

(A). Special Condition for Painting Work

1. Painting shall be done after thorough cleaning of steel surface by removing oil, grease, dirt, mill scale and other contaminated materials by mechanical process, as directed by site Engineer
2. The surface prepared for painting should be clean, dry and free from contaminants. It should be rough enough to ensure adhesion of the paint film. However, it should not be so rough that the film cannot cover the surface peaks.
3. Surface preparation /Painting shall not be done in the following condition-
 - (i) When the ambient temperature is below 10 degree C or above 50 degree C.
 - (ii) In rainy season
 - (iii) During night
 - (iv) In winter before 8.00AM
 - (v) In summer bet. 11.00AM & 03.00PM, in areas that are likely to be exposed to direct sun light.
 - (vi) Extremely sandy/ misty/ dirt blowing condition.
 - (vii) When relative humidity is more than 90%.
4. Measurement of DFT (dry film thickness) shall be taken after surface preparation and after each coat of painting with Elcometer.
5. Precautions to be taken during Bridge painting:
 - a) Paints from approved manufacturers only should be used.
 - b) Special care should be taken to shift sleepers on girders or rail bearers to clean the seating very thoroughly before applying the paint.
 - c) Paint should be mixed in small quantities sufficient to be consumed preferably within 1 hour.
 - d) Paints should be used within the prescribed shelf life from the date of manufacture. The quantity of paint procured should be such that it is fully utilised before the period prescribed for its use.
 - e) Brush shall not be less than 5cm in width and should have good flexible bristles. A new brush before use should be soaked in raw linseed oil for at least 24 hours. The brushes shall be cleaned in linseed oil at the end of each day's work.
 - f) Dust settled after scraping shall be cleaned before applying paint.
 - g) When the paint is applied by brush, the brush shall be held at 45 degree to the surface and paint applied with several light vertical / lateral strokes turning the brush frequently and transferring the paint and covering the whole surface. After this, the brush shall be used crosswise for complete coverage and finally finished with vertical / lateral strokes to achieve uniform and even surface. The flat brushes should not be more than 75mm in width having soft flexible bristles and conforming to IS:384. Round and oval brushes of approved quality is IS:487 also be used as per the instructions of the Engineer or his representative. The new brush should be soaked in raw linseed oil to IS:77 for at least 24 hours before use.
 - h) Rags, waste cotton, cloth or similar articles should not be used for applying paint.
 - i) The coat of paint applied shall be such that the prescribed dry film thickness is achieved by actual trial for the particular brand of paint. The applied coat of paint shall be uniform and free from brush marks, sags, blemishes, scattering, crawling, uneven thickness, holes, lap marks, lifting, peeling, staining, cracking, checking, scaling and alligatoring.
 - j) Each coat of paint shall be left to dry till it sufficiently hardens before the subsequent coat is applied.
 - k) The entire contents of a paint drum should be mixed thoroughly either by pouring a number of times or by mechanical mixing to get uniform consistency. The paint should not be allowed to settle down during painting by frequent stirring or mixing. Driers such as spirit or turpentine should not be used. Mixing of kerosene oil is strictly prohibited.
 - l) The maximum time lag between successive operations as indicated below shall not be exceeded.
 - i) Between surface preparation and the application of primer coat -24 hours

