

SPECIAL CONDITIONS OF CONTRACT
FOR MOVEMENT OF VEHICLES NEAR RAILWAY TRACK
(SAFETY PRECAUTIONS)

1. No lorry or road vehicles shall be operated so as to affect the safety of trains. They should be allowed to work well outside the moving dimensions. At each of the locations where road vehicles, machinery are working, an authorized responsible Railway official will be posted as in-charge to ensure that road vehicles and machinery do not infringe the scheduled moving dimensions, any time and protect the track in case of emergency. To facilitate the driver to whistle, a whistle board will have to be provided at the appropriate place.
2. All vulnerable locations where construction activity is in progress adjacent to existing Railway lines, should be cordoned off with proper barricades. The most vulnerable locations shall be barricaded with rail barricades projecting at least 1m above ground. At all other locations barricades of not less than 1.5m height, consisting of bamboo/casuarinas poles and supported horizontally by similar bamboo/casuarinas poles should be provided.
3. All the barricades are to be painted or stuck on with luminous paint strips at suitable intervals on the barricades.
4. The entry to new banks which run alongside the existing track should be protected by barriers which can be closed and opened whenever necessary.
5. At locations which are not vulnerable, provision of barricade can also be with
 - i) 0.6 m and 0.3 m deep trenches or
 - ii) Stones of minimum size 30cm x 15cm at 1m intervals and projecting 0.3m above ground level and painted white.Trenches should be allowed only in those locations where they do not lead to subsidence to Railway track as may be assessed by the Section Engineer / P.Way.
6. Barriers shall also be provided in the case of double lines, particularly at the existing level crossings where there is every possibility of road vehicles entering finished formation. These barriers are to be opened only for the movement of Railway contractors authorized vehicles or other Railway vehicles.
7. Road vehicles employed by the contractor should have the certificate for the road worthiness and each vehicle numbered and the licence particulars maintained. Contractors should ensure that the drivers permitted by them to work such road vehicles are identified, counseled, certified and are provided with photo identity cards.
8. Wherever the work requires the movement of the road vehicles with in a distance of 3.5m to 6.0 m from the centre line of the nearest track, such work shall be done only in the presence of Railway employees authorized by the engineer in-charge. No part of road vehicles will be allowed at less than 3.5 m from track centre. Cost of such Railway employees shall be borne by the Railways.
9. No movement of road vehicle within 6m of Railway track shall be permitted unless the driver of the vehicle is assisted by a helper with a whistle who shall guide him to ensure safety.
10. The driver of the vehicles shall always face the track when reversing the vehicles and wherever can not face the track for what ever reason. He shall invariably be assisted by a helper with a whistle that should guide him and ensure safety.

11. All work sites shall be supervised by the contractor's representative as also a representative of the Railway organization, whenever work of plying road vehicle within 6.0 m zone is actually in progress, look-out men should invariably be available. Look men will have to be provided by the contractor from out of the list of persons who are authorized to carry out these duties. Authorization will be issued to the individual by the representative of the Engineer in-charge. One supervisor who shall be permanent staff (Gang man) loaned to JE/W/CN from the respective gangs in whose beat the work is in progress (to be spared by the respective P.Way Engineer / Open line) will monitor the availability and alertness of the look out men. In case of non availability of look out men the Railway supervisor shall stop further activities for plying of road vehicles. Even if no work is executed the night look out men shall patrol the beat as identified by the representative of the construction organization to ensure the safety of running trains especially from any infringement.
12. The supervisor mentioned in para.11 above should be trained in protection rules and supplied with minimum equipment required for protecting the track. Such staff should also be provided with basic communication facility (a walkie-talkie with communication facility to the nearest station master or adjacent site) so as to communicate to the nearest station in case of emergency/un-usual occurrence. Till it is made available the supervisor shall use the nearest LC gate telephone or other means of communication to relate the incident most speedily.
13. Working along side the track during the night hours is normally prohibited. Such work can be done in the night only with the written permission of the Engineer in-charge of the construction activity. Where night work is permitted, lighting of the work as required should be done.
14. The contractor shall be fully responsible against loss or damage arising from working of lorries and other machinery adjacent to the running track and making the contractor solely responsible for any loss or damage which the Railway or the contractor or any third party may suffer.
15. The contractor shall be fully responsible for ensuring safety at all times and shall bear the cost of all damages in case of accidents/unusual occurrences resulting in damages to Railway property and its passengers.
16. Supervisors and operators of the work executive agencies working at or near Railway track should undergo specified training on matters relating to safe working along and on the track, Salient features of observing moving dimensions and clearances which may be imparted to such supervisors at Zonal / Divisional training schools and the cost of such training as advised by the Railway shall be borne by the contractors with an expected duration of the course of about three days so as to ensure that they get acquainted with safety precautions that are required to be taken while executing works which have bearing on the safety of the running trains.

