



## NORTH EASTERN RAILWAY

### [CONSTRUCTION ORGANISATION]

#### START OF TENDER DOCUMENT

#### e-Tender Document

#### e-Tender No. DYCE-CON-BR-GKP-08-2026

**NAME OF WORK:** Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No- 50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal- Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROB's and any other bridges of North Eastern Railway.

**OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER [CON]**

**GORAKHPUR**

**NORTH EASTERN RAILWAY  
(CONSTRUCTION ORGANISATION)**



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Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**TOP SHEET**

1	E- Tender No.:	<b>e-Tender No. DYCE-CON-BR-GKP-08-2026</b>
2	Bidding System:	Two Packet System.
3	Description of Work:	Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No- 50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal- Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROB and any other bridges of North Eastern Railway.
4	Approximate Value of Tender:	Rs. 643115737.06
5	Bid Security	Rs. 12862300.00
6	Payment of Bid Security	In respect of e-tendering, payment of Bid Security shall be deposited either in cash through e-payment gateway or submitted as Bank Guarantee bond from a scheduled bank of India. The bank guarantee bond shall be as per <b>Annexure- 3 of Chapter-2</b> and shall be valid for a period of 90 days beyond the bid validity period. The original Bank Guarantee should be delivered in person to the official nominated i.e. <b>(OS/Con (Tender Cell) of CAO/Con/N.E. Railway, Gorakhpur office) before closing date for submission of bids(i.e. excluding the Last date of submission of bids)</b> . Tender must be accompanied by a Bid Security as mentioned in tender documents, <b>failing which the tender shall be summarily rejected.</b>
7	Dy. Chief Engineer [Con] Unit	Dy. Chief Engineer/Con/Bridge/Gorakhpur.
8	Chief Engineer [Con] Unit	Chief Engineer/Con/III/Gorakhpur.
9	Permissibility of Participation of Joint Venture Firms	As per tender conditions.
10	Applicability of Price Variation Clause	As per tender conditions.
11	Similar Nature of work	<b>“Supplying, Fabrication, Erection &amp; Launching of Open Web Girder/Bow String Girder/N-Type Truss/Camel Back Truss (including composite Open Web/Bow String Girder/N-Type Truss/Camel Back Truss)”.</b>
12	Completion period	Thirty (30) Months.
13	Maintenance period	Applicable as per clause 1.0 (I) (p) of Chapter-6.
14	Mobilization advance	Applicable having advertised tender value more than Rs.50 Crore with latest amendment if any as mentioned in clause 19.0 of Chapter-5.
15	Incentive bonus	Applicable as per clause 17C of Chapter-6.
16	Stage payment on supply of steel	Applicable as per clause 1.0 of CHAPTER-6A
17	Estimate No. and Allocation No.	(i). Rly Board Sanctioned letter No. 2017/W-I/NER/NL/Sahjanwa-Doharighat dt 02-08-2019, ii) Rly Board Sanctioned letter No. 2024/W-1/NER/DPR/DL/BBK-BUW (E-3476371) dt 18.11.2024, iii) Rly Board Sanctioned letter No. 2017/W-I/NER/NL/DPR/BRK-KLD dt 31.10.2018.
18	Location of work [District/State]	Between Khalilabad-Bahraich, Sahjanwa-Doharighat & Burhwal-Barabanki/Uttar Pradesh.
19	Special Instructions, if any	Refer Special Condition at Part-A of Chapter-9 of Tender Document.
20	Date and Time of closing	24.07.2026 up to 15.00 Hrs.
21	Pre-Bid Conference date & venue	Nil.
22	Postal Address for correspondence	Office of the Chief Administrative Officer (Con), North Eastern Railway, Gorakhpur-273012

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**(CONSTRUCTION ORGANISATION)**  
**GENERAL OBLIGATIONS**

**1.0 All mandatory fields marked with [\*] have to be filled in by the bidders.**

**2.0** The E-Tender documents shall consist of: -

- (a) Annexed Document to the Tender Document which includes [i] Top Sheet], [ii] General Obligations [Chapter-1], [iii] Instructions to Tenderer[s] for the Guidance of Engineers and Contractors [Chapter-2], [iv] Tender Form first Sheet [Annexure- 1 of Chapter-2], [v] Format for Certificate to be submitted by Tenderer along with the Tender document [Annexure 2 of Chapter-2], [vi] Bank guarantee proforma for Bid Security [Annexure-3 of Chapter-2], [vii] Eligibility Criteria [Chapter-3], [viii] Compliance of Technical Eligibility criteria [Annexure 1 of Chapter-3], [ix] Compliance of Financial Eligibility criteria [Annexure-2 of Chapter-3], [x] Tender's Credentials (BID CAPACITY) [Annexure 3 of Chapter-3], [xi] Experts of Conditions For Participation Tenders [Chapter-4], [xii] Guidelines for participation of Joint Venture Firms [Chapter-5], [xiii], Memorandum of Understanding (MOU) for Joint Venture Participation [Annexure 1 of Chapter-5], [xiv] Joint Venture Agreement for Joint Venture Participation [Annexure 2 of Chapter-5], [xv] Standard General Conditions of Contract [Chapter-6], [xvi] Additional Conditions of Contracts [Chapter-6A], [xvii] Document of Authorization [Annexure 4 of Chapter-6], [xviii] Request letter from Executive Branch to Accounts office for opening of LC [Annexure 5 of Chapter-6], [xix] Proforma of Guarantee Bond [Annexure 1 of Chapter-6], [xx] Proforma of Indemnity Bond [Annexure 2 of Chapter-6], [xxi] Agreement of Works [Annexure 3 of Chapter-6], [xxii] Final Supplementary Agreement [Annexure 6 of Chapter-6], [xxiii] Details of Annexure – A to M [Chapter-7] [xxiv] Additional Special Conditions of Contract i.e. (Technical Conditions) [Chapter-8] and [xxv] Schedule of Items (Rate to be quoted in this rate sheet only) Schedule A-I to A-II, Schedule B-I to B-XII, Schedule C-I to C-II with schedule of items [Chapter-9].
  - (b) Indian Railways Standard General Conditions of Contract-2022(Latest) with correction slips up to the date of uploading of tender.
  - (c) Indian Railways Unified Standard Specification (IRUSS-2019) updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents, if applicable in the contract.
  - (d) Techno- Commercial Offer Form.
  - (e) Financial Offer Form.
- 3.0** Before submitting the offer, please read carefully complete e-tender document including Instructions to Tenderers, Indian Railways Standard General Conditions of Contract, Special Conditions of Contract, Additional Special Conditions of Contract i.e. Technical Conditions etc. as available on the page of North Eastern Railway [Construction] on the web site [www.ireps.gov.in](http://www.ireps.gov.in).
- 4.0** Your digital signature on the e-tender form will be considered as your confirmation that you have read and accepted all the conditions laid down in the documents referred in Para 3.0 above as well as schedule of tender consisting of techno-commercial offer form [including special conditions attached to E-Tender] and Financial offer form, unless specific deviation is quoted in the techno-commercial offer form.
- 5(a) Bid Security:** In respect of e-tendering, payment of Bid Security shall be deposited either in cash through e-payment gateway on [www.ireps.gov.in](http://www.ireps.gov.in) or submitted as Bank Guarantee bond from a

scheduled bank of India. The bank guarantee bond shall be as per **Annexure-3 of Chapter-2** and shall be valid for a period of 90 days beyond the bid validity period. The original Bank Guarantee should be delivered in person as indicated in the tender document before closing date for submission of bids (i.e. **excluding the last date of submission of bids**). **Tender must be accompanied by a Bid Security as mentioned in tender documents, failing which the tender shall be summarily rejected.**

- (b) **Tender Form:** Tender Forms shall embody the contents of the contract documents either directly or by reference and shall be as per specimen form uploaded on [www.ireps.gov.in](http://www.ireps.gov.in). **e-Tender Forms shall be issued free of cost to all tenderers.**

**6.0 Time of availability of tender document on website: [www.ireps.gov.in](http://www.ireps.gov.in) is divided into two parts viz, Advertisement period and offer submission period as detailed below:-**

- a) **Advertisement Period:-** Time during which all information pertaining to tender shall be available but offers cannot be submitted
- b) **Offer submission period: -** Fifteen days prior to opening of tender, during which tenderers can submit their offer.
- c) **The prospective tenderers are advised to revisit the website: [www.ireps.gov.in](http://www.ireps.gov.in) within advertisement period to look for any changes/corrigenda issued for the tender. In the offer submission period, no changes will be issued for the tender.**

**7.0 No Manual Offers sent by Post/FAX or in person shall be accepted against such e-tenders, even if these are submitted on the firm's letter head and received in time. The manual offer uploaded as attached document shall also not be considered. All such manual offers shall be considered as in-valid offers and shall be rejected summarily without any consideration.**

**8.0** e-tender is not transferable and the same is to be submitted with digital signature by the pre-authorized personnel of the tenderer, already registered with the site.

**9.0** If the required information asked for in the tender document is not furnished, the tender will be otherwise treated incomplete and hence may not be considered.

**10** The on-line bidding doesn't permit submission of offer after stipulated date and time of the e-tender. Hence there is no scope for late/delayed tenders.

**11.0** In case of Two Packet of bidding, after scrutinising the Techno-Commercial offer and short listing the tenderers, the Financial Bid shall be opened on a subsequent date only for those tenderers who will be qualifying Techno-Commercial Offers as per eligibility/qualifying criteria laid down. The date of opening of Financial Bid will be advised online. The Railway's decision in this regard will be final.

## **12.0 INSTRUCTIONS TO THE TENDERER FOR TWO PACKET SYSTEM OF TENDERING**

**12.1** The tenderer shall visit the site of work and ascertain himself the conditions of work viz. approach roads and accessibility, nature of soil/rock, availability of materials, electric power, water for work and drinking purposes, site for labour camps, stores, godown, extent of lead/lift in work, availability of skilled and unskilled labour etc. that may be encountered in the course of execution of work. In short, he/they should familiarize himself fully with the conditions at site and **FURNISH A CERTIFICATE TO THIS EFFECT**, in the proforma appended as **Annexure-K**.

**12.2** Pre-bid conference will be held as per schedule mentioned in the Tender Notice of the tender. The intended bidders are advised to attend the pre-bid conference and discuss their points/clarifications etc. if any. Railway reserves the right to modify the tender documents as per the discussions held in Pre-bid conference. In that case tenderer will have to submit their bids as per the modified tender conditions as per the minutes of pre-bid conference, which would form part of tender documents, which will be available on IREPS.

- 12.3 The tender submitted by the tenderer/s will consist of TWO BIDS i.e. 'TECHNO-COMMERCIAL OFFER' and 'FINANCIAL BID'. Tenderers to note that Techno-Commercial offer and financial bid will be filled in the given proforma through IREPS only.
- 12.4 **"TECHNO-COMMERCIAL OFFER"** will be opened as per specified schedule. This bid shall contain the documents as listed below. Tenderers are requested to ensure that all such documents as listed are submitted duly filled in all respect in their technical bid.
- 12.4.1 In terms of Railway Board letter No.2022/CE-1/CT/GCC dated 14.05.2024 regarding submission of Annexure-V (Annexure-2 of this documents) "On IREPS Module, a facility has already been created for online submission of Annexure-V. Therefore, the provision of downloading of Annexure-V of GCC & uploading of physically signed Annexure-V by the tenderer had been discontinued on IREPS". However, in case of other than Company/Proprietary firm, **Annexure -2 (A)**(Annexure VA of GCC) shall be submitted by the each member of a Partnership Firm/Joint Venture (JV)/ Hindu Undivided Family (HUF/Limited Liability Partnership (LLP) etc., as the case may be. **Non submission of above certificate(s) by the bidder shall result in summarily rejection of his/their bid.**
- 12.4.2 Techno-Commercial offer shall include various documents mentioned in the tender conditions some of which are as under:-
- 12.4.3 Bid security in the proper form as prescribed in tender Conditions under clause 5.0 of Chapter-2.
- 12.4.4 The documents confirming the fulfilment of eligibility criteria (Technical, Financial & Bid Capacity) is laid down in Chapter-3 of the tender document. The document submitted as proof of fulfilling the eligibility criteria will be initially evaluated and offers not meeting the requisite eligibility criteria will be **summarily rejected.**

**Documentary proof in support of Eligibility Criteria.**

- (a) **Compliance of Technical Eligibility criteria** by the tenderer regarding execution of similar single work as per Proforma given in Annexure-1 of Chapter-3 of tender document.
- (b) **Compliance of Financial Eligibility criteria** by the Tenderer regarding contractual payments received during the qualifying period i.e. during the current financial year plus previous three financial years as per Proforma given in Annexure-2 of Chapter-3 of tender document.
- (c) **Compliance of Bid Capacity:** For tenders having advertised value more than Rs. 10 Crore wherein eligibility criteria includes bid capacity also. The tender/technical bid will be evaluated based on bid capacity formula detailed in **Annexure-3 of Chapter-3**. The statement of existing commitments and balance amount of ongoing works should be submitted as per Annexure-E attached with tender document.

**In addition to above, documents listed below are also required to be submitted with the offer:-**

- (i) History Sheet of tenderer as per proforma given in Annexure –A
- (ii) Details of construction machineries, tools and plants, vehicle etc. available on hand and proposed to be utilised in work as per Proforma given in Annexure-B.
- (iii) Details of technical and other personnels available on hand and proposed to be engaged as per Proforma given in Annexure-C
- (iv) Details of works completed during previous seven financial years and current year by the tenderer (s) as per Proforma given in Annexure-D.
- (v) Details of works in hand/progress of the tenderer(s) as per Proforma given in Annexure-E.
- (vi) Declaration regarding association of railway officer(s) with tenderer(s) as per Proforma given in

## Annexure-F

- (vii) List of court cases during previous three years as per Proforma given in Annexure-G.
- (viii) List of arbitration cases during previous three years as per Proforma given in Annexure-H.
- (ix) Broad plan of execution of this work within the stipulated completion period as per Proforma given in Annexure-I.
- (x) Other credentials/facilities of the firm/contractor in Annexure-J.
- (xi) Declaration regarding visiting site of the work Proforma as given in Annexure-K
- (xii) Constitution of Firm, Proforma as given in Annexure-L.
- (xiii) Details of Real Time Gross Saving (RTGS)/National Electronic Fund Transfer (NEFT) Proforma as given in **Annexure-M**.

**12.5(FINANCIAL BID):**

- 12.5.1 The price bid of only those tenderer/s will be opened whose technical bids are found acceptable by the Railway.
- 12.5.2 The time, date and venue of opening of price bid shall be notified to successful tenderer/s after evaluation of technical bid.
- 12.5.3 If after the scrutiny of the TECHNO-COMMERCIAL OFFER, it is found necessary to have some revision in scope and/or content, to bring the same at par with one another and in conformity with the tender conditions and specifications and such other condition as found necessary, the tenderers will be advised accordingly to clarify their technical bids to bring all the technical bids at par.
- 12.5.4 It shall also be binding on the tenderer to keep the original Techno-Commercial offer and Financial bid open and the railway have the right to accept the original or revised technical bid and original price bids. The Railway's decision in this regard shall be final and binding on the tenderer/s.
- 12.5.5 The 'Original Financial Bids' and/or 'Revised Financial Bids' will be opened on the time, date and venue as notified in advance and advised to tenderer/s.
- 13.0 The tenderer/s may note that Railway reserve the right to either accept or reject any bid/s without assigning any reasons whatsoever and tenderer/s shall have no claim/s on this account.
- 14.0 Legal jurisdiction shall be Civil Court Gorakhpur.
- 15.0 All the payments for this work will be made only in Indian Rupees. Thus, Rates are to be quoted in Indian rupees only.
- 16.0 Prospective tenderer/s may contact concerned Chief Engineer/Construction or Dy.Chief Engineer (Construction), N. E. Railway for obtaining further clarifications, if required.
- 17.0 The tenderer/s is/are advised to submit all documents in one go with the offer i.e. technical bid.

**18.0 Tender To Be Digitally Signed By Authorised Person:-**

- a) If the tender is submitted on behalf of a partnership firm, he should submit the certified copy of the partnership deed and authorization to sign the tender on behalf of partnership firm. If copies of these documents are not enclosed along with tender, the tender will be treated as having been submitted by the vender signing the tender.

- b) The tenderer whether sole proprietor, a limited company or a partnership firm if they want to act through agent or individual partner(s) should submit along with the tender, a power of attorney duly stamped and authenticated by a Public Notary or by Magistrate in favour of the specific person whether he/they be partner(s) of the firm or any other person specifically authorizing him/them to submit the tender, sign the agreement, receive money, witness measurements, sign measurement books, compromise, settle, relinquish any claim(s) preferred by the firm and sign "No claim Certificate" and refer all or any disputes to arbitration.
- c) The Railway will not be bound by any Power of Attorney granted by the tenderer or by changes in the composition of the firm made subsequent to the execution of the Contract. It may, however, recognize such power of Attorney and changes after obtaining proper legal advice to the satisfaction of the Railway, the cost of which will be borne by the Contractor.

**19.0** Tenderer[s] should upload a scanned attested BARChart, activity-wise detailed programme to complete the work.

**20.0** No correspondence shall be entertained after opening of tender and any suo-moto letters or submission in regard to tender, except specifically mentioned to be submitted as per the terms of the tender or sought for by the Railway, shall be treated as Null and Void.

**21.0** The tenderer[s] must fulfil/satisfy the following mandatory requirements:

**MANDATORY REQUIREMENTS:**

- (a) **Bid Security:** In respect of e-tendering, payment of Bid Security shall be deposited either in cash through e-payment gateway on [www.ireps.gov.in](http://www.ireps.gov.in) or submitted as Bank Guarantee bond from a scheduled bank of India. The bank guarantee bond shall be as per Annexure-3 of Chapter-2 and shall be valid for a period of 90 days beyond the bid validity period. **Tender must be accompanied by a Bid Security as mentioned in tender documents, failing which the tender shall be summarily rejected.**

**Fixed deposit receipt (FDR) will not be accepted as EMD for tenders invited on IREPS (e-tender portal).**

- (b) **Regarding technical and financial (eligibility criteria as mentioned in Chapter -3), scanned copies of supportive documents/certificates from competent officials are to be submitted along with their offer.**
- (c) **Certified copies of Partnership Deed, Power of Attorney duly stamped and authenticated by Public Notary, documents related to Joint Venture/MOU/Consortium duly notarized should be submitted along with their offer.**

**Scanned copies of documents in support of formation/registration of the company/firm/legal authorization of the person to deal with the tender/notarized/registered wherever required as per tender conditions are to be submitted.**

**22.0** Indian Railways Unified Standard Specification (IRUSS-2019) updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents, if applicable in the contract.

**23.0** The tenderers, for carrying out any construction work must get themselves registered from the Registering Officer under Section-7 of the Building and other Construction workers' Welfare Cess Act, 1996 and rules made there to by the concerned State Govt. and submit certificate of Registration issued from the Registering Officer of the concerned State Govt. [Labour Dept]. **The Cess shall be deducted from the contractor's bills as per provisions of the Act. Building and other construction workers cess is applicable on the total cost of construction including the cost of material.**



**24.0 False/incomplete statement:**

Any statement/declaration made by the tenderer while uploading tender or submitted later as specifically required in the tender, if proved wrong or false or incomplete or such as to withhold any information relevant to the award of the tender, at any stage of the tender or in the event of his tender having been accepted, at any stage the contract, shall render his/their tender[s]/contract[s] liable to be cancelled/rescinded, in addition to the following:

- a) If such statement is found at the tender stage, his total Earnest Money shall be forfeited.
- b) In case such a statement is found at the contract stage, the conditions/rights available to the Railways under Clause 62 of the G.C.C. shall be applicable.
- c) In addition to above, action of banning of business may also be taken against such tenderers including prosecution under law.

**25.0 Special Conditions:**

- a. The copies of the various letters/documentary proof/statement etc. must be uploaded with e-Tender and shall be properly indexed by indicating the Annexure Nos. like Annexure-I, Annexure-2 etc. on the right hand side top corner of the same and this Annexure No. shall also be indicated in relevant column of the Annexure-A to Annexure-M supplied to the tenderer.
- b. The bidders are expected to obtain, on their own responsibility and expenses, all information which will be necessary for submitting the bid. Intending bidders may obtain clarification, if any, with regard to the tenders from the office of the concerned Chief Engineer [Construction], N.E. Railway, Gorakhpur [as mentioned in the Top Sheet] on any working day during the working hours. For any further information in regard to site conditions, facilities available at the work spot etc., the bidder may contact the office of concerned **Deputy Chief Engineer [Con]**, N.E. Railway, [as mentioned in the Top Sheet], on any working day during the working hours.
- c. In addition to the information given in the prescribed form of the Technical Commercial Offer, the tenderer may also submit any additional relevant information connected with this tender if considered necessary, uploading copies of the documents relied upon.
- d. Submission of Tender does not bind the Railway Authority for any claim of any nature whatsoever.