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- ii) Between surface preparation and first finishing coat in the case of patch painting - 48 hours
 - iii) Between the primer coat and the 1st finishing coat - 7 days
 - iv) Between the 1st finishing coat and the 2nd finishing coat - 7 days.
6. Minimum one batch of paint to be get tested by Contractor at his own cost by RITES/government approved test houses/NABL accredited test houses as per instructions of site engineer. Test certificate of paint along with proof of purchase of paint i. e. invoice to be submitted to site engineer. However, in case of doubts, site incharge may send the paint for testing for any number of batches and the cost shall be borne by the contractor.
7. In case of item No. 041261/041271 of USSOR 2021, painting with one coat ready mix Zinc Chromate conforming to IS: 104 should be done with 25-30 μ minimum dry film thickness (DFT). This should be followed by one coat of Zinc Chromate red oxide conforming to IS: 2074 with 25 μ minimum dry film thickness (DFT).
8. In case of item No. 041262/041272 of USSOR 2021, two coat finishing painting should be done with ready mix paint confirming to IS: 13607 with 20-25 μ minimum dry film thickness (DFT) in each coat (total 40 μ minimum dry film thickness). The colour/shade should be of Smoke Grey No. ISC 692 as mentioned in IS: 5-2004.
9. In case of item No. 041263/041273 of USSOR 2021, painting should be done with two coats Aluminium paints in dual containers confirming to IS: 2339, with 15-20 μ minimum dry film thicknesses (DFT) in each coat (total 30 μ minimum dry film thickness).
10. At each stage, dry paint film thickness shall be measured with digital elcometer , elcometer to be supplied by contractor at his own cost. Elcometer should be in working condition with valid calibration certificate for measuring thickness of paint coating.
11. Before use all the materials are to be passed by the Engineer-in-charge or his representative.
12. The rates quoted shall be inclusive of all the materials i.e. paints, equipment, loading, unloading charges, all taxes and freight etc. applicable at the site of work.
13. All relevant IS codes etc. shall be available at work site.

(B). Special condition & specification for fabrication & erection of steel structure

1. Books of reference:-

- I. IR Specification for fabrication of steel girder bridges & locomotive turn tables –(Fabrication specification)- Serial No. BI-2001 issued by RDSO with all up to date correction slips.
- II. IS-800-2007
- III. All IS & IRS specifications mentioned in RDSO Booklet serial No. B 1-2001
- IV. GCC-2022 of East Central Railway with all up to date correction slips.
- V. Where any specification is in conflict with other standard the clauses of Fabrication & specification mentioned against Sl. No. (I) above shall prevail.

2. INCLUSIVE PRICE:-

- I. The cost of all painting , temporary erection and testing at the Tenderer's workshop, packing and delivery at the site of the work is specified in the schedule, is to be included in the price quoted on the tender.

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- II. Any fittings, accessories or apparatus which may not have been mentioned in the specification, but which are considered necessary for the execution of this work are to be provided by the contractor without any extra payment. The work must be completed in all details.

3. MATERIAL/FABRICATION/WORKMANSHIP/ERECTION:-

- 3.1** Fabrication/workmanship and erection shall comply with RDSO fabrication specification booklet Sl. No. IRS B1-2001 with all up to date correction slips.
- 3.2** Materials specification- steel should confirm to IS:2062 (Gr. B0/BR)
- 3.3** I. Manufacturing- The whole work shall be representative of the highest class of workmanship. The greatest accuracy shall be observed in the design, manufacture and erection of every part of the work to ensure that all parts will fit accurately together on erection and similar parts shall be strictly interchangeable.
 - II. The contractor shall maintain steel tape of approved make, for which he has to obtain a certificate of accuracy from any National Test House or government recognized institution, competent to do so.
 - III. Rolled materials before being laid of or worked, must be made straight. If straightening or flattening is necessary it shall be done by method that will not damage the material. Sharps kinks and bents will be rejected.
 - IV. Tolerance- The tolerance in fabrication shall be in accordance with as mentioned in – Appendix –II of RDSO Booklet B-I-2001 with up to date correction slips.
 - V. Fabrication record:- the records of fabrication shall be maintained in the register as per format given in Appendix –I of RDSO Booklet B-I-2001 with upto date correction slips.
 - VI. Flattening and straightening: - All steel materials, plates, Bars and structures shall have straight edge, surfaces and be free from twist. If necessary, they shall be cold straightened or flattened by pressure before being worked or assembled unless they are required to be off curvilinear form.
 - VII. Flattening and straightening under hot condition shall not be carried out unless authorized and approved by inspecting officer
 - VIII. The tenderer will fabricate the steel work at the site of the work or in his own workshop after obtaining permission of aen/xen/brl in charge of the work. However, If the fabrication is done in his own workshop, the transportation of the fabricated materials may be done by road or rail transport at his own cost, including all taxes viz. GST, Entry tax etc. If applicable. The tenderer must inspect the approach road right from the workshop and should be insured that it would be possible for him to transport the materials by road.
 - IX. If the tenderer proposes to fabricate the steel at site, the transport of steel section may be done by one of the method mentioned above.
 - X. The responsibility of custody of the material in tenderers workshop or at site will remain with tenderer till the completion of the work and then handed over to the Railway.

