

Annexure A

Name of the Work: “Supply and Fitment of SS metal Trough below RMPU in place of FRP Trough in LHB AC Coaches to ICF Drg.no. 59316033 Col.1 Alt and as per attached Annexure A”

Qty: 75 Coaches

Place of Work: N.F Railway Mechanical Workshop, Dibrugarh, Assam (DBWS).

A) SCOPE OF WORK:

Details of operation for fitment and welding of SS Metal Trough below RMPU in place of FRP Trough in LHB AC Coaches should be as per the **ICF/SK3 Drg. No. 32916040 and Drg. No.59316033, Col.1 Alt or latest.** The contractor shall follow all instructions in the drawings. A brief Scope of work is as follows:

1. To remove complete existing FRP tray including extended FRP tray parts (which includes FRP below Return Air Duct, Fresh Air Duct and Conditioned Air Duct area).
2. Preparation of surface/edge of side wall sheet/panel (ferritic steel) for fixing the SS Metal Trough below RMPU by grinding all edges and collars of RMPU tray holding bay in coaches.
3. SS metallic plate below the Return Air Duct, Fresh Air Duct and Conditioned Air Duct to be welded by continuous welding.
4. To fit the SS metal Trough below RMPU in place of existing FRP Trough as per **No.59316033, Col.1 Alt or latest.**
5. All the associated work like removal of metallic portion of duct (Return Air Duct, Fresh Air Duct and Conditioned Air Duct) from coach body and its re-fitment, sealing the ‘complete Tray and extended part of tray area (below metallic duct) and associated fittings’ with fresh Sealant (with more than 12 months shelf life) are under the scope of contractor.
6. To apply Silicon sealant of approved brand of 3M-08609 WINDO-WELD SUPERFAST URETHANE, SIKA-SIKAFLEX 265 or HENKEL-TEROSTAT 8590 only.
7. Materials like sealant, other consumables, nuts & bolts, clamps, fasteners, ladders for working etc. are under the scope of contractor.
8. Necessary preparation should be taken by the firm for the fitment of new SS RMPU Drip Tray and shall conduct leakage test as specified ICF CAI No. ICF/QMS/MDM/File/F015, Date: 22.07.2022.
9. The stripping and fitment of all lights and Ceiling in doorway area during subject work will be under the scope of contractor.

***Note:** All electrical connections shall be made in consultation with SSE/AC-TL/DBWS or Nominated representative of DBWS.*

10. It shall be noted that there are two (02) RMPU units per coach except Power cars, the rates estimated are per coach. For power cars there is only one (01) RMPU unit per coach for purpose of billing of work done in power cars 02 power cars shall be considered as one unit.
11. It is notable that dimensions may vary based on manufacturing PU unit; type of coach and year of manufacturing etc. of any particular coach. Necessary modification in dimensions shall be made by the contractor at no extra cost.
12. **The contractor shall provide all the requisite machineries, material, tools, consumables, manpower etc. to carry out the subject work & contractors will not have any claims for same on railways.**
13. Material shall be inspected by RITES or Third Party Inspection agency, and the inspection certificate shall be provided by the firm for the acceptance of the material by the Consignee (i.e., SSE(IC)/CRS/DBWS).
14. T&P and M&P items like Hand Cutter, Grinder, Hammer, Silicon Gun, welding Machines, Cables, Crocodile Clamp, Holders, Oxygen Regulator, Dissolved Acetylene Regulator, LPG Regulator, Plants, Nozzles, Cutting Torches, Hose pipes and consumables like grinding wheel, cutting wheel and Gas shall be arranged by the contractor.

15. **Welding Standards:**

For execution of any **welding activities** during the Contract, TSO-53 of this office mentioning about Railway Board’s Letter No. 2025/M(W)1/814/6 Dated.24/03/2025 to be adhered by the firm, which states that:

- a. Welders must be qualified according to ISO 9606-1:2017 (or latest) OR IS 7310 (Part 1): 2019 (or latest) for fusion welding of steel.
- b. Welders should be Matriculation/SSLC plus ITI certification from a recognized institution (NCVT/SCVT) in the Welder trade OR Act Apprentices trained and certified in the Welder trade by any Railway Unit, Govt. , semi- Govt or PSU unit.