**26.0** The tenderer has to submit QAP (if required by Railway) within 15 days of issue of LOA for approval of Railway. The tenderer will have to follow the same and submit monthly statement/test report duly test checked by the Railway.

**27.0 Multiple L-1:** In case of more than one L1 bidders, tender may be awarded to tenderer having higher Bid Capacity. In case Bid Capacity is also the same or there is no requirement of bid capacity as per tender conditions, tenderer having done more value of similar work in last three previous financial years and the current financial year upto the date of publishing of a tender, may be selected for the award. Instructions with respect to Bid Capacity will be followed as per **Annexure-3 of chapter-3.**

**28.0 Tender notice:-** Sufficient notice shall be given for the submission of tenders, which in the case of large works will not be less than 21 days. The above prescribed tender notice period will be reduced from 21 days in the exceptional circumstances.

However,

For tenders valued up to and including Rs.2 crore invited through e – tendering, the tender notice period can be reduced up to 14 days.

For works in remote locations or of specialised nature or amount higher than Rs.50 crore, adequate tender notice period (not less than 21 days) shall be given for preparation to the potential bidders in order to ensure competitive and well informed bidding.

**29.0 Advertisement of tender notice in newspaper- tender invited through IREPS.**

With the implementation of e-tendering in railway works contracts invited through e-procurement website (i.e. IREPS) advertisement in news papers has also been published with following stipulation:-

- (i) Date of inviting tender on IREPS website shall be the date of publishing tender notice, if tender is published on website or the date of publication in newspaper in case tender is not published on website.
- (ii) Any instruction requiring minimum number of days for tender opening from the date of publication of tender invitation in print media/bulletin/journal shall now be the same minimum number of days required from the date of uploading on e-Procurement website (i.e. IREPS).

## INSTRUCTION TO TENDERERS (ITT) FOR THE GUIDANCE OF ENGINEERS & CONTRACTORS FOR WORKS CONTRACTS MEANING OF TERMS

- 1.0 **Applicability:** These instructions and conditions of contract shall be applicable for all the tenders and contracts of railways for execution of works as defined in GFR 2017.
- 1.01 **Order of Precedence of Documents:** In a contract agreement, in case of any difference, contradiction, discrepancy, with regard to conditions of tender/contract, specifications, drawings, bill of quantities etc., forming part of the tender/contract, the following shall be the order of precedence:
- i. Letter of Award
  - ii. Bill(s) of Quantities
  - iii. Special Conditions of Contract
  - iv. Technical Specifications as given in tender documents
  - v. Drawings
  - vi. Indian Railways Standard General Conditions of Contract updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents.
  - vii. Indian Railways Unified Standard Specification (IRUSS-2019) updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents, if applicable in the contract
  - viii. CPWD Specifications 2019 Vol. I & II updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents, if applicable in the contract..
  - ix. Indian Railways Unified Standard Specifications (Works and Material) 2010 updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents, if applicable in the contract.
  - x. IR Specifications/Guidelines updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents.
  - xi. Relevant B.I.S. Codes updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents.
- 1.1 **Interpretation:** These Instructions to Tenders and Contracts shall be read in conjunction with the Standard General Conditions of Contract which are referred to herein and shall be subject to modifications additions or suppression by Special Conditions of Contract and/or Special Specifications, if any, annexed to the Tender Forms.
- 1.2 **Definition:** In these Instructions to Tenders, the following terms shall have the meanings assigned hereunder except where the context otherwise requires:
- (a) "Railway" shall mean the President of the Republic of India or the administrative officers of the Railway or Successor Railway authorized to deal with any matter, which these presents are concerned on his behalf.
  - (b) "General Manager" shall mean the Officer-in-Charge of the general superintendence and control of the Zonal Railway/Production Unit and shall also include Chief Administrative Officer (Construction) and shall mean and include their successors of the Successor Railway.
  - (c) "Chief Engineer" shall mean the Officer-in-Charge of the Engineering Department of N. E. Railway and shall also include Chief Engineer (Construction), Chief Electrical Engineer, Chief

Electrical Engineer (Construction), Chief Signal & Telecom Engineer, Chief Signal & Telecom Engineer (Construction) and shall mean and include their successors of the Successor Railway.

- (d) “Divisional Railway Manager” shall mean the Officer- in – Charge of a Division of Zonal Railway and shall mean and include Divisional Railway Manager of the Successor Railway.
- (e) “Engineer” Construction Organisations, of Engineering, Signal & Telecom, Mechanical and Electrical Departments, i.e. the Senior Divisional Engineer/Deputy Chief Engineer, Senior Divisional Signal & Telecom Engineer / Dy. Chief Signal & Telecom Engineer, Senior Divisional Electrical Engineer/Deputy Chief Electrical Engineer, Senior Divisional Mechanical Engineer and shall mean & include the Engineers of the Successor Railway.
- (f) “Tenderer” shall mean the person / firm / co-operative or company whether incorporated or not who tenders for the works with a view to execute the works on contract with the Railway and shall include their representatives, successors and permitted assigns.
- (g) “Limited Tenders” shall mean tenders invited from all or some contractors on the approved or select list of contractors with the Railway.
- (h) “Open Tenders” shall mean the tenders invited in open and public manner and with adequate notice.
- (i) “Works” shall mean the works contemplated in the drawings and schedules set forth in the tender forms and required to be executed according to the specifications.
- (j) “Specifications” shall mean the Specifications for Materials and Works of the Railway as specified under the authority of the Ministry of Railways or Chief Engineer (Construction) or as amplified, added to or superseded by special specifications if any, appended to the Tender Forms.
- (k) Standard Schedule of Rates (SSOR) shall mean the schedule of Rates adopted by the Railway, which includes-

1. “Unified Standard Schedule of Rates of the Railway (USSOR)” i.e. the Standard Schedule of Rates of the Railway issued under the authority of the Chief Engineer from time to time, updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents;
2. “Delhi Schedule Of Rates (DSR)” i.e. the Standard Schedule of Rates published by Director General/ Central Public Works Department, Government of India, New Delhi, as adopted and modified by the Railway under the authority of the Chief Engineer from time to time, updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents.

- (l) “Drawings” shall mean the maps, drawings, plans and tracings, or prints thereof annexed to the Tender Forms.
- (m) “Contractor’s authorized Engineer” shall mean a graduate engineer or equivalent, having more than 3 years experience in the relevant field of construction work involved in the contract, duly approved by the Engineer.
- (n) Date of inviting tender shall be the date of publishing tender notice on IREPS website if tender is published on website or the date of publication in newspaper in case tender is not published on website.
- (o) “Bill of Quantities” shall mean Schedule of Item(s) included in the tender document along with respective quantities.

- 1.3 Words importing the singular number shall also include the plural and vice versa where the context requires.

## CREDENTIALS OF CONTRACTORS

### 2. Application for Registration:

- 2.1** Works of construction and of supply of material shall be entrusted for execution to contractors whose capabilities and financial status have been investigated and approved to the satisfaction of the Railway. A list of approved contractors shall be maintained in the Railway. The said list be revised periodically once in a year or so by giving wide publicity through advertisements etc. A contractor including a contractor who is already on the approved list shall apply to the concerned General Manager (Construction)/Chief Administrative Officer (Construction)/ Signal & Telecommunication Engineer/ (Construction), Chief Electrical Engineer/(Construction), furnishing particulars regarding:
- (a) his position as an independent contractor specifying engineering organization available with details of partners /staff /engineers employed with qualifications and experience;
  - (b) his capacity to undertake and carry out works satisfactorily as vouched for by a responsible official or firm; details about the transport equipments, construction tools and plants etc. required for the work, maintained by him;
  - (c) his previous experience of works similar to that to be contracted for, in proof of which original certificates or testimonials may be called for and their genuineness verified, if needs be, by reference to the signatories thereof;
  - (d) his knowledge from actual personal investigation of the resources of the area/zone or zones in which he offers to work;
  - (e) his ability to supervise the work personally or by competent and duly authorized agent;
  - (f) his financial position;
- 2.2** An applicant shall clearly state the categories of works and the area/zone/division(s)/district(s) in which he desires registration in the list of approved contractors.
- 2.3** The selection of contractors for enlistment in the approved list would be done by a committee for different value of slabs as notified by Railway.
- 2.4** An annual fee as prescribed by the Railway from time to time would be charged from such approved contractors to cover the cost of sending notices to them and clerkage for tenders etc. Notices shall be sent to them on registered e-mail address and registered postal address.

## TENDERS FOR WORKS

- 3. Tender Form:** Tender Forms shall embody the contents of the contract documents either directly or by reference and shall be as per specimen form uploaded. **e-Tender Forms shall be issued free of cost to all tenderers.**
- 4. Omissions & Discrepancies:** Should a tenderer find discrepancies in or omissions from the drawings or any of the Tender Forms or should he be in doubt as to their meaning, he should at once notify the authority inviting tenders. The tender inviting authority may, if deemed necessary, clarify the same to all tenderers. It shall be understood that every endeavour has been made to avoid any error which can materially affect the basis of tender and successful tenderer shall take upon himself and provide for the risk of any error which may subsequently be discovered and shall make no subsequent claim on account thereof.
- 5. Bid Security:**
5. (1) (a) The tenderer shall be required to submit the Bid Security with the tender for the due performance with the stipulation to keep the offer open till such date as specified in the tender, under the conditions of tender. The Bid Security shall be as under:

Value of the Work	Bid Security
For all works	2% of the estimated cost the work.

Note:

- (i) The Bid Security shall be rounded off to the nearest ₹100. This Bid Security shall be applicable for all modes of tendering.
  - (ii) Any firm recognized by Department of Industrial Policy and Promotion (DIPP) as 'Startups' shall be exempted from payment of Bid Security detailed above.
  - (iii) Labour Cooperative Societies shall submit only 50% of above Bid Security detailed above.
- (b) It shall be understood that the tender documents have been issued to the tenderer and the tenderer is permitted to tender in consideration of stipulation on his part, that after submitting his tender he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the Engineer. Should the tenderer fail to observe or comply with the said stipulation, the aforesaid amount shall be liable to be forfeited to the Railway.
- (c) If his tender is accepted, this Bid Security mentioned in sub Para (a) above will be retained as part security for the due and faithful fulfillment of the contract in terms of Clause 16 of the Standard General Conditions of Contract. The Bid Security of other Tenderers shall, save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation that may happen thereto while in their possession, nor be liable to pay interest thereon.
- (2) The Bid Security shall be deposited either in cash through e-payment gateway or submitted as Bank Guarantee bond from a scheduled commercial bank of India or as mentioned in tender documents. The Bank Guarantee bond shall be as per **Annexure-3 of Chapter-2** and shall be valid for a period of 90 days beyond the bid validity period.
- (3) **In case, submission of Bid Security in the form of Bank Guarantee, following shall be ensured:**
  - i. A scanned copy of the Bank Guarantee shall be uploaded on e-Procurement Portal (IREPS) while applying to the tender.
  - ii. The original Bank Guarantee should be delivered in person to the official nominated as indicated in **"TOP SHEET"** of tender document before closing date for submission of bids(i.e. excluding the last date of submission of bids).
  - iii. Non submission of scanned copy of Bank Guarantee with the bid on e-tendering portal (IREPS) and/or non submission of original Bank Guarantee within the specified period shall lead to summary rejection of bid.
  - iv. The Tender Security shall remain valid for a period of 90 days beyond the validity period for the Tender.

- v. The details of the BG, physically submitted should match with the details available in the scanned copy and the data entered during bid submission time, failing which the bid will be rejected
- vi. The Bank Guarantee shall be placed in an envelope, which shall be sealed. The envelope shall clearly bear the identification “**Bid for the \*\*\*\*\* Project**” and shall clearly indicate the name and address of the Bidder. In addition, the Bid Due Date should be indicated on the right hand top corner of the envelope.
- vii. The envelope shall be addressed to the officer and address as mentioned in the tender document.
- viii. If the envelope is not sealed and marked as instructed above, the Authority assumes no responsibility for the misplacement or premature opening of the contents of the Bid submitted and consequent losses, if any, suffered by the Bidder.

## 6. Care in Submission of Tenders:

- (a)(i) Before submitting a tender, the tenderer will be deemed to have satisfied himself by actual inspection of the site and locality of the works, that all conditions liable to be encountered during the execution of the works are taken into account and that the rates he enters in the tender forms are adequate and all inclusive to accord with the provisions in Clause-37 of the Standard General Conditions of Contract for the completion of works to the entire satisfaction of the Engineer.
- (a)(ii) Tenderers will examine the various provisions of The Central Goods and Services Tax Act, 2017(CGST)/ Integrated Goods and Services Tax Act, 2017(IGST)/ Union Territory Goods and Services Tax Act, 2017(UTGST)/ respective state's State Goods and Services Tax Act (SGST) also, as notified by Central/State Govt. & as amended from time to time and applicable taxes before bidding. Tenderers will ensure that full benefit of Input Tax Credit (ITC) likely to be availed by them is duly considered while quoting rates.
- (a)(iii) The successful tenderer who is liable to be registered under CGST/IGST/UTGST/SGST Act shall submit GSTIN along with other details required under CGST/IGST/UTGST/SGST Act to railway immediately after the award of contract, without which no payment shall be released to the Contractor. The Contractor shall be responsible for deposition of applicable GST to the concerned authority.
- (a)(iv) In case the successful tenderer is not liable to be registered under CGST/IGST/UTGST/ SGST Act, the railway shall deduct the applicable GST from his/their bills under reverse charge mechanism (RCM) and deposit the same to the concerned authority.
- (b) When work is tendered for by a firm or company, the tender shall be signed by the individual legally authorized to enter into commitments on their behalf.
- (c) The Railway will not be bound by any power of attorney granted by the tenderer or by changes in the composition of the firm made subsequent to the execution of the contract. It may, however, recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.

## **New Para 6(a)(v), Part I of GCC shall be read as under: (As per Correction Slip No.6 of GCC-2022)**

6(a)(v) Contractor shall be liable to pay/refund the amount collected as GST to the Indian Railways along with interest and penalties, if any imposed by the authorities, in case GST input tax credit of Indian Railways is denied/rejected by the tax authorities due to reasons mentioned below but not limited to:

*Wrong/incorrect invoices issued by Contractor;  
 No-filing of GST returns;  
 Non-payment of GST collected from Indian Railways to the authorities;  
 Any other non-compliance done by Contractor;*

**General Indemnity:** Contractor hereby agrees to indemnify and hold harmless the Indian Railways from and against any and all losses, including loss on account of Input Tax Credit and all losses incurred by the Indian Railways relating to or arising out of or in connection with any actual or threatened claim, legal action, proceedings, prosecution or inquiry by or against the Indian Railways arising out, directly or indirectly, of failure by the contractor to comply with the provisions of GST and related Laws, or based upon or arising from any failure by the Contractor.

**Retention Money:** Any payment liable to be paid by Indian Railways to contractor against the goods or services or both supplied by such contractor to Indian Railways shall be kept on hold in case supplier makes any non-compliance of any of the GST law provisions including non-reporting of invoices in GST returns. Such payment shall be released after proper verification of records and availability of ITC to Indian Railways as per provisions of GST Law.

- 6.1 In terms of Railway Board letter No.2022/CE-1/CT/GCC dated 14.05.2024 regarding submission of Annexure-V (Annexure-2 of this documents) “On IREPS Module, a facility has already been created for online submission of Annexure-V. Therefore, the provision of downloading of Annexure-V of GCC & uploading of physically signed Annexure-V by the tenderer had been discontinued on IREPS”. However, in case of other than Company/Proprietary firm, **Annexure -2 (A)** (Annexure VA of GCC) shall be submitted by the each member of a Partnership Firm/Joint Venture (JV)/ Hindu Undivided Family (HUF/Limited Liability Partnership (LLP) etc., as the case may be. **Non submission of above certificate(s) by the bidder shall result in summarily rejection of his/their bid.** It shall be mandatorily incumbent upon the tenderer to identify, state and submit the supporting documents duly self attested/digitally signed by which they/he is qualifying the Qualifying Criteria mentioned in the Tender Document.

## CONSIDERATION OF TENDERS

7. **Right of Railway to Deal with Tenders:** The Railway reserves the right of not to invite tenders for any of Railway work or works or to invite open or limited tenders and when tenders are called to accept a tender in whole or in part or reject any tender or all tenders without assigning reasons for any such action. In case if tender is accepted in part by Railway administration, Letter of Acceptance shall be issued as counter offer to the Tenderer, which shall be subject to acceptance by the Tenderer.
- 7A. **Two Packets System of Tendering:** With a view to assess the tenders technically without being influenced by the financial bids, 'Two Packets System of tendering' shall be adopted wherein tender documents provide for the same.
- 7B. **Pre Bid Conference:** Intenders having advertised value more than Rs.50 Crore or as mentioned in the tender document, Railway shall conduct Pre Bid Conference(s) with the prospective bidders.
- 7C **Make in India Policy**” Provisions of Make in India Policy 2017 issued by Govt. of India, as amended from time to time, shall be followed for consideration of tenders.
- 7D. **Permission to Bid for a bidder from a country which shares Land boundary with India:** Any bidder from the countries sharing a land border with India will be eligible to bid in any



procurement of works (including turnkey projects) only if the bidder is registered with the Competent Authority. The Competent Authority for registration will be the Registration Committee constituted by the Department for Promotion of Industry and Internal Trade (DPIIT), Government of India. For interpretation of this para, Department of Expenditure, Ministry of Finance, Government of India letter F. No. 6/18 / 2019-PPD dated 23/07/2020 shall be referred.

- 7E. **Clarification of Bids:** To assist in the examination, evaluation & comparison and pre-qualification of the Tender, the Railway may, at its discretion, ask any Bidder for a clarification of its Bid. Any clarification submitted by a Bidder that is not in response to a request by the Railway shall not be entertained or considered. The Railway request for clarification and the response of the bidder in this regard shall be in writing.

However, if a Bidder does not provide clarification of its bid by the date and time communicated in the Railway request for clarification, the bid shall be evaluated as per the documents submitted along with the bid.

### EXECUTION OF CONTRACT DOCUMENTS

8. **Execution of Contract Document:** The Tenderer whose tender is accepted shall be required to appear in person at the office of **Chief Administrative Officer (Construction) North Eastern Railway, Gorakhpur-273012**, or concerned engineer as the case may be or if tenderer is a firm or corporation, a duly authorized representative shall appear (there would be no need for appear in person if agreement is signed digitally) and execute the contract agreement within seven days of notice from Railways that the Contract Agreement is ready. Failure to do so shall constitute a breach of the agreement affected by the acceptance of the tender. The Contract Agreement shall be entered into by Railway only after submission of valid Performance Guarantee by the Contractor. In such cases the Railway may determine that such tenderer has abandoned the contract and there upon his tender and acceptance thereof shall be treated as cancelled and the Railway shall be entitled to forfeit the full amount of the **Bid Security** and other dues payable to the Contractor under this contract. The failed Contractor shall be debarred from participating in the re-tender for that work.
9. **Form of Contract Document:** Every contract shall be complete in respect of the document it shall so constitute. Not less than 2 copies of the contract document shall be signed by the competent authority and the Contractor and one copy given to the Contractor. (there would be no need of signing two copies if agreement is signed digitally).
- (a) For contracts for specific works, the contract document required to be executed by the tenderer whose tender is accepted shall be an agreement as per specimen form **Annexure-3 of Chapte-6**.

### 10. TENDER FORM (Second Sheet)

1. **Instructions to Tenderers and Conditions of Tender:** The following documents form part of Tender / Contract:
- (a) Tender Forms – First Sheet and Second Sheet (Annexure-1 of chapter-2 attached)
  - (b) Special Conditions/Specifications (enclosed)
  - (c) Bill(s) of quantities (enclosed)
  - (d) Standard General Conditions of Contract and Standard Specifications (Works and Materials) of Indian Railways as amended/corrected up to latest correction slips, copies of which can be seen in

the office of Chief Administrative Officer/Construction or obtained from the office of the Chief Engineer, Construction, N.E. Railway, Gorakhpur on payment of prescribed charges.

(e) Standard Schedule of Rates (SSOR) as amended / corrected upto latest correction slips, copies of which can be seen in the office of Chief Administrative Officer/Construction or obtained from the office of the Chief Engineer, N.E. Railway, Gorakhpur on payment of prescribed charges.

(f) All general and detailed drawings pertaining to this work which will be issued by the Engineer or his representatives (from time to time) with all changes and modifications.

2. **Drawings for the Work:** The Drawing for the work can be seen in the office of the Chief Administrative Officer/Construction or obtained from the office of the Chief Engineer, Construction, N.E. Railway, Gorakhpur at any time during the office hours. The drawings are only for the guidance of Tenderer(s). Detailed working drawings (if required) based generally on the drawing mentioned above, will be given by the Engineer or his representative from time to time.