4. TEMPLATES

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The templates throughout the work shall be of steel. The templates shall be used for making of cutting materials and as well as profile machining for the girders of Railway loading. Templates shall be used for making of drilling holes in steel structures other than girders of railway loading. In case where actual material from a bridge have been used as templates shall be used for making of drilling similar pieces the inspecting officer will decide whether they are fit to be used as part of the finish structure.

5. METHODS OF MEASUREMENT FOR FABRICATION OF STRUCTURAL STEEL WORK AND ERECTION.

5.1 Any steel work the weight of which differs by more than 2.5% from the calculated weight determined from the normal weight of the section shall be liable of rejection.

5.1.1. Payment shall be made on the tendered weight to be calculated in accordance with the nominal weight of the section as specified in final working drawing or based on theoretical weights given in producers hand books and using minimum overall dimension, no deductions being made for skew cuts, holes or notches. Each gusset shall be on the dimensions of smallest inclosing rectangle.

5.2 Should the actual weight fall short of the calculated weight by more than 2.5%, the materials if accepted will be paid for the actual weight only. Should the actual weight exceed the actual calculated weight payment will be made for calculated weight based on theoretical weights only.

5.3. No separate payment shall be made for the rivets/HSFG bolts, other bolts, welds, nuts, wedges, etc., and service accessories etc. required to complete erection at site along with supply of steel with allowance for waste etc, if payment is being done through NS item for the same. However, for SOR item, SOR specifications shall follow.

5.4. In the event of a dispute arising as to the weight of a portion of steel work a weighment shall be made in the presence of the inspecting officer.

6. RIVETS AND RIVETTING

Refer if fabrication specifications sl No. IRS-B1-2001 issued by RDSO Cl. 23.1 to Cl 23.10 and Appendix – IV with upto date correction slips.

7. BOLTS, NUTS AND WASHERS

Refer if fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –Cl 28.1 to Cl 28.8 with upto date correction slips.

8. WELDING.

Refer if fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –Cl 26.1 to Cl 27.3 and Appendix - V with upto date correction slips.

9. ALTERATION IN THE WORK.

Refer if fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –Cl 53.1 to Cl 53.2 and Appendix - IV with upto date correction slips.

10. ERECTION & EQUIPMENT:-

Refer if fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –Cl 21.1 to Cl 21.9 and Appendix - I with upto date correction slips.

11. HANDLING AND STORAGE OF MATERIAL:-

(a) The material on receipt on site shall be carefully unloaded, examined for defects, checked, sorted and stacked securely on a level bed out of danger from flood or tied, and out of contact with water or ground moistures.

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- (b) Any material found damaged or defective shall be stacked separately and the damaged defective portion painted distinctive colour. Such material is to be dealt with under the orders of engineer without delay.
- (c) Care must be taken to see that parts at site are available in proper sections.
- (d) The tenderer shall unload the materials promptly, on delivery from the wagon /BFR's otherwise he shall be responsible for demurrage charges.

