

SCOPE OF WORK:

Details of operation for Conversion of BG Coaches into ART-All Equipment Van shall be as per the **NFR Drg. No. NFR/SK/002/2024 or latest**. The contractor shall follow all instructions in the drawings. Schedule wise Scope of work are elucidated in the sections to follow.

1. SCHEDULE A: CBS (Carriage Body Shop) Items

- I. Stripping of LP Sheets. Qty per Coach: 2700 Rft.
- II. Supply & Fitment of LP Sheets with provision of Light and switches. Qty per Coach: 450 Sq. ft.
- III. Supply & Fitment of SS Sheet Panel. Size: 1.2 mm thick. Qty per Coach: 400 Sq. ft
- IV. Stripping & Fitting of NFTC/NAFTC Sheet with the provision of fan and light. Qty per Coach: 750 Rft.
- V. Stripping of Body Side Window Housing Assembly. Qty per Coach: 22 nos.
- VI. Stripping, Supply & Fitment of Body Side Window Housing Assembly. Qty per Coach: 14 nos.
- VII. Stripping of Lavatory window Housing. Qty per Coach: 04 nos.
- VIII. Supply & Fitment of Injury free Window Arrangement for Lavatory. Qty per Coach: 01 no.
- IX. Stripping of Wash Basin, Wall protector, Dust Bin, Lavatory Door with louvre, Mirror, Soap Dispenser, Coat Hook, Hand Hold, Mirror Shelf, Mug with Chain, Health Faucet and Lavatory pan. Qty per Coach: 04 Sets.
- X. Supply and Fitment of Wash Basin, Wall protector, Dust Bin, Lavatory Door with louvre, Mirror, Soap Dispenser, Coat Hook, Hand Hold, Mirror Shelf, Mug with Chain, Health Faucet and Lavatory pan. Qty per Coach: 01 Set.
- XI. Supply & Application of Epoxy Floor Topping Compound in the lavatory as per MOTS 44289 Rev. 01. Qty per Coach: 01 No.
- XII. Stripping, Supply & Fitment of PVC. Qty per Coach: 600 Sq. ft.
- XIII. Stripping of Aluminum Chequered Sheet. Qty per Coach: 64 Sq. ft.
- XIV. Supply & Fitment of Aluminum/ SS Chequered Sheet on Flooring. Qty per Coach: 550 Sq. ft.
- XV. Stripping, Supply & Fitment of Compreg floor. Qty per Coach: 600 Sq. ft.
- XVI. Supply & Fitment of Modified Emergency window housing in guard room & Compartment area. Qty per Coach: 03 Nos
- XVII. Stripping, Supply & Fitment of Main Door Housing. Qty per Coach: 02 Nos
- XVIII. Stripping of Seats & Berths. Qty per Coach: 101 Nos
- XIX. Stripping of Bio Toilet. Qty per Coach: 04 Nos
- XX. Supply & Fitment of Lower Seats and Berths with tool box beneath. Qty per Coach: 02 Nos
- XXI. Supply & Fitment of Foldable Seat in Guard Room. Qty per Coach: 01 Nos
- XXII. Stripping & Unloading of Overhead Water Tank along with all plumbing accessories and fittings. Qty per Coach: 04 Nos
- XXIII. Strengthening of Overhead Frame, Testing, Loading and connection of Overhead Water tank with all plumbing accessories and fitting with flushing pipe line, fish tail & flushing valve. Qty per Coach: 01 No.
- XXIV. Supply & Fitment of Sliding Door of width 1400 mm with all necessary arrangements as per Drg. no. NFR/SK/002/2024. Qty per Coach: 02 Nos
- XXV. Supply & Fitment of Two-Tier Rack of Length 4000 mm and width 670 mm. Height of First Rack should be of 840 mm and Second Rack - 750 mm from the floor for Wooden packing as per Drg no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXVI. Supply & Fitment of Two-Tier Rack of Length 2300 mm and width 660 mm. Height of First Rack should be of 840 mm and Second Rack - 750 mm from the floor for Jacks as per Drg no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXVII. Supply & Fitment of Two-Tier Rack of Length 3500 mm and width 660 mm. Height of First Rack should be of 840 mm and Second Rack - 750 mm from the floor for Re- Railing

