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**TENDER NO.: NGP-NC-CR-SNT-C-S-03-2026**

**NAME OF WORK:** Indoor & Outdoor signaling work including supply of materials, installation, testing & commissioning of Electronic Interlocking at Wardha station (Distributed Configuration) in connection with Wardha-Badnera-Bhusawal 3rd & 4th line of Nagpur Division of Central Railway.

<i>DETAILS</i>	<b>FROM</b>	<b>TO</b>
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GENERAL CONDITION OF CONTRACT APRIL 2022 With Advance correction slips (Attached separately)		

## **SECTION I**

### **SPECIAL INSTRUCTION & GUIDELINES FOR SUBMITTING e- TENDERS**

Tenderer/s are advised to read the instructions given below & strictly ensure that all the compulsory & important documents as mentioned herein, are upload before submitting their tender.

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

**If it is NOT mentioned in the submitted tender that tender is being submitted on behalf of a Sole Proprietorship firm / Partnership Firm / Joint Venture / Registered Company etc., then the tender shall be treated as having been submitted by the individual who has signed the tender.**

The tenderer whether sole proprietor / a company or a partnership firm / joint venture (JV) / registered society / registered trust / **HUF / LLP** etc. if they want to act through agent or individual partner (s), should submit along with the tender, a copy of power of attorney duly stamped and authenticated by a Notary Public or by Magistrate in favour of the specific person whether he /they be partner (s) of the firm or any other person, specifically authorizing him/them to sign the tender , submit the tender and further to deal with the tender / Contract up to the stage of signing the agreement except in the case where such specific person is authorized for above purposes through a provision made in the partnership deed / Memorandum of understanding / Article of Association / Board resolution , failing which tender shall be summarily rejected.

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

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

**(Ref: Clause 14(i), 14(iii) & 15 of TENDER FORM (Second sheet) at Page 17 & 19 of GCC APRIL 2022).**

3. **The tender must be accompanied by a Bid Security as mentioned in Para 5 of Part-1, Instruction to Tenderers (ITT) at Page 4-6 of GCC APRIL 2022, Para 6 (a), 17.5 & 18.6 of TENDER FORM (Second sheet) along with Annexure-VIA at Page 11,21,26 & 37-39 of GCC APRIL 2022, failing which the tender shall be summarily rejected.**

4. Following documents mentioned at (a) to (h) below, should be furnished along with tender and should be submitted online at the time of tender bidding. **Tenders not accompanied by these documents will be summarily rejected.** No post tender communication, in any form will be made or entertained, after opening of tenders, in this regard. Railways may however call for the originals of the credentials for verification or any clarifications/confirmations on the contents of the documents submitted.

- (a) **TENDER FORM** (First sheet) (Ref: Page 9 & 10 of GCC APRIL 2022).
- (b) **Work(s) completion certificate(s)** as per the requirement of Technical eligibility criteria (Ref: Clause 10.1 & and for tenderer participating as JV firm Clause 17.15.1 of TENDER FORM (Second Sheet) at Page 12-14 & 24 of GCC APRIL 2022).
- (c) Documents as per the requirement of **financial eligibility criteria** (Ref: Clause 10.2 and for tenderer participating as JV firm Clause 17.15.2 of TENDER FORM (Second Sheet) along with Annexure- VIB at Page 14, 24-25 & 40 of GCC APRIL 2022).
- (d) Documents for evaluating the **Bid Capacity**, for tenders having advertised value more than Rs.20.00 crore (Ref: Clause 10.3 and for tender participating as JV firm Clause 17.15.3 of TENDER FORM (Second Sheet) along with Annexure-VI at Page 14, 25 & 35-36 of GCC APRIL 2022).
- (e) Certificate stating that the tenderer/s are not liable to be disqualified and all their statements / documents submitted along with bid are true and factual, as per **Annexure-V** (Ref: Para 6.1 of part-1, Instruction to Tenderer (ITT) at Page 7 & 33-34 of GCC APRIL 2022).
- (f) In case the tenderer is other than Joint Venture (JV) firm, tenderer has to submit all the documents as mentioned below (Ref: Clause 14 (ii) (a) to (c),(e) to (g), (iv) and 18.10 of TENDER FORM (Second Sheet) at Page 17-18 & 26-27 of GCC APRIL 2022).

Type of Firm	Documents to be submitted
(a) Sole Proprietorship Firm:	All documents in terms of <b>Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.</b>
(b) HUF :	(i) A copy of notarized affidavit on Stamp Paper declaring that he who is submitting the tender on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority. Power and consent given by other members to act on behalf of HUF. (ii) All other documents in term of <b>Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022</b>
(c) Partnership Firm:	(i) A notarized copy of the Partnership Deed or a copy of the Partnership deed registered with the Registrar. (ii) A notarized or registered copy of Power of Attorney in favour of the individual to tender for the work. Sign the agreement etc.and create liability against the firm. (iii) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railway or any other Ministry / Department of the Govt. of India from participation in tender/ contracts as on the date of submission of bids, either in their individual capacity or in any firm / LLP in which they were/ are partners/ members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under clause 62 of the Standard General Conditions of Contract. (NOTE: THIS DOCUMENT SHOULD BE SIGNED BY ALL THE PARTNERS OF THE FIRM) (iv) All other documents in terms of Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.

Type of Firm	Documents to be submitted
<b>(e) Company registered under Companies Act-2013:</b>	(i) The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company. (ii) A copy of Certificate of Incorporation. (iii) A copy of Authorization/Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual to sign the tender on behalf of the company. (iv) All other documents in terms of Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.
<b>LLP (Limited Liability Partnership) registered under LLP Act-2008:</b>	(i) A copy of LLP Agreement. (ii) A copy of Certificate of Incorporation (iii) A copy of Power of Attorney/Authorization issued by the LLP in favour of the individual to sign the tender on behalf of the LLP and create liability against the LLP. (iv) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry/ Department of the Govt. of India from participation in tenders/ contracts as on the date of submission of bids, either in their individual capacity or in any firm / LLP or JV in which they were / are partners / members. Concealment/ wrong information in regard to above shall make the contract liable for determination under clause 62 of the Standard General Conditions of Contract. <b>(NOTE: THIS DOCUMENT SHOULD BE SIGNED BY ALL THE PARTNERS OF THE FIRM)</b> (v) All other documents in terms of <b>Para 10 of the tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.</b>
<b>Registered Society &amp; Registered Trust :</b>	(i) A copy of Certificate of Registration. (ii) A copy of Memorandum of Association of Society / Trust Deed. (iii) A copy of Power of Attorney in favour of the individual to sign the tender documents and create liability against the Society/Trust. (iv) A copy of Rules & Regulations of the Society. (v) All other documents in terms of Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.

After opening of the tender, any document pertaining to the constitution of Sole Proprietorship Firm / Partnership Firm/ Registered Company / Registered Trust / Registered Society / HUF / LLP etc. shall be neither asked nor considered, if submitted. Further, no suo moto cognizance of any document available in public domain (i.e., on internet etc.) or in Railway's record/office files etc. will be taken for consideration of the tender if no such mention is available in tender offer submitted.

- (g) In case the tenderer is a **Joint Venture (JV) firm**, tenderer has to submit all the documents as mentioned below:
- (i) 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. (**Ref: Clause 17.6 of TENDER FORM (Second Sheet) at page 21 of GCC APRIL 2022 & Appendix –VIII of the Tender Document**).

- (ii) **Documents of JV Members:**  
**(Ref: Clause 17.14 of TENDER FORM (Second Sheet) at Page 22-24 of GCC APRIL 2022).** In case one or more of the members of the JV is / are:

Type of Firm	Documents to be submitted
<b>Partnership Firm</b>	<p>(i) A notarized copy of the Partnership Deed or a copy of the Partnership deed registered with the Registrar.</p> <p>(ii) A copy of consent of all the partners or individual authorized by partnership firm, to enter into the Joint Venture Agreement on a stamp paper.</p> <p>(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.</p> <p>(iv) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by railways or any other Ministry / Department of the Govt. of India from participation in tender / contracts on the date of submission of bids, either in their individual capacity or in any firm/ LLP in which they were / are partners / members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under Clause 62 of the Standard General Conditions of Contract.</p> <p><b>(Note: THIS DOCUMENT SHOULD BE SIGNED BY ALL THE PARTNERS OF THE FIRM)</b></p>
<b>Proprietary Firm or HUF:</b>	<p>A copy of notarized affidavit on Stamp Paper declaring that his Concern is a proprietary Concern and he is sole proprietor of the Concern or he who is signing the affidavit on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.</p>
<b>Companies</b>	<p>(i) A Copy of resolutions of the Directors of the Company, permitting the company to enter into a JV agreement;</p> <p>(ii) The copies of MOA (Memorandum of Association/ AOA (Articles of Association) of the company;</p> <p>(iii) A copy of certificate of Incorporation; and</p> <p>(iv) 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.</p>
<b>LLP firm/s</b>	<p>(i) A copy of LLP Agreement</p> <p>(ii) A copy of Certificate of Incorporation of LLP</p> <p>(iii) A copy of resolution passed by partners of LLP firm, permitting the Firm to enter into a JV agreement</p> <p>(iv) A copy of Authorization / copy of Power of Attorney issued by the LLP firm (backed by resolution passed by the Partners) in favour of the individual, to sign the tender and / or sign the MOU/ JV agreement on behalf of the LLP and create liability against the LLP.</p> <p>(v) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders/ contracts as on the date of submission of bids,</p>

Type of Firm	Documents to be submitted
	either in their individual capacity or in any firm/ LLP or JV in which they were / are partners / members . Any Concealment / wrong information in regard to above shall make the contracts liable for determination under Clause 62 of the Standard General Conditions of Contract. <b>(NOTE: THIS DOCUMENT SHOULD BE SIGNED BY ALL THE PARTNERS OF THE FIRM)</b>
<b>Society/s or Trust/s</b>	(i) A copy of Certificate of Registration (ii) A copy of Memorandum of Association of Society / Trust Deed (iii) A copy of Rules & Regulations of the Society (iv) A copy of Power of Attorney, in favour of the individual to sign the tender documents and create liability against the Society / Trust.

(iii) All other documents in terms of **Para 10 of the Tender Form (Second Sheet) at Page 12-16 of GCC APRIL 2022.**

(h) Copy of **Ballast Test Report**, if applicable to the tender.

5. Compliance of **Employment / Partnership etc. of Retired Railway Employees** as per **Clause 16 of TENDER FORM (Second SHEET) at Page 19-20 of GCC APRIL 2022**, failing which contract is liable to be dealt in accordance with provision of **Clause 62 of Standard General Condition of Contract at Page 92-95 of GCC APRIL 2022 (Note: Information / Certification should be given as per ‘Appendix-IV’ of the Tender / Technical Bid Document).**

6. Tenderers shall note the submission of other following supporting documents, **is important and they shall ensure the same at the time of online bidding of tender.** However Railways may seek clarifications / details / documents in this regard.

(a) Copy of **Vendor Mandate Form** as per **Appendix-VII** of the Tender Document. All Payments to the agency (Including the refund of the EARNEST Money (EMD) of the unsuccessful bidder) will be remitted through NEFT. The Tenderers required to declare Bank details and A/C No. etc. in Vendor Mandate Form.

(b) Copy of the **complete details of the firm** as per **Appendix-I** of the Tender / Technical Bid Document, to which all correspondences shall be made by the Railway.

(c) Copy of **Goods and Services Tax (GST) Registration Certificate** containing **GST Registration Number.**

(d) Copy of certificate by tenderer for **site visit & familiarization** as per **Appendix – VI** of the Tender / Technical Bid Document.

(e) Copy of the **list of the Personnel/Organisation of the tenderer on hand and proposed to be engaged for this tender** as per **Appendix-IV** of the Tender / Technical Bid Document. (**Ref: CP/23/23**).

(f) Copy of **list of the plants & machinery of tenderer available on hand and proposed to be inducted & hired for this tender** as per **Appendix-V** of the Tender / Technical Bid Document. (**Ref: CP/23/24**).

To assist in the examination, Evaluation & comparison and pre-qualification of tender, the Railway, at its discretion, ask any Bidder for a clarification of its bid. Any clarification submitted by a Bidder that

is not in response to a request by the Railway shall not be entertained or considered and the response of the bidder in this regard shall be in writing.

However, if a bidder does not provide clarification of its bid by the date and time communicated in the Railway request for clarification, the bid shall be evaluated as per the documents submitted along with the bid. **(Ref Clause 7E Page No. 7 of GCC April 2022.)**

7. The Railway reserves the right to verify all statements, information and documents submitted by the bidder in his tender offer, and the bidder shall when so required by the Railway, make available all such information, evidence and documents as may be necessary for such verification. Any such verification or lack of such verification, by the railway shall not relieve the bidder of its obligations or liabilities hereunder nor will it affect any rights of the railway there under.
8. Before submitting the tender document, tenderer should ensure that all necessary documents are uploaded.

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**Appendix-I****e-Tender Notice No.:****Name of Work:****PARTICULARS OF TENDER(S)**

1. Full name of Contractor /  
Construction firm
2. Year of Establishment of Firm
3. Registered head office Address  
Telephone no, Fax no,  
E-mail address
4. Branch office Address, Telephone no,  
Fax no, E-mail address
5. Details of Constitution of firm,  
Names of Partners/ Executive/  
Power of Attorney holders, etc.
6. Particulars of Registration with Government  
Semi-Govt. Organisation, Public Sector  
Undertaking & Local Bodies etc.



*Appendix-II***e-Tender Notice No.:****Name of Work:****LIST OF WORKS COMPLETE in last 07 (seven) years, ending last day of month previous to the one in which tender is invited**

Sr. No.	Name of work	Name of Organization for whom executed and Contract awarding authority	Contract agreement No and Date of Award	Approx. Value of Contract		Date of Commencement	
				Agreement Value	Final Value	Scheduled	Actual
1	2	3	4	5	6	7	8

Date of Finish		Period of Completion		Main features of the work	Remarks
Scheduled	Actual	Scheduled	Actual		
9	10	11	12	13	14

Note:

- i. *Supporting documents / certificates (duly attested) from the organisation with whom worked are working should be enclosed.*
- ii. *Certificate from private individuals for whom such works are executed / being executed shall not be accepted.*

**Appendix II A****Work Completion certificate (Issue by Organization)**

Name of Organization-

Postal address, Phone No., Email ID, Fax No-

Letter No. Date:-.....

1.	Name of work	
2.	Contract Agreement(C/A) No. and date	
3. (i)	Name of Firm with address	
(ii)	In case of JV..... Name and % share of individual firms.	
4.	Original value of contract agreement.	
5.	Date of award of contract	
6.	Has the work physically been completed in all respect, If yes, then actual date of physical completion.	
7.	Work completion date as per contract agreement?	
8.	Total payment made in above contract till the date of Issue of certificate.	
9.	Value of contract as completed final value if final bill paid	
10.	In case of composite work: Scope of work covered in the Agreement such as Civil work, Signalling work, Telecom work etc.	
11.	Performance of the contract:	

I hereby certify that above mentioned work has been physically completed in all respects per contract agreement. Performance of the contract or while executing the work.

(Signature)  
Name and Designation of officer  
Mobile No. of officer  
Seal of officer

**Appendix-III****e-Tender Notice No.:****Name of Work :**

**LIST OF WORKS ON HAND: DETAILS OF EXISTING COMMITMENTS.**  
**BALANCE AMOUNT OF ONGOING WORKS AND WORKS AWARDED NOT YET STARTED**

All works in progress and also the works which are awarded to tenderer but yet not started up to the date of opening of tender. In case of no works in hand, a 'NIL' Statement should be furnished. This statement should be submitted duly verified by Chartered Accountant.

Sr. No.	Name of work	Name of Organization for whom executed and Contract awarding authority	Contract agreement No and Date of Award	Approx. Value of Contract			Date of Commencement	
				Agreement Value	Payment received	Approx. balance to be received	Scheduled	Actual
1	2	3	4	5	6	7	8	9

Date of Finish		Period of Completion		%age Progress		Reasons for Delay, if any	Main features of the work	Remarks
Scheduled	Expected	Scheduled	Expected	Physical	Financial			
10	11	12	13	14	15	16	17	18

**Note :**

- i. Supporting documents / certificates (duly attested) from the organisation with whom worked are working should be enclosed.
- ii. Certificate from private individuals for whom such works are executed / being executed shall not be accepted.

*Appendix-IV***e-Tender Notice No.:****Name of Work:****LIST OF PERSONELL / ORGANISATION AVAILABLE ON HAND AND PROPOSED TO BE ENGAGED FOR THE SUBJECT WORK**

Sr. No.	Name & Designation	Qualification	Professional Experience	Remarks

*Note: - Supporting documents should be attached*

I hereby certify that no retired Engineer/Gazetted Officer of the Railways who has retired within 1 year of date of submission of tender and has not obtained permission of competent authority has been engaged by me/our firm. I also certify that none of my relative is engaged in Engineering Department in Central Railway.

**Signature of Tenderer(s)**

*Appendix-V***e-Tender Notice No.:****Name of Work :****A. LIST OF PLANT & MACHINERY (OWNED) AVAILABLE ON HAND AND PROPOSED TO BE INDUCTED ON THE SUBJECT WORK**

Sr.No.	Particulars of equipment's	No. of units	Kind/Make	Capacity	Age and condition	Remarks

**B. LIST OF PLANT & MACHINERY PROPOSED TO BE HIRED FOR THE WORK**

Sr.No	Particulars of equipment's	No. of units	Capacity	Remarks

*Appendix-VI***e-Tender Notice No.:****Name of Work:****DECLARATION FOR SITE VISIT**

I/We hereby solemnly declare that I /We visited the sites of work personally and have made myself/ourselves fully conversant of the conditions therein and in particular the following:

- i) Topography of the area
- ii) Soil strata at site of work
- iii) Sources and available of construction materials
- iv) Rates for construction materials, water, electricity including all local taxes, royalties, octroi, etc.
- v) Availability of local labour (both skilled and unskilled) and relevant labour rates and labour laws
- vi) Existing roads, approaches, pathway to site of work
- vii) Space for stacking of materials, stores, office etc.
- viii) Availability and rates private land, etc. required for various purposes
- ix) Trees, shrubs, bushes, debris etc. required to be removed for site clearance
- x) Need of dewatering / pumping etc.
- xi) Climate conditions and availability of working days and working hours
- xii) Frequency / pattern of rail traffic, electrified tracks, road traffic etc.
- xiii) Availability of rail/road traffic block
- xiv) Law and order situation.
- xv) Any other conditions, which may affect rates.

I/We have quoted my/our rates for various items in the tender schedule taking into account all the above factors likely to be encountered during execution of work. I/We shall not be entitled for any claim against Railway on account of the above factors.

I/We hereby declare that no such retired engineer or Gazetted Officer (as defined in clause 17.1 of this tender document) retired from government service within one year prior to opening of this tender is working or associated with us.

**Signature of Tenderer(s)**

*Appendix-VII***e-Tender Notice No.:****Name of Work :****MANDATE FORM FOR PAYMENT THROUGH ECS/NEFT**

Firm's Name		
Firm's address/ Tel. No. /FAX no. /Email.ID		
Name of the bank		
Bank Branch Name Address / Tel. No. /Fax No. /Email.ID		
Account no. (as per Core Banking)		
Type of Account		Saving / Current / others (please specify)
MICR Code & IFSC Code		

**IMPORTANT NOTE:**

Tenderer/s should ensure that they attach a copy of this '**Mandate Form**', **duly verified & signed by the Bank Officials** along with the EMD instruments, in order to enable Railway to release the EMD amount quickly to the unsuccessful tenderers through ECS/NEFT.

Signature of Tenderer(s)

**Appendix-VIII**

On Non-judicial stamp of Rs.100/-

**MEMORANDUM OF UNDERSTANDING  
FOR JOINT VENTURE AGREEMENT**

1. This Memorandum of understanding executed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
between \_\_\_\_\_ (Name of Co.) \_\_\_\_\_ a company registered under  
the Companies Act 1956 having in registered office at \_\_\_\_\_ represented through its  
Director / Authorized Representative \_\_\_\_\_ (hereinafter referred to as  
\_\_\_\_\_ which expression shall unless repugnant to the context thereof  
includes its successors) of the **FIRST PART.**

OR

M/s. \_\_\_\_\_ a partnership firm registered under  
the Indian Partnership Act 1932, having its registered office at \_\_\_\_\_  
represented through its Partner  
Shri \_\_\_\_\_ / Authorized Representative  
\_\_\_\_\_ (hereinafter referred to as  
\_\_\_\_\_ which expression shall unless repugnant to the  
context thereof includes its successors) of the **FIRST PART.**

AND

2. M/s. \_\_\_\_\_ (Name of  
Co.) \_\_\_\_\_ a company registered under the Companies Act 1956 having in  
registered office at \_\_\_\_\_ represented through its Director or Authorized  
Representative \_\_\_\_\_ (hereinafter referred to as  
\_\_\_\_\_ which expression shall unless repugnant to the context thereof  
includes its successors) of the **SECOND PART.**

OR

M/s. \_\_\_\_\_ a partnership firm registered under the  
Indian Partnership Act 1932, having its registered office at \_\_\_\_\_  
(hereinafter referred to as \_\_\_\_\_  
which expression shall unless repugnant to the context thereof includes its successors) of the  
**SECOND PART.**

AND

3. This Memorandum of understanding executed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_  
between \_\_\_\_\_ (Name of Co.) \_\_\_\_\_ a  
company registered under the Companies Act 1956 having in registered  
office \_\_\_\_\_ through its Director or Authorized  
Representative \_\_\_\_\_ (hereinafter referred to as  
\_\_\_\_\_ which expression shall unless repugnant to the context thereof  
includes its successors) of the **THIRD PART.**

OR

M/s. \_\_\_\_\_ a partnership firm registered under  
the Indian Partnership Act 1932, having its registered office at \_\_\_\_\_  
through its Partner or Authorized Representative \_\_\_\_\_ (hereinafter referred to  
as \_\_\_\_\_ which expression shall unless repugnant to the context thereof  
includes its successors) of the **THIRD PART.**

AND



4. This Memorandum of understanding executed this \_\_\_\_\_ day of \_\_\_\_\_ 200\_\_\_\_\_ between \_\_\_\_\_ (Name of Co.) \_\_\_\_\_ a company registered under the Companies Act 1956 having in registered office \_\_\_\_\_ through its Director or Authorized Representative \_\_\_\_\_ (hereinafter referred to as \_\_\_\_\_ which expression shall unless repugnant to the context thereof includes its successors) of the **FOURTH PART**.

OR

M/s. \_\_\_\_\_ a partnership firm registered under the Indian Partnership Act 1932, having its registered office \_\_\_\_\_ through its Partner or Authorized Representative \_\_\_\_\_ (hereinafter referred to as \_\_\_\_\_ which expression shall unless repugnant to the context thereof includes its successors) of the **FOURTH PART**.

AND

5. This Memorandum of understanding executed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_ between \_\_\_\_\_ (Name of Co.) \_\_\_\_\_ a company registered under the Companies Act 1956 having in registered office \_\_\_\_\_ through its Director or Authorized Representative \_\_\_\_\_ (hereinafter referred to as \_\_\_\_\_ which expression shall unless repugnant to the context thereof includes its successors) of the **FIFTH PART**.

OR

M/s. \_\_\_\_\_ a partnership firm registered under the Indian Partnership Act 1932, having its registered office at \_\_\_\_\_ through its Partner or Authorized Representative \_\_\_\_\_ (hereinafter referred to as \_\_\_\_\_ which expression shall unless repugnant to the context thereof includes its successors) of the **FIFTH PART**.

Whereas, Central Railway, Mumbai CST hereinafter referred to as Owner/Customer has invited Tender No/s. \_\_\_\_\_ hereinafter referred to as the CR Tender for the work of \_\_\_\_\_ hereinafter referred to as the said work.

Whereas, the party of the first part i.e.

M/s. \_\_\_\_\_ (details to be supplied of the expertise in their field).

Whereas, the party of the second part i.e.

M/s. \_\_\_\_\_ (details to be supplied of the expertise in their field).

Whereas, the party of the third part i.e.

M/s. \_\_\_\_\_ (details to be supplied of the expertise in their field).

Whereas, the party of the fourth part i.e.

