to the entire satisfaction of Railways SE/P.Way at site who will accord such a certificate in respect of all operations involved in site order book at the end of each day.
- 2.15 Measurement will be recorded by SSE/P.Way in charge and test checked to the extent of 20% by the ADEN. This stipulation will be for each running bill.
- 2.16 Any damage caused to the track, during the execution of work both in normal and abnormal condition will have to be re-repaired by the contractor at his cost.
- 2.17 All the operation of the above work will be done on running track and nothing extra shall be paid to the contractor on this account.
- 2.18 No extra charges for loading, unloading, leading the material to the site of work and loading of released materials back to loading point will be paid by Railways except that mentioned in the tender schedule.
- 2.19 The Contractor is required to complete all the operation viz. lifting, packing, alignment, raising etc. In order to make fit to the prescribed speed with his own labour.
- 2.20 P.Way materials excluding rails and sleepers will be handed over by Railways at the SE/P.Way Godown as nominated by Assistant Divisional Engineer i.e. either at nearest Railway Station of site of work or nearest SE/P.Way's Godaown whichever is convenient to ADEN / In charge. The rail and sleepers will be supplied by Railway at the site of work.
- (a) Released material will be sorted out by the contractor with his own labour and cost. Separate stacks for SH and unserviceable material will be made at a location as finalized by the ADEN of the section.
- (b) Released raw pieces shall be removed from the site on the same day of removal and to be kept at nearest manual LC/station as decided by the SSE/PWI.

3. TOOLS-

Track tools required for this work will be arranged by the contractor.

- 3.1 All the tools and plants as required to execute the work will be arranged by contractor at his cost and nothing extra shall be paid on this account.
- 3.2 The contractor will ensure reconditioning / repair of the tools and plants at his own cost to keep them fit for use. He will repair the worn out tools at his own cost and nothing extra will be paid on this account.

Brahm

3.3 The contractor should ensure that labour on work removes their tools clear of the track on the approach of the train. After the day's work the contractor should secure tools in proper tool boxes and in no case the labour be permitted to take tools to their homes. Tools should not be allowed to fall in unwanted hands who can tamper with the Railway track. Sufficient hard wood wooden blocks of size 10" x 25" x 24" will have to be arranged at site before taking the work in hand. Railways may supply for this purpose unserviceable sleepers at market rate (i.e.) last auction rate on the division + 20% thereof). Supply of such sleepers will be made to the contractor at his specific written request to the ADEN concerned. Such supply will be made in the presence of Stock verifier /ISA & SI/Inspector/RPF.

4.0 **Penalties-**

In the event of accident at the work site the departmental enquiry will be held and in case it is established with that derailment has occurred on account of the contractor's negligence or the negligence of his men, damages at the following rates will be recovered from contractor:-

- (a) Accident involving use of accident Relief train = Rs.50000/-
- (b) Nominal accident not involving use of accident relief train Rs.10000/-



Signature of tenderer's

Divl. Rly. Manager (WA)/Jaipur
For & on the behalf of President of Union of India.

T. Cheeked
Bhagm Singh
JCL/C