- equipments & Hand Pump as per Drg no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXVIII. Supply & Fitment of Two-Tier Rack of Length 2300 mm and width 450 mm. Height of First Rack should be of 840 mm and Second Rack -750 mm from the floor for Jacks as per Drg no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXIX. Supply & Fitment of Two Tier Rack of Length 2750 mm and width 450 mm . Height of First Rack should be of 840 mm and Second Rack - 750 mm from the floor for keeping LC Jacks supports and Rail Skates as per Drg no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXX. Supply & Fitment of Two Tier Rack of Length 4469 mm and width 500 mm. Height of First Rack should be of 693 mm and Second Rack - 1106 mm from the floor as per Drg. no. NFR/SK/002/2024. Qty per Coach: 01 No.
- XXXI. Supply & Fitment of Four Tier Almirah of Height 1600 mm, Width - 1000 mm, Depth- 600 mm and height each rack should be 400 mm as per Drg. no. NFR/SK/002/2024. Qty per Coach: 02 Nos.
- XXXII. Provision of Five Pegs on wall at the height of 1810 mm for hanging Hose Pipe (details of Peg as shown in the Drg. No. NFR/SK/002/2024). Qty per Coach: 05 Nos.
- XXXIII. Provision of Railing as per detail shown at "B" in Drg. No. NFR/SK/002/2024. Qty per Coach: 02 Nos.
- XXXIV. Provision of Channel for Movement of Trolley on the floor of Length 18807 mm, Inner distance of 432 mm between two channels and the depth of 76 mm grooved as per Drg no. NFR/SK/002/2024. Qty per Coach: 02 Nos.
- XXXV. The contractor must keep in stock at DBWS the required material for Conversion of ART/ARME of at least 02 coaches at any point of time during the entire work.**
- XXXVI. All necessary tools, instruments and equipment for this work shall be arranged by the contractor.
- XXXVII. Transportation of new/old/used materials to and from designated place will be the responsibilities of the contractor.
- XXXVIII. The Contractor shall clean the work area on daily basis.
- XXXIX. The Contractor shall clean the coach after completion of work.
- XL. The Contractor shall hand over the released/ damaged material to SSE/CBS/DBWS at nominated place.
- XLI. The Contractor shall dispose off garbage generated at nominated place fixed by or as directed by SSE/CBS/DBWS.
- XLII. Workplace will be fixed up as per requirement of SSE/CBS/DBWS.
- XLIII. **INSPECTION:** Nominated Railway Supervisor of CBS/DBWS shall maintain a Register for the work executed under this Schedule (Schedule A). After completion of allotted work, SSE/CBS/DBWS & Authorized Representative of Firm shall jointly inspect and certify that the work under this schedule has been completed satisfactorily in all respects.

2. SCHEDULE B: CRS (Corrosion Repair Shop) Items

- I. Gas Cutting, welding and fitment of Foot Step with related works. Qty per Coach: 01 No.
- II. Gas Cutting, welding and fitment of Body Panel Plate. Qty per Coach: 120 Rft.
- III. Gas Cutting, welding and fitment of Body Part Pillar. Qty per Coach: 12 Nos.
- IV. Gas Cutting, welding and fitment of Bottom Wall Sheet (Turn Under). Qty per Coach: 40 Nos.
- V. Gas Cutting, welding and fitment of End Wall Plate. Qty per Coach: 5 Rft.
- VI. Gas Cutting, welding and fitment of Cross Bearer above Trough floor. Qty per Coach: 06 Nos.
- VII. Gas Cutting, welding and fitment of Window Sill Plate. Qty per Coach: 04 Nos.
- VIII. Gas Cutting, welding and fitment of Skirting Plate. Qty per Coach: 60 Rft.
- IX. Gas Cutting, Welding and Fitment of Floor Supporting Channel. Qty per Coach: 12 Nos.
- X. Gas Cutting, Welding and Fitment of Lavatory Door Sill. Qty per Coach: 01 Nos.