12. BEARING & ANCHORAGE:

- (i) Bed plates and shoes shall be set level in exact position. They shall be given full and even bearing by setting them on a layer of cement mortar (Cement to be paid by the railway as per provision and instructions to tenderers) after blocking them accurately as directed by the Engineer.
- (ii) The tenderer shall drill the holes and set the anchor bolts except where the bolts are already built into the concrete or masonry.
- (iii) Before grouting, the holes should be cleaned very carefully as such there should not be any deposit of and or rubbish etc. No extra payment will be made for that.

13. TESTING:-

Refer if fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –CI 35.1 to CI 35.3 and Appendix - IV with upto date correction slips.

14. CHECK on TESTs MADE AT CONTRACTOR's work:-

Refer fabrication specifications Sl. No. IRS-B1-2001 issued by RDSO –CI 36.1 to CI 36.2 and Appendix -IV with upto date correction slips.

15. REMOVAL OF UNUSED MATERIAL ETC:-

- (a). The contractor shall take steps as desired by the Inspecting officer to ensure that rejected work is not resubmitted for inspection.
- (b). On the completion of the work, the tenderer shall remove all his unused and surplus material, paints and staging or other materials produced from his operation and shall leave the site in a clean and tidy condition.

16. COMMENCEMENT OF THE ERECTION WORK AT SITE:-

The contractor shall commence the erection work when and as soon as, but not until he receives instructions from XEN / AEN In charge to do so. On such order being given possession of site / authority shall be given to the contractor of such portion or portions of the site as the XEN / AEN may determine.

17. CONTRACTOR TO STUDY DRAWING & SPECIFICATION ETC AND HIS LIABILITY:

The tenderer shall be responsible for close scrutiny of the drawing supplied/approved by the Railway for any discrepancies error or omission in the drawings of other particulars indicated therein and shall approach the railway immediately for rectification of such discrepancies, errors and omission in any dimensions / figure upon drawings or plan differ from those obtained by calling the drawing or plan, the dimensions as figured upon the drawings of plan shall be taken as correct.

18. ANY DOUBTED POINTS TO BE REFERRED TO THE DY.CE / BRIDGE LINE:-

Should there be any doubt or obscurity as to anything to be done or not to be done by the contractor, or as to these instructions or as to any matter or thing, the contractor must set forth such doubt or obscurity in writing and submit the same to Dy CE/Bridge Line. Only such reply as the said Dy.CE/Bridge

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Line (either on his own or in consultation with Chief Bridge Engineer) may be in writing given shall be taken as the authoritative interpretation of the point in doubt or obscurity. Neither the Engineer nor any servant in the employ of the railway have or has any authority to make any representative of explanations to the contractor as to the meaning of form of contract, general Condition and specification, schedule of quantities and rates, drawing or other documents or any of the condition of the work or site of or to the works, or as to these instructions or as to any other matter or things.

19. LAND

The Railway administration will at its discretion arrange free of cost land to the extent sparable for contractor's office at sites, field workshop, stores, assembly and erection yard. Land required by the contractor for labour or staff colony or other purpose will have to be arranged by him at his own cost. The contractor shall not use or allow to be used, the site for any purpose other than that of executing the work. Due to any activities of the contractor, any form of damage (including environmental damage) happens to railway land, the same shall be made good by the contractor at its own cost.

20. TRANSPORTATION AND HANDLING OF MATERIAL & PLANT

The contractor shall be responsible to arrange at his own cost wagons (if required of transportation of materials and stores (other than those which are being arranged by the railway) required for the works. The railway will however, render all possible assistance to him in getting allotment of wagons, but the Railway will undertake no responsibility for delay in at supply. The contractor shall be responsible for all handling and timely loading and unloading as per railway commercial rule for public.