- c. Railway shall conduct competency test at their premises on the welders engaged for outsourced work to verify their skills by taking trial test on at least 2 sample pieces at the cost of the Railways and if the trial is found satisfactory, Competency certificate will be issued by respective officer/SSE (incharge). In case competency test trial of welder is found to be unsatisfactory, cost of the test shall be borne by the contractor.
- d. The validity and process of renewal of competency certificate would be as defined in ISO 9606-1:2017 and IS 7310 (Part I)- 2019 Para 9.
16. It will be the responsibility of the contractor to provide adequate safety gears like, gloves, shoes, welding glasses etc. to its employees working at the site for proper safety of the workers. The contractor will also ensure that the workers employed by him use the safety gears given to them. The machines deployed should be of reputed make and should have earthing protection, surge protection etc. Proper electrical extension board should be used to operate the electrical equipment. **Do not** use the loose electric wires as an extension board.
 17. **After completion of work, the entire RMPU unit area shall be tested for any water leakage if any leakage is observed then the same has to be reworked within scheduled time.**
 18. **The subject work shall be completed in a coach within 06 working days from the date of allotment of that coach (including coach handing over and taking over days).** The allotted coach may be under movement inside the workshop. It shall be noted that at a given particular time, multiple coaches shall be allotted at multiple locations. Contractor has to deploy sufficient machineries, manpower and material accordingly at all these locations. Overhauling activities (SS-II/SS-III etc)/other related works may be carried out simultaneously by the railway staff even after allotment of a coach to the Contractor.
 19. Coach shall be allotted to the Contractor by the Railway representative or Technical Supervisor based on the availability of coaches. Fitment of material (i.e., SS Trough Floor) is purely on need basis based on arising of SS II and SS III of suitable coaches.
 20. **Stripping and transportation:** All the removed RMPU Tray to be collected and shifted by the contractor to the nominated area without damage & for shifting of removed RMPU Tray. Contractor will not demand for any assistance from railways. Care should be taken to ensure no damage to any existing provision/fittings in the coach during stripping & fitment.
 21. The Contractor shall carry out any cutting and welding work **as per laydown procedure** and shall be as per instructions of Railway representative. **Cutting of items** for any stripping work instead of removing screws and other fixtures, which may make the item not reuseable, is **not allowed** without written permission of Railway representative
 22. Water, electricity, compressed air required for the work shall be provided free of cost as per availability in the workshop depending on their discretion and contractor can only request and never claim for anything.
 23. All personnel employed for the purpose of this contract shall be the responsibility of contractor and liability of payment of wages, ESIC, EPF, Bonus, Workmen's Compensation Act etc. of any other applicable laws with respect to employment of labour & other employment to such personnel will be solely on the Contractor & Railway Administration will not be liable under any circumstances.
 24. The consignee, SSE/CRS/DBWS or any other supervisor nominated by Dy. CME/DBWS will plan and make advance program for subject work in coaches and intimate the same to contractor through telephone/SMS/ Fax/email/written advice. Contractor will also keep close liaison with the consignee for day to day offering of coaches, so that no time is wasted and no coaches are detained on this account.
 25. The work shall be considered complete only if it is finally tested and declared "OK" by SSE/CRS/DBWS. Railway will issue certificate in the form of **"Joint Inspection Report"** from SSE/CRS/DBWS and Contractor's representatives, countersigned by Engineer's Representative.
 26. **Other conditions:**
 - i) Any material removed from coaches during the subject work will be property of the railway and so will be handed over to Railway Authority.
 - ii) Railway shall provide storage space for keeping material and machines inside workshop; contractor will be required to make storage arrangement on its own expense if available at site. Security of material and machine will be responsibility of the contractor.
 - iii) The contractor shall ensure that the garbage, litter and filth collected after the maintenance are dumped only at pre-designated place as decided by railway.
 27. **Drawing-Copy** of Drawing is attached with the Indent.
 28. **Packing Charges:** No separate packing charges for any items shall be given. Rate shall be inclusive of packing charges.
 29. **Freight Charges:** No separate freight charges for any items shall be given. Rate shall be inclusive of all taxes and charges.