M/s. \_\_\_\_\_ (details to be supplied of the expertise in their field).

Whereas, the party of the fifth part i.e.

M/s. \_\_\_\_\_ (details to be supplied of the expertise in their field).

AND whereas parties to this MOU, have agreed to co-operate with each other to associate jointly and to form a Joint Venture Firm to participate in the CR Tender of Indian Railways.

Now, therefore, in consideration of the premises and mutual promises and of the undertaking contained herein, it is hereby agreed as follows:-

**1. The purpose of MOU –**

M/s. \_\_\_\_\_ and \_\_\_\_\_ agree to co-operate with each other for the purpose of joint participation in the CR Tender and in the event, the contract is awarded, to jointly execute the contract. The board interface and scope of work of each party is set forth below:-

2. The Name of the Jt. Venture firm shall be \_\_\_\_\_

3. The parties, hereto, represent that:

- a) They are in possession of all approvals valid authorization for the purpose of the executive of this MOU.
- b) They have not entered into any agreement/MOU of equal or similar nature with any third for the CR Tender.

That each of the parties of the JV, agrees and undertake to place at the disposal of the JV, benefits of its individual experience, technical knowledge and skill and shall in all respects bear its share of the responsibility, including the provision of information advice and other assistance required in connection with the works. The share and the participation of the partners in the JV shall broadly be follows:

M/s. \_\_\_\_\_ %

M/s. \_\_\_\_\_ %

M/s. \_\_\_\_\_ %

M/s. \_\_\_\_\_ %

M/s. \_\_\_\_\_ %

**Lead Member :**

That one of the member of the JV shall be its lead member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share of not less than 20% each in case of JV with upto three members are 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%.

And all rights, interest, liabilities, obligation, work experience and risks (net profits or net losses) arising out of the contract shall be shared or borne by the Parties in proportionate to these shares. Each of the parties shall bound by guarantees, sureties required for the work as well as its proportionate share in working capital and other financial requirements.

**4. The Parties to this MOU undertake:**

- a) That after submission of the tender, the MOU shall not be modified / altered / terminated during the validity of the tender 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. The parties to this MOU further agree that, the Lead Member shall continue to be the Lead Member of the JV.
- b) That after the contract is awarded the constitution of the J.V. firm shall not be altered during the currency of contract except when modification becomes inevitable due to Succession Law etc. but no case the minimum eligibility criteria should get vitiated.

**5. JOINT & SEVERAL LIABILITY:**

In respect of the CR Tender, all terms shall be complied by each party on back-to-back basis as per specifications of the CR Tender or any other mutually agreed terms with the Owner/Customer. The Parties hereto shall, if awarded the contract for the project for which the Joint Venture is formed, be jointly and severally liable to the Indian Railways for executive of the project in accordance with the contract. The Parties hereto also undertake to be liable jointly and severally for the loss, damages caused to the Indian Railways in course of execution or due to non-execution of the contract or part thereof or arising out of the contract.

6. Shri \_\_\_\_\_ shall be authorized partner/person on behalf of the Joint Venture to deal with tender, to 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 CR tender/Contract. All notices/correspondence with respect to the contract would be sent only to this authorized member of the JV Firm.
7. Notwithstanding anything contained herein, in respect of the CR Tender with regard to the internal relationship, the inter se liabilities between the parties shall be in proportion to their respective scope of work and shall be subject to the provisions of this MOU.
8. The parties agree that with respect of the CR Tender neither Party, nor any subsidiary company of either Party, nor any joint venture company or any other entity, in which the Party/ies, is or are in any way interested, shall complete together with or through any third party, nor shall the parties advise, consult for, engage in or otherwise assist in any way any person or entity or any affiliate thereof in respect of any orders or contracts related to the CR Tender.
9. **Responsibility**  
Each party shall assume and accept full responsibility for its Scope of Work and the obligations imposed in the Contract and in this MOU as if it was, with regard to its Scope of Work, an independent partner contracting individually with the Customer. In the event of any third party in relation to or as a consequence of any failure to meet the performance specification the Party, within whose Scope of Work the claim arises, shall be entirely responsible for the claim and shall indemnify and hold harmless the other Party from any liability, demand, claim burden cost, expense attorney's fees and costs arising from thereof.
10. **Assign ability**  
No Party to the Joint Venture has right to assign or transfer the interest, right or liability in the contract without the written consent of the other party and that of the Railway.

**11. Use of Machinery, Instruments, Labour Force etc.**

The Parties here to undertake that whatever the machinery, instruments, Labour force (including unskilled, skilled, inspectors, Engineers etc.) they possess at the time of entering into Joint Venture Agreement or which subsequently shall come in their possession and if such machinery, instruments, labour force is required for the speedy and efficient execution of the work, the Party/Parties having the control over the said machinery, instruments, labour force etc. without having any regard to their share of profit and loss agreed to between the Parties in Joint Venture Agreement shall hand over the same at the disposal of the other party who is actually executing the work for purpose of execution of the contract without any hindrances and obstacle.

**12. Duration of MOU**

It shall be valid during entire currency of contract including the period of extension, if any and also till the maintenance period is over or till all the contractual liabilities including warranty/guarantee obligations are discharged completely.

**13. Applicable law**

This MOU and any arrangement/agreements regarding the performance shall be construed and interpreted in accordance with and governed by the Laws of India and shall be subject to the exclusive jurisdiction of the courts at MUMBAI.

**14. Settlement of Disputes**

In the event of disputes arising from this MOU, the Parties to the MOU undertakes to endeavour to settle the said disputes amongst them amicably. However, if the parties fail to resolve the disputes amongst them amicably, the said disputes arising out of or in connection with the present MOU shall be resolved through Arbitration as per the provisions enshrined under the Arbitration and Conciliation Act, 1996 or/and amendments thereof.

**15. All communication or notices provided for herein shall be in English Language and be delivered, mailed, or tele-faxed to the parties addresses as indicated below:-**

M/s. \_\_\_\_\_

M/s. \_\_\_\_\_

All correspondence and notices to the Joint Venture shall be addressed to the Lead Member, i.e. M/s. \_\_\_\_\_ /Shri \_\_\_\_\_ at the address stated herein below :-M/s. \_\_\_\_\_

Such communication or notices shall be deemed to have been duly given when so delivered or, if mailed, when received at destination.

**16. Each shall have full and sole responsibility to bear the expenses of and effect the payment of any taxes, duties, special insurance, fees or assessments of any nature whatsoever (including personal income taxes level or imposed on any of its employees or personnel or any of its sub-contractor's employees or personnel) including penalties and interest, if any, levied in connection with the execution of this MOU.****17. The Parties to this MOU declare and certify that they have not been black listed or debarred by Railways or any other Ministry/Department of the Govt. Of India/State Govt. from participation in tender/contract on or before the date of opening of bids either in their individual capacity or the JV firm or partnership firm in which they were member/partners.**

Signature:- Signature:- Signature:-  
Shri \_\_\_\_\_ of Shri \_\_\_\_\_ of Shri \_\_\_\_\_ of  
M/s. \_\_\_\_\_ M/s. \_\_\_\_\_ M/s. \_\_\_\_\_

Signature: -                      Signature:-  
Shri \_\_\_\_\_ of Shri \_\_\_\_\_ of  
M/s.                                      M/s.

1. Name: \_\_\_\_\_ Address:- \_\_\_\_\_

2. Name: \_\_\_\_\_ Address:- \_\_\_\_\_

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

## ANNEXURE - I

**RAILWAY  
TENDER FORM (First Sheet)**

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

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

To

The President of India

Acting through the \_\_\_\_\_ Railway

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 offer open for acceptance for a period of \_\_\_\_\_ days from the date fixed for closing of the tender and in default thereof, I/We will be liable for forfeiture of my/our "Bid Security". I/We offer to do the work for \_\_\_\_\_ Railway, at the rates quoted in the attached bill(s) of quantities and hereby bind myself/ourselves to complete the work in all respects within \_\_\_\_\_ months from the date of issue of letter of acceptance of the tender.

2. I/We also hereby agree to abide by the Indian Railways Standard General Conditions of Contract, with all correction slips up-to-date and to carry out the work according to the Special Conditions of Contract and Specifications of materials and works as laid down by Railway in the annexed Special Conditions/Specifications, Standard Schedule of Rates (SSOR) with all correction slips up-to-date for the present contract.

3. A Bid Security of ₹ \_\_\_\_\_ has already been deposited online/submitted as Bank Guarantee bond. Full value of the Bid Security shall stand forfeited without prejudice to any other right or remedies in case my/our Tender is accepted and if:

- (a) I/We do not submit the Performance Guarantee within the time specified in the Tender document;
- (b) I/We do not execute the contract documents within seven days after receipt of notice issued by the Railway that such documents are ready; and
- (c) I/We do not commence the work within fifteen days after receipt of orders to that effect.

4. (a) I/We am/are a Startup firm registered by ..... Department of Industrial Policy and Promotion (DIPP) and my registration number is ..... valid upto ..... (Copy enclosed) and hence exempted from submission of Bid Security.

5. We are a Labour Cooperative Society and our Registration No. is ..... with..... and hence required to deposit only 50% of Bid Security.

6. Until a formal agreement is prepared and executed, acceptance of this tender shall constitute a binding contract between us subject to modifications, as may be mutually agreed to between us and indicated in the letter of acceptance of my/our offer for this work.

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

Date \_\_\_\_\_

Address of the Tenderer(s)

**ANNEXURE –V****FORMAT FOR CERTIFICATE TO BE SUBMITTED/ UPLOADED BY TENDERER ALOGNWITH THE TENDER DOCUEMENTS.( Shall be as per Part I of Item No-8 & No-9 of Annexure V Advance Correction Slip No.4 dtd 20-10-2023 GCC, April 2022)**

I \_\_\_\_\_ (Name and designation)\*\* appointed as the attorney / authorised signatory of the tenderer (including its constituents),

M/s \_\_\_\_\_ (hereinafter called the tenderer) for the purpose of the Tender documents for the work of \_\_\_\_\_ as per the tender No. \_\_\_\_\_ of Central Railway, do hereby solemnly affirm and state on the behalf of the tenderer including its constituents as under:

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

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

SEAL AND SIGNATURE  
OF THE TENDERER

Place:

Dated:

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

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



**ANNEXURE.V(A)**

Reference -Para 6.1 of ITT

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

I/We. . . . . (Name), attorney/authorized signatory of the.....  
(constituent Firm/constituent partner) and member/partner of the  
.....(tendering firm) hereby solemnly affirm and state as under:

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

SEAL AND SIGNATURE  
OF THE CONSTITUENT FIRM/CONSTITUENT PARTNER

Place:

Dated:

## ANNEXURE – VI

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

(Shall be as per Para 10.3 & 17.15.3 of Tender Form (Second Sheet of Annexure I of ITT) of (Advance Correction Slip No.11 dtd 13.03.2026 to GCC April 2022)

**CENTRAL RAILWAY**

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

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

Where,

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

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

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

Note:

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

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

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

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

- (c) Value of a completed work/work in progress/work awarded but yet not started for a Member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying his/her compliance to the above mentioned bid capacity in the tender under consideration.
- (d) The arithmetic sum of individual “bid capacity” of all the members shall be taken as JV’s “bid capacity”.
- (e) In case, the tenderer/s failed to submit the above statement along with offer, their/his offer shall be considered as incomplete and will be rejected **summarily**.
- (f) The available bid capacity of tenderer shall be assessed based on the details submitted by the tenderer. In case, the available bid capacity is lesser than estimated cost of work put to tender, his offer shall not be considered even if he has been found eligible in other eligibility criteria/tender requirement.

**Annexure –VIA**  
Para 5 of the Instructions to Tenderers

**(Bid Security)**

Bank Guarantee Bond from any scheduled commercial bank of India  
(On non-judicial stamp paper, which should be in the name of the Executing Bank).

**Name of the Bank: -----**

President of India,

Acting through .....,

..... Railway,

Beneficiary: ..... Railway

Date:.....

**Bank Guarantee Bond No.:**

**Date:-----**

In consideration of the President of India acting through---- (*Designation & address of Contract Signing Authority*), ..... Railway, ....., .... (hereinafter called "The Railway") having invited the bid for \_\_\_\_\_ through Notice inviting tender (NIT) No..\_\_\_\_\_, We have been informed that . . . . . [*Insert name of the Bidder*]..... (*hereinafter called "the Bidder"*) intends to submit its bid (hereinafter called "the Bid") .

WHEREAS, the Bidder is required to furnish Bid Security for the sum of [*Insert required Value of Bid Security*], in the form of Bank Guarantee, according to conditions of Bid.

**AND**

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

1. KNOW ALL MEN that by these present that I/We the undersigned [*Insert name(s) of authorized representatives of the Bank*], being fully authorized to sign and incur obligations for and on behalf of the Bank, confirm that the Bank, hereby, unconditionally and irrevocably guarantee to pay to the Railway full amount in the sum of [*Insert required Value of Bid Security*]as above stated.

2. The Bank undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Bank shall be final, conclusive and binding, absolute and unequivocal on the Bank notwithstanding any disputes raised/ pending before any Court, Tribunal, Arbitration or any Authority or any threatened litigation by the Bidder or Bank.

3. The Bank shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the Bidder and without the Railway being required to show grounds or give reasons for its demand of the amount so demanded.

4. The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Bidder.

5. The Bank agrees that no change, addition, modifications to the terms of the Bid document or to any documents, which have been or may be made between the Railway and the Bidder, will in any way absolve the Bank from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification made by Railway at any time.

6. This guarantee will remain valid and effective from..... *[insert date of issue]* till ..... *[insert date, which should be minimum 90 days beyond the expiry of validity of Bid]*.  
Any demand in respect of this Guarantee should reach the Bank within the validity period of Bid Security.

7. The Bank Guarantee is unconditional and irrevocable.

8. The expressions Bank and Railway herein before used shall include their respective successors and assigns.

9. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.

10. The Bank hereby confirms that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of this Bank Guarantee to the following bank details –

IFSC CODE	SBIN00RAIL
IFSC TYPE	BRANCH
BANK NAME	STATE BANK OF INDIA
BRANCH NAME	RAIL
CITY NAME	NAVI MUMBAI
ADDRESS	SECTOR-11, CBD BELAPUR, NAVI MUMBAI
DISTRICT	NAVI MUMBAI
STATE	MAHARASHTRA
BG ENABLED	YES

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

Date .....

Place.....

.....  
Bank's Seal and authorized signature(s)

*[Name in Block letters]* .....

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

*[P/Attorney] No.*

Witness:

1 Signature, Name & Address & Seal

2 Signature, Name & address & Seal

Bank's Seal

*[P/Attorney]*No.

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

**Annexure –VIB**

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

NAMEOFBIDDER/JV PARTNER:

<b>Annual Contractual Turnover Data for the Previous 3/4 Years(Contractual Payment only)</b>			
<b>Year</b>	<b>Amount Currency</b>	<b>Exchange Rate</b>	<b>Indian National Rupees Equivalent</b>
2025-26			
2024-25			
2023-24			
2022-23			
2021-22			
<b>Average Annual Contractual Turnover for last 3 years</b>			

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

SEAL ANDSIGNATURE OF THEBIDDER

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

*(Signature of Chartered Accountant)*

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

**RegistrationNo:** \_\_\_\_\_

(Seal)

**ANNEXUE –XVII**  
**Reference Para 16 (4) of GCC**

**Insurance Surety Bond for Performance Security**

Name of the issuer of surety bond:

President of India,  
 Acting  
 Through.....,  
 .....  
 Railway.

Date :.....  
 .....

Surety Bond No. ....  
 Amount of Bond: .....

Issue Date:.....  
 Expiry Date: .....

WHEREAS, In consideration of the President of India acting through .....  
 (Designation & address of contract signing authority), ..... Railway.....,  
 (hereinafter called “The railway”) having accepted the bid of M/s XXXX X hereinafter called the  
 contractor, for the work of “XXX” under invitation for bids No. XXXX dated XXXX, Vide Letter of  
 Acceptance No. ....

AND

WHEREAS, the contractor is required to furnish Performance Security for the sum of Rs. XXXX (Rupees  
 XXXXX Only), in the form of Surety Bond, being a condition precedent to the signing of the contract  
 agreement.

WHEREAS, we , ..... (Name of insurance company) hereinafter called the Surety , acting  
 through (Designation(s) of the authorized person of the Surety), have, at the request of the *M/s XXXX*  
 contractor, agreed to give Bond for Performance security /additional performance security as herein after  
 contained.

1. KNOW ALL MEN by these present that I/We , the undersigned (insert name (s) of the  
 authorized representatives of the surety ) being fully authorized to sign and incur obligations for  
 and on behalf of the surety , confirm that the surety , hereby unconditionally and irrevocably  
 Bond to pay the Railway the full amount in the sum of *XXXX(Rupees XXXX only)* as above  
 stated.

2. The Surety undertaken to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Surety shall be final, conclusive and binding, absolute and unequivocal notwithstanding any disputes raised/pending before any court, tribunal, arbitration or any authority or any threatened litigation by the Bidder or Bank.
3. On payment of any amount less than the aforementioned full amount, as per demand of the Railway, the bond shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Railway.
4. The surety shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the contractor and without the Railway being required to show grounds or give reasons for its demand or the amount demanded.
5. The surety bond shall be unconditional and irrevocable.
6. The Bond herein before shall not be affected by any change in the constitution of the Surety or in the constitution of the Contractor.
7. The Surety agrees that no change, addition, modification to the terms of the Contract Agreement or to any documents, which have been or may be made between the Railway and the Contractor, will in any way release us from the liability under this Bond; and the Surety hereby, waives any requirements for notice of any such change, addition or modification to the Surety.
8. This bond is valid and effective from the date of its issue, which is *(insert date of issue)*. The Bond and our obligations under it will expire on *XXXX (Expiry dates)*. All demands for payment under the Bond must be received by us on or before the date.
9. The Surety agrees that the Railway right to demand payment of aforementioned full amount in one instance or demand payments in parts totaling up to the aforementioned full amount in several instances will be valid until either the aforementioned full amount is paid to the Railway on the Bond is released by the Railway before the Expiry date.
10. The Surety agrees that its obligation to pay any amount demanded by the Railway before the expiry of this Bond will continue until the amount demanded has been paid in full.
11. The expressions Surety and Railway hereinbefore used shall include their respective successors, administrators and assigns.
12. The Surety hereby undertakes not to revoke the Bond during its currency, except with the previous consent in writing of the railway. This bond is subject to the Uniform Rules for Demand Bonds, ICC Publications No .758.
13. We the Surety Insurer, further agree that the Authority shall be the sole judge to decide as to whether the Bidder is in default of due and faithful fulfillment and compliances with the terms and conditions contained in the Bidding Documents including inter alia, the failure of the Bidder to keep its Bid open during the Bid validity period set forth in the said Documents, and the decision of the Authority that the Bidder is in default as aforesaid shall be final and binding on us, notwithstanding any difference between the Authority and the Bidder or any dispute pending before any court, tribunal, arbitrator or any other authority.



14. The Bond shall be in additions to and without prejudice to any other security Bond (s) of the contractor in favour of the Railway available the Railway. The Surety, under this Bond, shall be deemed as Principal Debtor of the Railway.

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

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

**Dated the day of 2024**

15. The Insurance Surety Bond shall be verified by sending mail to [customer.care@sbigeneral.in)

Place.....

Bank's Seal and authorized signature(s)  
 [ Name of Block letter].....  
 [Designation with Code No.] .....  
 [P/Attorney ] No.....

**Witness**

1.

2.

\*\*\*\*\*

**[Note: All italicized texts are for guidance on how to prepare this Insurance Surety Bond and shall be deleted from the final document.]**

## **SECTION II**

### **MINIMUM ELIGIBILITY CRITERIA FOR TENDERING & DEFINATION OF SINGLE SIMILAR WORK**

**Only those firms, which in their individual capacity or in Joint Venture (JV) satisfy the following criteria, need to quote for this tender.**

#### **1.1 Technical Eligibility Criteria - Shall be as per Para 10.1 of GCC April -2022.**

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

Three similar works each costing not less than the amount equal to 30% of advertised value of the tender,

**OR**

Two similar works each costing not less than the amount equal to 40% of advertised value of the tender,

**OR**

One similar work each costing not less than the amount equal to 60% of advertised value of the tender.

- b) In case of composite works (e.g. works involving more than one distinct component, such as Civil Engineering works, S&T works, Electrical works, OHE works etc. and in the case of major bridges – substructure, superstructure etc.), tenderer must have successfully completed or substantially completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:

Three similar works each costing not less than the amount equal to 30% of advertised value of each component of tender,

**OR**

Two similar works each costing not less than the amount equal to 40% of advertised value of each component of tender,

**OR**

One similar work each costing not less than the amount equal to 60% of advertised value of each component of tender.

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

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

**(b) (iii)** To evaluate the technical eligibility of tenderer, only components of work as stipulated in tender documents for evaluation of technical eligibility, shall be considered. The scope of work covered in other remaining components shall be either executed by tenderer himself if he has work experience as mentioned in clause 7 (a) (ii) of Part-II of GCC or through subcontractor fulfilling the requirements as per clause 7 of Part-II of GCC or jointly i.e., partly himself and remaining through subcontractor, with prior approval of Chief Engineer in writing.

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

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

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

Note for Item 1.1:

Work experience certificate from private individual shall not be considered. However, in addition to work experience certificates issued by any Govt. Organization, work experience certificate issued by Public listed company having 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 of closing of tender, shall also be considered provided the work experience certificate has been issued by a person authorized by the Public listed company to issue such certificates.

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

NOTE: The definition of "Similar Nature of Work" for this work is as under:-

***"Any Indoor or combined Indoor & Outdoor Signalling work including Design, Supply, Installation, testing and commissioning of Electronic Interlocking system for passenger carrying lines"***

**OR**

***"Any Indoor or combined Indoor & Outdoor Signalling work including Supply, Installation, testing and commissioning of Relay Interlocking (RRI/PI) system/ABS/IBS for passenger carrying lines."***

- Works executed for Central /State Govt. /Semi Govt. organizations Authorities, PSUs and Govt. of India Undertaking, will be considered for assessing the suitability of tenderers. Authentic certificates from the concerned Government authorities shall be produced by the tenderer(s) to this effect, along with the tender offer.
- The subcontractor engaged by main contractor / concessionaires / SPVs who executed work for a Central /State Govt. /Semi Govt. Organization /Authorities /PSUs and Govt. of India undertakings

will be considered for assessing the suitability, provided authentic certificate is issued by the concerned Government Authorities., subject to followings:

- (i) For Sub –Contractor of Concessionaires /SPV's, the similar work given by the Concessionaires /SPV's to the Sub-contractor will be considered as completed single similar work for eligibility.
- (ii) For all other Sub-Contractors:
  - (a) For linear works of Railways, Roads, Canals and Dams only, similar work given to the subcontractor will be considered as completed single similar work for eligibility.
  - (b) For all other contractors, works given to the subcontractor will be considered for eligibility only if the entire work awarded to the main contractor is physically completed and subcontractor completes the similar work allotted to him.
- Total value of similar nature of work completed during the qualifying period, and not the payments received within the qualifying period alone, shall be considered.
- In case, the final bill of the similar nature of work has not been passed and final measurement has not been recorded, the paid amount including statutory deductions will be considered. If the final measurements have been recorded and work has been completed with negative variation then also the paid amount including statutory deductions will be considered. However, if final measurements have been recorded and work has been completed with positive variation but variation has not been sanctioned, original agreement value or last sanctioned agreement value, whichever is lower shall be considered for judging eligibility.
- Value of a completed work done by a member in all earlier Partnership firm or JV firm shall be reckoned only to the extent of the concerned member's share in that Partnership firm /JV firm for the purpose of satisfying his compliance of the above mentioned condition, in the tender consideration.
- Tenderers should submit clear certificate(s) giving name of the contractor, PAN No., description of work, organization for whom executed agreement no. & date, approximate value of contract at the time of award, date of schedule completion of work, date of actual start, date of actual completion (as recorded in MB), date of final measurement, date of final bill and final value of contract & working report issued by an officer of rank not below JAG in – charge of work, separate certificate should be submitted for every single similar work.  
Certificates must also contain name, postal address & telephone / FAX No. of issuing authority.