21. ISSUE OF MATERIALS BY RAILWAY

If at any time any material or equipment which the contractor is required to arrange himself in supplied by the Railway either at the contractor's request or in order to prevent any possible delay in the execution of the works due to contractor's inability to make adequate arrangement for the supply, such material or equipment will be made available to or taken back from the contractor in the Railway's stores, Godown, All handling from here or there to will be the contractor's responsibility. Recovery of the cost of such supply will be made from the contractors bills at the present markets rate prevailing at the time of issue plus 5% on account of freight and 2% on account of incidental charge. Any demurrage of other charge due on account of detention to wagon in loading or unloading will also be recovered from the contractor.

22. LOADING

Refer Clause 44.1 to 44.3 of IR fabrication specification Serial BI-2001 issued by RDSO with up to date correction slip.

23. METALLISING WITH SPRAYED ALUMINIUM (IF REQUIRED AS PER TENDER SCHEDULE).

1. Surface preparation.
2. Metal spraying.
3. Purity of Aluminum
4. Appearance of the Coating
- 5 Thickness of the Coating
6. Painting

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NOTE: For above items refer IR specification for fabrication Serial No.IRS-BI-2001 issued by RDSO appendix-VII with up to date correction slip.

24. FURTHER DRAWING AND INSTRUCTIONS

1. Chief Bridge Engineer shall have full power to make and issue further drawings or instructions or direction from time to time as may appear necessary and proper to the contractor for efficient completion and maintenance of the work. The Contractor shall be bound by the same as fully as if they had been mentioned or referred to in the contract and the contractor shall not be entitled to any extra payment in respect of any work or materials shown or directed.
2. The Tenderer's rate should provide for cutting M.S plates for making out M.S. flat from plates, in case M.S. Flats are not available. No extra payment for such cutting and grinding that may be necessary for converting M/.S. Plates to Flats will be admissible.
3. If the works are required to be done in by Rly. Yard and Rly. Tracks are to be crossed, the tenderer shall inspect the site and make himself thoroughly acquainted with site condition and quote proper rate including provision for making suitable facilities at site for the work.
4. The work shall have to be done in such a manner that the normal working of the Railway within the railway yard does not get disturbed. Proper protection is to be ensured by the contractor for allowing their laboures to cross the Railway lines with head-leads. No material/temporary structures should be kept adjacent to the running track within 3M from the centerline of track, which may infringe rail traffic. The contractor shall take necessary precaution to prevent/ cause damage to the Railway property & staff addition to provision of the standard conditions and Specification on safety requirement detailed in Tender Document elsewhere.

25. Execution and Quality Control of welding work-

All workshop fabrication shall be done using SAW (Submerged Arc Welding process).

26. Jig and fixtures:-

To ascertain accuracy in cutting and drilling holes on the existing girder -part or for the splice members being fabricated for the use in the existing structure, and also for erection purposes extensive use of jigs and fixtures should be used. Contractor will prepare design and drawing of jigs and fixtures for each such items at his own cost and submit to the Rly. for approval. Fabrication and erection will be carried out with the help of jigs & fixtures only. Contractor will fabricate jigs and fixtures and will be paid under the enabling work.

(c). Special conditions for Bridgework

1. **Scope of work:-** As detailed in name of work which is to be operated by relevant items of schedule. This might include dismantling of corroded structural members and erection of new members with supply of steel and returning the released steel materials to nominated Depot fabrication, erection, replacement of corroded rivets, painting of new members and returning the released steel materials to nominated depot.
2. **Supply of steel:** All steel materials required for strengthening/repairing of structural members shall be supplied by the contractor. The structural steel used shall be of make, TATA/AIL/

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TISCO/JINDAL/Railway approved brand and shall produce the relevant Test certificate from recognised Test house along with the bills. All steel shall conform to IS-2062 Gr A/Gr. B.