30. **Warranty:** Warranty of **36 months** will be applicable for each coach from the date of commissioning/fitment/installation. The warranty shall cover material, workmanship, welding and manufacturing defects. During the warranty period, if any defects or repairs are to be attended, the contractor, **at his own expense**, shall attend/replace/repair the defects/deficiency noticed in work on site. **This shall be followed by the contractor every time a failure/defect is intimated to the contractor within 36 months.** If contractor fails to **attend the complaint on site within 5 calendar days** of intimation, penalty will be imposed as per penalty clause.
31. Complaints shall be lodged by the consignee through telephonic call, e-mail or message at address/email id/phone number given by the Contractor. The responsibility to keep the details of reporting address current/working will rest with the contractor.

B) SPECIAL TERMS & CONDITIONS:

The following conditions are included over and above the General Conditions of Contract, issued and amended from time to time. In case of any conflict between the Special Conditions of Contract on one hand and Indian Railways Standard General Conditions of Contract on the other hand, these special conditions shall prevail.

1. **“Engineer”** shall mean the Chief Workshop Manager of N.F. Railway Mechanical Workshop, Dibrugarh, in executive charge of the works and shall include the superior officers of the Mechanical Department, i.e. the Chief Workshop Engineer/Deputy Chief Mechanical Engineer of HQ/MLG and shall mean & include the Engineers of the Successors Railway.
2. **“Engineer’s Representative”:** Dy. Chief Mechanical Engineer, Production Engineer, Workshop Manager/ Assistant Workshop Manager/Assistant Production Engineer, ACMT of N.F. Railway Mechanical Workshop, Dibrugarh, will be in direct charge of the works and shall include any Sr. Section Engineer appointed by the Railway and shall mean and include the Engineer's Representative of the Successor Railway.
3. **“Technical Supervisor” SSE/CRS/DBWS** will be the nodal technical Supervisor, authorized by the Chief Workshop Manager/DBWS. They will be responsible for the subject work.
4. **The supply and fitment work shall be completed within 24 months from the date of issue of PO**
5. **The material shall be inspected by Third Party Inspection agency and the inspection certificate shall be provided by the firm for acceptance of the material by the consignee SSE(IC)/CRS/DBWS.**
6. The fitment of material (i.e., SS Trough Floor) is purely on need basis for a period of 24 based on arising of SS II and SS III of suitable coaches.
7. Contractor shall have to carry out the work only in working hours of workshop starting from **06:30 hrs, as directed by the Technical Supervisor** mentioned in Point 3. No work shall be carried out during Sunday or Holidays. For working on Sunday or Holidays (in special conditions), contractor shall require prior permission from the Railway Engineer or Engineer’s representative as indicated in point 2. Without the said prior permission, if the contractor executes the work on Sunday or Holidays, it will be treated as negligence of contractor and will be liable for penalty.
8. The contractor is liable to ensure the safety of his workmen working under him during the course of contract. Safety Harness for working at height should be ensured and contractor shall arrange all safety aspects for safe working environment. Contractor shall be responsible for overlooking the safety of workers during the execution of work. The railway will not entertain any compensation/claim for any incident. Any compensation however, as required under law, be payable by the contractor.
9. Contractor shall take care of his workmen and shall provide to them all necessary and mandatory PPEs as per rules prevalent in Railways.
10. Successful bidder shall have to commence the work within 07 days from the date of receipt and acceptance of material by consignee. The contractor before commencement of the work shall submit details of the staffs and nominated supervisor along with Police verification Reports (Preferable Proforma attached as per Annexure- IX) to be engaged for the execution of the works. In case Police Verification is not ready within 07 days, Contractor should submit copy of application or Receipt copy and shall be allowed to commence the work subject to the condition that the original PV shall be submitted in the next 15 days without out fail. Firm has to provide **01(one) no. Supervisor having a valid Diploma/Degree in Mechanical/Electrical Engineering from a Govt. recognized Institute**, who will look after the work and be present at worksite during the work. These details of all the staff and nominated Supervisor shall be submitted to authorized Railway representative before starting the work.
11. Contractor shall provide uniforms with firm’s Logo (**uniform should be suitable, coloured in blue/red /green/yellow etc. acceptable to Railway authority**), identity cards and other safety accessories like helmet, safety shoes, hand-gloves, mask etc. to their staff and the Supervisor for execution of the works. Format and

specification of the ID cards should be as per Railway Board Letter no.E(G)2025/Misc/4/ID Card Dated.10.12.2025 (attached in IREPS).