- XI. Gas Cutting, Welding and Fitment of Main Door Sill. Qty per Coach: 01 Nos.
- XII. Gas Cutting, Welding and Fitment of Cross Bar. Qty per Coach: 08 Nos.
- XIII. Gas Cutting and Stripping of Partition Wall Frame. Qty per Coach: 20 Nos.
- XIV. Gas Cutting and Stripping of Outside Wash Basin & Dustbin cover pillar. Qty per Coach: 02 Nos.
- XV. Gas Cutting and Striping of Lavatory MS Partition frame, Channels, ceiling and Inlays/ Floor. Qty per Coach: 03 Nos.
- XVI. Gas Cutting and Stripping of Window Bars for provision of Sliding Door. Qty per Coach: 06 Nos.
- XVII. Supply and fitment of Window with Sheet Corten 2 mm thick, Mat Specn.IRS M-41/97, Gr.1 SF-2. Note: No. of Window to be covered as per NFR/SK/002/2024. Qty per Coach: 18 Nos.
- XVIII. Gas Cutting and Stripping of Main Door Assembly. Qty per Coach: 02 Nos.
- XIX. **Contractor shall arrange their own Machinery, Plants, Tools like welding machine, cables, cutting torches, holders, Gas Plant trolley etc.**
- XX. Consumables like Oxygen, Dissolved Acetylene, Welding Electrodes shall be arranged by the Contractor.
- XXI. All safety related corrosion work shall be done in-house by the Railway Staffs.
- XXII. Materials for the above activities will be supplied by Railways.
- XXIII. **CONSUMABLES:**
Estimated required quantity of Consumables **per coach** is as follows:

SN	Description of works	Unit	Avg. Qty/ Coach
1	Compressed Oxygen Gas conform to IS: 309/2005(fourth Revision)	CUM	84 (12 cylinders)
2	Gas Acetylene Dissolved Spec: BIS Specification no. IS:308/ 88	CUM	54.4 (08 cylinders)
3	Electrodes Class B2 , 4 mm X 450 mm. Mat. Spec:- IRS M-28-2020 with latest revision.	Mtr	131.4
4	Electrode class D 3.15mm x 450mmMat. Spec:- IRS-M-28-2020 with latest revision & amendment.	Mtr	337.5

- XXIV. **INSPECTION:** Nominated Railway Supervisor of CRS/DBWS shall maintain a Register for the work executed under this Schedule (Schedule B). After completion of allotted work, SSE/CRS/DBWS & Authorized Representative of Firm shall jointly inspect and certify that the work under this schedule has been completed satisfactorily in all respects. This certificate along with duly signed Register shall be submitted to SSE/IC/CBS/DBWS.
- XXV. Transportation of new/old/used materials to and from designated place will be the responsibilities of the contractor.
- XXVI. Workplace will be fixed up as per requirement of SSE/CRS/DBWS.
- XXVII. The Contractor shall clean the work area on daily basis.
- XXVIII. The contractor shall hand over released/damaged material to SSE/CRS/DBWS at the nominated place.
- XXIX. The contractor shall dispose off any garbage generated at the nominated place fixed by or as directed by SSE/CRS/DBWS.

3. SCHEDULE C: ABS (Air Brake Shop) Items

- (i) Stripping of all air brake components:

The following components are to be stripped down from the coach:

- BP and FP hose pipes.
- Angle cocks with corroded U bolts and holding brackets.
- Dirt Collectors.
- Isolating cocks.
- Auxiliary reservoir with corroded supporting brackets