3. **Painting : a)** Painting shall be done after thorough cleaning of steel surface by removing oil, grease, dirt, mill scale and other contaminated materials manually or by mechanical process as directed by site Engineer. Priming coat shall be done by one coat of IS-104 zinc chrome paint followed by another coat of zinc chromate red oxide conforming to IS-2074. Thereafter, two finishing coats of aluminium paint conforming to IS-2339 shall be applied. There should be a gap of 48 hours in between each coat of paint for drying.
b) All paints to be used for painting of steel members shall be procured from the brand from the renowned brands as per approval by the aen/xen/brl looking after the works.
4. **Defects:** Any fabricated materials found defective and unacceptable in the opinion of the Site Engineer shall be fully replaced by the contractor with its own labour and materials.
5. **Inspection:** Contractor shall allow the railway representative to inspect the work at all reasonable time and offer all facilities to conduct such inspection at any stage of work. Contractor shall arrange to supply necessary gadgets, template and other tools for checking the fabricated and other materials. Following testing equipment shall be kept at site :
 - i) Elcometer.
 - ii) Inside and outside calliper.
 - iii) Rivet testing hammer.
6. **Disposal of dismantled materials:** The released steel materials shall be transported to store of nominated Inspector at contractor's cost. The released materials shall be kept under the safe custody of contractor in the yard by deputing contractor's watchman till such time the released materials are deposited to store of nominated Inspector. The contractor shall be penalised for shortfall of any released materials by an amount calculated at double the Railway's last auction rate of similar released steel materials and will be recovered from Contractor's bill.
7. **Rates:** Contractor shall quote rates taking the difficulties, detentions etc. into account which he feels may be encountered in course of execution of the work and nothing extra will be paid on this account.
8. **Specifications:** Specifications will be as per IS Code referred below :-

| | | |
|-----|-------------------|--|
| I | IS-2062 Gr.A/Gr.B | Structural steel. |
| II | IS-1148-1982 | Hot rolled rivets bar (upto 40mm diameter) |
| III | IS-102-1962 | Red lead primer. |
| IV | IS-21339-1963 | Paint Aluminium of general purpose. |
| V | IS-123-1992 | Paint red oxide for general purpose. |
| VI | IS-1929-1982 | Read with IS-10102 taking the supply conditions of rivets. |

N.B: Latest revision of the IS code will be in forms if any revision take place. All the batch of rivets must be tested from National Test House or Government approved Test house or RITES or NABL appd labs to use as per specification. A copy of above codes shall be available at site office of contractor.

9. **Site Inspection Certificate:** Tenderers are requested to inspect the site before quoting rate to assess the type of works to be executed and must submit a certificate in this regard.
10. **Drawing :-** Contractor shall submit drawings for fabrication of the work for replacement/ strengthening of the corroded girder components/ members and shall submit scheme for replacement

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of corroded members and work shall be under taken as per the approved drawing No. separate payment shall be made for this.

11. Time schedule:- On acceptance of the tender, the contractor shall within 15 days submit his time schedule for different activities for completion of work within the stipulated period. The work is required to be executed during day and even in night, if necessary to facilitate completion of the work within time schedule. If work is carried out at night, contractor shall take prior approval of the Engineer in writing and all lighting arrangement is to be borne by the contractor.

12. Progress Report : The contractor shall also submit fortnightly progress report bringing out the progress vis-à-vis the time schedule submitted by him for the work.

(D).SPECIAL CONDITIONS AND SPECIFICATIONS OF TENDERS

1. Disaster Management:-

“Vehicles and equipment of contractors can be drafted by Railway Administration in case of accidents/ natural calamities involving human lives”.

2. CONDITIONS FOR WORKS.

- The contractor shall not start any work without the presence of railway supervisor or his representative and contractors supervisor at site.
- The Engineer In-charge shall approve the methodology proposed to be adopted by the contractor, with a view to ensure safety of trains, passengers and workers and he shall also ensure that the methods and arrangements are actually available at site before start of the work and the contractor's supervisors and the workers have clearly understood the safety aspects and requirements to be adopted / followed while executing the work.
- There shall be an assurance register kept at each site, which will have to be signed by both, i.e. Railway supervisor or his representative as well as the contractor's supervisor as a token of their having understood the safety precautions to be observed at site.