3. The Tenderer(s) shall quote his / their rates as a percentage above or below the Standard Schedule of Rates (SSOR) as applicable except where he/they are required to quote item rates and must tender for all the items shown in the Bill(s) of Quantities attached. The quantities shown in the attached Bill(s) of Quantities are given as a guide and are approximate only and are subject to variation according to the needs of the Railway. The Railway does not guarantee work under each item of the Bill(s) of Quantities. The tenderer(s) shall quote rates / rebates only at specified place in Tender Form supplied by Railway. Any revision of rates / rebates submitted (quoted) through a separate letter whether enclosed with the bid (Tender Form) or submitted separately or mentioned elsewhere in the document other than specified place shall be summarily ignored and will not be considered.

4. Tenders containing erasures and/or alterations of tender documents are liable to be rejected. Any correction made by tender(s) in his/their entries must be attested by him / them.

5. The works are required to be completed within a period specified in tender documents from the date of issue of acceptance letter.

6. **Bid Security:**

(a) Subject to exemptions provided under Para 5(1) (a) of Chapter-2 of this document, the tender must be accompanied by a Bid Security as mentioned in tender documents, failing which the tender shall be summarily rejected. **(Annexure-3 of Chapter-2 is also to be submitted).**

(b) The Tenderer(s) shall keep the offer open for a minimum period of 60 days (in case of two packet system of tendering 90 days) from the date of closing of the Tender. It is understood that the tender documents have been issued to the Tenderer(s) and the Tenderer(s), is / are permitted to tender in consideration of the stipulation on his / their part that after submitting his / their tender subject to the period being extended further, if required by mutual agreement from time to time, he will not resile from his offer or modify the terms and conditions thereof in a manner not acceptable to the Railway. Should the tenderer fail to observe or comply with the foregoing stipulation, the amount deposited or Bank guarantee bond submitted as Bid Security for the due performance of the above stipulation, shall be forfeited to the Railway.

(c) If his tender is accepted,

(i) the Bid Security mentioned in sub Para (a) above deposited in cash through e-payment gateway

will be retained as part security for the due and faithful fulfilment of the contract in terms of Clause 16 of the Standard General Conditions of Contract;

- (ii) the Bid Security mentioned in sub Para(a) above submitted as Bank guarantee bond, will be encashed as part security for the due and faithful fulfilment of the contract in terms of Clause 16 of the Standard General Conditions of Contract.

The Bid Security of other Tenderers shall, save as herein before provided, be returned to them, but the Railway shall not be responsible for any loss or depreciation to the Bid Security that may happen thereto while in their possession, nor be liable to pay interest thereon.

- (d) In case Contractor submits the Term Deposit Receipt/Bank Guarantee Bond towards either the Full Security Depositor the Part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security so retained as per sub para(c) above, to the Contractor.
7. **Rights of the Railway to deal with Tender:** The authority for the acceptance of the tender will rest with the Railway. It shall not be obligatory on the said authority to accept the lowest tender or any other tender, and tenderer(s) shall neither demand any explanation for the cause of rejection of his/ their tender nor the Railway to assign reasons for declining to consider or reject any particular tender or tenders.
  8. If the tenderer(s) deliberately gives / give wrong information in his / their tender or creates / create circumstances for the acceptance of his / their tender, the Railway reserves the right to reject such tender at any stage.
  9. If any partner(s) of a partnership firm expires after the submission of its tender or after the acceptance of its tender, the Railway shall deem such tender as cancelled/contract as terminated under clause 61 of the Standard General Conditions of Contract, unless the firm retains its character as per partnership agreement. If a sole proprietor expires after the submission of tender or after the acceptance of tender, the Railway shall deem such tender as cancelled / contract as terminated under clause 61 of the Standard General Conditions of Contract.

# NORTH EASTERN RAILWAY

## TENDER FORM (First Sheet)

Tender No. \_\_\_\_\_

Name of Work \_\_\_\_\_

To

The President of India

Acting through the \_\_\_\_\_ Railway

I/We \_\_\_\_\_ have read the various conditions to tender attached hereto and agree to abide by the said conditions. I/We also agree to keep this offer open for acceptance for a period of \_\_\_\_\_ days from the date fixed for closing of the tender and in default thereof, I/We will be liable for forfeiture of my/our “Bid Security”. I/We offer to do the work for \_\_\_\_\_ Railway, at the rates quoted in the attached bill(s) of quantities and hereby bind myself/ourselves to complete the work in all respects within \_\_\_\_\_ months from the date of issue of letter of acceptance of the tender.

2. I/We also hereby agree to abide by the Indian Railways Standard General Conditions of Contract, with all correction slips up-to-date and to carry out the work according to the Special Conditions of Contract and Specifications of materials and works as laid down by Railway in the annexed Special Conditions/Specifications, Standard Schedule of Rates (SSOR) with all correction slips up-to-date for the present contract.

3. A Bid Security of ₹ \_\_\_\_\_ has already been deposited online/submitted as Bank Guarantee bond. Full value of the Bid Security shall stand forfeited without prejudice to any other right or remedies in case my/our Tender is accepted and if:

- (a) I/We do not submit the Performance Guarantee within the time specified in the Tender document;
- (b) I/We do not execute the contract documents within seven days after receipt of notice issued by the Railway that such documents are ready; and
- (c) I/We do not commence the work within fifteen days after receipt of orders to that effect.

4. (a) I/We am/are a Startup firm registered by ..... Department of Industrial Policy and Promotion (DIPP) and my registration number is ..... valid upto ..... (Copy enclosed) and hence exempted from submission of Bid Security.

5. We are a Labour Cooperative Society and our Registration No. is ..... with ..... and hence required to deposit only 50% of Bid Security.

6. Until a formal agreement is prepared and executed, acceptance of this tender shall constitute a binding contract between us subject to modifications, as may be mutually agreed to between us and indicated in the letter of acceptance of my/our offer for this work.

Signature of Tenderer(s)

Date \_\_\_\_\_

**ANNEXURE-2 of Chapter-2)/(V)**

Para 6.1 of chapter-2

**FORMAT FOR CERTIFICATE TO BE SUBMITTED/UPLOADED BY TENDERER ALONG WITH THE TENDER DOCUMENTS**

I.....(*Name and designation*)\*\*appointed as the attorney/authorized signatory of the tenderer,

M/s \_\_\_\_\_ (hereinafter called the tenderer) for the purpose of the Tender documents for the work of \_\_\_\_\_ as per the tender No. \_\_\_\_\_ of Construction Organisation of N.E.(*Railway*)\*\*, do hereby solemnly affirm and state on the behalf of the tenderer including its constituents as under:

1. I/we the tenderer (s) am/are signing this document after carefully reading the contents.
2. I/We the tenderer(s) also accept all the conditions of the tender and have signed all the pages in confirmation thereof.
3. I/We hereby declare that I/we have downloaded the tender documents from Indian Railway website [www.ireps.gov.in](http://www.ireps.gov.in) . I/we have verified the content of the document from the website and there is no addition, no deletion or no alteration to the content of the tender document. In case of any discrepancy noticed at any stage i.e. evaluation of tenders, execution of work or final payment of the contract, the master copy available with the railway Administration shall be final and binding upon me/us.
4. I/we declare and certify that I/we have not made any misleading or false representation in the forms, statements and attachments in proof of the qualification requirements.
5. **I/We also understand that my/our offer will be evaluated based on the documents/credentials submitted along with the offer and same shall be binding upon me/us.**
6. **I/We declare that the information and documents submitted along with the tender by me/us are correct and I/we are fully responsible for the correctness of the information and documents, submitted by us.**
7. I/we certify that I/we the tenderer(s) is/are not blacklisted or debarred by Railways or any other Ministry/Department of Govt. of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF/ member of the partnership firm/LLP/JV/Society/Trust.
8. I/we understand that if the contents of the certificate submitted by us are found to be forged/false at any time during process for evaluation of tenders, it shall lead to forfeiture of the Bid Security and may also lead to any other action provided in the contract including banning of business for a period of upto **two** year. Further, I/we (*insert the name of the tenderer*) \*\*----- and all my/our

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

constituents understand that **my/our offer shall be summarily rejected.**

9. I/we also understand that if the contents of the certificate submitted by us are found to be false/forged at any time after the award of the contract, it will lead to termination of the contract, along with forfeiture of Bid Security/Security Deposit and Performance Guarantee and may also lead to any other action provided in the contract including banning of business for a period of upto ***two*** year.

10. I/We have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that I am/We are not from such a country or,

if from such a country, have been registered with the competent Authority. I/We hereby certify that I/we fulfill all the requirements in this regard and am/are eligible to be considered (evidence of valid registration by the competent authority is enclosed)

SEAL AND SIGNATURE  
OF THE TENDERER

Place:

Dated:

**\*\*The contents in Italics are only for guidance purpose. Details as appropriate are to be filled in suitably by tenderer.**

**ANNEXURE-2(A)/(VA)**  
Reference -Para 6.1 of ITT

**(This certificate is to be given by attorney/authorized signatory/each member of Partnership firm/ Joint Venture (JV)/ Hindu Undivided Family (HUF)/Limited Liability Partnership (LLP) etc.)**

I/We. .. .(Name), attorney/authorized signatory of the -----  
(constituent firm/constituent partner) and member/partner of the .....(tendering  
firm) hereby solemnly affirm and state as under:

1. I/we certify that (constituent firm/constituent partner) is/are not blacklisted or debarred by Railways or any other Ministry/Department of Govt. of India from participation in tender on the date of submission of bids, either in individual capacity or as a HUF/ member of the partnership firm/LLP/JV/Society/Trust.

2. I/We have read the clause regarding restriction on procurement from a bidder of a country which shares a land border with India and certify that I am/we are not from such a country or, if from such a country, have been registered with the competent Authority.

I/we hereby certify that I/we fulfill all the requirements in this regard and am/are eligible to be considered (evidence of valid registration by the competent authority is enclosed),

SSEAL AND SIGNATURE  
OF THE CONSTITUENT FIRM/CONSTITUENT PARTNER

Place:

Dated:

\*\*\*\*\*

**ANNEXURE –3 of Chapter-2**

Para 5 of chapter-2

**Appendix-1****(Bid Security)****E-Bank Guarantee Bond from any scheduled commercial bank of India [Works Contracts].**

Name of the Bank: \_\_\_\_\_

**President of India,  
Acting through Chief Administrative Officer/Construction,  
N.E. Railway, Gorakhpur.**

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.****Date:** \_\_\_\_\_**E-Bank Guarantee Bond No.:****Date:** \_\_\_\_\_

In consideration of the President of India acting through \_\_\_\_\_  
(Designation & address of Contract Signing Railway), (hereinafter called "The Railway") having invited the bid for \_\_\_\_\_ Railway, through Notice inviting tender (NIT) No. \_\_\_\_\_ We \_\_\_\_\_ [Insert name of the Bidder] (hereinafter called "the Bidder") intends to submit its bid (hereinafter called "the Bid").

WHEREAS, the Bidder is required to furnish Bid Security for the sum of [Insert required Value of Bid Security], in the form of Bank Guarantee, according to conditions of Bid.

**AND**

WHEREAS, [Insert Name of the Bank], with its Branch [Insert Address] having its Headquarters office at \_\_\_\_\_ [Insert Address], hereinafter called the Bank, acting through [Insert Name and Designation of the authorised persons of the Bank], have, at the request of the Bidder, agreed to give guarantee for Bid Security as hereinafter contained, in favour of the Railway:

1. KNOW ALL MEN that by these present that I/We the undersigned [Insert name(s) of authorized representatives of the Bank], being fully authorized to sign and incur obligations for and on behalf of the Bank, confirm that the Bank, hereby, unconditionally and irrevocably guarantee to pay to the Railway full amount in the sum of [Insert required Value of Bid Security] as above stated.

2. The Bank undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Bank shall be



final, conclusive and binding, absolute and unequivocal on the Bank notwithstanding any disputes raised/ pending before any Court, Tribunal, Arbitration or any Railway or any threatened litigation by the Bidder or Bank.

3. The Bank shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the Bidder and without the Railway being required to show grounds or give reasons for its demand of the amount so demanded.

4. The guarantee herein before shall not be affected by any change in the constitution of the Bank or in the constitution of the Bidder.

5. The Bank agrees that no change, addition, modifications to the terms of the Bid document or to any documents, which have been or may be made between the Railway and the Bidder, will in any way absolve the Bank from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification made by Railway at any time.

6. The Bank further agrees that the Railway shall be the sole judge as to whether the Bidder has committed default in complying with the conditions listed above and its decision that the Bidder is in default shall be final and binding on the Bank, notwithstanding any differences between the Railway and the Bidder, or any dispute between them pending before any court, tribunal, arbitrators, or any other Railway or body, or by the discharge of the Bidder for any reason whatsoever.

7. The Railway is free to change tender terms, extend bid submission or tender finalisation timelines, and choose to enforce or not enforce any tender conditions, and the Bank will still remain fully liable under this e-BG and cannot claim to be released because of such changes or indulgence.

8. This e-BG is an additional security; it does not replace any other guarantees or securities that the Railway already holds or may later hold in connection with the tender or the bidder's obligations.

9. The Beneficiary can validly invoke this e-BG simply by sending a demand that mentions the e-BG number, and such a demand will be treated as a valid and sufficient invocation.

10. This guarantee will remain valid and effective from \_\_\_\_\_ [insert date of issue] till \_\_\_\_\_ [insert date, which should be minimum 90 days beyond the expiry of validity of Bid]. Any demand in respect of this Guarantee should reach the Bank within the validity period of Bid Security.

11. The E-Bank Guarantee is unconditional and irrevocable.

12. The expressions Bank and Railway herein before used shall include their respective successors and assigns.

13. The Bank hereby undertakes not to revoke the guarantee during its currency, except

with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.

14. The Guarantee shall be valid in addition to and without prejudice to any other security Guarantee(s) of Bidder in favour of the Railway. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Railway.

Date: \_\_\_\_\_ .....

Place: \_\_\_\_\_

Bank's Seal & Authorized Signatory(s)

[Name in Block Letters].....

[Designation with Code No.].....

[P/Attorney No.]: \_\_\_\_\_

Bank's Seal

[P/Attorney ]No.

*Note: All italicized text is for guidance on how to prepare this e-BG and shall be deleted from the final document.*

**e-BG towards Bid Security****Challan for the e-BG****1. Challan reference:**

IREPS Reference ID (Unique Reference Number)	<Some number to be automatically generated by IREPS>
Challan Date	DD.MM.YYYY <To be automatically fetched by IREPS>

**2. Beneficiary Details:**

Beneficiary Details	<The associate paying Railway for the tender. To be automatically fetched by IREPS>
Bank Details of the Beneficiary	i. Account Number ii. Bank Name ii. IFSC <To be automatically fetched by IREPS>

**3. Tender Details:**

Tender No.	<To be automatically fetched by IREPS> <Should not be edited by the Bank>
Tender closing date	<To be automatically fetched by IREPS>
Railway Zone	<To be automatically fetched by IREPS>
Railway Unit	<To be automatically fetched by IREPS>
Railway Department	<To be automatically fetched by IREPS>

**4. Bidder Details:**

Bidder Name	<To be automatically fetched by IREPS>
Bidder ID	<To be automatically fetched by IREPS>
Country of Registration	<To be automatically fetched by IREPS from vendor master>
Nature of Constitution of the Bidder	<To be automatically fetched by IREPS from vendor master>
Contact person	<To be entered by the bidder>
Contact number and email	<To be entered by the bidder>

**5. Bank Details of the Bidder:**

Details of the Bank in India through which the bidder wishes to apply for e-BG	1. Bank Name ii. IFSC: <To be entered by the bidder>
--	--

**6. e-BG Amount and Validity Details:**

Currency in which e-BG is required	<To be selected from dropdown by bidder>
e-BG Amount	<To be automatically fetched by IREPS>
Validity period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>
Claim Lodging Period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>

**7. Details of Railways for entering into SFMS (Structured Financial Messaging System):**

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

IFSC	SBIN000RAIL	
IFSC Type	BRANCH	
Bank Name	STATE BANK OF INDIA	
Branch Name	RAIL	
City Name	NAVI MUMBAI	
Address	SECTOR-11, CBD BELAPUR, NAVI MUMBAI	
District	NAVI MUMBAI	
State	MAHARASHTRA	
BG Enabled	YES	

**8. Details of the Bank Officer issuing e-BG:**

Name of the Officer	<To be entered by the Bank at the time of BG>
Designation	
Employee Code	
Email Id	
Contact Number	

**(Performance Security)**

E-Bank Guarantee Bond from any scheduled commercial bank of India

**President of India,  
Acting through Chief Administrative Officer/Construction,  
N.E. Railway, Gorakhpur.**

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.**

**Date:** \_\_\_\_\_

**E-Bank Guarantee Bond No.:Date:.....**

**Reference:- Contract No:** \_\_\_\_\_, awarded on ...

WHEREAS:

(A) \_\_\_\_\_ (insert name and address of the contractor) (hereinafter called the "Contractor") and \_\_\_\_\_ (insert name and address of the project Railway), (hereinafter called the "Railway") have entered into an agreement (hereinafter called the "Agreement") for \_\_\_\_\_ in the \_\_\_\_\_ Railway zone, subject to and in accordance with the provisions of the Agreement.

(B) The Agreement requires the Contractor to furnish a Performance Security for due and faithful performance of its obligations, under and in accordance with the Agreement, during the {Construction Period/ Defects Liability Period (as defined in the Agreement)} in a sum of Rs. \_\_\_\_\_ cr. (Rupees \_\_\_\_\_ crore) (the "Guarantee Amount").

(C) We \_\_\_\_\_ through our branch at \_\_\_\_\_ (the "Bank") have agreed to furnish this e-bank guarantee (hereinafter called the "Guarantee") by way of Performance Security.

NOW, THEREFORE, the Bank hereby, unconditionally and irrevocably, guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful performance of the Contractor's obligations during the {Construction Period/ Defects Liability Period} under and in accordance with the Agreement, and agrees and undertakes to pay to the [mention Finance Officer of the Railway], upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Railway shall claim, without the Railway being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

2. A letter from the Railway, under the hand of an officer not below the rank of [\*\*\*in

the \*\*\*] Railway, that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Railway shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Railway and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other Authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Railway shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.

4. It shall not be necessary, and the Bank hereby waives any necessity, for the Railway to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.

5. The Railway shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfilment and / or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Railway against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Railway, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Railway of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Railway or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.

6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Railway in respect of or relating to the Agreement or for the fulfilment, compliance and/or performance of all or any of the obligations of the Contractor under the Agreement.

7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Railway on the Bank under this Guarantee all rights of the Railway under

this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect on \_\_\_\_\_. Unless a demand or claim under this Guarantee is made in writing before expiry of the Guarantee, the Bank shall be discharged from its liabilities hereunder.

9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Railway in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Railway that the envelope was so posted shall be conclusive.

11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Railway pursuant to the provisions of the Agreement.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_ at \_\_\_\_\_

#### **SIGNED, SEALED AND DELIVERED**

**For and on behalf of the Bank by:**

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

#### **NOTES:**

(i) The e-BG should contain the name, designation and code number of the officer(s) signing the guarantee.

(ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

## e-BG towards Performance Security

## Challan for the e-BG

## 1. Challan reference:

IREPS Reference ID (Unique Reference Number)	<Some number to be automatically generated by IREPS>
Challan Date	DD.MM.YYYY <To be automatically fetched by IREPS>

## 2. Beneficiary Details:

Beneficiary Details	<The associate paying Railway for the tender. To be automatically fetched by IREPS>
Bank Details of the Beneficiary	iv. Account Number v. Bank Name vi. IFSC <To be automatically fetched by IREPS>

## 3. Tender Details:

Tender No.	<To be automatically fetched by IREPS> <Should not be edited by the Bank>
Tender closing date	<To be automatically fetched by IREPS>
Railway Zone	<To be automatically fetched by IREPS>
Railway Unit	<To be automatically fetched by IREPS>
Railway Department	<To be automatically fetched by IREPS>

## 4. Bidder Details:

Bidder Name	<To be automatically fetched by IREPS>
Bidder ID	<To be automatically fetched by IREPS>
Country of Registration	<To be automatically fetched by IREPS from vendor master>
Nature of Constitution of the Bidder	<To be automatically fetched by IREPS from vendor master>
Contact person	<To be entered by the bidder>
Contact number and email	<To be entered by the bidder>

## 5. Bank Details of the Bidder:

Details of the Bank in India through which the bidder wishes to apply for e-BG	iii. Bank Name iv. IFSC: <To be entered by the bidder>
--	--

## 6. e-BG Amount and Validity Details:

Currency in which e-BG is required	<To be selected from dropdown by bidder>
e-BG Amount	<To be automatically fetched by IREPS>
Validity period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>
Claim Lodging Period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>

## 7. Details of Railways for entering into SFMS (Structured Financial Messaging System):

IFSC	SBIN000RAIL
IFSC Type	BRANCH

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



Bank Name	STATE BANK OF INDIA	
Branch Name	RAIL	
City Name	NAVI MUMBAI	
Address	SECTOR-11, CBD BELAPUR, NAVI MUMBAI	
District	NAVI MUMBAI	
State	MAHARASHTRA	
BG Enabled	YES	

**8. Details of the Bank Officer issuing e-BG:**

Name of the Officer	<To be entered by the Bank at the time of BG>
Designation	
Employee Code	
Email Id	
Contact Number	

**Appendix-3****Para 16 (1) of Part-II of GCC****(Guarantee for Withdrawal of Retention Money)****E-Bank Guarantee Bond from any scheduled commercial bank of India**

**President of India,  
Acting through Chief Administrative Officer/Construction,  
N.E. Railway, Gorakhpur.**

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.**

**Date:** \_\_\_\_\_

**E-Bank Guarantee Bond No.:** \_\_\_\_\_

**Date:.....**

**Reference:- Contract No:** \_\_\_\_\_, awarded on ...

**WHEREAS:**

(A) [insert name and address of the contractor] (hereinafter called the "Contractor") has executed an agreement (hereinafter called the "Agreement") with the [name and address of the project Railway], (hereinafter called the "Railway") for \_\_\_\_\_ in the \_\_\_\_\_ Railway zone, subject to and in accordance with the provisions of the Agreement.