- (f) Distributor valve
- (g) Control reservoir with corroded supporting brackets
- (h) Brake cylinder with 15 mm trolley pipes, 500 mm hoses and all corroded clamps and brackets
- (i) All corroded nut and bolts of flanged joints and any item identified by SSE/ABS or SSE/INSP or by any authorized representative have to be stripped down
- (j) Complete stripping of Alarm system such as SS Wire rope with pull handle, Passenger Emergency Alarm Valve (PEAV), Passenger Emergency Alarm Signal Device (PEASD) along with pipes and T-flange.
- (ii) All the stripped-down components are to be cleaned as per procedure mentioned in CAMTECH manual and to be handled with care with suitable material handling equipment and to be placed in individual rack at ABS office premises before dismantling of components by Railway staff.
- (i) Fitment of all 'POH'ed components with suitable rubber gaskets and pipes and welding of all supporting brackets to be done as directed by concerned SSE/ABS in all offered coaches. **'POH'ed components, pipes and all required material will be supplied by Railways.**
- (ii) Dismantling and fitment of brake cylinders (BMBC), flexible rubber hoses with 15 mm pipes, hand brake arrangement and clamps in trolleys. Proper fitment and tightening of brake cylinders to be ensured as per instructions and diagrams available in CAMTECH Manual. One coach = 4 BMBCs.
- (iii) Leakage Testing by Soap solution will be done by Railway staff. **Any leakage found has to be rectified by the contractor. The contractor shall ensure that there is no leakage.**
- (iv) After fitment of all 'POH'ed components with suitable rubber gaskets and pipes, and welding of all supporting brackets, final testing of the coach shall be done by Railway staff.
- (v) Handbrake arrangement system in the ART Coaches has to be supplied, fitted and made fully functional in the ART coaches by the Contractor. Supply and fitment has to be carried out as per Hand Brake arrangement for ICF SLRD coaches **ICF/Drg No WLRRM 3-3-4301 alt h/4 col. II item 1 to 48** in assembled condition.
- (vi) **INSPECTION:** Nominated Railway Supervisor of ABS/DBWS shall maintain a Register for the work executed under this Schedule (Schedule C). After completion of allotted work, SSE/ABS/DBWS & Authorized Representative of Firm shall jointly inspect and certify that the work under this schedule has been completed satisfactorily in all respects. This certificate along with duly signed Register shall be submitted to SSE/IC/CBS/DBWS.
- (vii) Transportation of new/old/used materials to and from designated place will be the responsibilities of the contractor.
- (viii) Workplace will be fixed up as per requirement of SSE/ABS/DBWS.
- (ix) The Contractor shall clean the work area on daily basis.
- (x) The contractor shall hand over released/damaged material to SSE/ABS/DBWS at the nominated place.
- (xi) The contractor shall dispose off any garbage generated at the nominated place fixed by or as directed by SSE/ABS/DBWS.

4. SCHEDULE D: Electrical Labour Works:

- (i) Wring, Fitting, fixing of EFT in coaches with welding & nut bolts. Crimping of cable socket and connection to the EFT terminal. **Qty per coach: 4 Nos.**
- (ii) Wiring fitting & fixing of Rotary switch cum fuse panel. Crimping of cable socket and connection to the rotary switch panel. **Qty per coach: 1 Nos.**
- (iii) Wiring between 04 Nos. EFT Board with 35 sq.mm aluminum cable through polyamide PVC flexible pipe in every coach.
- (iv) Wiring of Main positive and Negative line for Light and Fan Circuit separately in upper gear

- of the coaches through fuse box (FTB) with 16 sq.mm copper wire in every coach.
- (v) Wiring of individual light and fan points from FD box through controlling switch board by 1.5 sq.mm copper wire. **Qty per coach: 40 Nos.**
 - (vi) Fitting of switch socket unit by making suitable arrangement in side wall of the coach to control light and fan. **Qty per coach: 10 Nos.**
 - (vii) For the work under this schedule, only Material shall be provided by Electrical Section of DBWS. All the machinery, tools, equipment, instruments etc., required for this work shall be arranged by the Contractor. All the work enumerated above is to be executed by the Contractor's staff as per the direction of railway supervisor nominated by SSE/TL/DBWS.
 - (viii) Transportation of new/old/used materials to and from designated place will be the responsibilities of the contractor.
 - (ix) Workplace will be fixed up as per requirement of SSE/TL/DBWS.
 - (x) The Contractor shall clean the work area on daily basis.
 - (xi) The contractor shall hand over released/damaged material to SSE/TL/DBWS at the nominated place.
 - (xii) The contractor shall dispose off any garbage generated at the nominated place fixed by or as directed by SSE/TL/DBWS.
 - (xiii) **INSPECTION:** Nominated Railway Supervisor of TL/DBWS shall maintain a Measurement Book/Log Book/Register for the work executed under this Schedule (Schedule D). After completion of allotted work, SSE/TL/DBWS & Authorized Representative of Firm shall jointly inspect and certify that the work under this schedule has been completed satisfactorily in all respects. This certificate along with duly signed Register shall be submitted to SSE/IC/CBS/DBWS.

