

**Special Conditions for CESS REPAIR (2026)**

1. The contractor shall not start any work without the presence of railway supervisor at site.
2. Work should be done under traffic condition. Contractor should take care of his labour and material and any incidence occurred due to his negligence, he will be held responsible for the same, and the contractor should carry out the entire work within the allotted time period.
3. The contractor has to develop service roads/approach roads wherever required. For that no extra payment will be made. No separate payment will be made for the ramps provided by the contractor
4. In the event of any accident at the site of work and it is established during the departmental enquiry by the railways that the accident occurred wholly or partly due to any act / omission tantamounting to negligence on the part of the contractor or his labour not adhering to the instructions of the engineer in charge, the contractor shall remain himself liable for such damage and also should face legal prosecution for loss of life if involved.
5. No claim will be admissible towards loss of time, wastage of labour employed, etc. that may be incurred by the contractor due to movement of trains. The rate quoted should cover all such contingencies.
6. Wherever the road vehicles and/or machinery are required to work in the close vicinity of railway line, the work shall be so carried out that there is no infringement to the railway's schedule of dimensions. For this purpose the area where road vehicles and / or machinery are required to ply, shall be demarcated and acknowledged by the contractor. Special care shall be taken for turning / reversal of road vehicles / machinery without infringing the running track. Barricading shall be provided wherever justified and feasible as site condition.
7. In case the work is required to be executed beyond daylight hours, proper lighting arrangements shall be ensured.
8. Vehicles and equipment of contractors can be drafted by railway administration in case of accidents/ natural calamities involving human lives.
9. Safety at work spot and safe working of contractors. The contractor is primarily responsible for safety of traffic and also that of his staff working on track. No compensation what so ever towards damage to men, material of the contractor will be paid by railways it is essential that adequate safety measures are to be taken for safety of the trains as well as the work force. Engineer-in-charge may impose any other conditions necessary for a particular work or site.
10. **If contractor damages any of Signaling & Telecom cables penalty of Rs : 165000/ Per Each cut of S&T cables (as applicable rate at the time of working) will be recovered from his bill.**
11. The contractor should clean the site at his own cost for the supply and stacking of earth and for the movement of the vehicles. The Contractor should clear the site after completion of work.
12. The quantities shown in the schedule is approximate and will be operated in full or part at the discretion of Engineer in charge.
13. No plant and machinery will be supplied by the railway for work. It is his responsibility supply at his cost, by material, plant and machinery required for the work.
14. The description given for schedules is only brief. The detailed description is available in USSOR 2021 including its correction slips if any.
15. **Jungle clearance:** Before the work is started, the contractor shall clear the area between the toes of the proposed bank of all the jungle, grass, shrubs, bushes, trees etc. The jungle and trees so cleared shall be the free of cost except trees having girth of more than 30 cm, which shall be the property of railways. **The rates adopted for earthwork are deemed to include the charges for clearance of jungle, shrubs, trees and removal of roots etc.**
16. Before undertaking the cess repair work, a detailed field survey should be carried out to plot the existing profile of track including embankment, identification of suitable earth for carrying out cess repair and fixing Targeted Theoretical Profile (TTP) of cess for proposed work. The TTP should include cess width to be made up, proposed raising of cess if any and flattening of side slopes.
17. Field survey to plot existing profile of track including embankment:- Cross sectional profile including that of existing embankment should be taken at distinctive points of reference in cross section are rail level, toe of ballast, edge of cess and level at every 50cm interval (vertical height) of slope of embankment. These levels should be recorded by SSE/SE and got approved by ADEN. In case of existence of level crossings, bridges or any other prominent track features, additional cross sections should be drawn based on site specific requirements.
18. Graph books showing Proposed , existing and final level of Cess to be shown and to be submitted. If the executed Cess level is more than proposed level, Proposed level will be considered. Whereas, if the executed cess level is less than proposed cess level, executed cess level will be considered.
19. **Benching** should be done before laying of Earth for cess repair work. A certificate from concerned SSE/PW/ In charge and ADEN should be submitted along with **benching done photos & side slopes rammed by slope vibrators.**
20. Initial levels should record in level books and the same should be submitted well in advance to get DEN acknowledgement. Final Levels also should be recorded in level books.
21. Grain size distribution, MDD to be given for every 3000Cum earth quantity
22. Photos for before and after Cess repair execution of work should be submitted along with Bill. The work should be executed under **SSE/PW/MED** jurisdiction.