Special Conditions for House keeping, Covering and Site clearance of work sites:

1. In addition to and without prejudice to what is provided in the clause No.40(2) of the Railway's General conditions of Contract, the contractor shall ensure proper housekeeping and covering of all works, goods, materials, equipments etc., at work sites without any inconvenience or difficulty or danger to the Railway users/staff and train services. He shall clear the work sites duly removing all the debris, surplus/released/scrap materials, equipments and machinery etc completely and properly as directed by and to the satisfaction of the Engineer-in-charge and hand over the site in clear condition duly handing over the Railway material completely after each stage or on entire commissioning of the work as required by the Railway.
2. For failure to do the above, within fifteen (15) days of receipt of notice thereof from the Engineer-in-charge, without prejudice to the other remedies available to the Railway under the contract, payment of the on-account bill shall be restricted to ninety percent (90%) of the bill amount and the balance payment shall not be payable till such time the site is covered/cleared/returned/handed over to the Railway and a certificate to that effect is issued by the Engineer-in-charge. The decision of the Engineer-in-charge is final in this regard and the Contractor is not eligible for any compensation and shall make no claims whatsoever.”

Annexure – “C”

Special conditions for digging work and Progress of work.

1. The contractor shall strictly follow the 'Guidelines for protection of cables while doing works related to earth work' using JCB/Hitachi/Earth work excavator, for undertaking digging work in the vicinity of underground signaling, electrical and telecommunication cables. If any damages to cable, the penalty will be imposed as per Railway Board Letter No.2021/Tele/5(2)/3-part(1) (3425647) dt.12.06.2023 which is attached as 'JPO for digging work' under 'DOCUMENTS' tab.
2. Police verification of Labour employed by contractor: The contractor is required to submit Police verification certificates for all the contractual staffs that she/ he will be engaging in the works for execution as per the format attached under 'DOCUMENTS' tab. (Ref : Sr.DSC/RPF/TPJ letter No. SXC/Misc/9/PC/2024 dt.22.04.2024)

Special conditions of contract for **cleaning garbage**

1. The scope of work envisages to keep the track **neat and tidy**.
2. The contractor shall employ adequate men power to clear all the garbage such as plastic bags, bottles, cups, paper waste, cotton pads, aluminium casseroles and any other miscellaneous catering refusals with in Railway premises to keep the track neat and clean.
3. The Contractor shall cover daily listed area of the track as per schedule. For this, they have to deploy sufficient groups of work teams with necessary labourers (men/women) including one supervisor in such way that two rounds of rag picking (i.e) first round will be commence from 07.00 hours and completed by 13.00 hours and second round commence from 14.00 hours and completed by 16.00 hours to maintain the section clean and tidy **duly issued Identity card to the labour given by the contractor**.
- 4.0 Basis for payment will be made per day for location listed in schedule. No additional payment is applicable for cleaning area of garbage through subsequent rounds.
 - 4.1 If the number of labour on duty found less than stipulated as above a penalty of Rs. 1000/- (Rupees one thousand only) per person per day
 - 4.2 If the garbage are not cleaned as specified in any stretch on a day a penalty of three days payment for the reach will be lived.
 - 4.3 The contractor should comply with existing labour laws and acts of Government of India and State Government laws and acts in engagement and working with labour.
 - 4.4 Mobile phone communication facility should be provided by the contractor to the each work team for communication with departmental officials for instructions.

5.0 Payment

5.1. **Contract bill will be made once in two month.**

5.2. Daily labour report should be lodged in a register, which should be jointly signed by the contractor and Engineer's representative at site. The register with machine numbered pages as authorized by concerned Assistant Divisional Engineer.

- 6.0 Safety of the contractor's labour is the sole responsibility of the Tenderer. For engaging machinery, the tenderer should take all necessary precautionary steps to ensure safe running trains, The Tender/Contractor has to ensure sufficient personal safety equipment such as safety shoes, gloves etc., and vehicles like trucks/tractor and consumables, fuel, crew etc., for he timely completing work. The Tenderer/Contractor shall ensure safety shoes, gloves, uniforms to the work persons.