**1.2 Financial Eligibility Criteria: Financial Eligibility Criteria: Shall be as per Para 10.2 of Advance Correction Slip No. 1 dtd 14-07-2022 of GCC April -2022.**

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

V= Advertised value of the tender in crores of Rupees

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

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

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

**1.3 Bid Capacity:** The tender/technical bid will be evaluated based on bid capacity formula detailed as Annexure-VI.

**1.4** No Technical and Financial credentials are required for tenders having value up to Rs 50 lakh.

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

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

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

1. *Substantially Completed Work means an ongoing work in which payment equal to or more than 90% of the present contract value (excluding the payment made for adjustment of Price Variation (PVC), if any) has been made to the contractor in that ongoing contract and no proceedings of termination of contract on Contractor's default has been initiated. The credential certificate in this regard should have been issued not prior to 60 days of the date of invitation of present tender.*
2. *In case a work is started prior to 07 (seven) years, ending last day of month previous to the one in which tender is invited, but completed in last 07 (seven) years, ending last day of month previous to the one in which tender is invited, the completed work shall be considered for fulfillment of credentials.*
3. *If a work is physically completed and completion certificate to this extent is issued by the concerned organization but final bill is pending, such work shall be considered for fulfillment of credentials.*
4. *In case of completed work, the value of final bill (gross amount) including the PVC amount (if paid) shall be considered as the completion cost of work. In case final bill is pending, only the total gross amount already paid including the PVC amount (if paid) shall be considered as the completion cost of work.*  
*In case of substantially completed work, the total gross amount already paid including the PVC amount (if paid), as mentioned in the certificate, shall be considered as the cost of substantially completed work.*
5. *If a bidder has successfully completed a work as subcontractor and the work experience certificate has been issued for such work to the subcontractor by a Govt. Organization or public listed company as defined in Note for Item 1.1 para 1 of the Tender Form (Second Sheet), the same shall be considered for the purpose of fulfillment of credentials.*
6. *In case a work is considered similar in nature for fulfillment of technical credentials, the overall cost including the PVC amount (if paid) of that completed work or substantially completed work, shall be considered and no separate evaluation for each component of that work shall be made to decide eligibility.*

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

**NOTE:** Tenderers may carefully note that their Contract Agreement for this work is liable to be terminated at any time later, in case the documents furnished by them are found to be untrue / misleading or any adverse point comes to light subsequently. The decision of Railway in this regard shall be final and binding.

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### **SECTION – III**

#### **SPECIAL CONDITIONS OF TENDER**

##### **GENERAL**

1. The special conditions supplement the Regulations and Conditions of Tenders and Contracts, the General Conditions of Contract and the notes appearing under the relevant chapters and sub-chapters of the Standard Schedule and should be considered a part of the contract document. Where the provisions of these conditions are at variance with the General conditions of Contract, these special conditions shall prevail.
2. The General Conditions of Contract will mean the General Conditions of Contract as amended and/or corrected from time to time and obtaining at the time of acceptance of the tender and at the time of execution of the agreement mentioned in clause 18 under Regulations and Conditions of Tender. It should be the responsibility of the Contractor before submitting his tender and again before entering into said agreement to ascertain all amendments and or corrections made to the said General Conditions of Contract.
3. The code Nos., Description and Rates given in the schedule are based on the Standard Schedule. Any discrepancy noticed during the execution of the work, in the working rates, quantity of cement etc., will be rectified by reference to the printed schedule which shall be treated as authoritative and binding on the contractor. The relevant notes applicable to the respective Sub-chapters will apply to the items of the tender schedule and should be considered as having been incorporated in the Contract agreement and binding on the contractor.
4. Any foot note/s appearing below the item/s of the contract schedule will take precedence over these Special Conditions.
5. Any Specifications/conditions stated by the contractor in the covering letter submitted along with his tender shall be deemed to be a part of the contract only to such extent has have been explicitly accepted by the Railway.
6. **BID SECURITY AND SECURITY DEPOSIT:**
- 6.1 **a) Bid Security:- (Advance Correction Slip No.11 dtd 13.03.2026 to GCC April 2022)**

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

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

**Note:**

- (i) The Bid Security shall be rounded off to the nearest ₹100. This Bid Security shall be applicable for all modes of tendering.
- (ii) Any firm recognized by Department of Industrial Policy and Promotion (DIPP) as 'Startups' shall be exempted from payment of Bid Security detailed above.
- (iii) Labour Cooperative Societies shall submit only 50% of above Bid Security detailed above.

b) It shall be understood that the tender documents have been issued to the tenderer and the tenderer is permitted to tender in consideration of stipulation on his part, that after submitting his tender he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the Engineer. Should the tenderer fail to observe or comply with the said stipulation, the aforesaid amount shall be liable to be forfeited to the Railway.

c) If his tender is accepted, this Bid Security mentioned in sub para (a) above will be retained as part security for the due and faithful fulfillment of the contract in terms of Clause 16 of the Standard General Conditions of Contract. The Bid Security of other Tenderers shall, save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation that may happen thereto while in their possession, nor be liable to pay interest thereon.

**6.1.1** The Bid Security shall be deposited either in cash through e-payment gateway or submitted as Bank Guarantee bond from a scheduled commercial bank of India or as mentioned in Tender documents. The Bank Guarantee bond shall be as per **Annexure –VIA** and shall be valid for a period of 90 days beyond the bid validity period.

**6.1.2 In case, submission of Bid Security in the form of Bank Guarantee, following shall be ensured:**

- i) A scanned copy of the Bank Guarantee shall be uploaded on e-Procurement Portal (IREPS) while applying to the tender.
- ii) The original Bank Guarantee should be delivered in person to the official nominated as indicated in the tender document before closing date of submission of bids **(i.e. excluding the last date of submission of bids.** (Shall be as per Para 5(3) ii of **Advance Correction Slip No.5 dtd 20-10-2023 GCC, April 2022)**
- iii) Non submission of scanned copy of Bank Guarantee with the bid on e-tendering portal (IREPS) and/or non submission of original Bank Guarantee within the specified period shall lead to summary rejection of bid.
- iv) The Tender Security shall remain valid for a period of 90 days beyond the validity period for the Tender.
- v) The details of the BG, physically submitted should match with the details available in the scanned copy and the data entered during bid submission time, failing which the bid will be rejected.
- vi) The Bank Guarantee shall be placed in an envelope, which shall be sealed. The envelope shall clearly bear the identification “Bid for the \*\*\*\*\* Project” and shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right hand top corner of the envelope.
- vii) The envelope shall be addressed to the officer and address as mentioned in the tender document.
- viii) If the envelope is not sealed and marked as instructed above, the Railway assumes no responsibility for the misplacement or premature opening of the contents of the Bid submitted and consequent losses, if any, suffered by the Bidder.



## 6.2 SECURITY DEPOSIT: (Para 16(1), Page 47 GCC April 2022)

The Security Deposit shall be 5% of the contract value. The Bid Security submitted by the Contractor with his tender will be retained/encashed by the Railways as part of security for the due and faithful fulfillment of the contract by the Contractor. Provided further that, if Contractor submits the Cash or Term Deposit Receipt issued from Scheduled commercial bank of India or irrevocable Bank Guarantee Bond from a Scheduled commercial bank of India, either towards the Full security Depositor the part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security, to the contractor.

Balance of Security Deposit may be deposited by the Contractor in cash or Term Deposit Receipt issued from Scheduled commercial Bank of India or irrevocable Bank Guarantee bond issued from Scheduled commercial bank of India, or may be recovered at the rate of 6% of the bill amount till the full Security Deposit is recovered. Provided also that in case of defaulting Contractor, the Railway may retain any amount due for payment to the Contractor on the Pending "on account bills" so that the amounts so retained (including amount guaranteed through Performance Guarantee) may not exceed 10% of the total value of the contract.

The Irrevocable Bank Guarantee submitted towards Security deposit shall be initially valid up to the stipulated date of Maintenance period plus 60 days and shall be extended from time to time, depending upon extension of contract granted in terms of Clause 17A and 17B of the Standard General Conditions of Contract.

Note: Security Deposit deposited in cash by the Contractor or recovered from the running bills of a Contractor or submitted by contractor as Term Deposit Receipt(s) can be refunded/returned to the contractor, in lieu of irrevocable Bank Guarantee bond issued from scheduled commercial bank of India, to be submitted by him, for an amount equal to or more than the already available Security Deposit, provided however that, in a contract of value less than Rs. 50 Crore, such refund/ return of the already available Security Deposit is permitted upto two times and in a contract of value equal to or more than Rs.50 Crore, such refund / return of the already available Security Deposit is permitted up to three times.

- 6.2.1. Refund of Security Deposit:** Security Deposit mentioned in sub clause (1) above shall be returned to the Contractor along with or after, the following:
- (a) Final Payment of the Contract as per clause 51.(1) and
  - (b) Execution of Final Supplementary Agreement or Certification by Engineer that Railway has No Claim on Contractor and
  - (c) Maintenance Certificate issued, on expiry of the maintenance period as per clause 50(1), in case applicable.
- 6.2.3.** Forfeiture of Security Deposit: Whenever the contract is rescinded as a whole under clause 62 (1) of these conditions, the Security Deposit already with railways under the contract shall be forfeited. However, in case the contract is rescinded in part or parts under clause 62 (1) of these condition, the Security Deposit shall not be forfeited.
- 6.2.4.** No interest shall be payable upon the Bid Security and Security Deposit or amounts payable to the Contractor under the Contract, but Government Securities deposited in terms of Sub-Clause 16.(4)(b) of this clause will be payable with interest accrued thereon.

7. **PERFORMANCE GUARANTEE (P.G)(Para 16(4), Page 48 GCC April 2022)**  
**(Advance correction Slip No. 9 of GCC April 2022)**

The procedure for obtaining Performance Guarantee is outlined below:

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

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

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

- (b) The successful bidder shall submit the Performance Guarantee (PG) amounting to 5% of the original contract value and Additional Performance Guarantee as per clause 16(4)(h) in any of the following forms (**Advance Correction Slip No.11 dtd 13.03.2026 to GCC April 2022**)

- (i) A deposit of Cash;
- (ii) Irrevocable Bank Guarantee;
- (iii) Insurance Surety Bond as per Annexure – XVII

**Note: In case of extension of Date of Completion, selected bidder needs to submit extended Insurance Surety Bond/ Fresh Insurance Surety Bond/ Fresh Performance Security, in any form as given above, before expiry of existing Insurance Surety Bond.**

- (iv) Government Securities including State Loan Bonds at 5% below the market value;
- (v) Pay Orders and Demand Drafts tendered by any Scheduled Commercial Bank of India;
- (vi) Guarantee Bonds executed or Deposits Receipts tendered by any Scheduled Commercial Bank of India;
- (vii) Deposit in the Post Office Saving Bank;
- (viii) Deposit in the National Savings Certificates;
- (ix) Twelve years National Defence Certificates;
- (x) Ten years Defence Deposits;
- (xi) National Defence Bond and
- (xii) Unit Trust Certificates at 5% below market value or at the face value whichever is less. Also, FDR in favour of FA&CAO (free from any encumbrance) may be accepted.

- (c) The Performance Guarantee shall be submitted by the successful bidder after the Letter of Acceptance (LOA) has been issued, but before signing of the contract agreement. This P.G. shall be initially valid upto the stipulated date of completion plus 60 days beyond that. In case, the time for completion of work gets extended, the Contractor shall get the validity of P.G. extended to cover such extended time for completion of work plus 60 days.

- (d) The value of PG to be submitted by the Contractor is based on original contract value and shall not change due to subsequent variation(s) in the original contract value.
- (e) The Performance Guarantee (PG) shall be released after physical completion of the work based on 'Completion Certificate' issued by the competent authority stating that the Contractor has completed the work in all respects satisfactorily.
- (f) Whenever the contract is rescinded, the Performance Guarantee already submitted for the contract shall be chused.
- (g) The Engineer shall not make a claim under the Performance Guarantee except for amounts to which the President of India is entitled under the contract (not withstanding and/or without prejudice to any other provisions in the contract agreement) in the event of:
  - (i) Failure by the Contractor to extend the validity of the Performance Guarantee as described here in above, in which event the Engineer may claim the full amount of the Performance Guarantee.
  - (ii) Failure by the Contractor to pay President of India any amount due, either as agreed by the Contractor or determined under any of the Clauses/Conditions of the Agreement, within 30days of the service of notice to this effect by Engineer.
  - (iii) The Contract being determined or rescinded under clause 62 of these conditions.
- (h) **If a tender is accepted on the quoted rates of bidder which is below the advertised value, an additional performance security shall be submitted by the bidder as below: (Advance Correction Slip No.11 dtd 13.03.2026 to GCC April 2022)**

Bid Quoted in % of advertisement cost	Additional Performance Guarantee (%)
Below 0-5 % (inclusive)	Nil
Below 5%	5%

#### 8. CESS CHARGES

- (a) For Contractor's labour employed/ residing at stations and in colonies where railway sanitary facilities exist, Contractor(s) will be required to pay cess charges as per rules in force on the Railway from time to time.
- (b) For labour working between station or at isolated places where railway facilities do not exist, the Contractor(s) shall be required to provide necessary facilities for their labour in terms of clause 59(4) of the General Conditions of Contract. In case of any failure on his/their part, the necessary facilities shall be provided by the Railway Administration at the cost of Contractor(s) and expenditure thus incurred will be recovered from his/their bills.
- (c) The tenderer for carrying out any construction work in MP, MS (Name of the State) must get themselves registered from the Registering Officer under Section-7 of the Building and Other Construction Workers Act, 1996, and rules made thereto by the {Name of the State} Govt. and submit certificate of Registration issued from the Registering Officer of the \_\_\_\_\_ {Name of the State} Govt. {Labour Deptt.}. For implementation of these Acts, the tenderer shall be required to pay cess @ 1% of cost of construction work to be deducted from each bill. Cost of material shall be outside the purview of cess when supplied under a separate schedule item.
- (d) Any amendment in the quantum of the cess leviable under the welfare cess rules will be applicable from the date of notification.

09. **CONTRACTOR'S RESPONSIBILITY TO ARRANGE TOOLS, PLANTS, MACHINERY ETC.**
- 09.1 The contractor shall make his own arrangements for all plant and machinery other facilities equipment's, tools, including spare parts, fuel and consumable stores, and all labour and other facilities required to ensure efficient methodical execution of the work. The rates quoted and accepted shall be deemed to be inclusive of all charges of such items. If, however, the plant and machinery/other facilities, equipment's, and tools requisitioned by the contractor are not available in Railway's stock or the Railway decides not to supply the same for reasons whatsoever, neither the Railway shall be bound to arrange for the supply thereof nor will the Railway's inability to supply them be accepted as an excuse for delay in the completion of the works/or for any claims thereof.
- 09.2 The contractor(s) shall supply along with his/their offer a list of special tools, plants and equipment's required for proper Inspection/maintenance of work. The detailed descriptions/specification of these with full cost of each and the sources of availability thereof shall be indicated along with the offer.
- 09.3 Either at the contractor/s request or suo-moto in order to prevent possible delay in the execution of the work or due to contractor/s inability to make adequate arrangements for plant or machinery tools and other equipment's or due to any other reasons, the Railway may give such plant and machinery, tools and other equipments on hire as can be readily made available and as can be conveniently spared from Railway's Stock on usual higher charges but this not binding on the railway.
- 09.4 The decision of the Engineer in regard to hiring of equipment will be final and binding on the Contractor/s and the non-supply of such equipment shall not be entertained as a reason for delay in the execution of works or the cause of any claims.
- 09.5 On the contractor's request, the Railway may, however, give on hire plant and machinery/other facilities, equipment and tools, if available spare with the Railway, without any commitment on the part of the Railway to do so, in which case, the hire charges for plant and machinery will be calculated to cover interest, ordinary repairs and maintenance charges at 5%, special repairs and maintenance charges at 10%, depreciation charges as per extant rules of the Railway, and an additional 10% on the total of these four above, on the cost of the Plant and Machinery, which will be present day market value plus freight and other incidental charges increased by 12 ½% supervision charges.
- 09.6 Hire charges for items other than plant and machinery, which do not require any form of repair and maintenance shall only take into account interest on capital, depreciation and an additional 10% on these two.
- 09.7 The hire charges per day shall be arrived at by dividing the annual hire charges by 250, which shall be assumed to be the number of working days in a year for this purpose only. These hire charges will be payable from the day the plant is handed over to the day it is returned to the Railway administration. If, however, during this period the plant remains out of order for reasons beyond the control of the contractor, or is withdrawn for periodic overhaul or any repairs, such periods shall not be counted for levy of hire charges. The contractor shall enter into a separate agreement in this respect and the terms and conditions as per the agreement will be final and binding on the contractor.
- 09.8 In the event of a plant or equipment or facility given on hire to the contractor not being returned to the railway administration in a reasonably good working order considering depreciation that it

would have suffered for the period of hire, the Railway shall treat the plant/facility as on sale, as per extant orders of the Railway, from the date it was initially given on hire, withdrawing the hire terms and charges.

## **10. MATERIALS & WORKMANSHIP**

- 10.1. All the materials and workmanship used in this work shall be of extremely good quality and high class in every respect and is expected to give trouble free service.
- 10.2. The equipment / materials (Signal/Telecom) as per RDSO specifications are to be procured from the RDSO approved sources only. The guidelines stipulated for stores procurement will hold good for procuring these items from RDSO approved Firms and Developmental order sources, where both sources are available. The major / bulk procurement shall be done from RDSO approved sources and only developmental orders should be placed on RDSO approved Firms for developmental orders. Present stipulations states that maximum 15% of the total quantities can be procured from RDSO approved developmental order source. The items so procured from RDSO approved and developmental order firm in 17:3 proportion should strictly match in their specification, size, quality, configuration so that they are interchangeable / replaceable. The equipment / materials as per RDSO specifications can be taken fully from RDSO approved sources for developmental order only if there is no RDSO approved sources for the same. However, the distribution of quantities between approved and developmental orders sources shall be ascertained by the Contractor as per latest guidelines before placing the order.
- 10.3. Equipment / materials in the schedule as per IS specification shall be procured from BIS licensed firms only. In case there are no BIS licensed firms for the scheduled item, the equipment / material are to be procured from manufacturers of repute / their authorized dealers after approval of Engineer-in-charge before supply.
- 10.4. Equipment / material in the schedule where RDSO /IS specification has not been stipulated, shall be procured from manufacturers of repute / their authorized dealers approved by the Engineer-in-charge before supply.
- 10.5. All the materials should be strictly as per the specification indicated. All the materials to be supplied by the Tenderer are to be supplied at the nominated Maintenance Depot. The loading, unloading and transportation of these materials from the Depot to the site of work at a later stage will have to be done by the Tenderer at his own cost. Alternatively, if the site of work is ready and work is in progress, physically, the materials can be brought to the site directly and supplied. The security of the material brought to the site of work will remain with the Tenderer. The Tenderer will have to furnish an Indemnity Bond for an equivalent amount before the payment is claimed for such materials.
- 10.6. Materials required to carry out this work if supplied by the Railways, will be issued at the nominated Depots. The contractor will have to load, transport these materials to the site of work and unload at his own cost. Empty cable drums and balance materials after completion of work, if any should be returned back at the nominated Depot of the nominated Senior Section Engineer (Sig) (Construction).
- 10.7. The tenderer will have to furnish an Indemnity bond issued for the security of the Railway Material issued to him, the beneficiary of the Indemnity bond being the Dy.FA& CAO (Construction), Central Railway, Nagpur. The value of the Indemnity bond will be **Rs-----** (value to be mentioned in the Tender / C.A.) which will be increased at the direction of Engineer-in-Charge of the work depending upon the quantity of material issued at a time. However at any

stage the value of the material issued to the tenderer and not utilized / installed / fixed should not exceed the value of the indemnity bond.

As per CSTE(C)CR CSMT's Letter No. C/128/Misc/CON/Est./Contractor Dated 16.11.2020.

**NOTE:** - The amount of Indemnity will be specified during execution of work.

- 10.8. The cost of transit insurance required as per rules will be borne by the tenderer.
- 10.9. Cable laying work will be generally done according to the details of Cable Plan and instructions issued by Dy.CSTE(C)/ DSTE(C)/ADSTE (C) in charge of work. Whenever the dimensions of cable trenches as mentioned in the tender schedule are not easily achievable due to terrain conditions, then payment will be made on a pro-rate basis, for the dimensions achieved. The specific approval of the Dy.CSTE(C) will be required for such dispensation.
11. Trenching for cable laying should be done with utmost care so that other working cables should not get damaged otherwise appropriate penalty will be imposed.

12. **RECORDS, REGISTERS AND RETURNS:**

The Contractor/s shall maintain accurate records, plans and charts showing the dates and progress of all main operations and the Engineer shall have access to this information at all reasonable times. Records of tests made shall be handed over to the engineer's Representative after carrying out the tests. The following registers will be maintained at site by the Contractor/s, which should be seen and signed by the Contractor or his authorized representative on daily basis for compliance of instructions recorded therein for satisfactory completion of work.

- (i) **Site order Register:**  
The Contractor/s shall properly sign in site order register, orders given by the Engineer or his representative or his superior officers and comply with them. The Contractor/s shall report the compliance to the Engineer in good time so that it can be checked.
- (ii) **Labour Register:**  
This register will be maintained to show daily strength of labour in different categories by the contractor/s.
- (iii) **LOG book of events:**  
All events are required to be chronologically logged in this book shift wise and date wise. Register at item (i), (ii), (iii), (iv) and (v) will be signed by the representative of the Engineer and the Contractor will have to sign. The register, proforma Charts etc. will be the property of the Railway.
- (iv) **Material Passing & Testing Register**  
Register will show material brought at site, passed, rejected etc. with quantity, specifications & test results, etc.
- (v) **Inspection Register**  
An inspection register shall be maintained at the site of work by the Railway where to instructions regarding the working etc. shall be recorded by the Engineer or his executive subordinates. It is the liability of the contractor or his representative at the site to note such instructions wherever asked upon to do so and take action accordingly, and comply with these instructions strictly, within reasonable time and without any delay.

- (vi) **Program and Progress Register.**  
Registers at item (ii), (iii), (iv), (v), (vi), will be signed by the representative of the Engineer and the contractor/s.
- (vii) **Daily progress register**  
It shall indicate daily progress of work done by the contractor shall be got signed at least once in three days from Engineer in token of acceptance. The format of the Register will be advised by the Engineer.
- (viii) **Any other register** considered necessary by the Engineer shall be maintained at site in which the representative to the Engineer and the Contractor/s or his/their authorised representative will have to sign. The registers, programs, charts etc. will be the property of the Railway.

### 13. **EMPLOYMENT OF STAFF**

- 13.1 The contract is liable for cancellation if either the contractor himself or any of his employee is found to be a person of Gazetted rank of Engineering Department which includes Civil, Mechanical, Electrical, Signal Telecommunication Departments of Railways whether pensionable or non-pensionable who after retirement has sought engagement as contractor for or in connection with the execution of public works whether on Railway. P.W.D. or Defence Forces or as an employee of such contractor within 2 years of his retirement without obtaining the permission of the President of India before, taking up such engagement or employment.
- 13.2 Immediately after award of contract, the contractor shall nominate a project manager/site supervisor who would have adequate experience in project management of similar nature. Unless the Railway so desire, the project manager should preferably be retained till all the obligations under the contract have been fulfilled
- 13.3 The Contractor shall employ minimum the following technical staff during the execution of this work:-  
In terms of provisions of new Clause 26A. 1 to the General Conditions of Contract (GCC), contractor shall also employ following Qualified Engineers during execution of the allotted work.
  - a) One Qualified Graduate Engineer when cost of work to be executed is Rs. 200 lakh and above and
  - b) One Qualified Diploma Holder Engineer when cost of work to be executed is more than Rs.25 lakh, but less than Rs.200 lakh.
  - c) Further , in case the contractor fails to employ the Qualified Engineer , as a foresaid in Para 3 above , he in terms of provisions of Clause 26A.2 to the General Conditions of Contract, shall be liable to pay an amount of Rs.40,000 and Rs.25,000 for each month or part thereof for the default period for the provisions , as contained in Para 15.3 (a) and 15.3(b) above respectively.
  - d) Provision for deployment of Qualified Engineers (Graduate Engineer or Diploma Holder Engineer) shall be for the values as prescribed above. However, for the works contract tenders, if it is considered appropriate by the tender inviting authority , not to have the services of qualified engineer, the same shall be so mentioned in the tender documents by the concerned execution with the approval of Officer not below the level of SAG Officer, for reasons to be recorded in writing.
  - e) This issues with the concurrence of the Finance Directorate of the Ministry of Railways vide letter No. 2012/CE-I/CT/O/20 dated 10/5/2013.