(B) In accordance with the Agreement, the Contractor may withdraw the retention money (hereinafter called the "Retention Money") after furnishing to the Railway a bank guarantee for an amount equal to the proposed withdrawal.

(C) We \_\_\_\_\_ through our branch at \_\_\_\_\_ (the "Bank") have agreed to furnish this E-bank guarantee (hereinafter called the "Guarantee") for the amount of Rs. \_\_\_\_\_ cr. (Rupees \_\_\_\_\_ crore) (the "Guarantee Amount").

NOW, THEREFORE, the Bank hereby unconditionally and irrevocably guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably undertakes to pay to the Railway, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Railway shall claim, without the Railway being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.

2. A letter from the Railway, under the hand of an officer not below the rank of [\*\*\*in the \*\*\*] Railway, that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement

shall be conclusive, final and binding on the Bank. The Bank further agrees that the Railway shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Railway and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other Authority or body, or by the discharge of the Contractor for any reason whatsoever.

3. In order to give effect to this Guarantee, the Railway shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.

4. It shall not be necessary, and the Bank hereby waives any necessity, for the Railway to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.

5. The Railway shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Agreement or to extend the time or period for the compliance with, fulfilment and / or performance of all or any of the obligations of the Contractor contained in the Agreement or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Railway against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Railway, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Railway of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Railway or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.

6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Railway in respect of or relating to the Retention Money.

7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Railway on the Bank under this Guarantee all rights of the Railway under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.

8. The Guarantee shall cease to be in force and effect 15 (fifteen) days after the date of the Completion Certificate specified in Clause 12.4 of the Agreement.

9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Railway in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.

10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Railway that the envelope was so posted shall be conclusive.

11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Railway pursuant to the provisions of the Agreement.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_ at \_\_\_\_\_

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

#### NOTES:

(i) The e-bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.

(ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

## e-BG towards Guarantee for Withdrawal of Retention Money

### Challan for the e-BG

#### 1. Challan reference:

IREPS Reference ID (Unique Reference Number)	<Some number to be automatically generated>
Challan Date	DD.MM.YYYY <To be automatically fetched by IREPS>

#### 2. Beneficiary Details:

Beneficiary Details	<The associate paying Railway for the tender Railway. To be automatically fetched by IREPS>
Bank Details of the Beneficiary	vii. Account Number viii. Bank Name ix. IFSC <To be automatically fetched by IREPS>

#### 3. Tender Details:

Tender No.	<To be automatically fetched by IREPS> <Should not be edited by the Bank>
Tender closing date	<To be automatically fetched by IREPS>
Railway Zone	<To be automatically fetched by IREPS>
Railway Unit	<To be automatically fetched by IREPS>
Railway Department	<To be automatically fetched by IREPS>

#### 4. Bidder Details:

Bidder Name	<To be automatically fetched by IREPS>
Bidder ID	<To be automatically fetched by IREPS>
Country of Registration	<To be automatically fetched by IREPS from the master>
Nature of Constitution of the Bidder	<To be automatically fetched by IREPS from the master>
Contact person	<To be entered by the bidder>
Contact number and email	<To be entered by the bidder>

#### 5. Bank Details of the Bidder:

Details of the Bank in India through which the bidder wishes to apply for e-BG	v. Bank Name vi. IFSC: <To be entered by the bidder>
--	--

#### 6. e-BG Amount and Validity Details:

Currency in which e-BG is required	<To be selected from dropdown by bidder>
e-BG Amount	<To be automatically fetched by IREPS>
Validity period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>
Claim Lodging Period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>

**7. Details of Railways for entering into SFMS (Structured Financial Messaging System):**

IFSC	SBIN000RAIL
IFSC Type	BRANCH
Bank Name	STATE BANK OF INDIA
Branch Name	RAIL
City Name	NAVI MUMBAI
Address	SECTOR-11, CBD BELAPUR, NAVI MUMBAI
District	NAVI MUMBAI
State	MAHARASHTRA
BG Enabled	YES

**8. Details of the Bank Officer issuing e-BG:**

Name of the Officer	<To be entered by the Bank at the time of e-BG>
Designation	
Employee Code	
Email Id	
Contact Number	

**Appendix-4****Para 46 (4) of Part-II of GCC****Form of Guarantee for Advance Payment**

E-Bank Guarantee Bond from any scheduled commercial bank of India.

**President of India,  
Acting through Chief Administrative Officer/Construction,  
N.E. Railway, Gorakhpur.**

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.**

Date: \_\_\_\_\_

**E-Bank Guarantee Bond No.:** \_\_\_\_\_

**Date:**.....

**Reference:- Contract No:** \_\_\_\_\_, awarded on \_\_\_\_\_

WHEREAS:

(A) [insert name and address of the contractor] (hereinafter called the "Contractor") has executed an agreement (hereinafter called the "Agreement") with the [name and address of the project Railway], (hereinafter called the "Railway") for \_\_\_\_\_ in the \_\_\_\_\_ Railway zone, subject to and in accordance with the provisions of the Agreement.

(B) In accordance with the Agreement, the Railway shall make to the Contractor advance payment (hereinafter called "Advance Payment"); and that the Advance Payment shall be made in two installments subject to the Contractor furnishing an irrevocable and unconditional guarantee by a Bank for an amount equivalent to 110% (one hundred and ten percent) of such installment to remain effective till the complete and full repayment of the installment of the Advance Payment as security for compliance with its obligations in accordance with the Agreement. The amount of {first/second} installment of the Advance Payment is Rs. \_\_\_\_\_ cr. (Rupees \_\_\_\_\_ crore) and the amount of this Guarantee is Rs. \_\_\_\_\_ cr. (Rupees \_\_\_\_\_ crore) (the "Guarantee Amount").

(C) We, \_\_\_\_\_ through our branch at \_\_\_\_\_ (the "Bank") have agreed to furnish this E-bank guarantee (hereinafter called the "Guarantee") for the amount of Rs. \_\_\_\_\_ cr. (Rupees \_\_\_\_\_ crore) (the "Guarantee Amount").

NOW, THEREFORE, the Bank hereby unconditionally and irrevocably guarantees and affirms as follows:

1. The Bank hereby unconditionally and irrevocably guarantees the due and faithful repayment on time of the aforesaid instalment of the Advance Payment under and in accordance with the Agreement, and agrees and undertakes to pay to the Railway, upon its mere first written demand, and without any demur, reservation, recourse, contest or protest, and without any reference to the Contractor, such sum or sums up to an aggregate sum of the Guarantee Amount as the Railway shall claim, without the Railway being required to prove or to show grounds or reasons for its demand and/or for the sum specified therein.
2. A letter from the Railway, under the hand of an officer not below the rank of [\*\*\*in the \*\*\*] Railway, that the Contractor has committed default in the due and faithful performance of all or any of its obligations under and in accordance with the Agreement shall be conclusive, final and binding on the Bank. The Bank further agrees that the Railway shall be the sole judge as to whether the Contractor is in default in due and faithful performance of its obligations during and under the Agreement and its decision that the Contractor is in default shall be final and binding on the Bank, notwithstanding any differences between the Railway and the Contractor, or any dispute between them pending before any court, tribunal, arbitrators or any other Authority or body, or by the discharge of the Contractor for any reason whatsoever.
3. In order to give effect to this Guarantee, the Railway shall be entitled to act as if the Bank were the principal debtor and any change in the constitution of the Contractor and/or the Bank, whether by their absorption with any other body or corporation or otherwise, shall not in any way or manner affect the liability or obligation of the Bank under this Guarantee.
4. It shall not be necessary, and the Bank hereby waives any necessity, for the Railway to proceed against the Contractor before presenting to the Bank its demand under this Guarantee.
5. The Railway shall have the liberty, without affecting in any manner the liability of the Bank under this Guarantee, to vary at any time, the terms and conditions of the Advance Payment or to extend the time or period of its repayment or to postpone for any time, and from time to time, any of the rights and powers exercisable by the Railway against the Contractor, and either to enforce or forbear from enforcing any of the terms and conditions contained in the Agreement and/or the securities available to the Railway, and the Bank shall not be released from its liability and obligation under these presents by any exercise by the Railway of the liberty with reference to the matters aforesaid or by reason of time being given to the Contractor or any other forbearance, indulgence, act or omission on the part of the Railway or of any other matter or thing whatsoever which under any law relating to sureties and guarantors would but for this provision have the effect of releasing the Bank from its liability and obligation under this Guarantee and the Bank hereby waives all of its rights under any such law.
6. This Guarantee is in addition to and not in substitution of any other guarantee or security now or which may hereafter be held by the Railway in respect of or relating to



the Advance Payment.

7. Notwithstanding anything contained hereinbefore, the liability of the Bank under this Guarantee is restricted to the Guarantee Amount and this Guarantee will remain in force for the period specified in paragraph 8 below and unless a demand or claim in writing is made by the Railway on the Bank under this Guarantee all rights of the Railway under this Guarantee shall be forfeited and the Bank shall be relieved from its liabilities hereunder.
8. The Guarantee shall cease to be in force and effect on \*\*\*\$ Unless a demand or claim under this Guarantee is made in writing on or before the aforesaid date, the Bank shall be discharged from its liabilities hereunder.
9. The Bank undertakes not to revoke this Guarantee during its currency, except with the previous express consent of the Railway in writing, and declares and warrants that it has the power to issue this Guarantee and the undersigned has full powers to do so on behalf of the Bank.
10. Any notice by way of request, demand or otherwise hereunder may be sent by post addressed to the Bank at its above referred branch, which shall be deemed to have been duly authorised to receive such notice and to effect payment thereof forthwith, and if sent by post it shall be deemed to have been given at the time when it ought to have been delivered in due course of post and in proving such notice, when given by post, it shall be sufficient to prove that the envelope containing the notice was posted and a certificate signed by an officer of the Railway that the envelope was so posted shall be conclusive.
11. This Guarantee shall come into force with immediate effect and shall remain in force and effect for up to the date specified in paragraph 8 above or until it is released earlier by the Railway pursuant to the provisions of the Agreement.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_ at \_\_\_\_\_

SIGNED, SEALED AND DELIVERED

For and on behalf of the Bank by:

(Signature)

(Name)

(Designation)

(Code Number)

(Address)

#### NOTES:

- (i) The e-bank guarantee should contain the name, designation and code number of the officer(s) signing the guarantee.
- (ii) The address, telephone number and other details of the head office of the Bank as well as of issuing branch should be mentioned on the covering letter of issuing branch.

**e-BG towards Guarantee for Advance Payment****Challan for the e-BG****1. Challan reference:**

IREPS Reference ID (Unique Reference Number)	<Some number to be automatically generated by IREPS>
Challan Date	DD.MM.YYYY <To be automatically fetched by IREPS>

**2. Beneficiary Details:**

Beneficiary Details	<The associate paying Railway for the e-BG. To be automatically fetched by IREPS>
Bank Details of the Beneficiary	x. Account Number xi. Bank Name xii. IFSC <To be automatically fetched by IREPS>

**3. Tender Details:**

Tender No.	<To be automatically fetched by IREPS> <Should not be edited by the Bank>
Tender closing date	<To be automatically fetched by IREPS>
Railway Zone	<To be automatically fetched by IREPS>
Railway Unit	<To be automatically fetched by IREPS>
Railway Department	<To be automatically fetched by IREPS>

**4. Bidder Details:**

Bidder Name	<To be automatically fetched by IREPS>
Bidder ID	<To be automatically fetched by IREPS>
Country of Registration	<To be automatically fetched by IREPS> vendor master>
Nature of Constitution of the Bidder	<To be automatically fetched by IREPS> vendor master>
Contact person	<To be entered by the bidder>
Contact number and email	<To be entered by the bidder>

**5. Bank Details of the Bidder:**

Details of the Bank in India through which the bidder wishes to apply for e-BG	vii. Bank Name viii. IFSC: <To be entered by the bidder>
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**6. e-BG Amount and Validity Details:**

Currency in which e-BG is required	<To be selected from dropdown by bidder>
e-BG Amount	<To be automatically fetched by IREPS>
Validity period required for e-BG	DD.MM.YYYY <To be automatically calculated by IREPS>
Claim Lodging Period required for e-BG	DD.MM.YYYY

	<To be automatically calculated by IREPS>
<b>7. Details of Railways for entering into SFMS (Structured Financial Messaging System):</b>	
IFSC	SBIN000RAIL
IFSC Type	BRANCH
Bank Name	STATE BANK OF INDIA
Branch Name	RAIL
City Name	NAVI MUMBAI
Address	SECTOR-11, CBD BELAPUR, NAVI MUMBAI
District	NAVI MUMBAI
State	MAHARASHTRA
BG Enabled	YES
<b>8. Details of the Bank Officer issuing e-BG:</b>	
Name of the Officer	<To be entered by the Bank at the time of e-BG>
Designation	
Employee Code	
Email Id	
Contact Number	

**FORMAT OF THE DECLARATION TO BE FURNISHED BY BANKS FOR  
ISSUANCE OF eBG  
WHOMSOEVER IT MAY CONCERN**

We, \_\_\_\_\_ (Name of Bank, hereinafter referred to as "the Bank"),  
having our registered office at \_\_\_\_\_ (details of the complete address  
of the Bank), hereby issue the following declaration in connection with the issuance of  
Electronic Bank Guarantees (eBGs) in favour of Indian Railways:

(1) The Bank hereby declares and confirms that all eBGs that will be issued by it in  
favour of Indian Railways, pursuant to this declaration, shall be issued strictly and  
without any deviation in the format of eBG transmitted to the Bank through the  
IREPS/NeSL portal.

(2) In the event that any deviation from the format of eBG transmitted to the Bank  
through the IREPS/NeSL portal is subsequently detected in any eBG issued by the Bank,  
whether such deviation arose inadvertently or otherwise, the Bank expressly agrees and  
undertakes that:

(a) the Bank's obligations under such eBG shall remain irrevocable, unconditional  
and incontrovertible as per the format of eBG transmitted to the Bank through the  
IREPS/NeSL portal and

(b) the Bank shall honour and discharge its liabilities strictly as per the format of  
eBG transmitted to the Bank through the IREPS/NeSL portal, notwithstanding any  
deviation in the text of the eBG actually issued.

(3) The Bank expressly confirms that it is fully aware that the Ministry of Railways shall  
not undertake nor be required to undertake any verification, scrutiny or re-checking of  
the language, text or format of any eBG issued by the Bank pursuant to this declaration.  
The Bank hereby waives any requirement for such verification or scrutiny by the  
Ministry of Railways and agrees that non-performance of such verification shall not, in  
any manner, affect, limit, dilute or absolve the Bank's liability under any eBG issued  
pursuant to this declaration. The Bank further undertakes that, notwithstanding the  
absence of such verification, it shall issue every eBG strictly in the format of eBG  
transmitted to the Bank through the IREPS/NeSL portal and shall remain fully,  
absolutely and unconditionally liable to honour the eBG as per the format of eBG  
transmitted to the Bank through the IREPS/NeSL portal.

(4) This declaration shall be irrevocable during its validity period.

This declaration has been issued on \_\_\_\_\_ (DD.MM.YYYY) at  
\_\_\_\_\_ (Place) and shall remain valid for a period of two (2) years  
from the date of issue.

**Authorised Signatory:**

<b>Name:</b>	
<b>Designation:</b>	
<b>Employee Code:</b>	
<b>Bank and Branch:</b>	
<b>Email ID:</b>	
<b>Contact Number:</b>	

**(Bid Security)**

Bank Guarantee Bond from any scheduled commercial bank of India  
*(On non-judicial stamp paper, which should be in the name of the Executing Bank)*

**Name of the Bank: -----**

President of India,  
 Acting through Chief Administrative Officer/Construction,  
 N.E. Railway, Gorakhpur.

Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.

Date:.....

**Bank Guarantee Bond No.:**

**Date:-----**

In consideration of the President of India acting through----- (***Designation & address of Contract Signing Authority***), ..... Railway, ....., .... (hereinafter called "The Railway") having invited the bid for\_\_\_\_\_through Notice inviting tender (NIT) No.\_\_\_\_\_, We have been informed that . . . . . [***Insert name of the Bidder***]..... (**hereinafter called "the Bidder"**) intends to submit its bid (hereinafter called "the Bid") .

WHEREAS, the Bidder is required to furnish Bid Security for the sum of [***Insert required Value of Bid Security***], in the form of Bank Guarantee, according to conditions of Bid.

**AND**

WHEREAS, .....[***Insert Name of the Bank***], with its Branch .....[***Insert Address***] having its Headquarters office at..... [***Insert Address***], hereinafter called the **Bank**, acting through .....[***Insert Name and Designation of the authorised persons of the Bank***], have, at the request of the Bidder, agreed to give guarantee for Bid Security as hereinafter contained, in favour of the Railway:

1. KNOW ALL MEN that by these present that I/We the undersigned [***Insert name(s) of authorized representatives of the Bank***], being fully authorized to sign and incur obligations for and on behalf of the Bank, confirm that the Bank, hereby, unconditionally and irrevocably guarantee to pay to the Railway full amount in the sum of [***Insert required Value of Bid Security***] as above stated.

2. The Bank undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Bank shall be final, conclusive and binding, absolute and unequivocal on the Bank notwithstanding any disputes raised/ pending before any Court, Tribunal, Arbitration or any Authority or any threatened litigation by the Bidder or Bank.

3. The Bank shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the Bidder and without the Railway being required to show grounds or give reasons for its demand of the amount so demanded.
4. The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Bidder.
5. The Bank agrees that no change, addition, modifications to the terms of the Bid document or to any documents, which have been or may be made between the Railway and the Bidder, will in any way absolve the Bank from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification made by Railway at any time.
6. This guarantee will remain valid and effective from.....*[insert date of issue]*till .....*[insert date, which should be minimum 90 days beyond the expiry of validity of Bid]*. Any demand in respect of this Guarantee should reach the Bank within the validity period of Bid Security.
7. The Bank Guarantee is unconditional and irrevocable.
8. The expressions Bank and Railway herein before used shall include their respective successors and assigns.
9. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.
10. The Bank hereby confirms that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of this Bank Guarantee to the following bank details –

11. The Guarantee shall be valid in addition to and without prejudice to any other security Guarantee(s) of Bidder in favour of the Railway. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Railway.

IFSC CODE	SBIN000RAIL
IFSC TYPE	BRANCH
BANK NAME	STATE BANK OF INDIA
BRANCH NAME	RAIL
CITY NAME	NAVI MUMBAI
ADDRESS	SECTOR-11, CBD BELAPUR, NAVI MUMBAI
DISTRICT	NAVI MUMBAI
STATE	MAHARASHTRA
BG ENABLED	YES

Date .....

Place.....

Bank's Seal and authorized signature(s)

*[Name in Block letters]* .....

*[Designation with Code No.]* .....

*[P/Attorney]* No.

Witness:

1 Signature, Name & Address & Seal

2 Signature, Name & address & Seal

Bank's Seal

*[P/Attorney]* No.

**Note:** All italicized text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.



**NORTH EASTERN RAILWAY CONSTRUCTION ORGANISATION**  
**ELIGIBILITY CRITERIA**

**e-Tender No. DYCE-CON-BR-GKP-08-2026(Two Packet System)**

**E-TENDER ARE INVITED ON BEHALF OF THE PRESIDENT OF INDIA FOR THE UNDER MENTIONED WORKS.**

Sl. No.	Name of work	Approx. cost [Rs]	Time of completion	Maintenance Period	Date and Time of closing
1	Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No-50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal-Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROBs and any other bridges of North Eastern Railway.	643115737.06	Thiry [30] Months	Twelve [12] Months	24.07.2026 up to 15.00 hrs

**NOTE:** Tenderers who fulfil requisite eligibility criteria mentioned in forgoing Para shall participate the tender. Details as per **Annexure-1 of Capter-3** is required to be submitted.