3. DECLARATION:

Regarding tender documents downloaded from website. The tenderer, hereby, declares that the tender documents (being submitted after downloading the same from website) are exactly the same which has been published by Railway. No addition/ alteration/deletion has been done in the tender document by the tenderer, else the tender will be summarily rejected. If it is detected having modified at any stage, the same will be treated as invalid, i.e. terms & conditions as provided in the original tender documents will prevail and will be binding on both side.

4. Employment of Graduate Engineers/ Diploma Holders by Contractor (As per para 26A of IRSGCC-2022; part-II):

i). Employment under Civil Engineering Works Contractor:- In addition to technical staff, which the contractor may already be having, Railway Contractors will be required to employ immediately on commencement of work, un-employed Civil Engineering Graduates/ Diploma holders under them at the rate specified below and the duration for such an employment will be as under:-

| Sl.N. | Contract Value | No. of Engg./Diploma Holders and Degree holders. | Monthly Salary | Duration |
|-------|--|--|--|-----------------------------|
| 1. | For works of value more than 25 lakhs but less than Rs.200 lakhs | Diploma holders:- 1(One) | Engg. Diploma Holder not less than Rs.25,000/- | During Currency of Contract |

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| 2. | Work of Value Rs.200 lakhs and above | Graduate holders:- 1(One) | Engg. Graduate Holder not less than Rs.40,000/- | During Currency of Contract |
|----|--|------------------------------|---|--------------------------------|

Contractors have to give declaration along with his tender to the effect that Graduate Engineers/ Diploma Engineers employed by him under the particular work for which tender is submitted are in accordance with the rates and duration as specified above and none of them is related to him (contractor's failing which the tender may be disqualified). In case of wrong information having been given by the Contractors which comes to light subsequently, the Contract may be rescinded and action taken in accordance with Clause 62 of the General Conditions of Contract-2022.

ii) Technical staff should be available at the site wherever required by the Engineer-in-charge to take instructions. In case, the contractor fails to employ the technical staff as aforesaid, he shall be to pay reasonable amount not exceeding a sum of Rs.40,000/- (Rupees Forty thousand only) for each month of default, in case of Graduate Engineer, Rs.25,000/- (Rupees Twenty five thousand only) for each month of default in case of Diploma Holder to be deducted from his ongoing A/c bills. The decision of the Engineer-in-charge as to the period for which the 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 to the contractor.

{Authority : Railway Board's letter no. 2012/CE-I/CT/O/20, Dated 10.05.2013}

4.1 Dy.CE/Track/HJP letter No.W-4/514/0/Safety Policy/Pt.I/156 dt.12.02.2016 – The instructions given in the PCE's Circular No.16/2010/Track dt. 18.03.2010 before and during execution of work in the vicinity of the railway track should be rigidly followed.

4.2 Actions to be taken by the contracted agency to ensure safety at work site should be incorporated in the agreement and assurance of the contractor should be taken in writing after explaining such action.

4.3. ANY DOUBTED POINTS TO BE REFERRED TO THE DY.CE / BRIDGE LINE: - Should there be any doubt or obscurity as to anything to be done or not to be done by the contractor, or as to these instructions or as to any matter or thing, the contractor must set forth such doubt or obscurity in writing and submit the same to Dy.CE/Bridge Line. Only such reply as the said Dy.CE/Bridge Line (either on his own or in consultation with Chief Bridge Engineer) may be in writing given shall be taken as the authoritative interpretation of the point in doubt or obscurity. Neither the Engineer nor any servant in the employee of the railway have or has any authority to make any representative of explanations to the contractor as to the meaning of form of contract, general Condition and specification, schedule of quantities and rates, drawing or other documents or any of the condition of the work, or as to these instructions or as to any other matter or things.

End of Tender Document