Technical staff should have experience of doing Signal & Telecom Engineering works of similar nature. The staff should be available at site whenever required by the Engineer-in-charge to take

instructions. Persistent failure to engage suitable technical staff suitable for this type of specialized work will lead to termination of contract at Risk & Cost of the Contractor.

The decision of the Engineer-in-charge as to the period & suitability for which, required technical staff was not employed by the contractor and as to the reasonableness of the amount to be deducted on this account shall be final and binding on the contractor.

### ***Special Condition regarding Deployment of Qualified Engineer as per GCC Clause 26A***

1. The Contractor shall employ at least one qualified and competent Graduate Engineer at every worksite when cost of the work to be executed is Rs. 2 Crores or above and at least one Diploma Holder Engineer where cost of the work to be executed is more than Rs. 25 Lakh but less than Rs. 2 Crore. For large works, if required number of Graduate/Diploma Engineers shall be suitably the contractor will be decided by Railway and mentioned in the tender document.
2. For non- deployment of Graduate Engineer and Diploma Engineer a penalty of Rs. 40,000 per Month and Rs. 25,000 per month or part thereof respectively shall be imposed.
3. The Contractor will submit the CV, details of educational qualifications and work experience of the Graduate/Diploma Engineers to be deployed for the work to the 'Engineer' who will approve it based on the qualification, experience, past record etc. of the person, prevailing site conditions and the nature of the work to be executed. It is the duty of the contractor to ensure that the credentials of the Graduate /Diploma Engineer submitted to Railway are genuine. The Contractor shall at once remove from the works any Engineer/supervisor who shall be objected to by the Engineer-in -charge and provide suitable replacement. Fresh approval has to be taken for the contractor's Engineer/Supervisor in case of any change.
4. The Graduate /Diploma Engineer employed for the work shall be deployed as per the direction of the Railway 'Engineer'. S&T works being technology intensive, involving complex designing/drawings, the Graduate /Diploma Engineer may be deployed whenever required at Railway 'Engineer's office or for preparation /approval of drawings/design or for testing or at site etc. as decided by Railway 'Engineer'. It will be the responsibility of the Contractor to make the Graduate /Diploma Engineer available as per the requirement and at times as decided by Railways. The name of the approved Engineer/s shall be reflected in the site register s/records or documents /drawings approved /signed by him.
14. **WATER, ELECTRICITY & COMMUNICATION**
- 14.1 The contractor shall make his own arrangements for water supply. Wherever it is convenient to the Railway administration, the water from piped supply may be made available to the contractor, provided the contractor shall arrange at his own expenses to effect the connections and lay additional pipe lines and accessories to the site of work and that the contractor shall not be entitled to any compensation for interruption or failure of the water supply. Connections to labour camps will not be permitted.



- 14.2 The contractor shall not be entitled to any compensation for interruption or failure of the electric supply. The contractor will have to pay for such electric supply from Railway at rate agreed to between contractor and Railway Administration and such charge shall be deducted from the sums due or payable by the Railway to the contractor from time to time.
- 14.3 Water available locally in wells, creeks or null as may be brackish water at some locations. It should be noted that no sea or brackish water shall be used in all classes of masonry, reinforced and mass concrete work. In addition, water used on the above works shall be free from earthy, vegetable or organic matter, oils, acids and alkaline substance in solutions or in suspension and impurities and shall be fit for drinking.
- 14.4 **Drinking Water:** The contractor shall provide and maintain at suitable places easily accessible to labour a sufficient supply of water fit for drinking.
- 14.5 Water for drinking purpose if available in the station will be given. However, Railways take no guarantee for this facility.
- 14.6 Free electricity will be given for installation and testing work including battery charging, wherever available. Non-availability of electricity will not be a reason for the slow progress of work. If power is not available, the contractor shall make his own arrangement for portable Generator set / electrical power.
- 14.7 **Communication:** Firms representative should be provided with 2 nos. of mobile phones so that railway officials can talk to them from their mobile phone.
15. **WORK PREPARED AWAY FROM THE SITE**  
The contractor shall give the Engineer written notice of the preparation or manufacture at a place away from site, of any materials or components to be used on the works, stating the place & time of preparation or manufacture, so that the Engineer may inspect all stages of the production process. Failure to give such notice may result in the rejection of the materials or components.
16. **INTERRUPTION OF WORKS DURING MONSOON**  
The contract period may extend over a few monsoon seasons. Normal period of monsoon in the area is from 15<sup>th</sup> June to 14<sup>th</sup> October with local variation. The contractor should therefore, plan and program his work bearing this fact in mind. However, the contractor shall not take a plea for not adhering to the programme of work and completion period due to the seasonal variations or any interruptions due to monsoon etc,
17. **HANDING OVER OF WORK**  
In addition to what has been stipulated in clause 40 of General Condition of Contract, it is made clear that all the works and materials before being finally taken over by Railway will be entirely liability of the contractor for guarding, maintaining and making good any damages of any magnitude. It is however understood that before taking over such work Railway will not put it to its regular use as distinct from casual or incidental one except as specially mentioned elsewhere in this contract or mutually agreed to.
18. **RATES**
- 18.1 Contractor should note that the rate quoted shall embrace all operations necessary for the satisfactory completion of the work and shall include all charges for handling, transport, lead, lift, housing, sanitation, water supply, materials, fuel, tools & plants, electric power, workshop facilities, machinery, security, lighting, etc.

All the rates quoted in the offer by the contractor will be inclusive of basic cost, GST.& other taxes, transport, loading, unloading charges etc. leviable. Octroi exemption certificates / forms for concessional Sales tax and any other statutory duties shall be issued by the Railway in the name of contractor only, subject to this being permissible under prevailing relevant rules. However, no additional payment is admissible in case these are not honoured by the concerned authority.

19. CARE IN SUBMISSION OF TENDERS:

(a)(i) Before submitting a tender, the tenderer will be deemed to have satisfied himself by actual inspection of the site and locality of the works, that all conditions liable to be countered during the execution of the works are taken into account and that the rates he enters in the tender forms are adequate and all-inclusive to accord with the provisions in Clause-37 of the Standard General Conditions of Contract for the completion of works to the entire satisfaction of the Engineer.

(a)(ii) Tenderers will examine the various provisions of The Central Goods and Services Tax Act, 2017(CGST)/ Integrated Goods and Services Tax Act, 2017(IGST)/ Union Territory Goods and Services Tax Act, 2017(UTGST)/respective state's State Goods and Services Tax Act (SGST) also, as notified by Central/State Govt. & as amended from time to time and applicable taxes before bidding. Tenderers will ensure that full benefit of Input Tax Credit (ITC) likely to be availed by them is duly considered while quoting rates.

(a)(iii) The successful tenderer who is liable to be registered under CGST/IGST/UTGST/SGST Act shall submit GSTIN along with other details required under CGST/IGST/UTGST/SGST Act to railway immediately after the award of contract, without which no payment shall be released to the Contractor. The Contractor shall be responsible for deposition of applicable GST to the concerned authority.

(a)(iv) In case the successful tenderer is not liable to be registered under CGST/IGST/UTGST/SGST Act, the railway shall deduct the applicable GST from his/their bills under reverse charge mechanism (RCM) and deposit the same to the concerned authority.

(b) When work is tendered for by a firm or company, the tender shall be signed by the individual legally authorized to enter into commitments on their behalf.

(c) The Railway will not be bound by any power of attorney granted by the tenderer or by changes in the composition of the firm made subsequent to the execution of the contract. It may, however, recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.

- The tenderers shall submit a copy of certificate stating that all their statements/documents submitted along with bid are true and factual. Standard format of certificate to be submitted by the bidder is enclosed as **Annexure-V**. Non submission of above certificate by the bidder shall result in **summarily** rejection of his/their bid. It shall be mandatorily incumbent upon the tenderer to identify, state and submit the supporting documents duly self-attested/digitally signed by which they/he is qualifying the Qualifying Criteria mentioned in the Tender Document.

20.1 Rates are final and binding except for escalation formulae (*PVC not applicable*) otherwise expressly specified elsewhere in this tender document. The rates to be quoted by the contractor against the description of items under Schedule (All parts) shall include the cost of:-

- (i) All preliminary incidental and temporary works to carry out & complete the work in all respects.
- (ii) All labour, material, tools, plants, equipment, transport, handling, construction of services road, walkways, jetties, slipways, etc., required in connection with the main item of work and also the auxiliary and incidental works.
- (iii) All investigations, testing & all other items of work required to comply with the special conditions, specifications & other tender documents.
- (iv) Operating all necessary facilities required for departmental inspections and visits to be carried out by Railway Officials.
- (v) All the elements of Sales Tax, Central & local taxes, GST and any other taxes, levies, royalties etc. as per the extant rules prevalent.
- (vi) Items required to be carried out as mentioned in tender document and any other items required to be carried out to complete the work.

20.2 The rates quoted by the contractor and accepted by Railway shall hold good till the completion of the work. No claims based on the fluctuation of prices, taxes, etc. shall be admissible.

No payment for items other than those stipulated in schedule (all parts) will be entertained unless these are specifically brought out as a separate item agreed between Railway and the Contractor.

***PRICE VARIATION & TAXES:*** *The price quoted should be firm and no price variation clause will be acceptable for this tender.*

*During the currency of the contract if any additional taxes are levied by the state/central Govt., it will be on contractor's account and the Railway will pay no additional amount.*

## 21 **SUBLETTING AND ASSIGNMENT**

- 21.1 The contractor may sublet a part of the work under this contract and enter into contract with supplier for supply of materials.
- 21.2 The names of all sub-contractors proposed to be employed for execution of the work or any part thereof be submitted by the contractor to the Dy. CSTE (C) /DSTE(C)/ ADSTE( C) Engineer – in-Charge of the work and got approved by him before the contractor enters into an agreement with the subcontractor for the purpose.
- 21.3 The contractor shall arrange for effective supervision of sub contractor's work and remain solely responsible for material supplied and for work carried out on this behalf by the subcontractor.

## 22 **GENERAL**

- 22.1 All the consumables and sundry installation materials required for execution of this work like Nut and Bolts, Welding Rods, Sleeves, Lugs etc., and not listed as per the detailed schedule will have to be brought by the contractor at his own cost.
- 22.2 Cement & Steel for use in the works should be procured by the Contractor at their own cost from the main producers / their authorized dealers / authorized stock yards which should confirm to IS specification.

The contractor shall make his own arrangement for accommodation, for his staff during testing and commissioning period.

- 22.4 The contractor shall do no work that may interfere with train traffic until adequate protection has been arranged as per the instruction of the Site in charge.
- 22.5 All the tools & Measuring Instruments, required for installation & Testing will have to be brought by the contractor at his own cost.
- 22.6 The Railway Officers / staff will be associated with the Testing & commissioning of the work. Contractor should make adequate arrangement for the inspection of concerned work site by Railway officers.
- 22.7 The contractor having more than 20 labour, is required to obtain the labour license from the licensing Officer under Provision of Contract Labour (Regulation and abolition) Act 1970 read with Contract Labour (Regulation and abolition) Central Rules 1970. They should obtain a proper and valid labour license for the concerned work from the concerned Asst. Labour Commissioner or licensing officer of the area and the photo copy of the labour license must be submitted to Railway for records. Failure to do so will attract legal action against the contractor.
- 23 **TERMINATION OF CONTRACT AS PER CLAUSE No. 62 OF G.C.C.**
- 23.1 Railway shall be entitled to carry out the whole or part of the work from which the contractor has been removed by employment of the required labour and materials, the cost of which shall include load, lift, freight, supervision and all incidental charges.
- 23.2 To measure up the whole or part of the work from which the contractor has been removed and to get it completed by another contractor the manner in which such work is completed shall be at the entire discretion of the Engineer whose decision shall be final. The manner as mentioned above may include execution of work through any other agency, fixed, through any mode of tendering i.e. Single Tender, Limited Tender or Open Tender.
- 23.3 Other provision of clause 62 of GCC will continue to apply.
24. **Force Majeure Clause:** If at anytime, 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 anywar, 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 work under the contract shall be resumed as soon as practicable after such event has come to an end or ceased to exist, and the decision of the Engineer as to whether the works have been so resumed or not shall be final and conclusive, PROVIDED FURTHER that if the performance in whole or in part of any obligation under this contract is prevented or delayed by reason of any such event for a period exceeding 120 days, either party may at its option terminate the contract by giving notice to the other party.
25. **Variation in contract quantities of Items of Contracts – Limits & Rates.**  
**(Item No. 09. Rly. Bd. L. No. 2007/CE-I/CT/18 dated 28-09-2007 and**  
**(Item No. 08. Rly. Bd. L. No. 2007/CE-I/CT/18/Pt-XII dated 31-12-2010.)**  
**(SOP 2018 – relevant paras)**  
 The procedure detailed below shall be adopted for dealing with variations in quantities during execution of works contracts:-

- 25.1 Individual NS items in contracts shall be operated with variation of plus or minus 25% and payment would be made as per the agreement rate. For this no finance concurrence would be required.
- 25.2. In case an increase in quantity of an individual item by more than 25% of the agreement quantity is considered unavoidable, the same shall be got executed by floating a fresh tender. If floating a fresh tender for operating that item is considered not practicable, quantity of that item may be operated in excess of 125% of the agreement quantity subject to the following conditions:-
- (a) Operation of an item by more than 125% of the agreement quantity needs the approval of an officer of the rank not less than H. A. Grade:
    - (i) Quantities operated in excess of 125% but up to 140% of the agreement quantity of the concerned item, shall be paid at 98% of the rate awarded for that item in that particular tender.
    - (ii) Quantities operated in excess of 140% but up to 150% of the agreement quantity of the concerned item shall be paid at 96% of the rate awarded for that item in that particular tender.
    - (iii) Variation in quantities of individual items beyond 150% will be prohibited and would be permitted only in exceptional unavoidable circumstances with the concurrence of associated finance and shall be paid at 96% of the rate awarded for that item in that particular tender.
  - (b) The variation in quantities as per the above formula will apply only to the individual items of the contract and not on the overall contract value.
  - (c) Execution of quantities beyond 150% of the overall agreement value should not be permitted and, if found necessary, should be only through fresh tenders or by negotiating with existing contractor, with prior personal concurrence of FA & CAO / FA & CAO(C) and approval of General Manager.
- 25.3. In case where decrease is involved during execution of contract:
- (a) The contract signing authority can decrease the items up to 25% of individual item without finance concurrence.
  - (b) For decrease beyond 25% for individual items or 25% of contract agreement value, the approval of an officer not less than rank of S.A. Grade may be taken, after obtaining "No Claim Certificate" from the contractor and with finance concurrence, given details reasons for each such decrease in the quantities.
  - (c) It should be certified that the work proposed to be reduced will not be required in the same work.
- 25.4. The limit for varying quantities for minor value items shall be 100% (against 25% prescribed for other items) A minor value items for this purpose is defined as an item whose original agreement value is less than 1% of the total original agreement value.
- 25.5. No such quantity variation limit shall apply for foundation items.
- 25.6. As far as SOR items are concerned, the limit of 25% would apply to the value of SOR schedule as a whole and not on individual SOR items. However, in case of NS items, the limit of 25% would apply on the individual items irrespective of the manner of quoting the rate single percentage or individual item rate).

- 25.7. For the tenders accepted at the Zonal Railways level, the variation in the quantities will be approved by the authority in whose powers the revised value of the agreement lies.
- 25.8. For tenders accepted by General Manager, variations up to 125% of the original agreement value (even if the revised agreement value is beyond GM's competence to accept tenders) may be accepted by General Manager.
- 25.9. For tenders accepted by Board Members and Railway Ministers, variations up to 110% of the original agreement value may be accepted by General Manager.
- 25.10. The aspect of vitiation of tender with respect to variation in quantities should be checked and avoided. In case of vitiation of the tender (both for increase as well as decrease of value of contract agreement) sanction of the competent authority as per single tender should be obtained.
26. **VITIATION OF INTER-SE POSITION OF CONTRACTOR.**  
During the execution of work due to change in quantities of certain items, if the inter-se position of the tender is vitiated i.e. if the higher contractor / contractors work out to a value less than the amount payable for the revised quantities, to the contractor, the difference of this extra amount will be recovered from the payment due to the contractor.
- 27 **UNFORESEEN ITEM OF WORK**  
If in the course of work, any unforeseen item of work not already covered by the Schedule of items in schedule are required to be done, the rate for the same shall be fixed by mutual agreement based on similar, or corresponding combination of items of work available in the said schedule or will be derived from the various items provided in the Central Railway's **Standard Schedule of Rates SOR2021** as the case may be depending on the nature and specification of the work involved or by any other procedure mutually agreed upon. In the event of deriving the rate from the Central Railway SOR 2021, the rate so derived will be subject to the percentage increase/decrease as per the miscellaneous item specifically provided for in the schedule.
- 28 **PROVISIONS OF CONTRACT LABOUR (REGULATION AND ABOLITION) ACT 1970.**
- 28.1 The Contractor shall comply with the provisions of the Contract Labour (Regulation and Abolition) Act 1970 and the Contract Labour (Regulation and Abolition) Central Rules 1971, as modified from time to time, wherever applicable and shall also indemnify the Railway from and against any claims under the aforesaid Act and the Rules.
- 28.2 The Contractor shall obtain a valid license under the aforesaid Act as modified from the time to time before the commencement of the work and continue to have a valid license until the completion of the work. Any failure to full fill this requirement shall attract the penal provisions of the contract arising out of the resultant non-execution of the work.
- 28.3 The Contractor shall pay including the increased wages, if any, as per revised minimum wages act to labour employed by him directly or through sub-contractor the wages as per provisions of the contract or cause to be paid the wages to labourers indirectly engaged on the work including any engaged by his sub-contractors in connection with the said work, as the labour had been immediately employed by him. Nothing extra will be paid on this account and the rates quoted by him will take into account all contingencies even for the future.
- 28.4 In respect of all labour directly or indirectly employed in the work for performance of the contractor's part of the contract, the contractor shall comply with or cause to be complied with the provisions of the aforesaid Act and the Rules wherever applicable.

- 28.5 In every case in which by virtue of the provisions of the aforesaid Act or the Rules, the Railway is obliged to pay any amount of wages to a workman employed by the contractor or his sub-contractor in execution of the work or to incur any expenditure in providing welfare and health amenities required to be provided under the aforesaid Act and the Rules or to incur any expenditure on account of the contingent liability of the Railway due to the contractor's failure to fulfil his statutory obligations under the aforesaid Act or the Rules the Railway will recover from the contractor, the amount of wages to paid so the amount of expenditure so incurred, and without prejudice to the rights of the Railway under section 20 sub-section (2) and section 21 sub-section(4) of the aforesaid Act, the Railway shall be at liberty to recover such amount or part thereof by deducting it from the security deposit and/or from any sum due by the Railway to the contractor whether under the contract or otherwise. The Railway shall not be bound to contest any claim made against it under sub-section (1) of section 20 and sub-section (4) of Section 21 of the aforesaid Act accept on the written request of the contractor and upon his giving to the Railway full security for all costs for which the Railway might become liable in contesting such claim. The decision of the railway regarding the amount actually recoverable from the contractor as stated above shall be final and binding on the contractor.
- 28.6 The contractor shall, indemnify the Railway Administration against any claim for compensation arising out of section 12(1) Work - men's Compensation Act, 1923 and subsequent amendments thereof due to any reasons whatsoever.
- 28.7 If the Contractor is a co-operative labour contractor, or Society/Vendor Co-operative Society, there shall be no element of contractor or ex-contractors in that Society in any capacity nor there shall be any close relative of the Contractor or ex-contractor associating with the Society as an office bearer. The Railway administration reserve the right to terminate the contract of the Society at any time without any reason after giving notice of one calendar month, in case of breach of the above clause.
- As per Railway Board's L. No. 2018/CE-I/CT/4 dated 17.10.2018, para 4 (A) & (B):-  
In order to ensure prompt and proper uploading of details related to LOA's, engaged workmen, wage & other payment details, Railways/Pus etc. shall introduce a special condition in their tender documents of the tenders to be called henceforth. The special condition is as under:-
- A) Contractor is to abide by the provisions of Payment of Wages act & Minimum Wages act in terms of clause 54 and 55 of Indian Railways General Condition of Contract. In order to ensure the same, an application has been developed and hosted on website 'www.shramikkalyan.indianrailways.gov.in'. Contractor shall register his firm /company etc. and upload requisite details of labour and their payment in this portal. These details shall be available in public domain. The Registration/updation of Portal shall be done as under:
- (a) Contractor shall apply for onetime registration of his company/firm etc. in the shramikkalyan portal with requisite details subsequent to issue of letter of Acceptance. Engineer shall approve the contractor's registration on the portal within 7 days of receipt of such request.
  - (b) Contractor once approved by any Engineer, can create password with login ID (PAN no.) for subsequent use of portal for all LOAs issued in his favour.
  - (c) The contractor once registered on the portal, shall provide details of his Letter of Acceptance (LOA)/ Contract Agreements on shramikkalyan portal within 15 days of issue of any LOA for approval of concerned engineer. Engineer shall update (if required) and approve the details of LOA filled by contractor within 7 days of receipt of such request.
  - (d) After approval of LOA by Engineer, contractor shall fill the salient details of contract labours engaged in the contract and ensure updating of each wage payment to them on shramikkalyan portal on monthly basis.

(e) It shall be mandatory upon the contractor to ensure correct and prompt uploading of all salient details of engaged contractual labour & payments made thereof after each wage period.

- B)** While processing payment of any 'On Account bill' or 'Final Bill' or release of 'Advances' or 'Performance Guarantee/Security deposit', contractor shall submit a certificate to the Engineer or Engineer's representatives that **"I have uploaded the correct details of contract labours engaged in connection with this contract and payments made to them during the wage period in Railway's Shramikkalyan portal at 'www.shramikkalyan.indianrailways.gov.in' till ..... Month .....Year".**

29. **REPRESENTATION OF WORKS**

29.1 The Contractor should nominate his representative on the works who will be authorized to receive and acknowledge materials issued by the Railway and implement all orders issued by the Inspecting Officer of the Railway.

29.2 The representative nominated and authorized should also be authorized to implement the instructions and orders received and to account for the materials issued by the Railway for genuine use of the work. The attested specimen signature of the Contractor's representative shall be submitted and deposited before starting the work with the Engineer as well as the Engineer-in-Charge of the work.

The power of attorney mentioned in clause no. 12 of contract form second sheet should also be extended to cover the stipulation made in his clause of "Representation at works"

30 **TRESPASS**

The contractor shall at time fully responsible for any damage or trespass committed by his agents or workmen in carrying out the work even if such trespass is authorize by the Engineer.

31. **INFLAMMABLE ARTICLES**

Inflammable materials, such as petrol, oil, etc., shall be stored separately from other materials and all due precautions as required under the Indian Explosives Act, or any other act shall be taken by the Contractor(s) to prevent any fires, etc.

32. **FIGURES, DIMENSIONS, ETC.**

Figures and dimensions on drawings shall supersede measurements by scale and drawing to larger scale shall take precedence over those to a smaller scale. Special dimensions or directions in the specification shall supersede all else.

33. **PLEA OF CUSTOM**

The plea of custom prevailing will not on any account be permitted as excuse for an infringement of any of the conditions of the contract or specifications.

34. **ARRANGEMENTS FOR PERMITS OR LICENSE**

Arrangements for permits and license for materials will not be made by the Railway or any assistance given. The Contractor will have to make his own arrangements. Also no import license shall be arranged by the Railway for this work.

35. **TAXES, ROYALTIES, PATENT RIGHTS ETC.**

35.1 All rates quoted in the tender shall be deemed to be inclusive of all taxes, duties, cess, excise, royalties payable by the Contractor(s) to the government or public body or local authority and no additional amount will be paid or claim entertained on this account by the Railway.