**10.0 Eligibility Criteria:**

**10.1 Technical Eligibility Criteria:**

- (a) The tenderer must have successfully completed or substantially completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:

**Signature of the Tenderer(s)**

**For Chief Administrative Officer/Con**

- (i) Three similar works each costing not less than the amount equal to 30% of advertised value of the tender, or
- (ii) Two similar works each costing not less than the amount equal to 40% of advertised value of the tender, or
- (iii) One similar work each costing not less than the amount equal to 60% of advertised value of the tender.

**Similar nature of work means: - “Supplying, Fabrication, Erection & Launching of Open Web Girder/Bow String Girder/N-Type Truss/Camel Back Truss (including composite Open Web/Bow String Girder/N-Type Truss/Camel Back Truss)”.**

- (b) (i) **In case of tenders for composite works** (e.g. works involving more than one distinct component, such as Civil Engineering works, S&T works, Electrical works, OHE works etc. and in the case of major bridges – substructure, superstructure etc.), tenderer must have successfully completed or substantially completed any of the following categories of work(s) during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:
  - (i) Three similar works each costing not less than the amount equal to 30% of advertised value of each component of tender, or
  - (ii) Two similar works each costing not less than the amount equal to 40% of advertised value of each component of tender, or
  - (iii) One similar work each costing not less than the amount equal to 60% of advertised value of each component of tender.

**Note for b(1):** Separate completed works of minimum required values shall also be considered for due fulfilment of technical eligibility criteria for different components.

**(b)(2)** In such cases, what constitutes a component in a composite work shall be clearly pre-defined with estimated tender cost of it, as part of the tender documents without any ambiguity.

**(b)(3)** To evaluate the technical eligibility of tenderer, only components of work as stipulated in tender documents for evaluation of technical eligibility, shall be considered. The scope of work covered in other remaining components shall be either executed by tenderer himself if he has work experience as mentioned in clause 7 of the Standard General Conditions of Contract or through subcontractor fulfilling the requirements as per clause 7 of the Standard General Conditions of Contract or jointly i.e., partly himself and remaining through subcontractor, with prior approval of Chief Engineer in writing.

However, if required in tender documents by way of Special Conditions, a formal agreement duly notarised, legally enforceable in the court of law, shall be executed by the main contractor with the subcontractor for the component(s) of work proposed to be executed by the subcontractor(s), and shall be submitted along with the offer for considering subletting of that scope of work towards fulfilment of technical eligibility. Such subcontractor must fulfil technical eligibility criteria as follows:

The subcontractor shall have successfully completed at least one work similar to work proposed for subcontract, costing not less than 35% value of work to be subletted, in last 5 years, ending last day of month previous to the one in which tender is invited through a works contract.

**Note:** for subletting of work costing up to Rs 50 lakh, no previous work experience of subcontractor shall be asked for by the Railway.

In case after award of contract or during execution of work it becomes necessary for contractor to change subcontractor, the same shall be done with subcontractor(s) fulfilling the requirements as

per clause 7 of Standard General Conditions of Contract, with prior approval of Chief Engineer in writing.

**Note for Item 10.1:**

Work experience certificate from private individual shall not be considered. However, in addition to work experience certificates issued by any Govt. Organisation, work experience certificate issued by Public listed company having average annual turnover of Rs 500 crore and above in last 3 financial years excluding the current financial year, listed on National Stock Exchange or Bombay Stock Exchange, incorporated/registered at least 5 years prior to the date of closing of tender, shall also be considered provided the work experience certificate has been issued by a person authorized by the Public listed company to issue such certificates.

In case tenderer submits work experience certificate issued by public listed company, the tenderer shall also submit along with work experience certificate, the relevant copy of work order, bill of quantities, bill wise details of payment received duly certified by Chartered Accountant, TDS certificates for all payments received and copy of final/last bill paid by company in support of above work experience certificate.

**10.2. Financial Eligibility Criteria:** The tenderer must have minimum average annual contractual turnover of V/N or “V” whichever is less, where

V= Advertised value of the tender in crores of Rupees

N= Number of years prescribed for completion of work for which bids have been invited.

The average annual contractual turnover shall be calculated as an average of “total contractual payments” in the previous three financial years, as per the audited balance sheet. However, in case balance sheet of the previous year is yet to be prepared/ audited, the audited balance sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.

The tenderers shall submit requisite information as per **Annexure-2 of Chapter-3**, along with copies of Audited Balance Sheets duly certified by the Chartered Accountant/ Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

**10.3 Bid Capacity:** The tender/technical bid will be evaluated based on bid capacity formula detailed in **Annexure-3 of Chapter-3**. The statement of existing commitments and balance amount of ongoing works should be submitted as per Annexure-E attached with tender document.

**10.4** No Technical and Financial credentials are required for tenders having value up to Rs 50 lakh.

**10.5** Credentials if submitted in foreign currency shall be converted into Indian currency i.e., Indian Rupee as under:

The conversion rate of US Dollars into Rupees shall be the daily representative exchange rates published by the Reserve Bank of India or entity authorized by RBI to do so for the relevant date or immediately previous date for which rates have been published. Where, relevant date shall be as on the last day of month previous to the one in which tender is invited. In case of any other currency, the same shall first be converted to US Dollars as on the last day of month previous to the one in which tender is invited, and the amount so derived in US Dollars shall be converted into Rupees at the aforesaid rate. The conversion rate of such currencies shall be the daily representative exchange rates published by the International Monetary Fund for the relevant date or immediately previous date for which rates have been published.

**[Explanation for Para 10 above of the tender including Para 10.1 to 10.5 - Eligibility Criteria:**

- 1 Substantially Completed Work means an ongoing work in which payment equal to or more than 90% of the present contract value (excluding the payment made for adjustment of Price variation (PVC), if any) has been made to the contractor in that ongoing contract and no proceedings of termination of contract on Contractor's default has been initiated. The credential certificate in this regard should have been issued not prior to 60 days of date of invitation of present tender.
2. In case a work is started prior to 07 (seven) years, ending last day of month previous to the one in which tender is invited, but completed in last 07 (seven) years, ending last day of month previous to the one in which tender is invited, the completed work shall be considered for fulfilment of credentials.
3. If a work is physically completed and completion certificate to this extent is issued by the concerned organization but final bill is pending, such work shall be considered for fulfilment of credentials.
- 4 In case of completed work, the value of final bill (gross amount) including the PVC amount (if paid) shall be considered as the completion cost of work. In case final bill is pending, only the total gross amount already paid including the PVC amount (if paid) shall be considered as the completion cost of work.  
  
In case of substantially completed work, the total gross amount already paid including the PVC amount (if paid), as mentioned in the certificate, shall be considered as the cost of substantially completed work.
5. If a bidder has successfully completed a work as subcontractor and the work experience certificate has been issued for such work to subcontractor by a Govt. Organisation or public listed company as defined in Note for item No.2.1 above, the same shall be considered for the purpose of fulfilment of credentials.
6. In case a work is considered similar in nature for fulfillment of technical credentials, the overall cost including the PVC amount (if paid) of that completed work or substantially completed work, shall be considered and no separate evaluation for each component of that work shall be made to decide eligibility.
7. In case of newly formed partnership firm, the credentials of individual partners from previous propriety firm(s) or dissolved previous partnership firm(s) or split previous partnership firm(s), shall be considered only to the extent of their share in previous entity on the date of dissolution / split and their share in newly formed partnership firm. For example, a partner A had 30% share in previous entity and his share in present partnership firm is 20%. In the present tender under consideration, the credentials of partner A will be considered to the extent of  $0.3 \times 0.2$  \* value of the work done in the previous entity. For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deed(s), dissolution deed(s) and proof of surrender of PAN No.(s) in case of dissolution of partnership firm(s) etc.
8. In case of existing partnership firm, if any one or more partners quit the partnership firm, the credentials of remaining partnership firm shall be re-worked out i.e., the quitting partner(s) shall take away his credentials to the extent of his share on the date of quitting the partnership firm (e.g. in a partnership firm of partners A, B & C having share 30%, 30% & 40% respectively and credentials of Rs 10 crore, in case partner C quits the firm, the credentials of this partnership firm shall remain as Rs 6 crore). For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deed(s), dissolution deed(s) and proof of surrender of PAN No.(s) in case of dissolution of partnership firm(s) etc.
9. In case of existing partnership firm if any other partner(s) joins the firm without any modification in the name and PAN/TAN no. of the firm, the credentials of partnership firm shall get enhanced to the extent of credentials of newly added partner(s) on the same principles as mentioned in item 6

above. For this purpose, the tenderer shall submit along with his bid all the relevant documents which include copy of previous partnership deeds, dissolution/splitting deeds and proof of surrender of PAN No.(s) in case of dissolution of partnership firm etc.

10. Any partner in a partnership firm cannot use or claim his credentials in any other firm without leaving the partnership firm i.e., In a partnership firm of A&B partners, A or B partner cannot use credentials of partnership firm of A&B partners in any other partnership firm or propriety firm without leaving partnership firm of A&B partners.
11. In case a partner in a partnership firm is replaced due to succession as per succession law, the proportion of credentials of the previous partner will be passed on to the successor.
11. If the percentage share among partners of a partnership firm is changed, but the partners remain the same, the credentials of the firm before such modification in the share will continue to be considered for the firm as it is without any change in their value. Further, in case a partner of partnership firm retires without taking away any credentials from the firm, the credentials of partnership firm shall remain the same as it is without any change in their value.
12. In a partnership firm “AB” of A&B partners, in case A also works as propriety firm “P” or partner in some other partnership firm “AX”, credentials of A in propriety firm “P” or in other partnership firm “AX” earned after the date of becoming a partner of the firm AB shall not be added in partnership firm AB.
13. In case a tenderer is LLP, the credentials of tenderer shall be worked out on above lines similar to a partnership firm.
14. *In case company A is merged with company B, then company B would get the credentials of company A also.*

#### 11. Tenderer Credentials:

Documents testifying tenderer previous experience and financial status should be produced along with the tender.

Tenderer(s) who is / are not borne on the approved list of the Contractors of Construction Organisation of N.E. Railway shall submit along with his / their tender:

- (i) Certificates and testimonials regarding contracting experience for the type of job for which tender is invited with list of works carried out in the past – **Annexure-1 of chapter-3**
- (ii) Certificates which may be an attested Certificate from the client, Audited Balance Sheet duly certified by the Chartered Accountant etc regarding contractual payments received in the past – **Annexure-2 of Chapter-3.**
- (iii) The list of Plant & Machinery available on hand and proposed to be inducted and hired for the tendered work – **Annexure-B** and the list of personnel / organization on hand and proposed to be engaged for the tendered work – **Annexure-C.**
- (iv) In terms of Railway Board letter No.2022/CE-1/CT/GCC dated 14.05.2024 regarding submission of Annexure-V (Annexure-2 of this documents) “On IREPS Module, a facility has already been created for online submission of Annexure-V. Therefore, the provision of downloading of Annexure-V of GCC & uploading of physically signed Annexure-V by the tenderer had been discontinued on IREPS”. However, in case of other than Company/Proprietary firm, **Annexure -2 (A)** (Annexure VA of GCC) shall be submitted by the each member of a Partnership Firm/Joint Venture (JV)/ Hindu Undivided Family (HUF/Limited Liability Partnership (LLP) etc., as the case may be. **Non submission of above certificate(s) by the bidder shall result in summarily rejection of his/their bid.** It shall be mandatorily incumbent upon the tenderer to identify, state

and submit the supporting documents duly self attested/digitally signed by which they/he is qualifying the Qualifying Criteria mentioned in the Tender Document.

- (v) The Railway reserves the right to verify all statements, information and documents submitted by the bidder in his tender offer, and the bidder shall, when so required by the Railway, make available all such information, evidence and documents as may be necessary for such verification. Any such verification or lack of such verification, by the Railway shall not relieve the bidder of its obligations or liabilities hereunder nor will it affect any rights of the Railway thereunder.
- (vi) (a) In case of any information submitted by tenderer is found to be false, forged or incorrect at any time during process for evaluation of tenders, it shall lead to forfeiture of the tender Bid Security besides banning of business for a period of upto **two years**.
- (b) In case of any information submitted by tenderer is found to be false, forged or incorrect after the award of contract, the contract shall be terminated. Bid Security, Performance Guarantee and Security Deposit available with the railway shall be forfeited. In addition, other dues of the contractor, if any, under this contract shall be forfeited and agency shall be banned for doing business for a period of upto **two years**..

**12.0 Non-compliance with any of the conditions set forth therein above is liable to result in the tender being rejected.**

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**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE –1 of Chapter-3'**

**Compliance of Technical Eligibility criteria by the tenderer regarding execution of similar single work of advertised tender value** during last seven years ending last day of month previous to the one in which tender is invited.

1. Name and style of the contractor with address [Present tenderer]
2. Name and scope of the work executed
3. Authority who have awarded the contract.
4. Full address of the authority under whom the contract was executed.
5. Whether it is a Govt/Railway/Semi Govt organization.
6. Contractual Agreement No. and date.
7. Completed Value of the contract.

[a] Original value of the contract.

**Technical Eligibility Criteria:** The tenderer must have successfully completed or substantially completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:

Three similar works each costing not less than the amount equal to 30% of advertised value of the tender, or

Two similar works each costing not less than the amount equal to 40% of advertised value of the tender, or

One similar work each costing not less than the amount equal to 60% of advertised value of the tender.

(b) (i) In case of tenders for composite works (e.g. works involving more than one distinct component, such as Civil Engineering works, S&T works, Electrical works, OHE works etc. and in the case of major bridges – substructure, superstructure etc.), tenderer must have successfully completed or substantially completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited:

Three similar works each costing not less than the amount equal to 30% of advertised value of each component of tender, or

Two similar works each costing not less than the amount equal to 40% of advertised value of each component of tender, or

One similar work each costing not less than the amount equal to 60% of advertised value of each component of tender.

Note for (b) (i): Separate completed works of minimum required values shall also be considered for fulfilment of technical eligibility criteria for different components.

(b) (ii) In such cases, what constitutes a component in a composite work shall be clearly pre-defined with estimated tender cost of it, as part of the tender documents without any ambiguity.

(b) (iii) To evaluate the technical eligibility of tenderer, only components of work as stipulated in tender documents for evaluation of technical eligibility, shall be considered. The scope of work covered in other remaining components shall be either executed by tenderer himself if he has work experience as mentioned in clause 2.1 of Chapter-6 or through subcontractor fulfilling the requirements as per clause 2.1 of Chapter-6 or jointly.

8. [a] Date of award of contract.

[b] Date of actual physical completion of work.

9. Details of copy of documents attached in support of completion of above similar single work.

[a] Certificate No. and date.

[b] Authority issued.

10. Declaration by the tenderer: I hereby declare that the information given above are true and the copy of the certificate enclosed is genuine. If any of the information given above is found to be wrong at any time, my tender will liable to be rejected and such liability will be compensated by me.

Name and signature of Tenderer  
along with Seal.

**Certificates containing the above information will only be considered. In complete certificates/copy of bills/letter of acceptance will not be considered.**



**ANNEXURE-2 of chapter -3**

Reference -Para 10.2 of Chapter-3 &amp; 17.15.2 of Chapter-5

**Compliance of Financial Eligibility criteria****Each Bidder or each member of a JV must fill in this form separately:****NAME OF BIDDER/JV PARTNER:****Annual Contractual Turnover Data for the Previous 3/4 Years  
(Contractual Payment only)**

Year	Amount Currency	Exchange rate	Indian National Rupees Equivalent
Average Annual Contractual turnover for last 3 years			

1. The average annual contractual turnover shall be calculated as an average of “total contractual payments” in the previous three financial years. However, in case balance sheet of the previous year is yet to be prepared/ audited, the audited balance sheet of the fourth previous year shall be considered for calculating average annual contractual turnover.
2. The information supplied shall be substantiated by data in the audited balance sheets and profit and loss accounts for the relevant years in respect of the bidder or all members constituting the bidder.
3. Contents of this form should be certified by a Chartered Accountant duly supported by Audited Balance Sheet duly certified by the Chartered Accountant.

***SEAL AND SIGNATURE OF THE BIDDER***

Certified that all figures and facts submitted in this form have been furnished after full consideration of all observations/notes in Auditor's reports. \_\_\_\_\_

***(Signature of Chartered Accountant)*****Name of CA:** \_\_\_\_\_**Registration No:** \_\_\_\_\_***(Seal)*****Signature of the Tenderer(s)****For Chief Administrative Officer/Con**

**TENDERER'S CREDENTIALS (BID CAPACITY)****\_\_\_\_\_ RAILWAY**

For tenders having advertised value more than Rs 10 crore wherein eligibility criteria includes bid capacity also, the tenderer will be qualified only if its available bid capacity is equal to or more than the total bid value of the present tender. The available bid capacity shall be calculated as under:

$$\text{Available Bid Capacity} = [A \times N \times 2] - 0.33 \times N \times B$$

Where,

A = Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (up to date of inviting tender), taking into account the completed as well as works in progress.

N= Number of years prescribed for completion of work for which bids has been invited.

B = Value of Existing commitments and balance amount of ongoing works with the tenderer as on date one month prior to the tender closing date to be completed in next “N” years per prescribed proforma of the Railway (ANNEXURE-E).

Note:

- (a) The Tenderer(s) shall furnish the details of -
  - (i) Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (up to date of inviting tender) for calculating A, and
  - (ii) Existing commitments and balance amount of ongoing works with tenderer as per the prescribed proforma of Railway for statement of all works in progress and also the works which are awarded to tenderer but yet not started upto the date of inviting of tender for calculating B as per ANNEXURE-E. In case of no works in hand, a ‘NIL’ statement should be furnished.

The submitted details for (i) and (ii) above should be duly verified by Chartered Accountant.

- (b) In case if a bidder is JV, the tenderer(s) must furnish the details of
  - (i) Maximum value of construction works executed and payment received in any one of the previous three financial years or the current financial year (up to date of inviting tender) by each member of JV for calculating A, and
  - (ii) Existing commitments and balance amount of ongoing works with each member of JV either in individual capacity or as a member of other JV as per the prescribed proforma of Railway ANNEXURE-E for statement of all works in progress and also the works which are awarded to each member of JV either in individual capacity or as a member of other JV but yet not started upto the date of inviting of tender for calculating B. In case of no works in hand, a ‘NIL’ statement should be furnished.

The submitted details for (i) and (ii) above should be duly verified by Chartered Accountant.

- (c) Value of a completed work/work in progress/work awarded but yet not started for a Member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying his/her compliance to the above mentioned bid capacity in the tender under consideration.
- (d) The arithmetic sum of individual “bid capacity” of all the members shall be taken as JV’s “bid capacity”.
- (e) In case, the tenderer/s failed to submit the above statement along with offer, their/his offer shall be considered as incomplete and will be rejected **summarily**.
- (f) The available bid capacity of tenderer shall be assessed based on the details submitted by the tenderer. In case, the available bid capacity is lesser than estimated cost of work put to tender, his offer shall not be considered even if he has been found eligible in other eligibility criteria/tender requirement.

## NORTH EASTERN RAILWAY

## [CONSTRUCTION ORGANISATION]

**EXCERPTS CONDITION FOR PARTICIPATION IN TENDER****TO BE SUBMITTED ALONG WITH THE TENDER**

- 13. Execution of Contract Documents:** The successful Tenderer(s) shall be required to execute an agreement with the President of India acting through the Chief Administrative Officer/Construction/N.E.Railway for carrying out the work according to Standard General Conditions of Contract, Special Conditions / Specifications annexed to the tender and Standard Specifications (Works and Materials) of Railway as amended/corrected upto latest correction slips, mentioned in tender form (first Sheet).
- 14. Documents to be submitted Along with Tender**
- (i) The tenderer shall clearly specify whether the tender is submitted on his own (Proprietary Firm) or on behalf of a Partnership Firm / Company / Joint Venture (JV) / Registered Society/ Registered Trust / Hindu Undivided Family (HUF)/Limited Liability Partnership (LLP) etc. The tenderer(s) shall enclose the attested copies of the constitution of their concern, and copy of PAN Card along with their tender. Tender Documents in such cases are to be signed by such persons as may be legally competent to sign them on behalf of the firm, company, association, trust or society, as the case may be.
- (ii) **Following documents shall be submitted by the tenderer:**
- (a) **Sole Proprietorship Firm:**
- (i) All other documents in terms of Para 10 of Chapter-3.
- (b) **HUF:**
- (i) A copy of notarized affidavit on Stamp Paper declaring that he who is submitting the tender on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.
- (ii) All other documents in terms of Para 10 of Chapter-3.
- (c) **Partnership Firm:**
- (i) All other documents in terms of Para 18 of Chapter-5.
- (d) **Joint Venture (JV):** The tenderer shall submit documents as mentioned in **Para 17 of Chapter-5**
- (e) **Company registered under Companies Act 2013:**
- (i) The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company.
- (ii) A copy of Certificate of Incorporation
- (iii) A copy of Authorization/Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual to sign the tender on behalf of the company and create liability against the company.
- (iv) All other documents in terms of explanatory notes in clause 10 of Chapter-3.
- (f) **LLP (Limited Liability Partnership):**
- (i) A copy of LLP Agreement
- (ii) A copy of Certificate of Incorporation

- (iii) A copy of Power of Attorney/Authorization issued by the LLP in favour of the individual to sign the tender on behalf of the LLP and create liability against the LLP.
- (iii) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP or JV in which they were / are partners/members. Concealment / wrong information in regard to above shall make the contract liable for determination under Clause 62 of the Standard General Conditions of Contract.
- (iv) All other documents in terms of explanatory notes in clause 10 of Chapter-3.