5. SCHEDULE E: CPS (Carriage Paint Shop) Items

(i) Exterior Surface preparation of coach prior to paint booth (complete removal of old paint and application of putty):

(a) Complete removal of exterior paint (including paint, putty, primer etc.) as well as removal of stickers if any on the exterior surface of the coach (for repainting of coaches) by using Sanders, Orbital Sanders and suitable rotary discs of different types & size, or by suitable paint remover with scrappers. **The rotary discs should be iron free so that the base metal of the coach structure is not damaged.** Exterior paint removed from coach body including doors (with BSD top), end walls, vestibule door frame, outer side of head stock, window sides, window sills & window bars.

(b) The hammering or beating action on old paint film of the coach body by any means e.g. steel bar/flat bar is **NOT at all permissible** under any circumstances.

(c) After removal of old paint film by sander or rotary discs, the contractor shall clean the entire **bare metal** by using a tack cloth/compressed air. If the old paint removed by the paint remover, then the entire bare metal portion of coach should be washed with water thoroughly and then swabbed with Petroleum Hydro Carbon Solvent to IS: -1745 to remove all traces of paint remover. The generated scrap should be disposed by the contractor at the nominated place prescribed by the Railway Supervisor.

(d) Immediately after the aforesaid procedure, apply one coat of **Epoxy Zinc Phosphate Primer** to RDSO spec. No. M&C/PCN/100/2018/Red Oxide Primer to IS:2074/92 to a DFT of 60 microns minimum on metal surface areas where corrosion repair work was carried out, by spray gun.

(e) After drying the surface, one coat of **unsaturated polyester putty** to RDSO spec. No. M&C/PCN/100/2018/light weight body filler to RCF Spec. No. MDTS-176 Rev-04 (for dents and imperfection) should be applied by putty knife on entire surface of coach to a DFT of 300 microns.

(f) After drying putty, the entire surface of the coach should be wet rubbed down with silicon carbide water proof paper grade-220 and allowed to dry.

- (g) Apply NC putty on the entire surface to fill all irregular cavities on the exterior of the coach surface including filling of window seal gap properly. The application of NC Putty shall ensure thorough coverage of all irregularities on the exterior surface of the coach.
- (h) After drying the coat of NC putty, the entire surface of the coach should be wet rubbed down with silicon carbide water proof paper grade-220 & swab entire surface with dry cloth and 01 coat of PU surface. PU surface will be supplied by Railway.
- (i) **All the equipment and materials required for the aforesaid Pre-painting activities of coaches except paints, primers, PU Surfacer and putty are to be borne by the contractor.**
- (ii) **Supply and Application** of lettering (using d-cal material) outside of coaches as per Drg. No. MLP83005 alt-A, as per MDTs 156 Rev 06 with corrigendum MD35131 dated 18.10.2021. **Colour shade and pattern of stickers shall have to be approved by DBWS Authorities before bulk supply.**
All the equipment, instruments, tools and materials required for the lettering activities on coaches are to be arranged by the contractor.
- (iii) **Supply and Application** of Anti-Graffiti Clear Coating Exterior As Per RDSO Spec. No. M&C/Pcn/127-2009 (Rev- 1) or latest.
All the materials and equipment, instruments, tools required for Anti-graffiti coating work in the exterior of coaches are to be arranged by the contractor.
- (iv) Under gear scrapping and painting are in the scope of supplier.
- (v) During final inspection, any observations or inspection points raised till the dispatch of coaches in regards to the subject work, have to be attended and cleared by the Contractor.
- (vi) All the work in this schedule is to be executed by the Contractor's staff as per the direction of railway supervisor nominated by SSE/IC/CPS/DBWS.
- (vii) **INSPECTION:** Nominated Railway Supervisor of CPS/DBWS shall maintain a Register for the work executed under this Schedule (Schedule E). After completion of allotted work, SSE/CPS/DBWS & Authorized Representative of Firm shall jointly inspect and certify that the work under this schedule has been completed satisfactorily in all respects. This certificate along with duly signed Register shall be submitted to SSE/IC/CBS/DBWS.
- (viii) Transportation of new/old/used materials to and from designated place will be the responsibilities of the contractor.
- (ix) Workplace will be fixed up as per requirement of SSE/CPS/DBWS.
- (x) The Contractor shall clean the work area on daily basis.
- (xi) The contractor shall hand over released/damaged material to SSE/CPS/DBWS at the nominated place.
- (xii) The contractor shall dispose off any garbage generated at the nominated place fixed by or as directed by SSE/CPS/DBWS.
- 6. **The contractor must keep in stock at DBWS the required material for Conversion of ART/ARME of at least 02 coaches at any point of time during the entire work.**
- 7. The machines deployed by the contractor 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. The contractor **shall not** use the loose electric wires as an extension board.
- 8. Coach shall be allotted to the Contractor by the Railway representative or Technical Supervisor based on the availability of coaches.
- 9. Water, electricity, compressed air required for the work shall be provided free of cost as per availability in the workshop in its discretion and the contractor can only request and never claim for the same.
- 10. **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.
11. **Drawing:** Copy of Drawing is attached with the Tender Document.
 12. **Warranty:** Warranty of 36 months will be applicable for each coach from the date of completion of work as mentioned in the Joint Inspection Report. 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 the 36 months. The firm has to attend the warranty complaint in any Depot/Workshop over entire N.F. Railway within 5 days from the date of receipt (including the date of receipt of complaint) of such complaint and rectify the same within 5 days of handing over the coach.
 13. 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.