- 35.2 The contractor will be required to obtain a royalty clearance certificate from the concerned Revenue Authority/Collector and produce the same to Engineer after completion of the supply but before release of his final bill. If in any case the contractor fails to produce the clearance certificate for royalty charges an amount equal to the amount of unpaid royalty charge as intimated by the Revenue Authority/Collector or as calculated on the basis of the relevant rates for payment of royalty charges applicable to the area will be retained from the dues of the contractor. No claim regarding interest charges of delay in payment for retention of this amount would be entertained.
- 35.3 The contractor shall defray the cost of all royalties, fees and other payments in respect of patents. Patent rights and licenses which may be payable to patented license or other person or corporation and shall obtain all necessary licenses. In case of any breach (willfully or inadvertently) by the contractor of this provision, the contractors shall indemnify the Railway Audit officers, servants, representatives against all claims proceedings, damages, cost charges, loss and liability which they or any of them may sustain incur or be put to by reason or in consequence of, directly or indirectly, any such breach and against payment of any royalties damages, or other monies which the Railway may have to make to any person or paid in total to the patent rights in respect of the users of any machine, instructions, process, articles, matters or thing constructed manufactured, supplied or delivered by the contractor to his order under this contract.
- 35.4 The contractor will at his own expenses obtain such permits or parwana from whomsoever necessary for carrying out work or for any other purpose as may be necessary to enable him to perform his part of the contract. The Railway will not under any circumstances be liable to obtain any permit, or parwana whatsoever, for the contractor.
- 35.5 **DEDUCTION OF INCOME TAX**  
The Railway will deduct income tax on the gross amount and surcharge on income tax of each bill as prescribed by Government from time to time and such deduction of Income Tax shall be recorded while making payment to the Contractor/s. The settlement of income tax should be made with the Income Tax authorities.
- 35.6 All taxes such as Income tax, Sales tax, GST and other taxes as prescribed by Central/State Govt. from time to time shall be applicable. The Contractor shall be fully responsible for payments of all such taxes without any liability of Railway Administration deducting towards such taxes shall be made from the payments of the contractor in accordance with rules in force from time to time.
- 36 **LEGAL CHARGES**  
A fee of Rs.200/- per legal document like partnership deed or power of attorney executed before or after the execution of the contract, will be recovered from the contractor for obtaining legal Advice of the Law Officer of Central Railway.
- 37 **DEDUCTION OF WORKS CONTRACT TAX (WCT) AT SOURCE(NOT APPLICABLE)**
- 38 **NOTICE TO PUBLIC BODIES**  
The Contractor(s) shall give to the municipality, police and other authorities all notices that may be required by law and obtain all requisite licenses for temporary obstructions, enclosures and pay all fees, taxes and charges, which may be levied on account of his operations in executing the Contract. He should make good any damage to adjoining premises whether public or private and supply and maintain any lights, etc., required at night. These costs should be included in the rates quoted and no extra payment on this account shall be made.

39. **WORKING HOURS AND NIGHT WORKING**

The provision in clause 23 of General conditions of contract should be noted regarding execution of work between sunrise & sunset. If the Railway, is however, satisfied that the work is not likely to be completed in time except by resorting to night work, by special order, the contractor would be required to carry out the work even at night without conferring any right on the contractor for claiming for extra payment for introducing night working. The decision of the engineer in this regard will be final and binding on the contractor.

40. **SETTING OUT OF WORKS**

40.1 The Contractor shall set out the works with his own labour, instruments and materials and shall be responsible for the true and perfect setting out of the dimensions and alignment thereof. If at any time any error in this respect shall appear during the progress of the work, the contractor at his own expense should rectify such error if so required, to the satisfaction of the Engineer. The contractor shall be responsible for maintaining the accuracy of the alignment, positions, levels and of the work in accordance with the drawings, directions or instructions given from time to time to him and every facility shall be given to the Engineer for checking of the same. The contractor at his own cost shall rectify and error in the dimensions, alignments positions or levels of work set out or constructed by him to the satisfaction of the Engineer.

40.2 The work shall be set out by the contractor to the satisfaction of the Engineer but his approval or his joining with contractor in setting out the work, shall not relieve the contractor from his entire and sole responsibility thereof.

40.3 The contractor shall also provide, fix and be responsible for the maintenance of all stakes, profiles, levels, marks, points etc., must take all necessary precautions to prevent these being removed, altered or disturbed and will be held responsible for the consequences of such removal, alterations or disturbances should the same take place, and for their efficient reinstatement.

41. **CARE OF STAFF**

No quarters will be provided by the Railway for the accommodation of the Contractor or any of his staff employed on the work. The contractor may be allowed to erect any labour camps for housing the labour at or near the site of work on available Railway land subject to payment of cess and water charges. The Contractor shall at his own cost make all necessary and adequate arrangement for the importation, feeding and preservation of the hygiene of his staff. The Contractor shall permit inspection at all times of all sanitary arrangements made by him, by the Engineer or his assistant or medical staff of the railway. If the Contractor fails to make adequate medical, sanitary arrangements, these will be provided by the Railway, the cost thereof being recovered from the Contractor. In case some accommodation is available, it can be given on license fee.

42. **DAMAGE BY ACCIDENT, FLOODS OR TIDES**

42.1 The Contractor shall take all precautions against damage from accident, floods or tides. No compensation will be allowed to the contractor for his plant or part or material lost or damaged by any cause whatsoever. The contractor shall be liable to make good the damages to any structure or part of structure, plant or material of every description belonging to the administration lost or damaged by any cause during the course of the Contractor's work.

42.2 The administration will not be liable to pay to the contractor any charges for rectification or repairs to any damage which may have occurred from any cause, whatsoever, to any part of the new/existing structure, during construction. No claims in this regard will be arbiter able.

43. **FIRST AID FACILITIES.**

These shall be provided and maintained by the Contractor so as to be readily accessible during all working hours first-aid box equipped with the prescribed contents at every place where contract labour is employed by him.

44. **ANTI-MALARIA PRECAUTIONS**

Every precaution shall be taken by the Contractor to prevent the breeding of mosquitoes on the works during construction and all receptacles used for the storage of water must be suitably protected for this purpose or must be emptied at close of the work every day.

45. **ANTI-LARVAL TREATMENT**

The contractor shall at his cost carry out all anti-larval works as per the Bye-law of the local authorities concerned or as may be directed by the Engineer during the execution of the work/s under this contract. If the contractor/s fails to carry out such work/s the Railway may carry out the same and recover the cost thereof from the contractor in the same way, as other Railway amounts are recoverable.

46. **MEASUREMENTS IN METRIC UNITS**

Measurements and payment will be made in metric units as per Railways' practice and rules.

47 **FOREIGN EXCHANGE REQUIREMENT**

Any demand of foreign exchange for importing of equipment's and materials shall not be accepted.

48 **THE SETTLEMENT OF DISPUTES**

48.1 The disputes will be settled under the Arbitration and Reconciliation act 1996 to the extent defined hereunder.

48.2 The successful tenderer/s shall put up his/their claim as per clause 43 of the General Conditions of Contract during the progress of work and not after completion of the work. All such claims and disputes shall be settled promptly during the progress of the works. The final authority for giving the decision on claims put up by the contractor/s shall be the Chief Signal & Telecommunication Engineer(C), Central Railway, Mumbai.

48.3 The provision of the Clause 63 and 64 of General Conditions of Contract will be applicable only for settlement of claims or disputes between the parties for value less than or equal to 20% of the value of the contract and when claims of disputes are of value more than 20 % of the value of the contract, provision of clause 63 and 64 and other relevant clauses of General conditions of Contract will not be applicable and arbitration will not be a remedy for settlement of such disputes

48.4 The Contractor/s shall not be entitled to ask for reference to arbitration, before the completion of the work assigned to him/them under this contract. The Contractor/s shall seek reference to arbitration to settle the disputes only once within the ambit of condition 48.3 above.

48.5 The Contractor/s shall not be entitled to make any claim whatsoever against the Railway under or by virtue of or arising out of this contract, nor shall the Railway entertain or consider any such claim, if made by the contractor/s after he/they would have signed a 'No Claims Certificate' in favour of the Railway, in such form as shall be required by the Railway/s after the works are finally measured up. The Contractor/s shall be debarred from disputing the correctness of the items covered by "No Claims Certificate" or demanding a reference to arbitration, in respect thereof. After clear no claim is given by contractor the dispute if any will not be arbitral.

48.6 These Special Conditions shall prevail over existing clause 63 & 64 of the General Conditions of Contract, other than provision relating to 'Excepted Matters' and time schedule for various stages mentioned therein.

48.7 For settlement of disputes between one Government Deptt. and another or between the Government Department and Public Sector undertaking the following special conditions shall be applicable.

"In the event of any dispute or difference between the parties hereto, such dispute or condition shall be resolved amicably by mutual consultation through the good offices of empowered agencies of the Government. If such resolution is not possible, then the unresolved dispute or difference shall be referred to arbitration of an arbitrator to be nominated by Secretary, Department of Legal Affairs (Law Secretary) in terms of office Memorandum No.55/3/1/75/CF dt. 19-12-75 issued by the Cabinet Secretariat (Department of Cabinet Affairs) as modified from time to time. The arbitration Act, 1996 or the arbitration clause contained in the General Conditions of contract shall not be applicable to the arbitration under this clause. The award of the Arbitrator shall be binding upon parties in the dispute, provided however; any party aggrieved by such award may make further reference for setting aside or revision of the award to Law Secretary whose decision shall bind the parties finally and conclusively".

#### 49 **SITE CONDITIONS AND FACILITIES**

49.1 For all the works costing RS. 50 lakh and above, the contractor has to provide a temporary site office of approx. 20 sq.m. are a for the use of Railway Engineer and his staff near the work site, cost of which should be included the rates offered by the contractor. The basic minimum amenities like toilet, water/electricity fittings and connections shall be provided by the contractor in the office. The contractor shall also provide minimum furniture (two office tables, six chairs, one fan, and one full size cupboard).

49.2 The contractor shall have to provide a telephone connection, in his site office at his own cost. The same telephone will be used by the Railway officials free of cost.

#### 50. **EMERGENCY** **WORKS**

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

#### 51. **SAFE WORKING METHODS**

51.1 The contractors shall at all times, adopt such safe methods of working as will ensure safety of structures, equipment and labour, Safety rules that should be adhered to are given as guidelines in Appendix. If at any time, the Railway finds the safety arrangements inadequate or unsafe, the contractor shall take immediate corrective action as directed by the Railway's representative at site. Any directions in the matter shall in no way absolve the contractor of his sole responsibility to adopt safe working methods. The contractor is responsible for providing skilled personnel and adequate expert supervision so as to ensure complete safety.

51.2 The contractor shall design and execute temporary works such as form work and supports so as to ensure absolute safety of contractors personal as well as Railways staff & personnel engaged on the work. The contractor should indemnify Railway against damages and injury to workmen.

Railway reserves the right to enforce safety regulations on the contractor and recover any cost which may be incurred for this purpose.

The following standard safety codes of practice may be followed for general guidance: -

- i) IS 3764 – 1966: Safety code for execution.
- ii) IS 4081 – 1967: Safety code for blasting and related drilling operations.
- iii) IS 5121 – 1969: Safety code for piling & other deep foundations

- 51.3 The Contractor/s shall design and execute temporary works such as form work and supports, so as to ensure absolute safety of contractor/s personnel as well as Railway staff and personnel engaged on the work. The Contractor/s should indemnify the Railway against damages and injury to workmen. Rly.reserves the right to enforce safety regulations on the contractor/s and recover any cost which may be incurred for the purpose.

52 **Precautions while working in the vicinity of track :**

- (a) When the work is required to be done along or near the existing Railway track the contractor/s shall take such steps as are necessary for the safety of the track and labour working at site. He/they will also be required to programme his/their working so as not to interfere with the movement of trains. In this regard, contractor will not take up the track work on running lines without the presence of authorized representative of Railway. No extra payment shall be allowed for these precautions and also for crossing track/tracks, if required during the execution of the work. It should be ensured that the ballast of the track (s) is not spoiled or mixed with earth.
- (b) In addition to the precaution by the contractor/s for the safety of the track and labour, it may necessary to post flagman in same locations as an additional safety measure, for which the cost shall be recoverable from the contractor/s on the basis of the expenditure incurred by the railways enhanced by 12½% department charges. The contractor/s shall be fully responsible for any damage to or trespass caused by his/their men to any surrounding structure, Railways bear no liability whatsoever on this account.

53. **CLEARANCE OF SITE**

The contractor after completion of the work shall clear the site of work and tidy up the area and remove left over materials, debris etc. In case the contractor fails to do so, the same will be removed at the cost of quoted the contractor by the Engineer's representative. Rates shall be inclusive of the work of clearing site tidying etc. after completion of the work.

54. **INSTRUCTION/DIRECTIVES OF THE ENGINEER'S REPRESENTATIVE**

- 54.1 The contractor shall at all times, execute the contract work only in the presence 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.
- 54.2 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 instruction/directives issued by the Engineer's representative shall be considered as a default of the contractor where after the Railway shall be free of take further appropriate action on as provided in the contract for dealing with such defaults of the contractors. The decision off the Engineer's representative where there has been an act of non-compliance with the instruction/directives of the Engineer's representative for the purpose of this clause shall be final and conclusive.

- 54.3 The instructions/directives by the Engineer's representative shall not however absolve the contractor of his responsibility or reduce his responsibility in any manner whatsoever in regards to maintaining at all times the safe working conditions at the work site.

55. **PROTECTION AT THE WORKS SITE**

- 55.1 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.

- 55.2 Notwithstanding 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 the Engineer's Representative whether the facilities provided by the Contractor in this regard are appropriate and adequate or not shall be final and conclusive.

56. **NON-COMPLIANCE WITH THE INSTRUCTIONS/DIRECTIVES OF THE ENGINEER'S REPRESENTATIVE.**

- 56.1 The contractor shall always comply with the instructions/directives issued by the Engineer's representative from the 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 herein above the Engineer's representative may employ at the works to the Railway's 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 representatives in regard to the need appropriateness and adequate of the deployment of the Railway Workmen with necessary equipment shall be final and conclusive.

- 56.2 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 dues under this contract or any other monies of the Contractor available with the Railway under this contract. The recovery for the total Railway Workmen Hours employed at the rate of Rs.20 (Rupees Twenty only) per Workmen-Hour irrespective of the type and grade of the Railway Employee actually employed. The aggregate period of the Workman-Hours for the above recoveries shall be reckoned from the time the 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.

57. **PERSISTENT NON-COMPLIANCE WITH INSTRUCTIONS/DIRECTIVES OF ENGINEER'S REPRESENTATIVE**

- 57.1 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 rights in this regard, the Engineer's Representative, which for the purpose of this clause shall exclude the Inspector of S&T Department, appointed by the Central 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.

- 57.2 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.

- 57.3 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.

58 **GUARANTEE**

- 58.1.1 The Contractor/s shall guarantee the materials supplied under this contract to be free of any defects in material and workmanship under ordinary use and service. He/they shall agree to replace any items failing the requirements specified under this contract.

**Terms of Guarantee**

The Contractor shall guarantee satisfactory working of the installation erected by him for a prescribed period, beginning from the date of issue of the "Provisional Acceptance Certificate" by the Railways or from the date the installation has been put into commercial operation, in case the Provisional Acceptance of the entire work is issued at the latter date. During this period, the Contractor shall keep all materials, tools and other requisite equipment's at site, and shall carry out at his own expenses all modifications, additions or substitutions that may be considered necessary for the satisfactory working of the work or equipment's done under this contract. Final decision in respect of unsatisfactory working or faulty use of materials, design or workmanship etc., shall rest, with the Chief Signal & Telecom. Engineer (Const) Central Railway.

During the aforesaid period of guarantee, the Contractor shall be liable for all repairs or replacement of any parts that may be found defective in the contract work or equipment's, irrespective of whether such parts be of his own manufactures or those of the sub-contractor or whether any defect arose as a result of a faulty design, materials, workmanship, installation or otherwise. Provided always that such defective parts as are not repairable at site are promptly removed to the contractor's works for repairs if so required by him and such defective parts should be replaced by him by new ones in order to remove the defects at his (Contractor's) own expenses. In case any minor repairs are carried out by the Railway at site, the cost of such repairs plus the departmental charges shall be borne by the Contractor.

**Contractor to make good the defective equipment:-**

If the completed work or any portion hereof before it is taken over the found to be defective of the contractor otherwise fails to full fill the requirements of the contract and / or its purpose, the Railway shall give the Contractor a notice stating the particulars of such defects or failure. On receipt of the notice the contractor shall take immediate steps to remove the defects and act the installation in good working conditions to entire satisfaction of the Railways. Should the contractor fails to do so within two month after receipt of the said notice, the Railways shall get the defect repaired for the defective parts / replaced as the case may be at the risk and cost of the contractor subject to all other remedies open to the Railways in this agreement. The Contractor's liability regarding payment to the Railway of the extra total cost if any of replacement of the parts / repairing to the defective parts shall be the difference between the price paid by the Railway for such replacement and he contract price of the parts so replaced plus the sum if any paid by the railways to any other Contractor / Agency for the repair work under this clause. The defective or rejected parts may if possible return to the contractor, but Railway is not bound to do so and the Contractor shall have no claims against railway for the same.

- 58.2 In order to fulfill, the guarantee conditions satisfactorily, it is expected that contractor will enter into AMC for requisite period with the parent manufacturer of equipment at his own cost, in case contractor himself is not able to fulfill the necessary guarantee conditions due to non possession of spares and/or trained technical manpower.

59. **SHIFTING OF ELECTRICAL/TELEGRAPH / WIRES / SERVICE PIPES ETC.**

In some stretches, high tension grid towers/electric telegraph/ telephones wires or posts/ service pipes etc. may be required to be shifted. It is expected that the such services will be shifted in good time but in case, there is any delay on this account suitable extension in date of completion will be considered and given to the contractor for only the effected portion and no compensation whatsoever in this respect or due to the delay thus caused will be payable and contractor has to adopt such methods of execution, so as not to cause any damage to existing structure lines etc.

60. **HANDING OVER OF SITE FOR WORK**

60.1 Contractor should start the work within 10 days from the date of issue of acceptance letter. The site will be handed over to the contractor / authorized representative after reporting from the contractor side.

60.2 Railway may not hand over the entire land for making bank/cutting to the contractor/s due to delay in land acquisition. Land may be handed over in different stretches, which may not be continuous. Contractor/s will be required to carry out the work in available stretches, if some stretch of land cannot be handed over to the contractor for borrowing earth or making bank/cutting within the contract period then suitable extension will be granted only for the affected portion without any payment of extra claim to the contractor.

60.3 No extension to time limit will be admissible if the land is handed over commensurate with progress of work.

61 **SEQUENCE OF WORK**

The contractor /s shall comply with the order of Engineer – in Charge in regard to the sequences of tackling and progressing components of work.

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63 **CONSTRUCTION PROGRAMME:**

63.1 The contractor / will submit along with his/their tender a Bar Chart indicating the various operations involved and time required for each operations and the programme for execution and completion.

63.2 The successful contractor within 15 days after the contract is awarded, will make out of detailed PERT Chart with a detailed programme chart based on accepted scheme and submit the same to Engineer for consideration and approval indicating various stages of execution, method of execution and completion of work in different stages keeping the period of completion in view. The above programme shall be strictly adhered to.

63.3 The contractor is/are required to adhere to a given programme of work. In case there are slippages in adhering to the stipulated progress of work, his/their contract would be liable to be rescinded.

63.4 The contractor/s shall strictly adhere to a the programme framed by the Engineer or his representative taking into account of the stipulation such as availability of land and other site conditions so as to complete the work within the time allotted to the contractor/s.

63.5 The Contractor/s will have to employ labour in full strength commensurate with working areas available. He will also arrange for materials and equipments to complete the job most expeditiously within the stipulated completion period. The Engineer's decision as to what is full strength will be final.



- 63.6 Case of any dispute regarding the programme of completion delay in execution, etc., for any reason whatsoever the decision of the Engineer-in-Charge shall be final and binding on the contractor/s. The contractor/s will not be entitled to any claim whatsoever on this account.

64. **AGREEMENT/SUB-AGREEMENT**

One Contract Agreement will be entered into for entire tender. However, for the purpose of payment and their finalization separate sub-agreement/work orders for individual schedules may be issued.

65. **AGREEMENT CHARGES**

The successful contractor shall pay all local charges in connection with the preparations stamping and registration of the agreement and other incidental charges if any.

66. **COMPLETION CERTIFICATE**

- 66.1 The work shall not be considered to have been completed in accordance with the terms of contract until the Engineer-in-charge shall have certificate in writing to the effect, No approval of materials or workmanship or approval of part of the work during the program of execution shall bind the Engineer-in-charge or in any way prevent him from even rejecting the work which is claimed to be completed and to suspend the issue of his certificate of completion until such alterations and modification of reconstruction have been effected at the cost of the contractor/s as shall enable him to certify that the work has been completed to his satisfaction.

- 66.2 After the work is completed, the contractor/s shall give notice of such completion to the Engineer-in-charge and within 30 days of receipt of such notice the Engineer-in-charge shall inspect the work and if there is no defect in the works shall furnish the contractor/s with a certificate indicating the date of completion. However, if there are any defects which in the opinion of the Engineer-in-charge are rectifiable he shall inform the contractor/s the defects noticed. The contractor/s after rectification of such defects shall notify the Engineer-in-charge and then the Engineer-in-charge on his part shall inspect the work and issue the necessary completion certificate within 3 days, if the defects are rectified to his satisfaction, and if not be shall inform the contractor/s indicating defects yet to be rectified. The time cycle as above shall continue.

- 66.3 In case defects noticed by the Engineer-in-charge, which in his opinion are not rectifiable but otherwise acceptable at reduced payments, work shall be treated as completed. In such case completion certificate shall be issued by the Engineer-in-charge within 30 days indicating the un-rectifiable defects for which specified reduction in payment is being made by him.

67. **DELAYED COMPLETION & LIQUIDATED DAMAGES**

Particularly attention is invited to Clause 17 of General Conditions of Contract 2022 in this connection. Regarding liquidated damages referred to in clause 17-B, it is clarified that the Contract value mentioned therein refers to the overall contract value.

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70. **WORKS INVOLVING USE OF CEMENT AND STEEL**

Cement and steel for use in the works should be procured by the contractor from the authorized/ approved manufacturers/their authorized dealers/authorized stock yards which should conform to IS specifications. Cement bags should be procured preferably in paper/polythene bag packing and should bear the following information in legible markings:

- i) Manufacturer's name.

- ii) Registered Trade Mark of manufacturer, if any.
- iii) Type of Cement.
- iv) Weight of each bag in kg. Or no. Of Bags/Tone.
- v) Date of manufacture, generally marked as week of the year/year of manufacture, e.g. 30/93 which means 30<sup>th</sup> week of 1993.

To ensure quality control, test certificates from the manufacturers should be produced by the contractors which should conform to the relevant specifications (latest specifications may be incorporated). Railways may also take samples during the course of work and get the cement and steel tested to ascertain their conformity to specifications, laid down in relevant IS codes. Test on cement will be as per IS 4031 and any other test as specified by Engineer or his representative. Test on steel samples will be carried out as per specifications laid down in relevant IS codes. The contractor should make his own arrangement for proper stacking and storing of cement, reinforcing bars HTS strands and structural steel etc. All material should be protected from any depletion. All steel materials should be protected from corrosion.

71. **SAMPLING & TESTING**

All materials supplied by the contractor will required to be tested as required by the various codes and specifications at contractor's cost. If additional testing other than required by specification is ordered by an engineer, the testing charges shall be borne by the department, if the results are satisfactory and will be borne by the contractor, if the same are found to be unsatisfactory.

72. **COMPETENCY OF CONTRACTOR STAFF.**

The technical/skilled staff engaged by the contractor at site should be competent enough for the job. They should possess the certificate of competency certificate; necessary training will be arranged by the contractor at his cost by an expert to enable Engineer-in-charge to accord permission for the job. Without a suitable competency certificate, the contractor's supervisors shall not be allowed to carry out work.