**(g) Registered Society & Registered Trust:** The tenderer shall submit:

- (i) A copy of the Certificate of Registration
- (ii) A copy of Memorandum of Association of Society/Trust Deed.
- (iii) A copy of Power of Attorney in favour of the individual to sign the tender documents and create liability against the Society/Trust.
- (iii) A copy of Rules & regulations of the Society.
- (v) All other documents in terms of explanatory notes in clause 10 of Chapter-3.
- (iii) **If it is NOT mentioned in the submitted tender that tender is being submitted on behalf of a Sole Proprietorship firm / Partnership firm / Joint Venture / Registered Company etc., then the tender shall be treated as having been submitted by the individual who has signed the tender.**
- (iv) **After opening of the tender, any document pertaining to the constitution of Sole Proprietorship Firm / Partnership Firm / Registered Company/ Registered Trust / Registered Society / HUF/LLP etc. shall be neither asked nor considered, if submitted. Further, no suo moto cognizance of any document available in public domain (i.e., on internet etc.) or in Railway's record/office files etc. will be taken for consideration of the tender, if no such mention is available in tender offer submitted.**
- (v) A tender from JV shall be considered only where permissible as per the tender conditions.
- (vi) The Railway will not be bound by any change of power of attorney or in the composition of the firm made subsequent to the submission of tender. Railway may, however, recognize such power of attorney and changes after obtaining proper legal advice, the cost of which will be chargeable to the Contractor.

- 15.** The tenderer whether sole proprietor /a company or a partnership firm/ registered society / registered trust / HUF/LLP etc if they want to act through agent or individual partner(s), should submit along with the tender, a copy of power of attorney duly stamped and authenticated by a Notary Public or by Magistrate in favour of the specific person whether he/they be a partner(s) of the firm or any other person, specifically authorizing him/them sign the tender, submit the tender and further to deal with the Tender/ Contract up to the stage of signing the agreement except in case where such specific person is authorized for above purposes through a provision made in the partnership deed/Memorandum of Understanding/Article of Association /Board resolution, **failing which tender shall be summarily rejected.**

A separate power of attorney duly stamped and authenticated by a Notary Public or by Magistrate in favour of the specific person whether he/they be partner(s) of the firm or any other person, shall be submitted after award of work, specifically authorizing him/them to deal with all other contractual activities subsequent to signing of agreement, if required.

*Note: A Power of Attorney executed and issued overseas, the document will also have to be legalized by the Indian Embassy and notarized in the jurisdiction where the Power of Attorney is*

*being issued. However, the Power of Attorney provided by Bidders from countries that have signed the Hague Legislation Convention 1961 are not required to be legalized by the Indian Embassy if it carries a conforming Apostille certificate.*

#### **16. Employment/Partnership etc. of Retired Railway Employees:**

- (a) Should a tenderer
  - i) be a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, whether in the executive or administrative capacity or whether holding a pensionable post or not, in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being, OR
  - ii) being partnership firm / joint venture (JV) / registered society / registered trust etc have as one of its partners a retired Engineer of the gazetted rank or any other gazetted officer working before his retirement, OR
  - iii) being an incorporated company have any such retired Engineer of the gazetted rank or any other gazetted officer working before his retirement as one of its directors

AND

in case where such Engineer or officer had not retired from government service at least 1 year prior to the date of submission of the tender

THEN

the tenderer will give full information as to the date of retirement of such Engineer or gazetted officer from the said service and as to whether permission for taking such contract, or if the Contractor be a partnership firm or an incorporated company, to become a partner or director as the case may be, has been obtained by the tenderer or the Engineer or officer, as the case may be from the President of India or any officer, duly authorized by him in this behalf, shall be clearly stated in writing at the time of submitting the tender.

- b) In case, upon successful award of contract, should a tenderer depute for execution of the works under or to deal matters related with this contract, any retired Engineer of gazette rank or retired gazetted officer working before his retirement in the Engineering or any other department of any of the railways owned and administered by the President of India for the time being, and now in his employment, then the tenderer will ensure that retired Engineer or retired gazetted officer had retired from government service at least 1 year prior to the date of his employment with tenderer and in case he had retired from service within a year then he possesses the requisite permission from the President of India or any officer, duly authorized by him in this behalf, to get associated with the tenderer.
- c) Should a tenderer or Contractor being an individual, have member(s) of his family or in the case of partnership firm/ company / joint venture (JV) / registered society / registered trust etc. one or more of his partner(s)/shareholder(s) or member(s) of the family of partner(s)/shareholder(s) having share of more than 1% in the tendering entity employed in gazetted capacity in the Engineering or any other department of the railway, then the tenderer at the time of submission of tender, will inform the authority inviting tenders the details of such persons.

Note:- If information as required as per 16 (a), (b), (c) above has not been furnished, contract is liable to be dealt in accordance with provision of clause 62 of Standard General Condition of contract.

**The Guide Lines for Participation in Joint venture kindly see Chapter-5.**

**GUIDELINES FOR PARTICIPATION OF JOINT VENTURE FIRMS IN WORKS TENDER (JV is applicable in the tenders valuing Rs.10 Crore & more)**

- 17. Participation of Joint Venture (JV) in Works Tender:** This Clause shall be applicable for works tenders wherein tender documents provide for the same.
- 17.1** Separate identity/name shall be given to the Joint Venture.
- 17.2** Number of members in a JV shall not be more than three, if the work involves only one department (say Civil or S&T or Electrical or Mechanical) and shall not be more than five, if the work involves more than one Department. One of the members of the JV shall be its Lead Member who shall have a majority (at least 51%) share of interest in the JV. The other members shall have a share of not less than 20% each in case of JV with upto three members and not less than 10% each in case of JV with more than three members. In case of JV with foreign member(s), the Lead Member has to be an Indian firm/company with a minimum share of 51%.
- 17.3** A member of JV shall not be permitted to participate either in individual capacity or as a member of another JV in the same tender.
- 17.4** The tender form shall be purchased and submitted only in the name of the JV and not in the name of any constituent member. The tender form can however be submitted by JV or any of its constituent member or any person authorized by JV through Power of Attorney to submit tender.
- 17.5 Bid Security shall be submitted by JV or authorized person of JV either as:**
- (i) Cash through e-payment gateway or as mentioned in tender document, or
  - (ii) Bank Guarantee bond either in the name of JV, or in the name of all members of JV as per MOU irrespective of their share in the JV if the JV has not been constituted legally till the date of submission of tender.
- 17.6** A copy of Memorandum of Understanding (MoU) duly executed by the JV members on a stamp paper, shall be submitted by the JV along with the tender. The complete details of the members of the JV, their share and responsibility in the JV etc. particularly with reference to financial, technical and other obligations shall be furnished in the MoU. (The MoU format for this purpose shall be finalized by the Railway in consultation with their Law Branch and enclosed along with the tender).
- 17.7** Once the tender is submitted, the MoU shall not normally be modified / altered / terminated during the validity of the tender. In case the tenderer fails to observe/comply with this stipulation, the full Bid Security shall be liable to be forfeited.
- 17.8** Approval for change of constitution of JV shall be at the sole discretion of the Railway. The constitution of the JV shall not be allowed to be modified after submission of the tender bid by the JV, except when modification becomes inevitable due to succession laws etc., provided further that there is no change in qualification of minimum eligibility criteria by JV after change of composition. However, the Lead Member shall continue to be the Lead Member of the JV. Failure to observe this requirement would render the offer invalid.
- 17.9** Similarly, after the contract is awarded, the constitution of JV shall not be normally allowed to be altered during the currency of contract except when modification become inevitable due to succession laws etc. and minimum eligibility criteria should not get vitiated. Failure to observe this stipulation shall be deemed to be breach of contract with all consequential penal action as per contract conditions.
- 17.10** On award of contract to a JV, a single Performance Guarantee shall be submitted by the JV as per tender conditions. All the Guarantees like Performance Guarantee, Bank Guarantee for Mobilization Advance, Machinery Advance etc. shall be accepted only in the name of the JV and no splitting of guarantees amongst the members of the JV shall be permitted.

**17.11** On issue of LOA (Letter of Acceptance), the JV entity to whom the work has been awarded, with the same shareholding pattern as was declared in the MOU/JV Agreement submitted along with the tender, shall be got registered before the Registrar of the Companies under 'The Companies Act -2013' (in case of JV entity is to be registered as Company) or before the Registrar/Sub-Registrar under the 'The Indian Partnership Act, 1932' (in case of JV entity is to be registered as Partnership Firm) or under 'The LLP Act 2008' (in case of JV entity is to be registered as LLP). A separate PAN shall be obtained for this entity. The documents pertaining to this entity including its PAN shall be furnished to the Railways before signing the contract agreement for the work. In case the tenderer fails to observe/comply with this stipulation within 60 days of issue of LOA, contract is liable to be terminated. In case contract is terminated railway shall be entitled to forfeit the full amount of the Bid Security and other dues payable to the Contractor under this contract. The entity so registered, in the registered documents, shall have, inter-alia, following Clauses:

**17.11.1 Joint And Several Liability** - Members of the entity to which the contract is awarded, shall be jointly and severally liable to the Railway for execution of the project in accordance with General and Special Conditions of Contract. The members of the entity shall also be liable jointly and severally for the loss, damages caused to the Railways during the course of execution of the contract or due to non-execution of the contract or part thereof.

**17.11.2 Duration of the Registered Entity** - It shall be valid during the entire currency of the contract including the period of extension, if any and the maintenance period after the work is completed.

**17.11.3 Governing Laws** - The Registered Entity shall in all respect be governed by and interpreted in accordance with Indian Laws.

**17.12 Authorized Member** - Joint Venture members in the JV MoU shall authorize **Lead member** on behalf of the Joint Venture to deal with the Contract, sign the agreement or enter into contract in respect of the said tender, to receive payment, to witness joint measurement of work done, to sign measurement books and similar such action in respect of the said tender/contract. All notices/correspondences with respect to the contract would be sent only to this authorized member of the JV.

**17.13** No member of the Joint Venture shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other members and that of the Railway in respect of the said tender/contract.

**17.14 Documents to be enclosed by the JV along with the tender:**

**17.14.1 In case one or more of the members of the JV is/are partnership firm(s), following documents shall be submitted:**

- (i) A notarized copy of the Partnership Deed or a copy of the Partnership deed registered with the Registrar,
- (ii) A copy of consent of all the partners or individual authorized by partnership firm, to enter into the Joint Venture Agreement on a stamp paper,
- (iii) A notarized or registered copy of Power of Attorney in favour of the individual to sign the MOU/JV Agreement on behalf of the partnership firm and create liability against the firm.
- (iv) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railways or any other Ministry/Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under Clause 62 of the Standard General Conditions of Contract.

**17.14.2 In case one or more members is/are Proprietary Firm or HUF, following documents shall be enclosed:**

- (i) A copy of notarized affidavit on Stamp Paper declaring that his Concern is a proprietary Concern and he is sole proprietor of the Concern OR he who is signing the affidavit on behalf of HUF is in the position of 'Karta' of Hindu Undivided Family (HUF) and he has the authority, power and consent given by other members to act on behalf of HUF.

**17.14.3 In case one or more members of the JV is/are companies, the following documents shall be submitted:**

- (i) A copy of resolutions of the Directors of the Company, permitting the company to enter into a JV agreement,



- (ii) The copies of MOA (Memorandum of Association) / AOA (Articles of Association) of the company
- (iii) A copy of Certificate of Incorporation
- (iv) A copy of Authorization/copy of Power of Attorney issued by the Company (backed by the resolution of Board of Directors) in favour of the individual, to sign the tender, sign MOU/JV Agreement on behalf of the company and create liability against the company.

**17.14.4 In case one or more members of the JV is/are LLP firm/s, the following documents shall be submitted:**

- (i) A copy of LLP Agreement
- (ii) A copy of Certificate of Incorporation of LLP
- (iii) A copy of resolution passed by partners of LLP firm, permitting the Firm to enter into a JV agreement
- (iv) A copy of Authorization /copy of Power of Attorney issued by the LLP firm (backed by resolution passed by the Partners) in favour of the individual, to sign the tender and/or sign the MOU/ JV agreement on behalf of the LLP and create liability against the LLP.
- (v) An undertaking by all partners of the LLP that they are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP or JV in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the contract liable for determination under Clause 62 of the Standard General Conditions of Contract.

**17.14.5 In case one or more members of the JV is/are Society/s or Trust/s, the following documents shall be submitted:**

- (i) A copy of Certificate of Registration
- (ii) A copy of Memorandum of Association of Society/Trust Deed
- (iii) A copy of Rules & Regulations of the Society
- (iv) A copy of Power of Attorney, in favour of the individual to sign the tender documents and create liability against the Society/Trust.

**17.14.6 All other documents in terms of Para 10 of Chapter-3 above.**

**17.14.7** *A Power of Attorney executed and issued overseas, the document will also have to be legalized by the Indian Embassy and notarized in the jurisdiction where the Power of Attorney is being issued. However, the Power of Attorney provided by Bidders from countries that have signed the Hague Legislation Convention 1961 are not required to be legalized by the Indian Embassy if it carries a conforming Apostille certificate.*

**17.15** Credentials & Qualifying Criteria: Technical, financial eligibility and Bid capacity of the JV shall be adjudged based on satisfactory fulfilment of the following criteria:

**17.15.1 Technical Eligibility Criteria ('a' or 'b' mentioned hereunder):**

**(a) For Works without composite components:**

The technical eligibility for the work as per Para 10.1 of Chapter-3 above, shall be satisfied by either the 'JV in its own name & style' or Lead member of the JV,

Each other (non-lead) member(s) of JV, who is/are not satisfying the technical eligibility for the work as per Para 10.1 of Chapter-3 above, shall have technical capacity of minimum 10% of the cost of work i.e. each non-lead member of JV member must have satisfactory completed or substantially completed during the last 07 (seven) years, ending last day of month previous to the one in which tender is invited, one similar single work for a minimum of 10% of advertised value of the tender.

**(b) For works with composite components:**

The technical eligibility for major component of work as per Para 10.1 of Chapter-3 above, shall be satisfied by either the 'JV in its own name & style' or Lead member of the JV and technical eligibility for other component(s) of work as per Para 10.1 of Chapter-3 above, shall be satisfied by either the 'JV in its

own name & style' or 'any member of the JV'.

Each other (non-lead) member(s) of JV, who is/ are not satisfying the technical eligibility for any component of the work as per **Para 10.1 of Chapter-3 above**, shall have technical capacity of minimum 10% of the cost of any component of work mentioned in technical eligibility criteria. i.e., each other (non-lead) member of must have satisfactorily completed or substantially completed during the last 07 (seven) years, ending last day of month previous to the one in which tender is invited, one similar single work for a minimum of 10% of cost of any component of work mentioned in technical eligibility criteria.

**Note for Para 17.15.1:**

- a) *The Major component of the work for this purpose shall be the component of work having highest value. In cases where value of two or more component of work is same, any one work can be classified as Major component of work.*
- b) *Value of a completed work done by a Member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying his/her compliance to the above mentioned technical eligibility criteria in the tender under consideration.*

**17.15.2 Financial Eligibility Criteria:**

The JV shall satisfy the requirement of "Financial Eligibility" mentioned at **Para 10.2 of Chapter-3 above**. The "financial capacity" of the lead partner of JV shall not be less than 51% of the financial eligibility criteria mentioned at Para 10.2 of Chapter-3 above.

The arithmetic sum of individual "financial capacity" of all the members shall be taken as JV's "financial capacity" to satisfy this requirement.

Note: Contractual payment received by a Member in an earlier JV shall be reckoned only to the extent of the concerned member's share in that JV for the purpose of satisfying compliance of the above mentioned financial eligibility criteria in the tender under consideration.

**17.15.3 Bid Capacity:**

The JV shall satisfy the requirement of "Bid Capacity" requirement mentioned at **Para 10.3 of Chapter-3 above**. The arithmetic sum of individual "Bid capacity" of all the members shall be taken as JV's "Bid capacity" to satisfy this requirement.

**18.0 Participation of Partnership Firms in works tenders:**

- 18.1 The Partnership Firms participating in the tender should be legally valid under the provisions of the Indian Partnership Act.
- 18.2 The partnership firm should have been in existence or should have been formed prior to submission of tender. Partnership firm should have either been registered with the Registrar or the partnership deed should have been notarized as per the Indian Partnership Act, prior to submission of tender.
- 18.3 Separate identity / name should be given to the partnership firm. The partnership firm should have PAN / TAN number in its own name and PAN / TAN number in the name of any of the constituent partners shall not be considered. The valid constituents of the firm shall be called partners.
- 18.4 Once the tender has been submitted, the constitution of the firm shall not normally be allowed to be modified / altered / terminated during the validity of the tender as well as the currency of the contract except when modification becomes inevitable due to succession laws etc., in which case prior permission should be taken from Railway and in any case the minimum eligibility criteria should not get vitiated. The re-constitution of firm in such cases should be followed by a notary certified Supplementary Deed. The approval for change of constitution of the firm, in any case, shall be at the sole discretion of the Railways and the tenderer shall have no claims what-so-ever. Any change in the constitution of Partnership firm after submission of tender shall be with the consent of all partners and with the signatures of all partners as that

in the Partnership Deed. Failure to observe this requirement shall render the offer invalid and full Bid Security shall be forfeited.

If any Partner/s withdraws from the firm after submission of the tender and before the award of the contract, the offer shall be rejected and Bid Security of the tenderer will be forfeited. If any new partner joins the firm after submission of tender but prior to award of contract, his / her credentials shall not qualify for consideration towards eligibility criteria either individually or in proportion to his share in the previous firm. In case the tenderer fails to inform Railway beforehand about any such changes / modification in the constitution which is inevitable due to succession laws etc. and the contract is awarded to such firm, then it will be considered a breach of the contract conditions liable for determination of the contract under Clause 62 of the Standard General Conditions of Contract.

- 18.5 A partner of the firm shall not be permitted to participate either in his individual capacity or as a partner of any other firm in the same tender.
- 18.6 **The tender form shall be submitted only in the name of partnership firm.** The Bid Security shall be submitted by partnership firm through e-payment gateway or as mentioned in tender document. **The Bid Security submitted in the name of any individual partner or in the name of authorized partner (s) shall not be considered.**
- 18.7 On issue of Letter of Acceptance (LOA) to the partnership firm, all the guarantees like Performance Guarantee, Guarantee for various Advances to the Contractor shall be submitted only in the name of the partnership firm and no splitting of guarantees among the partners shall be acceptable.
- 18.8 On issue of Letter of Acceptance (LOA), contract agreement with partnership firm shall be executed in the name of the firm only and not in the name of any individual partner.
- 18.9 In case the Letter of Acceptance (LOA) is issued to a partnership firm, the following undertakings shall be furnished by all the partners through a notarized affidavit, before signing of contract agreement.
- (a) **Joint and several liabilities:**
- The partners of the firm to which the Letter of Acceptance (LOA) is issued, shall be jointly and severally liable to the Railway for execution of the contract in accordance with General and Special Conditions of the Contract. The partners shall also be liable jointly and severally for the loss, damages caused to the Railway during the course of execution of the contract or due to non-execution of the contract or part thereof.
- (b) **Duration of the partnership deed and partnership firm agreement:**
- The partnership deed/partnership firm agreement shall normally not be modified/altered/ terminated during the currency of contract and the maintenance period after the work is completed as contemplated in the conditions of the contract. Any change carried out by partners in the constitution of the firm without permission of Railway, shall constitute a breach of the contract, liable for determination of the contract under Clause 62 of the General Conditions of Contract.
- (c) **Governing laws:** The partnership firm agreement shall in all respect be governed by and interpreted in accordance with the Indian laws.
- (d) No partner of the firm shall have the right to assign or transfer the interest right or liability in the contract without the written consent of the other partner/s and that of the Railway.
- 18.10 The tenderer shall clearly specify that the tender is submitted on behalf of a partnership firm. **The following documents shall be submitted by the partnership firm, with the tender:**
- (i) A notarized copy of partnership deed or a copy of the Partnership deed registered with the Registrar.
- (ii) A notarized or registered copy of Power of Attorney in favour of the individual to tender for the work, sign the agreement etc. and create liability against the firm.
- (iii) An undertaking by all partners of the partnership firm that they are not blacklisted or debarred by Railways or any other Ministry/Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP in which they were / are

partners/members. Any Concealment / wrong information in regard to above shall make the bid eligible or the contract shall be determined under Clause 62 of the General Conditions of Contract.