12. Engagement of new staff by the firm at any point of time during the contract may be done only after prior approval of the controlling officer (Engineer's representative).
13. **SSE/CRS/DBWS** will ensure that contractor(s) complies with the above rules and report to this office (in written) in case of any discrepancy before commencement of the subject work.

C) INSPECTION & COMMISSIONING:

After completion of allotted work, **SSE/CRS/DBWS & Authorized Representative of the Firm** shall jointly inspect and certify that the work has been completed satisfactorily in all respects. The **Joint inspection report** should be countersigned by **Engineer's Representative designated by CWM/DBWS**.

D) PENALTY: -

- (i) In case the contractor does not start the work within 07 days from the date of receipt and acceptance of material by consignee, the contractor will be charged **Rs 2500/-** beyond the 7th day for each delayed day.
- (ii) As per clause A (18), If the work on a coach assigned to the Contractor could not be carried out or is delayed due to the non-availability of materials required for work within the Contractor's scope, a penalty of **Rs. 20,000.00/-** will be imposed.
- (iii) During the inspection of Railway officials, if any deviation is found from the terms and conditions of the contract, quality of the work, safety measures etc., and if the work is found to be unsatisfactory/incomplete at any stage Railway officials are empowered to impose a penalty upto **Rs.2000/-** per each occasion and the same will be deducted from the running bills.
- (iv) As per Point 30 of Scope Of Work, not adhering to the Warranty Clause and not attending the complaint so received within 5 Calendar days from the date of intimation will attract a penalty of **Rs. 5,000/-** per day for each delayed day from the 6th day onwards.
- (v) Working beyond the allotted working hours or on Sundays or Holidays without prior permission as mentioned in Clause B.(10) will attract a penalty of **Rs. 1000/-** per instance.
- (vi) If contractor's staff are found without uniforms with firm's Logo (Suitable and acceptable coloured in blue/red /green/yellow etc.), identity cards and other safety accessories like helmet, safety shoes, hand-gloves, mask etc., penalty of **Rs.400/-** per case per staff will be imposed on the contractor and penalized amount will be deducted from their running bill.
- (vii) In case any unsatisfactory work or poor quality of completed work or any non-standard practice is found during stage inspection by inspecting authority, penalty of **Rs.10,000.00 per coach** per instance will be levied on the firm
- (viii) In case deficiency highlighted by Divisional TXR and NTXR during inspection, penalty of **Rs.5,000.00 per coach** will be imposed.
- (ix) In case any violation of clause no.15 of Scope of Work (Welders criteria), a penalty of **Rs.5,000.00 per occasion** will be imposed.
- (x) Compliance with the Factories Act and all mandated safety requirements is compulsory. In case of any violation of the same by the firms personnels, a penalty of **Rs.25,000.00 per occasion** will be imposed.
- (xi) In case any loss/damage to railway property occurs due to contractor's negligence, as per report of **SSE in-charges and officers of DBWS** or any Railway officials, the cost of loss/damage and material will be recovered from the contractor's running bill.
- (xii) A penalty of **Rs.2000/-** per occasion will be imposed if contractor's supervisor(s) is(are) found unavailable at site or is(are) not responding to any communication via email/text messages/WhatsApp/call as the case may be from Engineer or Engineer's representatives.
- (xiii) In the event of any violation of instructions, terms, or clauses of the contract, other than those separately covered under the Penalty Clause, a flat penalty of **Rs.5,000/-** per instance/per staff/per day (as applicable) shall be imposed on the contractor. The determination of such violation and the decision of the Railways regarding imposition of penalty shall be final and binding on the contractor.