73. **QUALITY ASSURANCE MANUAL**

A "Quality Assurance Manual" covering, mix-designs, materials, testing, soil and rock properties, statistical quality control, etc. shall be prepared by the contractor free of cost well before starting the work. Nothing shall be paid on this account.

74. **COMPLETION PERIOD**

The works are required to be completed within the prescribed completion period of **18 Months (Eighteen Months)** including monsoon and harvest from the date of issue of acceptance letter on progressive basis.

75. **MAINTENANCE PERIOD.**

The work shall be maintained, in terms of Clause - 47& 50(1) of the G.C.C.-2022- C.Rly after the issue of Completion certificate of work, for a prescribed period by the contractor and he shall make good any defects, imperfection, shrinkages of faults which may appear, at his cost. The Security Deposit will be released only after maintenance period (**ONE YEAR from the date of commissioning/physical completion of work**).

76. **TRAINING:**

- i. The contractor shall provide adequate training to Rly. Personnel at the OEM's premises regarding planning and design etc. of the equipment and system supplied under the contract.
- ii. The contractor shall provide adequate field training to Rly. Personnel at the work site regarding installation, operation and maintenance of the equipment and system supplied under the contract.
- iii. The contractor shall undertake to train Rly. Personnel nominated by Rly. In different aspects of

equipment design, functioning, field installation, testing, commissioning, operation, maintenance and repairs, covering both hardware and software as relevant. The training should be comprehensive so as to impart full knowledge to Rly. Personnel deputed for the training to independently execute the installation, operation, maintenance and repair of all equipment's. The training courses should, apart from formal classroom training, include hands on practical experience and visits to working installation of the electronic system offered in present tender case. The contractor shall make all necessary arrangement for the same. The place of training shall be at the manufacturer's premises in India or at site as applicable.

- iv. The contractor shall at every stage of testing and commissioning provide all facilities for adequate training to Railway Personnel who may be deputed to work on the project.
- v. The contractor shall impart training for EI system for Officers, supervisors and technicians as given in concerned Schedule of work item of Schedule C. However, the cost of all travel to and fro, to the place of training, boarding and lodging of the trainees shall be borne by Railways.

#### 77 **ISSUE OF ACCEPTANCE CERTIFICATE**

Railway will issue final acceptance certificate only after end to end testing is carried out and the system works satisfactorily without any failure for a period of 3 months continuously.

- 78 Vehicle and equipment of Contractor in case of accident/natural calamities involving human lives:
- i) Railway reserves the right to withdraw/draft/take over possession of any of the vehicles and equipments of the Contractor deployed by him at the work site in case of Railway accidents/natural calamities involving loss of human lives occur and deploy, utilize, engage them for work of relief, restoration of railway services etc. The said vehicles and equipments along with Drivers/ Operators shall be immediately handed over to Railway Administration on advice of Engineer or Engineer's Representative. The decision of the Railway as to type, number of vehicle and period of engagement shall be final and binding on the Contractor.
  - ii) The crew, fuel and maintenance of the vehicles during the above period shall be provided by the Contractor to the satisfaction of Railways.
  - iii) The Contractor shall be paid hire charges for the drafted vehicles/ equipment by operating suitable Non- Schedule items at the rates decided mutually between the Engineer and the Contractor. Operation of Non- Schedule item will be approved with vetting of associate finance by DY CSTE(C) or DSTE(C)/ ADSTE(C) operating the contract. However, if the Contractor is not satisfied with Engineer's decision, he may appeal to the CAO(C) within 30 days of getting the decision of the Engineer supported by the analysis of the rates claimed. The CAO(C) 's decision after hearing both the parties in the matter would be final and binding on the Contractor.
  - iv) In case Railway withdraws/ drafts takes possession of contractor's vehicle/equipment, log book will be maintained by Railway's representative and it will be jointly signed by Railway's authorized representative & contractor's driver of vehicle/operator of equipment. Payment will be made accordingly on agreed rates.
  - v) The Contractor shall provide following information about the vehicle/ equipment available with them at the time of entering into contract.

Sr.No.	Particulars of Vehicle/Equipment	No of Unit	Kind/ Make	Capacity	Age & Condition	Present location	Remarks

79 **SUPPLY OF TECHNICAL MANUAL & SPARES:**

The contractor will have to supply 2 copies of manuals of each equipment supplied indicating procedures for installation, testing and commissioning of the system. Chart indicating the probable nature of fault, Guidelines for the localization of fault and remedial action to be taken for system equipments.

- 80 Necessary RDSO, IRS/TEC/DOT/ Specification / drawing, if any, required shall be obtained by the contractor at his own cost.

81 **LONG TERM AVAILABILITY OF SPARES AND SYSTEM SUPPORT**

The contractor shall undertake to supply on payment all maintenance spares and tools required for the equipment during lifetime. He shall also undertake to supply additional equipment required for replacement or expansion of the network; that may become necessary due to additional traffic requirements. The price variation formula adopted in pricing such maintenance spares and additional supply that may be ordered in future shall be provided by mutual discussion.

- 82 The manufacture shall guarantee that spare parts for the system shall be available for a minimum of eight years after expiry of the warranty period and thereafter at least two years notice shall be given to the Railways before any equipment or components are discontinued or phased out from the manufacturing plans. This will enable the Railways to assess the lifetime requirement of spares needed and order in sufficient quantity prior to stoppage of the manufacture.

- 83 That the successful contractor shall further guarantee that if he goes out of production of spare parts he shall supply the specification of materials at no cost to the purchaser, as and when required in connection with the equipment to enable the purchaser to fabricate or procure from other sources.

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## **SECTION IV**

### **SCOPE OF WORK**

**TENDER NO.: NGP-NC-CR-SNT-C-S-03-2026**

**NAME OF WORK:** Indoor & Outdoor signaling work including supply of materials, installation, testing & commissioning of Electronic Interlocking at Wardha station (Distributed Configuration) in connection with Wardha-Badnera-Bhusawal 3rd & 4th line of Nagpur Division of Central Railway.

**NOTE:-** This work is to be completed within a period of **Eighteen Months (18) Months on progressive basis** from the date of issue of acceptance letter.

#### **A. TECHNICAL SPECIFICATION**

1. This work is required to be carried out in accordance with the IRS specification for RRI/PI/EI **RDSO/SPN/203/2011 Ver.1 OR RDSO/SPN/192/2019 Ver.2.0 or latest amendment** issued. The installation practices of all signalling gears should be as per the Signal Engineering Manual issued in July 2021 and to suit latest relevant correction slips and Central Railway practices in vogue.
2. The work is required to be carried out in accordance with the RE manual for stations falling under 25 KV electrified traction. The equipment and installation practices of signalling system will have to be in line with the requirement of AC Electrified section as specified in manual of instructions of installation and commissioning of S&T equipment in 25 KV AC Electrified section.
3. The work is also to be carried out in accordance with IRS Specification for Route Relay Interlocking/Panel Interlocking system/EI **RDSO/SPN/203/2011 Ver.1 OR RDSO/SPN/192/2019 Ver.2.0 or latest amendment** however metal to metal relays/groups offered for this work shall be of approved type/make (M/s Siemens make or its functional equivalent) and the same should have been utilized for commissioning of relay interlocking as main relays/groups.
4. The work to be carried out in accordance with Interlocking Plans for the stations/level crossing gate/IBS, issued by the Railways. These IP's are tentative and variation/alteration may take place.

#### **B. BRIEF SCOPE OF WORK TO BE DONE BY THE TENDERER:**

Indoor and Outdoor signalling work including Electronic Interlocking at Wardha station (Distributed Configuration).

1. Testing and commissioning of all Indoor Gears during phase working and non-interlock working.
2. Supply of material included in the tender schedule is to be supplied commensurate with physical progress of the work at site in consultation with Rly. Engineer.
3. Supply and commissioning of signalling equipment viz. relays, major relay groups.
4. Indoor work of erection on Relay rack, wiring of circuits, and alterations in circuits, extension of power supply, releasing of all indoor gears.
5. 15% extra space for future expansion has been catered in each of the relay rack therefore it should be left after installation of all relays in each of the rack.
6. All the drawings must be digitized and plotted on Auto CAD 2019 and will be supplied on Pen Drive and a hard copy of tracing Circuit Sheets/Locking Table shall be on (A-3) size. No change shall be made in any of the approved drawings without permission of CSTE(C) or his authorized representative. Tenderer will give TWO Sets of Pen Drive comprising of drawings of all the circuit diagrams etc. Further, all the drawing shall include the name of the work, as given by the Railway, blocks, for signature of Railways Officials and contractor and it should be signed by the Contractor or his authorized representative. All the drawing should be drawn as per the standard practice of Central Railway. All the tracings shall be drawn on good quality "Gateway" brand 95/100 GSM tracing paper.
7. After commissioning of the work, the completion drawing should be prepared in Auto CAD & will be stored in a Pen Drive which will be handed over to the Railways.
8. The tenderer has to perform following test in connection with the work under supervision of railway:-
  - a. Indoor cable meggering before use.
  - b. Continuity testing of Tag Block to Relay Base.
  - c. Continuity testing of Jumper (Circuits), power wiring, fuse wiring etc.
  - d. Panel through.
  - e. First functional test/ FAT
  - f. Break test after soldering.
  - g. Wire count.
  - h. Final functional test/SAT
  - i. Square sheet testing.

## 9. SPECIAL CONDITIONS OF CONTRACT OF ELECTRONIC INTERLOCKING SYSTEM

SCOPE OF WORK	
The work involves Design, manufacture, Supply, Installation, Testing and Commissioning of Electronic Interlocking system, as per RDSO Specification <b>RDSO/SPN/203/2011 Ver.1 OR RDSO/SPN/192/2019 Ver.2.0 or latest amendment and RDSO's Technical Advisory Note (TAN) No. STS/E/TAN/3012 Ver. 2.0 or</b> with latest amendment at stations mentioned in the Tender. The signalling scheme at stations to be provided with EI is illustrated in the Interlocking Plans enclosed in the Annexure. The scope of work broadly includes the following:	
<b>Supply</b>	
a.	Supply of EI equipment complete as per RDSO specifications no. <b>RDSO/SPN/203/2011 Ver.1 OR RDSO/SPN/192/2019 Ver.2.0 or latest amendment and RDSO's Technical Advisory Note (TAN) No. STS/E/TAN/3012 Ver. 2.0 or latest.</b>
b.	Complete interface equipment between EI, Outdoor gears, Control Panel/VDU and Maintenance terminal.
c.	Interfacing of EI System with networking Data Logger.

d. <b>“Provision of Kavach ready Interfaces in Electronic Interlocking”</b>		
<ul style="list-style-type: none"> <li>• <b>As per Railway Board’s L. No.</b> <ul style="list-style-type: none"> <li>i) 2018/Sig/18/Gen. dated 04.09.2024</li> <li>ii) 2020/Sig/TCAS/Estimates dated 29.05.2024</li> <li>iii) 2020/Sig/TCAS/Estimates (e3316629)</li> </ul> </li> <li>• <b>As per RDSO L. No. RDSO-SIG0MISC(GEN)/1/2021Part(1) dated 17.08.2024</b></li> </ul>		
e. Interconnecting cables.		
f. Measuring instruments required for installation, testing & commissioning.		
g. All other accessories as per Central Railway practices.		
h. Any other material/equipment required for installation & commissioning of the complete EI system to function efficiently.		
<b>INFORMATION REGARDING PURCHASING:</b>		
a	Approved interlocking plan selection table and panel diagram of the station (CI.3.1) and the station data such as old or new room size of the room station layout details etc.	Tentative SIP and/or ESP are attached based on which Contractor has to supply selection table and panel diagram.
b	Station Codes followed by Railways	<b>Wardha: WR</b>
c	Type of Block instrument to be interfaced with EI	SGE with BPAC for 3 <sup>rd</sup> /4 <sup>th</sup> line
d	Type of signal LED or filament type Lamp	LED type lamp is used in signals
e	Location of lamp proving relays either in equipment room or at location boxes	Relay room
f	If LED signal are used then HMUs are required or not	Not required
g	In case of relay interface type of point interface (through QBCA1 point contactors or Siemens/Integra point group or any other approved type )	Through QBCA1 point contactors.
h	Type of VDU control terminal and whether CCIP is required or not.	Dual VDU control terminal will be used.
i	System output required to drive field gears –relay interface or direct driving of approved type (C1 3.9)	System output required to drive field gears through relay interface
j	Whether Centralized arrangement or Distributed arrangement with object controllers is required (C17.1.1)	Distributed arrangement
K	Type of relays to be used with EI metal to carbon relay or metal to metal relay.	Metal to Carbon relay will be used.
l	110V AC or DC usage for signal lamp lighting	110 V AC usage for signal lamp lighting
m	Minimum size of VDU control terminal monitor screen is defined clause no. 5.3.2 however in specific case if bigger size screen is required then purchaser may specify the size as per requirement.	Size of VDU control terminal monitor screen – 75” or more (4K resolution or more) (number of monitors required for 1 VDU will be decided by Engineer-in-charge depending upon yard layout)
n	Requirement of spares as per C15.1.3	Yes, 15% spare
o	Whether entry exit or POP up menu based operation is required in VDU ( C15.3.1)	POP - up menu based operation is required in VDU
p	Warranty requirement for system as per C1 12.1	Yes, As per TAN/RDSO/CA
q	Detail of audio visual alarms as per C1 3.2.0.7	Yes, As per TAN/RDSO/CA
r	Requirement of external Data logger (C1 3.4)	Yes
s)	Toolkit details as per C1.15	Yes, as per RDSO and OEM specification.

t)	Any other information	1) External analog counters in separate box. 2) Interface vital relay contacts to be wired parallel as per C.Rly practice. 3) Stand by fuse arrangement and ELD to be provided. 4) Automatic Fire detection and Alarm system (AFDAS) to be provided in all cabins. 5) Earthing of EI building as per RDSO TAN STS/E/TAN/3006 ver 3.1 or latest
u)	1 <sup>st</sup> Level Check of Logic Circuit of EI shall be submitted with the signature of IRSTELO License holder.	

### Services

Installation, testing and commissioning of system including transportation of all the equipment to site of installation from Store of **Sr. Section Engineer Const. Ajni/Nagpur**, Training of Railway personnel at manufactures premises in India or Abroad with complete documentation. Maintenance supervision of installation for one year after commissioning under the charge of the Railway's personnel.

All indoor works required for any alteration in the Interlocking Plan arising during the course of execution of this work shall be carried out by the contractor expeditiously without any extra cost.

The supply of materials shall be as per Schedule of work. This includes supply of EI equipment complete with all sub systems like CPUs and all the requisite cards of the EI system, necessary interface equipment with field signalling gears, relays and Relay racks for electronic field interface equipment/object controller for interface with the field signalling gears, maintenance terminals with VDUs, keyboards and printers, Operator panel interface, Maintenance free earthing equipment including Class-A protection etc.

Tenderer should note that the interface equipment/device to the field signalling gears and control panels/VDUs to be supplied should be complete and compatible with the existing signalling equipment, in use for Relay Interlocking on Central Railway. Any equipment/work required to make the interface equipment's match with outdoor signalling equipment is the responsibility of the contractor. Central Railway will not undertake any change in their outdoor signalling equipment, nor shall bear any extra cost on account of changes/addition required for ensuring compatibility of interface devices with outdoor signalling equipment.

The complete interlocking system to work signalling gears from operator's VDU in accordance with table of control in a failsafe manner.

**Documentation:** The tenderer shall undertake to supply three sets of complete documents/as per schedule of Electronic Interlocking System (EI) for each station.

Documents as mentioned in the schedule containing system details, site installation details/drawings, maintenance manual, operation procedure etc. in the form of bound book for each station where the work is to be executed as per practice of Railway. Number of sets for each document will be specified by Engineer incharge at the time of submission. This shall also include:

a. Selection Table / Locking Table

b. Panel Diagram / VDU diagram

c. Station Working Rule diagram (SWRD)

d. Wiring Diagrams

e. Application Logic Circuit Diagram

f. Relay/Cable Termination particulars

g. Input/output assignment detail

h. Relay layout and contract analysis chart

i. Equipment disposition layout



j. Details of power supply arrangement
k. Earthing diagram
Any other drawing as required by the Railway as per its practice. The original tracings are to be prepared by the contractor on reproduction film and required prints are to be taken. Diagrams including tracings will be handed over to Railways. One set Drawings in soft copy on Auto Cad format shall be given in a Pen Drive.
Only Signalling Interlocking Plan will be issued by Railway, Panel Diagram / VDU diagram, Route Control Chart, SWRD, Circuit diagram and other standard diagrams as per Central Railway practice as prevalent in the Railway where work is to be executed and other connected indoor work details shall be prepared by contractor and submitted to Railways for approval. After execution of the work three (3) sets of all such plans shall be prepared by the Contractor and given duly bound of as per para above.
<b>Training:</b>
The contractor shall provide adequate training at the manufacturer's premises/ Railway office to Central Railway personnel in planning, design, installation, operation and maintenance of the equipment and system supplied under the contract.
The tenderer shall undertake to train Railway personnel nominated by Dy.CSTE C.NGP/DSTE C NGP/ADSTE C NGP in different aspects of equipment design, functioning, field installation, testing, commissioning, operation, maintenance and repair, covering both hardware and software. The training should be comprehensive so as to impart full knowledge to Railway personnel deputed for the training to independently execute the installation, operation, maintenance and repair of all equipment. The training course should, apart from formal classroom training, include hands on practical experience and visits to working installation. The contractor shall make all necessary arrangements for the same. The place of training shall normally be at the manufacturer's premises or as decided mutually between the Railway and the Contractor.
The contractor shall at every stage of testing and commissioning provide all facilities for adequate training of central railway personnel who may be deputed to work on the project.
The contractor shall impart training to supervisor/technicians and officers as per schedule of work. However, the cost of all travel to and fro to the place of training of the trainees shall be borne by the Contractor.
<b>General:</b>
Scope of work will include supply and execution of all items of supply as well as work in the relay/equipment room, power supply equipment room (power supply as required for signalling installation) including all the works in connection with provision of relay racks, relay fixing and wiring up to Cable Termination Rack. Also connect the outside cable on the other side of terminal of the Cable Termination Rack and it will be the responsibility of the tenderer to commission the complete installation with outside gears i.e. points, signals other field signaling equipment and outdoor power supply equipment provided as per the standard practice on Central Railway. Testing and commissioning will be done in association with Railway Engineers and staff.
The scope of work will also include all types of works including Civil Engineering as well as supply, trenching, laying, termination of indoor/outdoor cables required for interconnection of EI System with existing Panel/IBH system (Control-cum-indication Panels), power supply equipment, etc. The tenderer should therefore, ascertain the type of topography by conducting survey as no extra cost shall be allowed on this account subsequent to the award of contract. All other works inside the building shall be done (i.e. connection of cables from EI to Power room and power room to panel room) by the tenderer taking due care. No material would be supplied by the Railways for any of the above.
Only single-phase 230V AC mains supply shall be provided for powering the EI equipment. Integrated Power supply system will be supplied by Railway. Installation and commissioning will be done by the contractor along with OEM.
<b>Installation, testing and commissioning:</b> The installation of the equipment including software loading and required data input etc. will be done by the contractor in the Railway premises. Testing and commissioning of EI system will be done by the contractor jointly with Railway Engineer at site. The Tenderer shall depute competent Engineer/qualified staff for the same. The Tenderer shall submit a detailed commissioning Test

Schedule for Railway's approval and full record of test conducted shall be maintained by the Tenderer and handed over to the Railway along with commissioning.
<b>Work to be done by the Railways:-</b>
i. Making available railway personnel for inspection and joint testing and Commissioning.
ii. Supply of approved signalling interlocking plan.
The tenderer shall undertake study / survey of signalling systems / practices used in Central Railway and make his own scheme of the interlocking work involved in integration of the indoor equipment with outdoor equipment. Any equipment / design / component needed to make the entire system successful / functional will be supplied by the tenderer without any extra cost.
<b>Maintenance period</b>
After the equipment has been installed and commissioned, the contractor shall be responsible for proper maintenance & supervision of the equipment for a period of one year from the date of commissioning. For this purpose he shall prepare a maintenance plan and make available the services of maintenance Engineer who will guide and supervise the work of Railways maintenance staff. During this period of maintenance supervision if any lacuna is noticed in the functioning as a result of any defect in design or manufacture, the same will be rectified by the contractor at his cost. During such rectification if any faulty equipment / modules need replacement or repair, they shall be provided by the contractor from the set of equipment or modules that the contractor should bring to the site of installation in addition to all the materials to be supplied against this contract.
<b>Warranty</b>
The contractor shall warranty that all materials & equipment to be supplied and installed as per this tender shall be free from defects and faults in design, material, work man ship and manufacture and shall be of the highest grade and consistent with the established and generally accepted standard for materials of the type ordered and in full conformity with the contract specifications.
This warranty shall start from the date of commissioning and shall expire one year (12 months) after commissioning. After the maintenance of the installation is taken over by the Railways, the Contractor shall be responsible for the proper functioning of the system for the period of warranty.
During the period of Warranty, the Contractor shall remain responsible to arrange replacement and for setting right at his own cost any equipment supplied by him which is of defective manufacture or defective design or defective material/ component becomes unworkable due to any cause whatsoever. The decision to attend to any damage or defect in work shall be final and binding on the Contractor.
If it becomes necessary for the contractor to replace or renew any defective portions of the system under this clause, the provisions of this clause shall apply to the expiry of six months from the date of such replacement or renewal or until the end of the warranty period whichever may be later. If any defect is not remedied within reasonable time, the Railway may proceed to do the work at contractor's risk and expense, but without prejudice to any other rights, which the Railway may have against the contractor in respect of such defects.
All inspections, replacements or renewals carried out by the Contractor during the warranty period shall be subject to the same conditions of the contract.
All replacement and repairs and design change that the Railway shall call upon the contractor to deliver or perform under this warranty shall be delivered and performed by the contractor within one month, promptly and satisfactorily.
The decision of the Railway in regard to contractor's liability and the amount, if any, payable under this warranty shall be final and conclusive.
Due to analysis of failures, if any design deficiency is pointed out by the Railway, the contractor shall rectify it at his own cost.
<b>Force Majeure</b>
If, at anytime, during the continuance of the agreement, the performance in whole or in part by either partly of any obligation under the agreement shall be prevented or delayed by reasons of any war, hostile acts of the enemy, civil commotion, sabotage, fires, floods, explosions, epidemics, quarantine restrictions, strikes

and lock-outs and any statute, statute rules, regulations, orders or requisitions issued by any Govt. Department or a competent authority or acts of God (hereinafter referred to as unforeseen eventualities) then provided notice of the happening of any such unforeseen eventuality is given by either party to the other within fifteen days from the date of occurrence thereon, neither party shall, by reason of such unforeseen eventualities be entitled to terminate this contract agreement nor shall either party have any claim for damage against the other in respect of such no-performance or delay in performance. Performance of the contract agreement shall, however, be resumed as soon as practicable after such unforeseen eventuality has come to an end or ceased to exist. Provided that, if performance in whole or part of any obligation under the contract agreement is delayed by means of any such unforeseen eventuality for a period exceeding six months, either party may, at his option, terminate the contract agreement provided further that in the event of such prevention or delays aforesaid, instead of exercising the option, both parties may consult with each other with a view to minimize the effects of such prevention or delay and continue the operation of this contract agreement.
<b>Responsibility of the Contractor for executing the Contract.</b>
<b>Risk in the Stores</b>
The contractor shall perform the contract in all respect in accordance with the terms and conditions thereof. The materials and every constituent part thereof, whether in the possession or control of the Contractor, his agents or servants or a carrier or in the joint possession of the contractor, his agents or servants and the Purchaser, shall remain in every respect at the risk of the contractor, until their actual delivery to the consignee at the stipulated place or destination or location as provided in the Contract Agreement until their delivery to a person specified in the contract as interim consignee for the purpose of dispatch to the consignee.
The contractor shall be responsible for all losses destruction, damage or deterioration of the stores/ materials from any cause whatsoever while the materials after approval by the inspecting officer are awaiting Dispatch or delivery or are in the course of transit from the Contractor to the consignee or, as the case may be, interim consignee. The contractor shall alone be entitled and responsible to make claims against transporting carrier in respect of non-delivery, short delivery, mis-delivery, loss, destruction, damage or deterioration of the goods entrusted to such carrier by the contractor for transmission to the consignee or the interim consignee as the case may be.
<b>Consignee's right of rejection:</b>
Notwithstanding any approval which the Inspecting officer may have given in respect of any materials or other particulars or the work or workmanship involved in the performance of the contract (whether with or without any test carried out by the Contractor or the inspecting officer or under the direction of the Inspecting officer) and notwithstanding delivery of the materials where so provided to the interim consignee, it shall be lawful for the consignee, on behalf of the Railway, to reject the materials or any part, portion or consignment thereof within a reasonable time after actual delivery thereof to him at the place or destination specified in the contract if such materials or part, portion or consignment thereof is not in all respects in conformity with the terms and conditions of the contract whether on account of any loss, deterioration or damage before dispatch or delivery or during transit or otherwise howsoever. <b>Note:</b> In respect of material pre-inspected at the firm's premises the consignee will issue rejection advice within 90 days from the date of receipt.
<b>Packing and Forwarding</b>
The contractor shall pack at his own cost the stores sufficiently and properly for transit by rail / road, air and/or sea as provided in the contract so as to ensure their being free from loss or damage on arrival at their destination.
All containers (including packing cases, boxes, tins, drums and wrappings) in which the stores are supplied by the contractor shall be considered as non-returnable and their cost as deemed to have been included in the contract price.
Each bale or package delivered under the contract shall be marked by the Contractor at his own expense. Such marking shall be distinct (all previous irrelevant marking being carefully obliterated) and shall clearly