(iv) All other documents in terms of explanatory notes in **Para10.0 of Chapter-3 above**.

**18.11 Evaluation of eligibility of a partnership firm:** Technical and financial eligibility of the firm shall be adjudged based on satisfactory fulfilment of the eligibility criteria laid down in Para10 of Chapter-3 shall be taken.

#### **19.0 Advances to Contractor –**

If specifically provided in Tender Documents of tender having advertised value more than Rs.50 Crores with latest amendment if any, Railway shall make payment, as an Interest bearing advances, as per Contractor's request. These advances shall carry a simple interest as indicated in the Tender documents. The payment and recovery of such advances shall be made as per manners prescribed in Clause 46.4 of the Standard General Conditions of Contract.

## NORTH EASTERN RAILWAY CONSTRUCTION ORGANISATION

### MEMORANDUM OF UNDERSTANDING [MOU] FOR JOINT VENTURE PARTICIPATION

**[To be executed on non-judicial stamp paper of appropriate value in accordance with relevant stamp Act. The stamp paper is to be issued in the name of the Joint Venture Firm].**

#### JOINT VENTURE PARTICIPATION

##### BETWEEN

[indicate the name of member] having its registered office at [indicate the address of the member] represented by their [indicate designation/capacity e.g Manager/General manager/Director/Managing Director/ Partner/Managing Partner/Proprietor etc.], Shri. [indicate the name] aged about .....years, S/o Shri [indicate the name of father] resident of [indicate Address] [hereinafter known as authorized signatory of the member] in the capacity of Lead Member of the first part.

##### AND

[indicate the name of member] having its registered office at [indicate the address of the member] represented by their [indicate designation/capacity e.g manager/General manager/Director/Managing Director/ Partner/Managing Partner/Proprietor etc.], Shri. [indicate the name] aged about .....years, S/o Shri [indicate the name of father] resident of [indicate Address] [hereinafter known as authorized signatory of the member] in the capacity of the constituent member of the other part.

**[In case of more than two members, include the details accordingly].**

Now, the Joint Venture Firm [JV] formed by the members i.e. [indicate name of lead member] and [indicate name of constituent member] and [indicate name of other constituent member] will be known as [indicate JV firm name and address].

The expressions [indicate name of the lead member] and [indicate name of the constituent members], shall whatever the context admits, mean and include their respective legal representatives, successors-in-interest and assigns, and shall collectively be referred to as “**Joint Venture Firm**” and individually as the “**Member**”

WHEREAS; President of India, acting through Ministry of Railways, **North Eastern Railway Construction Organisation** [hereinafter referred to as “**Employer**”] has invited Tender for “[indicate name of work as mentioned in Notice inviting Tender]”.

NOW, THEREFORE, THE MEMBERS AGREE AS FOLLOWS:

1. The ‘**Members**’ have studied the documents and have agreed to submit their Tender as Joint Venture [JV] Firm.

The following documents shall be deemed to form and be read and construed as an integral part of this MOU.

- i] Notice inviting Tender,
- ii] Tender document,
- iii] Any Addendum/Corrigendum issued by [North Eastern Railway Construction organization], and
- iv] The Tender for work submitted by Joint Venture Firm through Authorized member.

2. [indicate the name of the Lead Member] shall be the “**Lead member**” of the JV Firm, for all intents and purposes having majority share [i.e. 51% or more] and other member not less than 20% in Joint Venture Firm and who have also successfully completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited. (as per technical eligibility criteria mentioned in chapter-5).

3. The ‘**Members**’ resolve that the distribution of share of Financial, Technical, and other responsibilities of the constituent members of JV Firm is as under:

(a) [indicate name and Address of Lead Member] Share ....%  
Lead Member

(b) [indicate name and Address of Constituent Member] Share ....%

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

(c) [indicate name and Address of Other Constituent Member] Share ....%  
Other Constituent Member

4. **JOINT AND SEVERAL RESPONSIBILITY**

The Members undertake that they shall be jointly and severally liable to the Employer [Railways] for execution of the work in accordance with General and Special Conditions of Contract. The JV members shall also be liable jointly and severally for the loss, damages caused to the Employer [Railways] during the course of execution of the contract or due to non-execution of the contract or part thereof.

5. **ASSIGNMENT AND THIRD PARTIES**

No member of the Joint Venture firm shall have the right to assign or transfer the interest, right or liability in the contract without the written consent of the other members and that of the Employer [Railways] in respect of the said tender/contract.

6. **AUTHORIZED MEMBER**

We, authorize [indicate lead member of JV firm], as **Authorized member** represented by their authorized signatory Shri. [indicate the name] to act on behalf of the Joint Venture Firm to deal with the **Contract**, sign the agreement or enter into contract in respect of the said tender, to receive payment, to witness joint measurement of work done, to sign measurement books and similar such action in respect of the said tender/contract. However, authorized member shall not submit any such proposals, clarifications or commitments without securing clearance of other JV constituents[s].

All notices/correspondences with respect to the contract would be sent by Employer [Railways] **only to the authorized signatory of Authorized member at the address of JV**. All such notices/correspondences sent by Employer shall be legally binding on all the members of the J.V Firm.

7. **GUARANTEES AND BONDS**

Bid Security and all bonds/guarantees to the Employer [Railways] shall be submitted in the name JV Firm or in the name of authorized person of JV as per MOU, which shall be legally binding on all the members of the J.V Firm.

8. **INDEMNITY**

Each member hereto agrees to indemnify the other members against its respective parts in case of breach/default of the respective part of the contract/tender of any liabilities sustained by the Joint Venture Firm.

9. For the execution of the respective portions of works, the members shall make their own arrangements to bring the required finance, plants and equipment, materials, manpower and other resources.

10. **DOCUMENTS and CONFIDENTIALITY.**

Each member shall maintain confidentiality regarding the information related to the tender/contract, commercial and technical information received or generated in the course of preparation and submission of the Tender.

11. **ARBITRATION**

Any dispute, controversy or claim arising out of or relating to this agreement shall be settled in the first instance amicably between the members. If an amicable settlement cannot be reached as above, it will be settled by arbitration in accordance with the Indian Arbitration and Conciliation Act 1996 or any amendments thereof. The Venue of the arbitration shall be **Gorakhpur**. Notwithstanding settlement of any dispute among the members of the JV Firm, the JV members shall ensure satisfactory completion of awarded work as per the contract with the Employer [Railways].

12. **VALIDITY**

This MOU shall remain in force till the occurrence of the earliest of the following, unless by mutual consent, the members agree in writing to extend the validity for a further period.

a. Tender submitted by the joint venture Firm is declared unsuccessful, or

b. Cancellation/shelving of the work by the Employer [Railways] for any reasons prior to award of work. In case, the Tender submitted by the joint venture Firm is declared successful; the validity of this MOU shall be upto the entire period of completion [inclusive of period of extension, if any] including maintenance period.

13. This MOU is drawn in requisite number of copies with equal legal strength and status. One copy is held by [indicate name of lead member] and the other by [indicate name of constituent member] and [indicate name of other constituent member] and one copy submitted with the tender to Employer [Railways].

14. This MOU shall in all respects be governed by and interpreted in accordance with Indian Laws.

15. **NOTICES/CORRESPONDANCE**

All Notices/Correspondence by Employer [Railways] in writing shall be sent by Fax confirmed, by registered post or commercial courier to the following Fax number and address.

[Indicate name of authorized signatory of authorized member, name and address of JV Firm with Fax number]

16. **JV Agreement.**

We the constituent member of the JV Firm are aware that after issue of Letter of Acceptance by the Employer [Railways], an agreement among the members of the JV firm has to be executed and got registered before the Registrar of Companies under the Companies Act or with the Registrar/Sub-Registrar under the Registration Act. This agreement shall be submitted by the JV firm to the Employer [Railways] as per Standard J.V. Agreement format before signing the contract agreement for the work. In case the JV members fail to observe/comply with stipulations, the Bid Security, deposited with the Employer [Railways] shall be forfeited and other penal actions due shall be taken against the members and the JV Firm by the Employer [Railways] as per provision in tender.

17. We, the members of JV Firm shall furnish along with the tender, requisite documents as mentioned under Chapter-5 [as the case may be] of the Guidelines for Participation of J.V. firms in works tender.

18. **Declaration**

It is certified that we are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under Clause 62 of the Standard General Conditions of Contract.

IN WITNESS WHEREOF THE MEMBERS, have executed this MOU on [indicate day, month and year].

<u>[indicate name of authorized signatory]</u> <u>[indicate name and address of lead member] with [Seal]</u>	<u>[indicate name of authorized signatory]</u> <u>[indicate name and address of constituent member] with [Seal]</u>
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**Witness:**

1..... [Name and Address]

2..... [Name and Address]

\*\*\*\*\*

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

## Annexure -2 of Chapter -5

**JOINT VENTURE AGREEMENT FOR JOINT VENTURE CONTRACT**

[The J.V. Agreement to be executed on non-judicial stamp paper of appropriate value, in accordance with relevant stamp Act. The stamp paper is to be issued in the name of the Joint Venture Firm and should not be more than six months old from the date of execution of the J.V. Agreement, on it]

**JOINT VENTURE AGREEMENT  
BETWEEN**

[indicate the name of member] having its registered office at [indicate the address of the member] represented by their [indicate designation/capacity e.g. Manager/General manager/Director/Managing Director/ Partner/Managing Partner/Proprietor etc.], Shri----- [indicate the name] aged about .....years, S/o Shri [indicate the name of father] resident of [indicate Address][hereinafter known as authorized signatory of the member] in the capacity of Lead Member of the first part.

**And**

[indicate the name of member] having its registered office at [indicate the address of the member] represented by their [indicate designation/capacity e.g. manager/General manager/Director/Managing Director/ Partner/Managing Partner/Proprietor etc.], Shri. [indicate the name] aged about .....years, S/o Shri [indicate the name of father] resident of [indicate Address][hereinafter known as authorized signatory of the member] in the capacity of the constituent member of the other part.

**[In case of more than two members, include the details accordingly].**

Now, the Joint Venture Firm [JV] formed by the members i.e. [indicate name of lead member] and [indicate name of constituent member] and [indicate name of other constituent member] will be known as [indicate JV firm name and address].

The expressions [indicate name of the lead member] and [indicate name of the constituent members], shall whatever the context admits, mean and include their respective legal representatives, successors-in-interest and assigns, and shall collectively be referred to as “**Joint Venture Firm**” and individually as the “**Member**”

1. WHEREAS; President of India, acting through Ministry of Railways, **North Eastern Railway Construction Organisation**[hereinafter referred to as “**Employer**”] has invited Tender for “[indicate name of work as mentioned in Notice inviting Tender]”.

And Whereas, the above members to the Joint Venture Firm have submitted the tender in the name of the said JV Firm formed as per the MOU signed on dated..... and whereas the said tender has finally been accepted by the Employer [Railways] vide Letter Of Acceptance No.....dated....., we [indicate name of the lead member] and [indicate name of the constituent members], herewith sign the above formal JV agreement for registration of the above joint venture Firm viz [indicate JV firm name and address] and for entering into contract Agreement with the “Employer” [Railway].

2. **NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**

The following documents shall be deemed to form and be read and construed as an integral part of this J.V. Agreement.

- i] Notice inviting Tender,
- ii] Tender document,
- iii) Any Addendum/Corrigendum issued by [North Eastern Railway]
- iv) MOU signed on.....by us.

**Signature of the Tenderer(s)**

**For Chief Administrative Officer/Con**



- v) Tender submitted on our behalf by the Authorized Member.
- vi] Letter Of Acceptance issued by Employer [Railways].
- 3. The 'Members' have studied the documents, JV guidelines and have agreed to participate in submitting the 'Tender' jointly; signed the JV MOU and submitted the tender accordingly.
- 4. [indicate the name of the Lead Member] shall be the "**Lead member**" of the JV Firm, for all intents and purposes having majority share [i.e 51% or more] and other member not less than 20% in Joint Venture Firm and who have also successfully completed any of the following during last 07 (seven) years, ending last day of month previous to the one in which tender is invited. (as per technical eligibility criteria mentioned in Para 2.1(a) & (b) of chapter-3)
- 5. We, authorize [indicate lead member of JV firm], as **Authorized member** represented by their authorized signatory Shri ----- [indicate the name] to act on behalf of the Joint Venture Firm to deal with the tender, sign the agreement or enter into contract in respect of the said tender/contract, to receive payment, to witness joint measurement of work done, to sign measurement books and similar such action in respect of the said tender/ contract. However, authorized member shall not submit any such proposals, clarifications or commitments without securing clearance of other JV constituents[s].

All notices/correspondences with respect to the tender/contract would be sent by Employer [Railways] **only to the authorized signatory of Authorized member at the address of JV firm.** All such notices/correspondences sent by Employer shall be legally binding on all the members of the J.V Firm.

- 6. The 'Members' resolve that the distribution of share of Financial, Technical, and other responsibilities of the constituent members of JV Firm is as under:
  - (a) [indicate name and Address of Lead Member]      **Share ....%**  
Lead Member
  - (b) [indicate name and Address of Constituent Member] **Share ....%**  
Constituent Member
  - (c) [indicate name and Address of Other Constituent Member] **Share ....%**  
Other Constituent Member
- 7. The constitution of JV firm shall not be altered during the currency of the contract except when modification become inevitable due to succession laws etc. provided that the minimum eligibility criteria are not got vitiated. Failure to observe this stipulation shall be deemed to be breach of contract, which will entitle the Employer[Railway] to take all consequential action as per contract conditions.

#### 8. **JOINT AND SEVERAL RESPONSIBILITY**

The Members undertake that they shall be jointly and severally liable to the Employer [Railways] for execution of the work in accordance with General and Special Conditions of Contract. The JV members shall also be liable jointly and severally for the loss, damages caused to the Employer [Railways] during the course of execution of the contract or due to non-execution of the contract or part thereof. The members solemnly affirm and declare that every possible care will be taken by them for ensuring satisfactory execution and completion of the work awarded under the contract.

#### 9. **ASSIGNMENT AND THIRD PARTIES**

No member of the Joint Venture firm shall have the right to assign or transfer the interest, right or liability in the contract without the written consent of the other members and that of the Employer [Railways] in respect of the said tender/contract.

# 10. **GUARANTEES AND BONDS**

All bonds/guarantees e.g. Performance Guarantee, Bank Guarantee etc. to the Employer [Railways] shall be submitted by the JV Firm as per tender conditions, only in the name of J.V Firm.

# 11. **INDEMNITY**

Each member hereto agrees to indemnify the other members against its respective parts in case of breach/default of the respective part of the contract/tender of any liabilities sustained by the Joint Venture Firm.

# 12. **USE OF MACHINERY, INSTRUMENT, LABOUR FORCE etc.**

For the execution of the respective portions of works, the members shall make full arrangements to bring the required finance, plants and equipment, materials, manpower and other resources. However, the members here to undertake that whatever the machinery, instruments, labour force, [including unskilled, skilled, inspectors, Engineer etc.] they possess at the time of entering into Joint Venture Agreement or which subsequently shall come in their possession and if such machinery, instruments, labour force is required for the speedy and efficient execution of any portion of the work, the member/members having the control over the said machinery, instruments, labour force etc. without having any regard to their share of profit and loss agreed to between the members in Joint Venture Agreement shall hand over the same which shall be placed at the disposal of the other member actually executing that portion of the work at mutually agreed terms for the purpose of execution of the contract without any hindrance and obstacle

# 13. **DOCUMENTS and CONFIDENTIALITY.**

Each member shall maintain confidentiality regarding the information related to the tender/contract, commercial and technical information received or generated in the course of preparation and submission of the Tender and execution of contract.

# 14. **ARBITRATION**

Any dispute, controversy or claim arising out of or relating to this agreement shall be settled in the first instance amicably between the members. If an amicable settlement cannot be reached as above, it will be settled by arbitration in accordance with the Indian Arbitration and Conciliation Act 1996 or any amendments thereof. The Venue of the arbitration shall be Gorakhpur. Notwithstanding settlement of any dispute among the members of the JV Firm, the JV members shall ensure satisfactory completion of awarded work as per the contract with the Employer [Railways].

# 15. **DURATION OF JOINT VENTURE AGREEMENT**

It shall be valid during the entire currency of the contract including the period of extension if any and the maintenance period after the work is completed and till Security Deposit is released.

# 16. **NOTICES/CORRESPONDANCE**

All Notices/Correspondence by Employer [Railways] in writing shall be sent by Fax confirmed, by registered post or commercial courier to the following Fax number and address.

[Indicate name of authorized signatory of authorized member, name and address of JV Firm with Fax number]

# 17. **Governing Laws:** The J.V. Agreement shall in all respect be governed by and interpreted in accordance with Indian Laws.

**Declaration:-**

It is certified that we are not blacklisted or debarred by Railways or any other Ministry / Department of the Govt. of India from participation in tenders / contracts as on the date of submission of bids, either in their individual capacity or in any firm/LLP in which they were / are partners/members. Any Concealment / wrong information in regard to above shall make the bid ineligible or the contract shall be determined under Clause 62 of the Standard General Conditions of Contract.

IN WITNESS WHEREOF THE MEMBERS, have executed this JV Agreement on

**[indicate day, month and year]**

**[indicate name of authorized signatory]**

**[indicate name and address of constituent member]****[indicate name and address of lead member]**

**[Seal][Seal]**

**Witness:**

1 ..... [Name and Address]

2 ..... [Name and Address]

Place :

Date :

[The J.V. Agreement should be got registered with Registrar of Company Act or with the Registrar/Sub-registrar under the registration act.]

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## CHAPTER-6

## NORTHEASTERN RAILWAY

## [CONSTRUCTION ORGANISATION]

## STANDARD GENERAL CONDITIONS OF CONTRACT

- 1. (1) Definitions:** In these Standard General Conditions of Contract, the following terms shall have the meaning assigned hereunder except where the context otherwise requires:
- (a) "Railway" shall mean the President of the Republic of India or the Chief Administrative Officer (Construction) N. E. Railway or of the Successor Railway authorized to deal with any matters which these presents are concerned on his behalf.
  - (b) "General Manager" shall mean the Officer in-charge of the General Superintendence and Control of the Railway and shall also include Addl. General Manager, the General Manager (Construction) and shall mean and include their successors, of the successor Railway.
  - (c) "Chief Engineer" shall mean the Officer in-charge of the Engineering Department of N. E. Railway, Chief Engineer (Construction), Chief Signal & Telecommunication Engineer (Construction), Chief Electrical Engineer (Construction), and shall mean & include their successors, of the Successor Railway.
  - (d) "Divisional Railway Manager" shall mean the Officer- in – Charge of a Division of Zonal Railway and shall mean and include Divisional Railway Manager of the Successor Railway.
  - (e) "Engineer" shall mean the Executive Engineer, Divisional Signal & Telecom Engineer, Divisional Electrical Engineer in charge of the works AND the Deputy Chief Engineer, Dy. Chief Signal & Telecom Engineer, Deputy Chief Electrical Engineer of Construction Organisations on the N. E. Railway and shall mean & include the Engineers of the Successors Railway.
  - (f) "Engineer" shall mean the Divisional Engineer or the Executive Engineer, Divisional Signal & Telecom Engineer, Divisional Electrical Engineer, Divisional Mechanical Engineer in executive charge of the works and shall include the superior officers of Open Line and Construction organisations on the Railway of the Engineering, Signal & Telecom, Electrical and Mechanical Departments, i.e. the Senior Divisional Engineer/Deputy Chief Engineer, Senior Divisional Signal & Telecom Engineer / Dy.Chief Signal & Telecom Engineer, Senior Divisional Electrical Engineer / Deputy Chief Electrical Engineer, Senior Divisional Mechanical Engineer and shall mean & include the Engineers of the Successors Railway.
  - (g) "Contractor" shall mean the Person/Firm/LLP/Trust/Co-operative Society or Company whether incorporated or not who enters into the contract with the Railway and shall include their executors, administrators, successors and permitted assigns.
  - (h) "Contract" shall mean and include the Agreement of the Work Order, the accepted Bill(s) of Quantities or Chapter(s) of Standard Schedule of Rates (SSOR) of the Railway modified by the tender percentage for items of works quantified, or not quantified, the Standard General Conditions of Contract, the Special Conditions of Contracts, if any; the Drawing, the Specifications, the Special Specifications, if any and Tender Forms, if any.
  - (i) "Works" shall mean the works to be executed in accordance with the contract.
  - (j) "Specifications" shall mean the Standard Specifications for Materials & Works of Railway as specified by Railway under the authority of the Chief Engineer or as amplified, added to or superseded by Special Specifications, if any.