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, Dy. Chief Electrical Engineer, Production Engineer, Works 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/IC/CBS/DBWS (Schedule A), SSE/IC/CRS/DBWS (for schedule B), SSE/IC/ABS/DBWS(for schedule C), SSE/IC/TL/DBWS (for schedule D) and SSE/IC/CPS/DBWS (for schedule E) shall be the nodal technical Supervisors who shall monitor the execution of the work under their respective schedules and shall be responsible for proper execution of their respective portion of work as mentioned in the schedules of Scope of Work .
4. **The work shall be completed in all aspect within 12 (Twelve) months** from the date of issue of PO. Bidder shall not demand coaches at their convenience. Coaches will be allotted as per the availability.
5. The contractor shall have to commence the work within **30 days** from the date of issue of PO.
6. Wherever applicable, the material to be supplied by the contractor in a single lot only and shall be inspected by Third Party Inspection (TPI) agency and the inspection certificates shall be provided by the firm to the respective Technical Supervisors for acceptance of the materials.
7. Cost of transportation and labour charges have to be borne by the contractor.
8. The entire conversion work in a coach shall be completed within **36 working days** from the date of allotment of that coach (excluding coach handing over and taking over days). The allotted coach may be under movement inside the workshop. Contractor has to deploy sufficient machineries, manpower and material accordingly to carry out work under different schedules simultaneously. A tentative sequence for executing work under various Schedules involved in this work shall be as follows:

Sequence	Schedule	Tentative Days	Remarks
First	Schedule B (CRS Items)	5 days	Complete in all respect
Second	Schedule E (Painting)	7 days	Complete in all respect
Third	Schedule C (ABS Items)	3 days	Complete in all respect
Fourth	Schedule D (Electrical)	3 day	Wiring and provision of Lights and fans

			shall be done.
Fifth	Schedule A (CBS) (with parallel Schedule D (Electrical) work)	18 days	Hereafter, both CBS Schedule A work and Electrical Schedule D work shall run parallelly.

*** the sequence and days indicated are just tentative and shall be adapted/adjusted as per requirement and necessity during execution of work.