indicate the description and quantity of the stores, the name and address of the consignee, the gross weight of the package and the name of the contractor with a distinctive number of mark sufficient for the purpose of identification. All markings shall be carried out with such material as may be found satisfactory by the inspecting officer as regard quickness of drying, fastness and indelibility.
Materials and Equipment meant for each station shall be packed in separate boxes and marked with the name of station, consignee and railway.
The inspecting officer may reject the stores if the stores are not packed and/or marked as aforesaid and in case where the packing materials are separately prescribed, if such materials are not in accordance with the terms of the contract. Such rejection of the stores by the Inspecting Officer shall be binding on the Contractor.
Each bale or package shall contain note specifying the name and address of the Contractor the number and date of the acceptance of tender and the designation of the Controlling officer.
<b>Freight and Insurance</b>
The freight and insurance cost for the material to the site of work shall be borne by the contractor.
<b>Supply and Custody of Material</b>
All materials shall be supplied by the contractor at the stores of Sr. Section Engineer/Sig/Const/Ajni/Nagpur. The transportation of all material from the consignee's stores to site (station) for installation and commissioning shall also be the responsibility of the contractor at his own cost.
The contractor shall be entirely responsible and shall bear all expenses towards loading, transport, handling and unloading for all materials equipment, machines, tools and plants etc. from the source of supply to the store of Sr. Section Engineer/Sig/Const/Ajni/Nagpur. The responsibility for damage to any equipment during transportation and till it is taken over by Railways shall be that of the contractor. The correct functioning of the equipment for installation shall, however, be governed by the warranty clause of the contract.
<b>FUTURE DEVELOPMENT</b>
The contractor shall supply to the railway free of charge all software update, data and specifications that may result from developments effected by him or his collaborator in the period of currency of contract. The Railway reserves the right for such modified or improved versions in lieu of these originally quoted for, based on prices and other conditions mutually agreed upon.
<b>SPARES</b>
The following materials will be considered as essential spares: All Units, which may include, circuit packs / boards, modules, terminals, power supply, ancillary equipment, interconnecting couplers/connectors/cables of each type, which may be lowest level of field replaceable module / assembly / device-10% of the quantities used in the equipment subject to a minimum of one. For any other essential spare / module / assembly / device needed, but not included by the tenderer, the supply of the same will made by the tenderer, at his cost to the Railway.
The tenderer shall include in his tender the details of essential spares, their quantity and unit prices as per Schedule of works. Detailed explanation to confirm that quantity of spares quoted as per requirement of this clause shall be furnished. The total cost of essential spares based on the unit prices quoted by the tenderer shall be included in the tender evaluation.
In addition to the essential spares, tenderer shall indicate additional recommended quantities of spares for efficient maintenance of the equipment and the system for a period of 3 years to ensure that the reasonable availability is ensured. The details unit price & the total cost of recommended spares based on the above have been included in the tender as optional. The cost of such recommended spares shall not be considered for tender evaluation.
<b>Maintenance Console / Workstation:</b> The tenderer shall also indicate in his offer, the details / cost etc. of PC based workstation for data input and configuration, simulation and functional testing, diagnostic and trouble shooting and commissioning etc. of EI system.
<b>Technical collaboration:</b> After the award of the contract, MOU with same RDSO approved sources covering supply of the equipment of EI, installation, testing and commissioning of EI by the same RDSO approved source including after sales-support required warranty period and beyond warranty period, before

supply of equipment is undertaken. It shall also include continuous flow of technology improvement / future up gradations.
<b>COMMISSIONING AND FINAL ACCEPTANCE TEST</b>
Railway shall carry out all tests as per the RDSO Specifications and the Acceptance Test Schedule as furnished by the contractor and approved after consultation by the Railway. The test schedule furnished by the tenderer will be modified by mutual discussions between the contractor and the Railway before finalization. Any component, modules, sub-assemblies or equipment failing during the commissioning test shall be replaced / repaired free of cost by the tenderer.
The contractor has to arrange sufficient manpower (labour and technical) during commissioning. It also includes shifting/releasing of existing IBH equipment from old relay room/panel room to new relay room/panel room and its integration with EI system. Additional equipment, if required at the time of commissioning will be provided by Railways.
All tests and measuring instruments and other arrangements required for final Acceptance Test shall be provided by the contractor at his cost.
The contractor shall make arrangement of travel and/or stay of Railway personnel during Site Acceptance Test from the Consignee's location to the station at its own cost.
The completion certificate in accordance with General Conditions of Contract, RDSO Specifications and Special Condition of Contract shall only be issued by the Railway Engineer after the installation is satisfactorily commissioned.
Until the final certificate shall have been issued, the Contractor or his duly authorized representative, whose names shall have previously been communicated in writing to the Railway with permission from Railway shall be given right of entry at his own risk and expenses at all reasonable working hours upon all necessary parts of the works for the purpose of inspecting the working and the records of the system and taking notes there from and, if he desires at his own risk and expense, making any test subject to the approval of the Railway which shall not be unreasonably withheld.

**C. RAILWAY's SCOPE OF WORK**

- 1) Provision of site for temporary accommodation for keeping contractor's material, subject to availability of site within Rly. Premises. Construction for making temporary accommodation will have to be done by the tenderer at his own cost.
- 2) Supervision of each and every activity and materials required other than schedule materials will be arranged by railway at SSE/Sig/C/Ajni/Nagpur Depot.
- 3) Supervision, during fault localization, joint testing and rectification.
- 4) Coordination with other departments of Rlys and arranging approval for track crossing, road crossing, cable across bridges, culverts etc.
- 5) To provide the building relay room, power equipment room, Gate Lodge & IBS Building etc.

## **SECTION – V**

### **SAFETY RULES**

1. Suitable scaffolds should be provided for workmen for all works that cannot safely be done from the ground or from solid construction except such short period work as can be done safely from ladders. The decision of Engineer shall be final in this regard. When a ladder is used an extra labourers shall be engaged for holding the ladder and if the ladder is used for carrying materials as well, suitable foot-holds and hand holds shall be provided on the ladder and the ladder shall be given an inclination not steeper than  $\frac{1}{4}$  (1/4 horizontal to one vertical).
2. Scaffolding or staging more than 3.5 meters above the ground or floor swung or suspended from as overhead support or erected with stationary support shall have a guard rail properly attached bolted, braced and otherwise secured at least 1 meter high above the floor or platform of such scaffolding or staging and extending along the entire length thereof with only such opening as may be necessary for the delivery of materials. Such scaffolding or staging shall be so fastened as to prevent it from swaging from the building or structure.
3. Working platform gangways and stairways should be so constructed that they should not sag unduly or unequally, and where the height of the platform or the gangway or the stairway is more than 3.5 meters above ground level or floor level, they should be closely boarded, should have adequate width and should be suitably fastened as described in the para above.
4. Safe means of access shall be provided to all working platforms and other working places. Every ladder shall be securely fixed. No portable single ladder shall be over 10metres in length while the width between side rails in swung ladder shall in case be less than 300 mm for ladder upto and including 3.5 meters in length. For longer ladders this width should be increased by at least 20 mm for each additional meter of length. Uniform steps spacing shall not exceed 300mm. Adequate precautions shall be taken to prevent danger from electrical equipment. No materials on any of the sides of work shall be so stacked or placed as to cause danger for inconvenience to any persons or the public.

The contractor shall provide all necessary fencing and lights to protect the public from accident, and shall be bound to bear the expenses of defense of every suit action or other proceedings at law that may be brought by any persons for injury sustained owing to neglect of the above precautions and to pay any damages and cost which may be awarded in any such suit action or proceedings to any such persons or which may with the consent of the contractor be paid to compromise any claim by any such period.

5. **Demolition:** Before any demolition work is commenced and also during the process of the work:-
  - (a) All roads and open areas adjacent to the work site shall either be closed or suitably protected.
  - (b) No electric cable or apparatus, which is liable to be a source of danger over a cable or apparatus used by the operator shall remain electrically charged.

- (c) All practical steps shall be taken to prevent danger to persons employed from risk of fire or explosion or flooding. No floor, roof or other part of the building shall be so overloaded with debris or materials as to render it unsafe.
6. All necessary personal safety equipment as considered adequate by the Engineer in charge should be kept available for the use of the persons employed on the site and maintained in a condition suitable for immediate use and the contractor should take adequate steps to ensure use of equipment by these concerned.
- (a) Workers employed on mixing asphalt materials, cement and live mortar shall be provided with protective goggles.
  - (b) Those engaged in white washing and mixing or attacking of cement bags or any materials which are injurious to the eyes shall be provided with protective goggles.
  - (c) Those engaged in welding works shall be provided with welder's protective eye sight lids.
  - (d) Stone breakers shall be provided with protective goggles and protective clothing and sealed at sufficiently safe intervals.
7. In case the contractors have to ply vehicles for the purpose connected with the contract adjacent to Railway track the Railway administration will be at liberty to post an experienced staff as flag man for guidelines of the movements such vehicles so as to prevent accidents and the contractor will bear wages including all etc. of the staff posted as flag man, for the period of Contract for such periods during which such staff is posted for the purposes. The Railway Administration will be sole judge in the absolute discretion of the fact that it is necessary to post any staff that which of the staff will be suitable for the purpose, that what should be the wages and other allowance payable by the contractor for staff posted for the purpose. The Railway Administration will have a right without prejudice to other remedies to deduct the wages etc. of such staff from the bills of the contractor in respect of this contract or from any moneys or the contractor whatsoever available with the Railway Administration. The contractor will be liable for any over payments under Workman Compensation Act on account of any injury sustained to Railway servant during that period.
8. When the work is done near any place where there is risk of drawing, all necessary equipment should be provided and kept ready for use and all necessary steps taken for prompt rescue of any persons in danger and adequate provision should be made for prompt first aid treatment of all injuries likely to be sustained during the course of the work.
9. Use of hoisting machines and tackle including their attachment anchorage and supports shall conform to the following standards or conditions:
- (a) (i) These shall be of good mechanical construction, sound materials and adequate strength and free from patent defect and shall be kept in good repair and in good working order.
  - (ii) Every rope used in hoisting or lowering materials or as a means of suspension shall be of durable quality and adequate strength and free from patent defects.
  - (b) Every Crane driver or hoisting appliances operator shall be properly qualified and no person under the age of 21 years shall be in-charge of any hoisting machine including any scaffolding.
  - (c) In case of every hoisting machine and of every cabin ring, shackle, swivel and pulley block, used in hoisting or as means of suspension safe working load shall be ascertained by adequate means. Every hoisting machine and all gear referred to above shall be plainly marked within the safe working load.

In case of a hoisting machine having a variable safe working load, each safe working load of the conditions under which it is applicable shall be clearly indicated. No part of any machinery or any gear referred to above in this paragraph shall be loaded beyond the safe working load except for the purpose of testing.

- (d) In case of departmental machine, the safe working load shall be notified by the Electrical Engineer-in-charge. As regards contractor's machines, the contractor shall notify safe working load of the machine to the Engineer in charge whenever he brings any machinery to site of work, get it verified by the Electrical Engineer concerned.

Motors, gearing transmission electric wiring and of the dangerous part of hoisting appliances should be provided with efficient safe guards, hoisting appliances should be provided with such means as will reduce to the minimum the risk of accidental descent of the load, adequate precautions should be taken to reduce to the minimum the risk of any part of a suspended load becoming accidentally displaced. When workers are employed on electrical installations which are already energized, insulating mats, wearing spare, such as gloves, sleeves and both as may be necessary should be provided. The workers should not wear any rings, watches and carry keys or other materials which are good conductors of electricity.

10. All scaffolds ladders and other safety devices mentioned or described herein shall be maintained in safe condition and no scaffold ladder or equipment shall be altered or removed while it is used. Adequate washing facilities should be provided at or near places of work.
11. These safety provisions should be brought to the notice of all concerned display on a notice board at a prominent place at the work spot. The persons responsible for compliance of the safety code shall be named herein by the contractor.
12. To ensure effective endorsement of the rules and regulations relating to safety precautions, the arrangements made by the contractor shall be opened to inspection by Labour Officer/Engineer in charge of the Department or their representative.
13. Not with standing the above clauses from (1) to (12) there is nothing in these to exempt the contract or the operations of any other act or Rule in force in the Republic of India.
14. **Safety precautions to be taken while permitting plying of vehicles adjacent to running lines to prevent accident to trains.**
  - 14.1 Whenever a lorry or any other form of road transport if required to ply along, or in the vicinity of a running line or any other railway track where Railway Engines or trains are scheduled to move, the contractor shall the Engineer, in writing, of such requirement specifying the locations and the duration of the time over which such specified road vehicles have to operate in the area(for loading, leading or unloading of earth, ballast or any other material, plant or equipment) without any obstruction or dislocation to the running of trains. The contractor shall also furnish the particulars of vehicles and the names and photographs of driver and attendant retained for each vehicle to enable the Engineer to issue necessary permits allowing the holder to operate the vehicles, with such restrictions regarding the duration and/or location as are considered necessary. Such permits shall be returned to the Engineer as soon as the work for which it is issued is over.
  - 14.2 The contractor shall execute a Bond undertaking to ply the road vehicles in a safe and satisfactory manner and strictly in accordance with the stipulations and other conditions specified by the Engineer and to engage and retain only the permit holder to be the contractor's agent in-charge of the vehicle, while driving or at rest. The person in charges of the vehicle and the attendants shall



at all times be vigilant and on the lookout for signals from the lookout men, flagmen or other personnel available at site with a view to stop or regulate the road movement so as to ensure adequate margin of safety for the timely passage of an approaching train or a Railway engine, without any delay or detention.

- 14.3 The contractor shall also be bound by the provisions of this agreement, to ply the road vehicles only with adequate margin of safety, well clear of the fixed structure profile of infringements, as stipulated in the rules made under the Indian Railway Act and to seek and be guided by the signals and other directions of any lookout men or other personnel retained for the purpose of ensuring safety, and to ensure care and vigilance while turning, reversing or moving the road vehicle in any other manner, at an inclination to the running Railway track or the siding, as the case may be.
- 14.4 The contractor also undertakes to make good at his own cost any inconvenience, loss, damage or other expenses caused to or incurred by the Railway Administration and to pay such amounts as determined by the Engineer to be recoverable from the contractor as penalty or damage for any omission, negligence, careless, oversight or accident on the part of any of the contractor's agent, drivers or attendants or any other person to whom the services of the holder of the permit (issued by the Engineer) has been lent or otherwise made accessible or available).
- 14.5 Any breach of these conditions by the contractor and/or his agent affecting the safety of movements of trains, engines or other rolling stock of the Railway shall constitute a breach of contract by the contractor entailing liability for termination of contract for default on the part of the contractor.
- 14.6 The tenderer/s will be permitted to make use of the level crossing for crossing the track after observing the standard railway safety precaution. If such precautions are not taken, these will be enforced by the railway by adequate arrangements and the cost thereof shall be recovered from the contractor.

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## SECTION - VI

### PAYMENT CONDITIONS

#### RUNNING PAYMENT FOR MATERIAL BROUGHT TO SITE AND EXECUTION OF THE WORK:

- 1 Payment of on account bill for the Tendered work will be arranged by the Dy. CSTE(C) /Assistant / Divisional Signal & Telecom Engineer (Construction), in-charge of the work through the associate Accounts Officer.
- 2 **80%** of the accepted cost of material supplied for which installation is to be done by the contractor will be paid on receipt of the material duly inspected by the inspecting authority subject to furnishing the inspection certificates.
- 3 **10%** of the accepted cost of the material supplied for which installation is to be done by the contractor will be paid after the installation of material or after 12 months of supply in case railway fails to get the material installed due to site conditions.
- 4 (i) **Balance 10 %** of the accepted cost of materials for which installation is to be done by the contractor will be paid after the final commissioning of the work and acceptance certificate issued by the Railways.  
 (ii) In case the material supplied at nominated depot of Section Engineer (Construction) duly inspected by the inspecting authority but not installed during the course of work provided the executed quantity within the schedule quantity, the remaining cost of the materials will be paid on commissioning of the work.  
 (iii) However the payment can be released against bank guarantee of equal amount on the discretion of the competent authority, if commissioning is held up on Railway's account for a period of more than 3 months after the installation is tested and kept ready for commissioning by the contractor to the full satisfaction of the railways.  
 (iv) NOTE: Commissioning of work as referred above implied commissioning of work station/ gate wise.
- 5 **100%** will be paid for the spares, tool kit etc on receipt of equipment, duly inspected and no loss certificate by the consignee.
- 6 **90%** of the cost of materials supplied for which installation is not required to be done by the contractor will be paid on receipt of the material at the nominated stores depot of SSE/ Const/Signal , duly inspected by the inspecting authority subject to furnishing of inspection certificate.
- 7 **Balance 10 %** cost of the material supplied for which installation is not done by contractor in the course of work, will be paid after the work is commissioned or on submission of Bank Guarantee/Indemnity bond for equivalent amount valid till the date the work is commissioned.
- 8 **64%** of the accepted cost of Schedule item for "supply & installation combined item" will be paid on receipt of the material duly inspected by the inspecting authority subject to furnishing the

inspection certificates and **26%** cost of the materials will be paid after the installation of material and balance **10%** cost of material will be paid after the final commissioning of the work and acceptance certificate issued by the Railways.

- 9 For items other than supply, on account payment will be on the basis of measurements recorded.
- 10 For the items of designing / installation / erection, 100% payment will be made after completion of the activity acceptable to the Railways.
- 11 Wherever the Central/State makes it obligatory for the Railway to deduct any amount towards any tax/taxes the same will be deducted in addition to the income tax and remitted to the concerned authority.
- 12 Railway reserves the right to vary individual NS item in contract shall be operated with Variation of plus( {+} or minus {-} { up to 25% } and payment would be made as per agreement rate.

The limit of varying quantity for minor value items shall be 100% {as against 25 %prescribed for other items}. A minor value item for this purpose is defined as an item whose original agreement value is less than 1% of the total original agreement value.

As far as SOR items are concerned, the limit of 25% would apply to the value of SOR schedule as a whole and not on the individual SOR items. However, in case of NS items, the limit of 25% would apply on individual items irrespective of the manner of quoting the rate {single percentage rate or individual item rate}.

- 13 The Railway reserves the right to split / delete certain items of the tender without assigning any reason.
- 14 Payment of Advances: Mobilization Advance- NIL.

No mobilization advance shall be payable to the tenderer/ contractor for this tender.

#### 15 **Payment through ECS/EFT**

- a. Tenderer to give consent in a mandate form for receipt of payment through ECS/EFT.
- b. Tenderer to provide the details of Bank A/c in line with RBI guidelines for the same. These details will include Bank Name, Branch Name & Address, Account Type, Bank A/C Number, Bank Code and Branch Code etc. as appearing on MICR cheque issued by bank.
- c. Tenderer to attach certificate from their bank, certifying the correctness of all above mentioned information [as mentioned in **Para (b) above**]
- d. In case of non-payment through ECS/EFT or where ECS/EFT facility is not available, payment will be released through cheque.

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## **SECTION VII**

### **INSPECTION OF MATERIAL**

- 1.(a) The Electrical Signalling material, to be supplied by the Tenderer / contractor and as per RDSO's Specification / Drawings appearing in the critical list contained in Railway Board's L.No. 74/RS (G) 379/2pt dtd 04-03-1919 & 18-06-1919 will have to be procured from RDSO approved firms only and will be supplied duly inspected by RDSO irrespective of value. *The list of critical signalling items is given below:-*

**(CLAUSE ELABORATED)**

1. All types of signalling relays
2. Block Instruments
3. Axle Counter equipment's
4. Signal machines
5. Point machines
6. Colour light signal transformers
7. Electrical signal transformers
8. Voltage stabilizers and other power supply equipment.
9. Electric signal reversers
10. Signal roundels and lenses
11. Electric lever lock and circuit controller
12. Circuit controller
13. Electric key transmitter
14. Fuses, Fuse Block & terminal block (PBT Type)
15. Electric Point and lock detector.

- (b). The Electrical Signalling material, other than those included in the critical list mentioned above, to be supplied by tenderer / contractor and are as per RDSO specifications/drawings will have to be procured from RDSO approved firms only and will be supplied duly inspected by RDSO/RITES. As per Rly.Bd's L.no. 2000/RS(G)/379/2 dtd. 06.09.2017 "enhance the minimum value limit of Purchase Order to be pre inspected by third party i.e. M/s. RDSO/RITES from Rs. 1.5 Lakh to Rs. 5 Lakhs all other aspects of Inspection will remain unchanged"

1. The list of material to be inspected by RDSO/RITES /Consignee is indicated in schedule.

2. Signal & Telecom items not inspected by RDSO/ RITES for any reason will be inspected by the Consignee / Authorised Representatives of Railways.

- 2(a) Whenever equipment/material as per IS specification in schedule are inspected by Authorized Representatives of the Railways/Consignee, the Tenderer / Contractor will be required to furnish manufacturer's Guarantee Certificate along with test certificates in addition to his own warranty certificate.
- (b) For equipment/material as per IS specification, if the consignee, after verifying all the documentary evidence, visual inspection, measurement of dimensions/key electrical parameters as applicable and any other checks as per facility available with him, is not fully satisfied and if he considers necessary, he can direct the samples to be tested with approval of Engineer- in-charge, as per the

specifications given in the schedule in a laboratory. The laboratory will be approved by Engineer-in charge and shall be a BIS approved laboratory.

- (c) All expenses towards test charges shall normally be borne by Railway. However if the samples are found inferior when compared to stipulated specification/drawing, the test charges shall be borne by the contractor.
- (d) The following equipment is properly installed and commissioned by adhering to pre-commissioning check-list and procedure as defined by OEM in its installation manual, it is necessary that electronic signalling systems, as defined below, are installed and commissioned by RDSO approved vendor and a certificate is issued to railways in the proper format.
  - i) EI
  - ii) SSDAC / MASDAC
  - iii) UFSBI / BPAC
  - iv) AFTC
  - v) IPS
  - vi) Data logger/RTU
  - vii) Fire Alarm System.

RDSO has already issued pre-commissioning check-list for each of the above items and The same is required to be meticulously followed.

3. All other equipment/material, where neither RDSO/IS specifications are stipulated, and which are to be supplied with consignee inspection shall be procured from manufacturers of repute/their authorized dealers, approved by the Engineer-in-charge before supply. In such cases, if the tenderer/ Contractor is not able to furnish manufacture guarantee certificate and test certificate for e.g. for items procured through open market the tenderer / Contractor shall furnish his guarantee & warranty for these items.

In case of vendors approved for Developmental Orders with the limited quantity for field trial as mentioned in the Vendor list, following to be ensured by Railway and other purchasers (PSU's etc.), QA and vendors.

- i) The purchasing authority shall ensure that just before placing the order on a firm approved for field trials, details about the total supplied quantity and orders in hand is taken from the firm. It shall be ensured by the purchasing authority that the order should be restricted such that the total quantity ordered on the firm (collectively by all railways) does not exceed the total field trial quantity permitted by RDSO.
  - ii) The firm shall also ensure that they do not secure total order quantity more than the quantity permitted for field trials. An undertaking shall also be taken by the purchasing authority from the firm before placing the order on the firm that if it is observed that the firm has taken orders for more total quantity than permitted for field trial for the firm, the order shall be treated as cancelled. This shall also be a condition of the purchase order.  
As per Railway Boards letter No. 2013/Sig/01(pt0Dup Date 19.11.2020 :
  - iii) As maintenance spares are to be used only after the end of the warranty period, supply of these items shall be made after the installation is commissioned.
4. The Railway shall have full power to reject any material that it may consider to be defective or inferior in quality, workmanship, or otherwise not in accordance with the Specification and the Railway's decision shall be final, even though they might have been inspected by RDSO/RITES. The contractor shall remove forthwith any such material rejected and replace them promptly at his

own cost. Inspected and accepted material, if damaged during transit shall be replaced by the Tenderer /contractor free of cost prior to installation.

5. Inspection Charges of RDSO and RITES will be borne by the Railways.
6. The Tenderer / Contractor shall furnish guarantee of material/ equipments supplied by him for a period of one year after commissioning for trouble-free performance. Any defects noted during this period will have to be rectified by him promptly at his own cost.
7. The Telecom material to be supplied by the contractor shall be as per TEC/DOT/BSNL specification and will have to be procured from DOT/TEC approved firms. The inspection of such items will however be carried out by RDSO provided the value is more than value stipulated in inspection policy of RDSO.

**Note :** The equipment mentioned above at Para 2 “C”, is properly installed and commissioned by adhering to pre-commissioning check-list and procedure as defined by OEM in its installation manual. Also, it is necessary that the said equipment installed and commissioned by RDSO approved vendor and a certificate is issued to railways in proper format.

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**SECTION VIII****PRESCRIBED DETAILS OF THE TENDER**

**NAME OF WORK:** Indoor & Outdoor signaling work including supply of materials, installation, testing & commissioning of Electronic Interlocking at Wardha station (Distributed Configuration) in connection with Wardha-Badnera-Bhusawal 3rd & 4th line of Nagpur Division of Central Railway.

1.	<b>Tender Notice No.</b>	<b>NGP-NC-CR-SNT-C-S-03-2026</b>
2.	<b>Approximate cost</b>	<b>As per NIT</b>
3.	<b>Completion period</b>	<b>As per NIT</b>
4.	<b>Validity of offer</b>	<b>As per NIT</b>
5.	<b>Bid Security</b>	<b>As per NIT</b>
6.	<b>Tender document cost</b>	<b>As per NIT</b>
7.	<b>Time &amp; Date of closing</b>	<b>As per NIT</b>
8.	<b>Maintenance period</b>	One Year after commissioning.
9.	<b>Guaranty period of material</b>	One year after commissioning for trouble free performance
10.	<b>Consignee of the work</b>	SSE (Signal) Construction/ Ajni
11.	<b>Location where material to be supplied</b>	(a) SSE (Sig) "C" Ajni Depot (b) Any other suitable location with the approval of Engineer in-charge. The contractor has to make suitable and secure arrangement for storage of materials nearer to work site.
12.	<b>Engineer in-charge of work</b>	Dy. CSTE/DSTE/ADSTE/C/NGP
13.	<b>Associated finance officer</b>	Dy.FA&CAO (Const.) Nagpur
14.	<b>All pre-contractual correspondence shall be addressed to</b>	Dy. CSTE/C/NGP
15.	<b>All post contractual correspondence shall be addressed to</b>	Dy. CSTE/C/NGP

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**OFFER SHEET****Tender No:-NGP-NC-CR-SNT-C-S-03-2026**

It is certified that I/We have inspected the site of work and acquainted self/ourselves with local conditions.

01. I/We have carefully gone through the specifications, additional special conditions etc;  
Attached with the tender documents and inspected the site as considered necessary.
02. I/We agree to complete the work within completion period as stipulated.
03. I/We offer and agree to carry out the work at the rates with single percentage for each schedule  
ABOVE/BELOW/AT PAR over the above the rates estimated by Railways as follows:-

	<b>GRAND TOTAL Rly ESTIMATED AMOUNT</b>	<b>TENDERERS QUOTES RATES IN PERCENTAGE (ABOVE OR BELOW OR AT PAR)</b>	
		<b>IN FIGURE</b>	<b>IN WORDS</b>
Sch A	As per NIT		
Sch B	As per NIT		
Sch C	As per NIT		
Sch D	As per NIT		
Sch E	As per NIT		
<b>Total of (A++B++C+D+E) In Figures</b>	As per NIT		
<b>In Words.</b>	As per NIT		

**Seal and Sign of Tenderer**



**Annexure for Schedule A-3****1****ANNEXURE-I**

ITEM No. A-4(SOR-2025)

Portable operator console for on site programming.

HP Spectre x360 convertible 13-ae503TU 2018 13.3-inch Laptop (8 <sup>th</sup> Gen intel core i7-8550U/16GB /512GB/Win10/Intel UHD Graphics 620) Dark Ash Silver or latest.	
S.No.	Description
1.	1.8 GHZ Intel 8th generation Core-i7-8550U Processor or higher
2.	16GB DDR4 RAM
3.	1 TB Solid State hard drive
4.	13.3-inch screen, Intel UHD Graphics 620.
5.	Windows 10 Professional operating system or higher
6.	11.5 hours battery life or higher, 1.26 kg Laptop

*[Signature]*  
SS&T Proj/M2



*[Signature]*  
07.11.25

उप मुख्य सिग्नल एवं दूरसंचार इंजीनियर/टेली एवं परियोजना :  
Dy. Chief Signal & Telecom Engineer /Tele.& Projects I  
छ.शि.म.ट. मुंबई, मध्य रेल  
C.S.M.T. MUMBAI, C. RLY.

**Annexure for Schedule A-4**

9

**ANNEXURE-III**

ITEM No. A-9(SOR-2025)

LIST OF SCAFFOLDING MATERIAL REQUIRED FOR ONE CABLE TERMINATION RACK.

SN	DESCRIPTION	SIZE	UNIT	QTY
1.	Cable termination complete with all fixtures, fasteners and spares		Nos	1
2.	Top frame angle for relay rack 12 way) 6mmthick	65x65x1104mm	Nos	1
3.	Bottom frame angle for relay rack (2 way) 6mmthick	65x65x1104mm	Nos	1
4.	Vertical support angle RH	6mm thickx65x65	Nos	1
5.	Vertical support angle LH	6mm thickx65x65	Nos	1
6.	Triangle base assembly with J' bolts nuts, springs and plain washer		Nos.	2
7.	Insulators with two stud each with flat and spring washer	12mm x 20mm & 12mm x 25mm	Nos	4
8.	L Bracket re cable support assembly complete with fixtures and fasteners.		Nos	1
9.	Cable support stripes (U) 1.c. Bracket.		Nos	1
10.	8-way 6A fuse mounting stripes		Nos.	1
11.	Cable supporting strips with fasteners	5mmx20mmx150mm	Nos	3
12.	String rods with fixing bracket and fasteners complete with PVC insulation		Nos.	20
13.	Square bars for fixing 8-way terminal block, 4nos.on each bar compete with studs for fixing 8- way terminal blocks nuts, bolts flat and spring washers for fixing square bars		Nos.	20
14.	Angles for wall support. complete with angle piece 'J' bolts, bolts with nuts, plain and spring washer with	40mmx40mmx1000mm (6mm thick)	Nos.	1
15.	Ladder for outdoor cable support made of 40mm x 40mm x 6mm angle	500mm x 2000mm	Nos.	1
16.	Ladder for indoor cable run support made of 40mm x 40mm x 6mm angle	400mm x 1500mm	Nos	1
17.	8-way tag block complete with its fixing assembly. fixtures and fasteners.		Nos.	8
18.	Forming sheets with white colour	3x 1200x 2400mm	Nos.	1

Signature  
SSE/Project/22

Signature  
SSE/Project/22/18  
05-11-25

Signature  
05/11/25  
उप मुख्य सिग्नल एवं दूरसंचार इंजीनियर/टेली एवं परियोजना  
Dy. Chief Signal & Telecom Engineer/Tels. & Projects  
छ.शि.न.ट. मुंबई, मध्य रेल  
CSMT MUMBAI & DIV

10

19.	Angle for wall support	40mmx40mmx2000mm (6mm thick)	Nos.	2
20.	Any other material required for erection of CT Rack.		Nos.	
Above list is indicative, any other material required other than listed above or variation in quantity (more/ less) shall be supplied by the contractor as per site requirement free of cost.				

*For*  
SSE/Proj/HQ

*Suman*  
Asst. Proj. - I/HQ  
03.11.24

*Shy*  
03/11/24  
उप मुख्य सिग्नल एवं दूरसंचार इंजीनियर/टेली एवं परि:  
Dy. Chief Signal & Telecom Engineer/Tele. & Pro  
छ.शि.म.ट. मुंबई, मध्य रेल  
C.S.M.T. MUMBAI, C. RLY.

**Annexure for Schedule A-5 & 6**

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**ANNEXURE-IV**

ITEM No. A-11(SOR-2025)

ACCESSORIES OF DATA LOGGER (ONE SET TO BE SUPPLIED WITH 1 SET OF  
DATA LOGGER (IRS.S.99/2006)(Amd.-3)

ACCESSORIES OF DATA LOGGER (ONE SET TO BE SUPPLIED WITH 1 SET OF DATA LOGGER)			
1.	PROCESSOR & MOTHER BOARD	Intel Core i7 12700 or higher on OEM motherboard.	1 SET
2.	HARD DISK DRIVE	1TB SSD	1 Nos
3.	DVD DRIVE	52X/24X/52X DVD-RW drive	1 Nos
4.	KEY BOARD & Mouse	Wireless	1 Nos
5.	PRINTER	HP Laser Jet 1022 or equivalent.	1 Nos
6.	MONITOR	21 " LED colour monitor.	1 Nos.
7.	MAIN MEMORY	16 GB DDR4 RAM or higher	1 Nos
8.	SOUND CARD	Built-in Standard along with 2 nos.	1 SET
9.	POWER SUPPLY UPS	UPS 1KVA (with 2 hrs backup for 5 Amps	1 Nos
10.	VIDEO CARD	1 GB Graphic Processor	1 Nos
11.	CABINET	Mini ATX power cabinet	1 Nos
12.	MODEM	56 KBPS INTERNAL	1 Nos
13.	PORTS	6 USB ports, 1 RS-232 serial port, Audio	1 Nos
14.	MULTICARD READER	Standard in front panel	1 Nos
15.	SOFTWARE	Licenced WINDOWS 10 (64BIT), MS Office or higher	1 Nos
16.	WORK STATION	a. Composite computer table of Godrej make no. T-102.	1 Nos
17.		b. Chair Godrej make PCH-7002.	1 Nos

*[Signature]*  
SSE/Proj/HQ

*[Signature]*  
SSE/Proj-D/HQ  
07-11-25

*[Signature]*  
07/11/25  
उप मुख्य सिग्नल एवं दूरसंचार इंजीनियर/टेली एवं परियोजना ।  
Dy. Chief Signal & Telecom Engineer/Tele.& Projects I  
छ.शि.म.ट. मुंबई, मध्य रेल  
C.S.M.T. MUMBAI, C. RLY.

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Data Logger System For Railway S & T Installations	Specification no. IRS S 99/2006
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**SPECIFICATION  
FOR  
DATA LOGGER SYSTEM  
FOR  
RAILWAY S&T INSTALLATIONS**

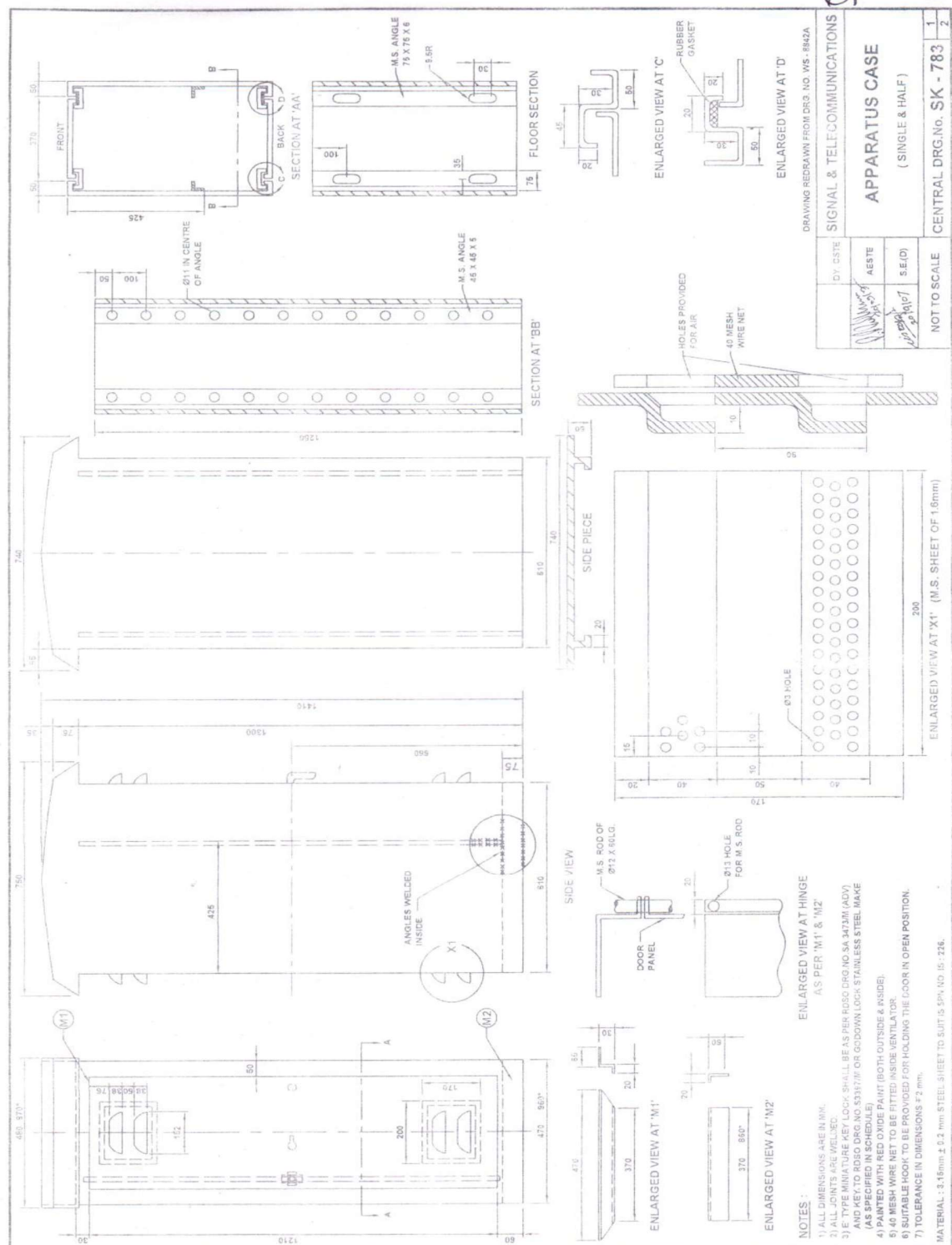
**IRS: S: 99/ 2006**

**APRIL 2006**

**Pages : 63**

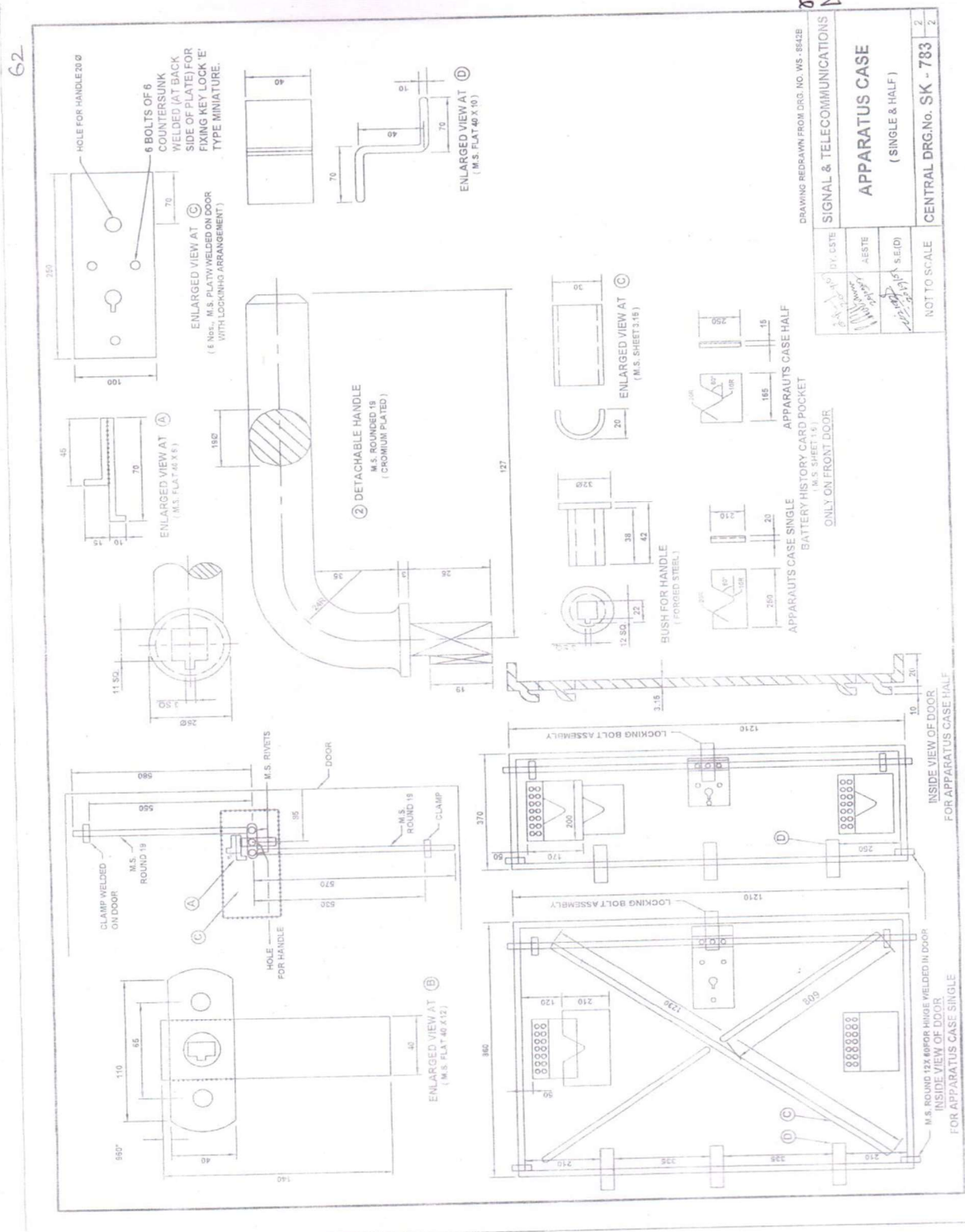
**Research Designs & Standards Organisation  
Lucknow – 226 011**

### Annexure for Schedule A-63





## 62



## 63

**CLAMP OF M.S. (GALVANISED) SPACE NO 228 STD**

**CABLE SOCKET OF TINNED COPPER**

**RCC P.T. COVER**  
(Of size 450 x 450 x 50 MM)  
(Grid - 4mm @ term & steel)

**EARTH CONNECTION TO SHT GEAR WITH M.S. PLATE SIZE 35MM X 8MM AND SSWG AND SSWG WIRE.)**

**CLAMP TO WELDED**

**CEMENT CONCRETE ENCLOSURE - SQUARE (450 X 450 X 300MM)**

**TO SUIT PIPE**

**CLAMP TO SUIT PIPE**

**ALTERNATE LAYERS OF CHARCOAL OR COKE & SALT**




**BOTTOM TUBE**

**MILD STEEL GALV (LIGHT GLASS, IS 1229) (PART-1) 75 PIPE 3mm THICK & 50 MM DIA. PERFORATED (STAGGERED) 5mm DIA HOLES 2NO'S PER 300mm LENGTH**

**NOTES :-**

- ALL DIMENSIONS ARE IN MM.
- LOWER END OF PIPE TO BE SHAPED BY SQUEEZING & IF NECESSARY BY CUTTING OF DEFORM MATERIAL.
- EARTH ELECTRODE PIPE TO BE GALVANISED AFTER DRILLING & FABRICATION.
- EARTH ELECTRODE SHOULD BE SUPPLIED WITH A GALVANISED, HEX HEAD, IRON BOLT TO SPECIN NO IS 1821-1961 (8 DIA 40MM LENGTH WITH 25 THREADED PORTION) AND TWO ROUND FLAT WASHER AND A NUT TO SUIT FOR FIXING THE SOCKET TO PIPE CLAMP.
- CEMENT CONCRETE ENCLOSURE SQUARE SHAPED OF SIZE 450X450X300MM ENCLOSURE ABOVE

1. ALL DIMENSIONS ARE IN MM.
  2. LOWER END OF PIPE TO BE SHAPED BY SQUEEZING & IF NECESSARY BY CUTTING OF DEFORM MATERIAL.
  3. EARTH ELECTRODE PIPE TO BE GALVANISED AFTER DRILLING & FABRICATION.
  4. EARTH ELECTRODE SHALL BE SUPPLIED WITH A GALVANISED, HEX HEAD, IRON BOLT TO SPECEN NO IS 187-1987 ( 8 DIA 6MM LENGTH WITH 25 THREADED PORTION) AND TWO ROUND FLAT WASHER AND A NUT TO SUE FOR TIGHTENING THE SOCKET TO PIPE CLAMP
  5. CEMENT CONCRETE ENCLOSURE SQUARE SHAPED OF SIZE 450X450X300MM ENCLOSURE ABOVE GROUND LEVEL SHALL BE PLASTERED WITH 1:4 CEMENT AND SAND
  6. 150MM LAYER OF COMMON SALT AND CHARCOAL & SIEVED SLOE EACH ALTERNATIVELY WILL BE RAMMED AROUND THE PIPE.
  7. IN TERMS PARA 19.3.3.2 SEM IN THE EARTHING LEAD SHALL BE M.S. FLAT SIZE 35MM X 9MM EARTH ENCLOSURE SHALL BE OF 70MM THICKNESS
  8. RCC PRE CAST COVER USING M16-500 REINFORCEMENT STEEL OF SIZE 450X450X350MM USING 4X4 GRID OF 8MM DIA STEEL SHALL BE PROVIDED
  9. THE EARTH ELECTRODE SHALL BE PROVIDED WITH 1000MM OF 16MM<sup>2</sup> GALVANISED STEEL WIRE. THE WIRE SHALL BE PROVIDED WITH 1000MM OF 16MM<sup>2</sup> GALVANISED STEEL WIRE ALSO TO BE CONNECTED BETWEEN EARTH ELECTRODE AND S&T GEAR M.S FLAT SHALL BE PAINTED WITH ANTI-CORROSION PAINT BEFORE CONNECTION
  10. NORMALLY NO EARTH PIT SHALL BE INSTALLED BETWEEN TWO TRACKS OR AT A DISTANCE OF LESS THAN 2350MM FROM NEARBY TRACK.
  11. ALL OUTER AND INNER SURFACES OF EARTH ENCLOSURES SHALL BE PAINTED BY BIRLA WHITE CEMENT OR SIMILAR PAINT, BEFORE INSTALLATION. ALSO UPPER PORTION OF COVER SHALL BE PAINTED WITH BIRLA WHITE CEMENT OR SIMILAR PAINT.
  12. EARTH VALVES SHALL BE PAINTED IN WHITE PAINT ON BACK GROUND OF BLACK PIT.

DRAWN BY  SSI/GEN 131011	CHECKED BY  EST/IDO	APPROVED BY  DY/EST/EP&D 151011	CENTRAL RAILWAY (S & T)  EARTH ELECTRODE WITH RCC ENCLOSURE & COVER	DRG NO. - CR / S&T / SK. - 815 01/01
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**END OF TENDER DOCUMENT**