9. The contractor shall be bound to accept and follow any modification/alteration in terms and conditions during execution of the contract without any change in original contract agreement.
10. Contractor shall have to carry out the work only in working hours of workshop i.e. 06:30 hrs. To 1700 hrs or 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) or working beyond the designated working hours, 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 or beyond working hours, it will be treated as negligence of contractor and will be liable for penalty.
11. It will be the responsibility of the contractor to clean the area after completion of the work. Any garbage generated during the course of work shall be disposed off by the contractor on each working day.
12. **SCRAP DISPOSAL:** All Stripped items shall be deposited to the consignee at the defined location and Scrap/Unserviceable materials shall be deposited at store Depot/DBRT or as directed by the Technical Supervisor as mentioned in Clause B (3). Zero Value Scraps to be disposed off at garbage disposal area at DBWS premises.
13. The contractor/ Firm 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 overseeing 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.
14. Contractor/ Firm shall take care of his workmen and shall provide to them all necessary and mandatory PPEs as per rules prevalent in Railways. It will be the responsibility of the contractor to provide adequate safety gears like gloves, safety shoes, respirator masks, welding glasses etc. to its employees working at the site for proper safety of the workers. The contractor shall also ensure that the workers employed by him use the safety gears given to them.
15. The contractor/Firm shall furnish a list of manpower/staff deployed by him with full description, address etc. for this work prior to start of the work and shall notify any changes there in from time to time to Dispatch Section/DBWS.
16. Contractual/Firm staffs shall be in proper uniforms with firm's logo in it, and shall carry Identity Cards issued by the Firm.
17. Contractor/ Firm should strictly comply **minimum wages for the engaged labour** as per notified rate. In the event of failure to comply minimum wage, the Contract will be rejected.
18. 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).
19. The Contractor/ Firm shall comply with the provision of the contract labour (Regulation and Abolition) Act, 1970 and shall obtain a valid license under the aforesaid Act as modified from time to time before the commencement of the work and continue to have a valid license until the completion of the work.
20. After the commencement of the work, any delay in execution of work due to labour unrest, non-availability of man-power or any other reason shall NOT be entertained as an excuse for delay in execution of contract. In such a situation the Railway administration shall have the liberty to impose penalty or even terminate the contract.
21. After expiry of the contract period, the contractor has to remove all the facilities developed/built including sheds, structures (if any) at his own cost and labour.
22. **CONTRACT LABOUR:** The contractors shall adhere to stipulations in regard to eligibility of labour to be employed as laid down by the state Govt./Labour commissioner including payment of wages as per Govt. Rules.

23. **WAGES TO LABOUR:** The contractor shall arrange bank payment for his contract labours/staff as per the Minimum Wages notified by the Labour Commissioner from time to time, and shall produce documentary proof for the same at the time of Billing, without which bills will not be cleared.
24. 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.

C) INSPECTION & COMMISSIONING:

1. After completion of work in each coach, the respective Technical Supervisor along with Authorized Representative of the Firm shall jointly certify that the work under that schedule has been completed in all respect. A copy of such joint inspection certificate/report should be submitted to SSE/IC/CBS/DBWS.
2. SSE/IC/CRS/DBWS (for Schedule B), SSE/IC/ABS/DBWS (for Schedule C), SSE/IC/TL/DBWS (for Schedule D), and SSE/IC/CPS/DBWS (for Schedule E) shall submit their signed Register to SSE/IC/CBS/DBWS.
3. The SSE/IC/CBS/DBWS and the Authorized Representative of the Firm will jointly certify that the work has been done satisfactorily in all respects.
4. This “**Joint Inspection Report**” must be signed by the Engineer's Representative appointed by CWM/DBWS.

D) JURISDICTION OF COURT:

The courts of the place from where the acceptance of tender has been issued shall alone have jurisdiction to decide any dispute arising out of or in respect of the contract.

E) PENALTY:-

- (i) In case the contractor does not start the work within **30 days** from the date of issue of LOA/ PO, the contractor will be charged **Rs 2000/-** beyond the 30th day for each delayed day.
- (ii) 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 instance/occasion and the same will be deducted from the running bills.
- (iii) Contractor has to complete the conversion work in a coach within 36 working days failing which a penalty of **Rs.10,000/-** per coach per delayed day beyond 36 working days shall be imposed.
- (iv) As per Clause No.12 of Scope of Work (A), not adhering to the Warranty Clause and not attending the complaint so received **within the stipulated time** shall attract a penalty of **Rs. 5000/-** 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) shall 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.1000/-** per case per staff will be imposed on the contractor/ Firm and penalized amount will be deducted from their running bill.
- (vii) 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.
- (viii) A penalty of **Rs. 5000/-** 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.
- (ix) A penalty of **Rs. 3000/- per day** shall be imposed if the contractor does not dispose off the garbage generated by scraping and cleaning at designated place as mentioned in Clause B (11) and (12).

F) Payment Term:

1. 60% payment will be made after receipt of material and 40% after installation and commissioning subject to deposition of 10% SD money for the warranty period.
2. After completion of allotted work, **SSE/CBS/DBWS & Authorized Representative of Firm** shall jointly certify that the work has been completed satisfactorily in all respects. The **Joint inspection report** shall be countersigned by **Engineer's Representative designated by CWM/DBWS**. Contractor shall raise GST Bill/Tax Invoice duly verified and signed by **SSE/CBS/DBWS**, in favour of **Chief Workshop Manager, N.F. Railway Mechanical Workshop, Dibrugarh**, for proportional amount or the full as the case may be.