- (k) Standard Schedule of Rates (SSOR) shall mean the schedule of Rates adopted by the Railway, which includes-
1. "Unified Standard Schedule of Rates of the Railway (USSOR)" i.e. the Standard Schedule of Rates of the Railway issued under the authority of the Chief Engineer from time to time, updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents;
  2. "Delhi Schedule Of Rates (DSR)" i.e. the Standard Schedule of Rates published by Director General/ Central Public Works Department, Government of India, New Delhi, as adopted and modified by the Railway under the authority of the Chief Engineer from time to time, updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents.
- (l) "Drawing" shall mean the maps, drawings, plans and tracings or prints there of annexed to the contract and shall include any modifications of such drawings and further drawings as may be issued by the Engineer from time to time.
- (m) "Constructional Plant" shall mean all appliances or things of whatsoever nature required for the execution, completion or maintenance of the works or temporary works (as hereinafter defined) but does not include materials or other things intended to form or forming part of the permanent work.
- (n) "Temporary Works" shall mean all temporary works of every kind required for the execution completion and/or maintenance of the works.
- (o) "Site" shall mean the lands and other places on, under, in or through which the works are to be carried out and any other lands or places provided by the Railway for the purpose of the contract.
- (p) **"Period of Maintenance" shall mean the specified period of 12 months maintenance from the date of completion of the works, as certified by the Engineer.**  
**(This Condition is not applicable in case of contract for ballast supply, Carting/Transportation, Hiring of Road vehicle, Survey & Soil testing).**
- (q) 'Contractor's authorized Engineer' shall mean a graduate Engineer or equivalent, having more than 3 years experience in the relevant field of construction work involved in the contract, duly approved by Engineer.
- (r) Date of inviting tender shall be the date of publishing tender notice on IREPS website if tender is published on website or the date of publication in newspaper in case tender is not published on website.
- (s) "Bill of Quantities" shall mean Schedule of Item(s) included in the tender document along with respective quantities and rates, accepted by the Railway.
- 1. (2) Singular and Plural:** Words importing the singular number shall also include the plural and vice versa where the context requires.
- 1.(3) Headings and Marginal Headings:** The headings and marginal headings in these Standard General Conditions are solely for the purpose of facilitating reference and shall not be deemed to be part thereof or be taken into consideration in the interpretation or construction thereof of the contract.

## GENERAL OBLIGATIONS

2. (1) **Execution Co-Relation and Intent of Contract Documents:** The contract documents shall be signed in triplicate by the Railway and the Contractor. The contract documents are complementary and what is called for by anyone shall be as binding as if called for by all, the intention of the documents is to include all labour and materials, equipments and transportation necessary for proper execution of work. Materials or works not covered by or properly inferable from any heading or class of the specifications shall not be supplied by the Railway to the Contractors unless distinctly specified in the contract documents. Materials or works described in words which so applied have a well-known technical or trade meaning, shall be held to refer to such recognized standards.
- 2.(2) If a work is transferred from the jurisdiction of one Railway to another Railway or to a Project authority or vice versa while contract is in subsistence, the contract shall be binding on the Contractor and the Successor Railway/Project in the same manner & take effect in all respects as if the Contractor and the Successor Railway/Project were parties thereto from the inception and the corresponding officer or the Competent Authority in the Successor Railway/Project will exercise the same powers and enjoy the same authority as conferred to the Predecessor Railway/Project under the original contract/agreement entered into.
2. (3) If for administrative or other reasons the contract is transferred to the Successor Railway, the contract shall, notwithstanding any things contained herein contrary there to, be binding on the Contractor and the Successor Railway in the same manner and take effect in all respects as if the Contractor and the Successor Railway had been parties thereto from the date of this contract.
3. (1) **Law Governing the Contract:** The contract shall be governed by the law for the time being in force in the Republic of India.
- 3.(2) **Compliance to Regulations and Bye-Laws:** The Contractor shall conform to the provision of any statute relating to the works and regulations and bye-laws of any local authority and of any water and lighting companies or undertakings, with whose system the work is proposed to be connected and shall before making any variation from the drawings or the specifications that may be necessitated by so confirming give to the Engineer notice specifying the variation proposed to be made and the reason for making the variation and shall not carry out such variation until he has received instructions from the Engineer in respect thereof. The Contractor shall be bound to give all notices required by statute, regulations or bye-laws as aforesaid and to pay all fees and taxes payable to any authority in respect thereof.
- 3.(3) **Environmental and Forest clearances:**  

The Railway represents and warrants that the environmental and forest clearances pertaining to the work commensurate with the progress of work/agreed programme will be obtained by Engineer. In the event of any delay in securing respective clearances leading to delay in execution of work, the Contractor shall be entitled to Extension of Time for the period of such delay in accordance with the provisions of Clause-17A(ii).
4. **Communications to be in Writing:** All notices, communications, reference and complaints made by the Railway or the Engineer or the Engineer's Representative or the Contractor inter-se concerning the works shall be in writing or e-mail on registered e-mail IDs i.e. the e mail id

provided for correspondence in the contract agreement, otherwise email id registered with IREPS and no notice, communication, reference or complaint not in writing or through e-mail, shall be recognized.

5. **Service of Notices on Contractors:** The Contractor shall furnish to the Engineer the name, designation and address of his authorized agent and all complaints, notices, communications and references shall be deemed to have been duly given to the Contractor, if delivered to the Contractor or his authorized agent or left at or posted to the address so given and shall be deemed to have been so given in the case of posting on day on which they would have reached such address in the ordinary course of post or on the day on which they were so delivered or left. In the case of contract by partners, any change in the constitution of the firm shall be forthwith notified by the Contractor to the Engineer.
6. **Occupation and Use of Land:** No land belonging to or in the possession of the Railway shall be occupied by the Contractor without the permission of the Railway. The Contractor shall not use, or allow to be used the site for any purposes other than that of executing the works. Whenever non-railway bodies/persons are permitted to use railway premises with competent authority's approval, conservancy charges as applicable from time to time may be levied.
7. **Assignment or Subletting of Contract:** The Contractor shall not assign or sublet the contract or any part thereof or allow any person to become interested therein in any manner whatsoever without the special permission in writing of the Chief Engineer, save as provided below. Any breach of this condition shall entitle the Railway to rescind the contract under Clause 62 of these Conditions and also render the Contractor liable for payment to the Railway in respect of any loss or damage arising or ensuing from such cancellation; provided always that execution of the details of the work by petty Contractor under the direct and personal supervision of the Contractor or his agent shall not be deemed to be sub-letting under this clause.

In case Contractor intends to subcontract part of work, he shall submit a proposal in writing seeking permission of Chief Engineer for the same. While submitting the proposal to railway, Contractor shall ensure the following:

- (a) (i) The Contractor shall not sub- contract the Works comprising more than 40% (forty per cent) of the Contract Price and shall carry out Works for at least 60% (sixty per cent) of the total Contract Price directly under its own supervision and through its own personnel. The Parties expressly agree that for the purposes of computing the value of sub-contracts under this Clause 3.2.1, the Contract Price shall exclude any sub-contract for the procurement of goods and equipment like [rails, sleepers and track fittings, signaling and telecommunication & Power supply equipment]. The Parties agree that all obligations and liabilities under this Agreement for the entire Railway Project shall at all time remain with the Contractor. {The Parties agree that works equal to at least 30% (thirty per cent) of the Contract Price shall be discharged solely by the Lead Member.}\$

Procurement of material, hire of equipment or engagement of labour by prime contractor or procuring entity will not mean sub-contracting.

\$ May be deleted if the Contractor is not a Consortium/Joint Venture.

- (ii) The subcontractor shall have successfully completed at least one work similar to work proposed for subcontract in last 5 years, ending date of submission of proposal by Contractor to Railway, costing not less than 35% value of work to be subletted, through a works contract. For fulfilment of above, Work Experience Certificate issued by a Govt. Department/Organisation shall be considered. Further, Work Experience Certificate issued by a Public listed company shall be considered provided the company is having average annual turnover of Rs 500 crore and above in last 3 financial years excluding the current financial year, listed on National Stock Exchange or Bombay Stock Exchange, registered at least 5 years back from the date of submission of proposal by Contractor to Railway and work experience certificate issued by a person authorised by the Public Listed Company to issue such certificates.

*Note: for subletting of work costing up to Rs 50 lakh no previous work experience shall be asked for by the Railway.*

In case contractor submits subcontractor's work experience certificate issued by public listed company, the contractor shall also submit along with work experience certificate, the relevant copy of work order, bill of quantities, bill wise details of payment received duly certified by Chartered Accountant, TDS certificates for all payments received and copy of final/last bill paid by company in support of above work experience certificate.

- (iii) There is no banning of business with the sub-contractor in force over IR.
- (b) The Contractor shall provide to the Engineer a copy of the agreement to be entered into by Contractor with subcontractor. No subcontractor shall be permitted without a formal agreement between Contractor and subcontractor. This agreement shall clearly define the scope of work to be carried out by subcontractor and the terms of payment in clear & unambiguous manner.
- (c) On receipt of approval from Chief Engineer, Contractor shall enter into a formal agreement legally enforceable in Court of Law with subcontractor and submit a copy of the same to the Engineer.
- (d) The Contractor shall intimate to the Engineer not less than 7 days in advance, the intended date of commencement of subcontractor's work.
- (e) Once having entered into above arrangement, Contractor shall discontinue such arrangement, if he intends to do so at his own or on the instructions of Railway, with prior intimation to Chief Engineer.
- (f) The Contractor shall indemnify railway against any claim of subcontractor.
- (g) The Contractor shall release payment to the Sub-contractor(s) promptly and shall endeavour to resolve all issues amicably and speedily with the Sub-contractor(s), so that the execution of work is not affected in any manner whatsoever.
- (h) In addition to issuance of work experience certificate to Contractor, the Engineer, when, based on documents, is satisfied that subcontracted work has been carried out by subcontractor, shall issue work experience certificate to the subcontractor also for the portion of work subcontracted and successfully completed by the sub-contractor.

*Note: Work Experience Certificate to the subcontractor shall be issued only when the contractor's work is complete and contractor is entitled for the issuance of Work Experience Certificate. However, in the same contract, when the Chief Engineer, based on documents, is satisfied that the subcontractor has successfully carried out subletted work; without issuance of*



*work experience certificate to subcontractor at this stage, the Chief Engineer can, **only once**, consider the successfully completed subletted work for the fulfilment of eligibility for further subletting of work to the subcontractor in the same contract. When the contractor's work is complete and contractor is entitled for the issuance of work experience certificate, the subcontractor shall be issued one Work Experience Certificate for the total scope of work executed by the subcontractor in the contract.*

- (i) The responsibility of successful completion of work by subcontractor shall lie with Contractor. Subcontracting will in no way relieve the Contractor to execute the work as per terms of the Contract.
  - (j) Further, in case Engineer is of the view that subcontractor's performance is not satisfactory, he may instruct the Contractor to remove the subcontractor from the work and Contractor has to comply with the above instructions with due promptness. Contractor shall intimate the actual date of discontinuation of subcontract to Engineer. No claim of Contractor whatsoever on this account shall be entertained by the Railway and this shall be deemed as 'excepted matter' (matter not arbitrable).
  - (k) The permitted subcontracting of work by the Contractor shall not establish any contractual relationship between the sub-contractor and the Railway and shall not relieve the Contractor of any responsibility under the Contract.
8. **Assistance by Railway for the Stores to be obtained by the Contractor:** Owing to difficulty in obtaining certain materials (including Tools & Plant) in the market, the Railway may have agreed without any liability therefore to endeavour to obtain or assist the Contractor in obtaining the required quantities of such materials as may be specified in the Tender. In the event of delay or failure in obtaining the required quantities of the aforesaid material, the Contractor shall not be deemed absolved of his own responsibility and shall keep in touch with the day to day position regarding their availability and accordingly adjust progress of works including employment of labour and the Railway shall not in any way be liable for the supply of materials or for the non-supply thereof for any reasons whatsoever nor for any loss or damage arising in consequence of such delay or non-supply.
  9. **Railway Passes:** No free railway passes shall be issued by the Railway to the Contractor or any of his employee/worker.
  10. **Carriage of Materials:** No forwarding orders shall be issued by the Railway for the conveyance of Contractor's materials, tools and plant by train which may be required for use in the works and the Contractor shall pay full freight charges at public tariff rates therefor.
  11. **Use of Ballast Trains:** The Railway may agree to allow the Contractor use of the ballast or material trains under such conditions as shall be specially prescribed, provided that the Contractor shall pay for the use thereof charges calculated at public tariff rates on the marked carrying capacity of each vehicle subject to specified minimum charge per day or part of day and provided further that the Contractor shall indemnify the Railway against any claims or damages arising out of the use or misuse thereof and against any liabilities under the Workmen's Compensation Act, 1923 or any statutory amendments thereto.
  12. **Representation on Works:** The Contractor shall, when he is not personally present on the site of the works place, keep a responsible agent at the works during working hours who shall on receiving reasonable notice, present himself to the Engineer and orders given by the Engineer or the Engineer's representative to the agent shall be deemed to have the same force as if they had been given to the Contractor. Before absenting himself, the Contractor shall furnish the name and address of his agent for the purpose of this clause and failure on the part of the

Contractor to comply with this provision at any time will entitle the Railway to rescind the contract under Clause 62 of these Conditions.

13. **Relics and Treasures:** All gold, silver, oil, other minerals of any description, all precious stones, coins, treasures relics antiquities and other similar things which shall be found in or upon the site shall be the property of the Railway and the Contractor shall duly preserve the same to the satisfaction of the Railway and shall from time to time deliver the same to such person or persons as the Railway may appoint to receive the same.
14. **Excavated Material:** The Contractor shall not sell or otherwise dispose of or remove except for the purpose of this contract, the sand, stone, clay ballast, earth, trees, rock or other substances or materials which may be obtained from any excavation made for the purpose of the works or any building or produced upon the site at the time of delivery of the possession thereof but all the substances, materials, buildings and produce shall be the property of the Railway provided that the Contractor may, with the permission of the Engineer, use the same for the purpose of the works either free of cost or pay the cost of the same at such rates as may be determined by the Engineer.
15. **Indemnity by Contractors:** The Contractor shall indemnify and save harmless the Railway from and against all actions, suit, proceedings, losses, costs, damages, charges, claims and demands of every nature and description brought or recovered against the Railways by reason of any act or omission of the Contractor, his agents or employees, in the execution of the works or in his guarding of the same. All sums payable by way of compensation under any of these conditions shall be considered as reasonable compensation to be applied to the actual loss or damage sustained, and whether or not any damage shall have been sustained.
- 16.(1) **Security Deposit:** The Security Deposit shall be **5% of the contract value**. The Bid Security submitted by the Contractor with his tender will be retained/encashed by the Railways as part of security for the due and faithful fulfillment of the contract by the Contractor. Provided further that, if Contractor submits the Cash or Term Deposit Receipt issued from a Scheduled commercial bank of India or irrevocable Bank Guarantee Bond from a Scheduled commercial bank of India, either towards the Full Security Depositor the Part Security Deposit equal to or more than Bid Security, the Railway shall return the Bid Security, to the Contractor.

Balance of Security Deposit may be deposited by the Contractor in cash or Term Deposit Receipt issued from Scheduled commercial bank of India or irrevocable Bank Guarantee bond issued from Scheduled commercial bank of India, or may be recovered at the rate of 6% of the bill amount till the full Security Deposit is recovered. Provided also that in case of defaulting Contractor, the Railway may retain any amount due for payment to the Contractor on the pending "on account bills" so that the amounts so retained (including amount guaranteed through Performance Guarantee) may not exceed 10% of the total value of the contract.

The Irrevocable Bank Guarantee submitted towards Security deposit shall be initially valid up to the stipulated date of Maintenance period plus 60 days and shall be extended from time to time, depending upon extension of contract granted in terms of Clause 17A and 17B of the Standard General Conditions of Contract.

Note: Security Deposit deposited in cash by the Contractor or recovered from the running bills of a Contractor or submitted by contractor as Term Deposit Receipt(s) can be refunded/returned to the contractor, in lieu of irrevocable Bank Guarantee bond issued from scheduled commercial bank of India, to be submitted by him, for an amount equal to or more

than the already available Security Deposit, provided however that, in a contract of value less than Rs. 50 Crore, such refund/ return of the already available Security Deposit is permitted up to two times and in a contract of value equal to or more than Rs. 50 Crore, such refund / return of the already available Security Deposit is permitted up to three times.

- 16.(2) (i) Refund of Security Deposit:** Security Deposit mentioned in sub clause (1) above shall be returned to the Contractor along with or after, the following:

Final Payment of the Contract as per clause 51.(1) **and**

- (b) Execution of Final Supplementary Agreement or Certification by Engineer that Railway has No Claim on Contractor **and**
- (c) Maintenance Certificate issued, on expiry of the maintenance period as per clause 50.(1), in case applicable.

- 16.(2) (ii) Forfeiture of Security Deposit:** Whenever the contract is rescinded as a whole under clause 62 (1) of these conditions, the Security Deposit already with railways under the contract shall be forfeited. However, in case the contract is rescinded in part or parts under clause 62 (1) of these conditions, the Security Deposit shall not be forfeited.

- 16.(3)** No interest shall be payable upon the Bid Security and Security Deposit or amounts payable to the Contractor under the Contract, but Government Securities deposited in terms of Sub-Clause 16.(4)(b) of this clause will be payable with interest accrued thereon.

**16.(4) Performance Guarantee:**

The procedure for obtaining Performance Guarantee is outlined below:

- (a) The successful bidder shall have to submit a Performance Guarantee (PG) within 21 (Twenty one) days from the date of issue of Letter of Acceptance (LOA). Extension of time for submission of PG beyond 21 (Twenty one) days and upto 60 days from the date of issue of LOA may be given by the Authority who is competent to sign the contract agreement. However, a penal interest of 12% per annum shall be charged for the delay beyond 21 (Twenty one) days, i.e. from 22nd day after the date of issue of LOA. Further, if the 60th day happens to be a declared holiday in the concerned office of the Railway, submission of PG can be accepted on the next working day.

In all other cases, if the Contractor fails to submit the requisite PG even after 60 days from the date of issue of LOA, the contract is liable to be terminated. In case contract is terminated railway shall be entitled to forfeit Bid Security and other dues payable to the contractor against that particular contract, subject to maximum of PG amount. In case a tenderer has not submitted Bid Security on the strength of their registration as a Startup recognized by Department of Industrial Policy and Promotion (DIPP) under Ministry of Commerce and Industry, DIPP shall be informed to this effect.

**The failed Contractor shall be debarred from participating in re-tender for that work.**

- (b) The successful bidder shall submit the Performance Guarantee (PG), **amounting to 5% of the original contract value and Additional Performance Guarantee as per clause 16(4)(h) in any of the following forms**
  - (i) A deposit of Cash;
  - (ii) Irrevocable Bank Guarantee;
  - (iii) Insurance Surety Bond as per Annexure-XVII

**NOTE:**

**In case of extension of Date of Completion, selected bidder needs to submit extended Insurance Surety Bond/Fresh Insurance Surety Bond/fresh Performance Security, in any form as given above, before expiry of existing Insurance Surety Bond.**

- (iv) Government Securities including State Loan Bonds at 5% below the market value;
- (v) Pay Orders, Demand Drafts tendered by any scheduled Commercial Bank of India.
- (vi) Guarantee Bonds executed or Deposits Receipts tendered by any Scheduled Commercial Bank of India;
- (vii) Deposit in the Post Office Saving Bank;
- (viii) Deposit in the National Savings Certificates;
- (ix) Twelve years National Defence Certificates;
- (x) Ten years Defence Deposits;
- (xi) National Defence Bonds and
- (xii) Unit Trust Certificates at 5% below market value or at the face value whichever is less. Also, FDR in favour of FA&CAO/Con (free from any encumbrance) may be accepted.
- (c) The Performance Guarantee shall be submitted by the successful bidder after the Letter of Acceptance (LOA) has been issued, but before signing of the contract agreement. This P.G. shall be initially valid upto the **stipulated date of completion plus 60 days beyond that**. In case, the time for completion of work gets extended, the Contractor shall get the validity of P.G. extended to cover such extended time for completion of work plus 60 days.
- (d) The value of PG to be submitted by the Contractor is based on original contract value and shall not change due to subsequent variation(s) in the original contract value.
- (e) The Performance Guarantee (PG) shall be released after physical completion of the work based on 'Completion Certificate' issued by the competent authority stating that the Contractor has completed the work in all respects satisfactorily.
- (f) Whenever the contract is rescinded, the Performance Guarantee already submitted for the contract shall be encashed.
- (g) The Engineer shall not make a claim under the Performance Guarantee except for amounts to which the President of India is entitled under the contract (not withstanding and/or without prejudice to any other provisions in the contract agreement) in the event of:
  - (i) Failure by the Contractor to extend the validity of the Performance Guarantee as described herein above, in which event the Engineer may claim the full amount of the Performance Guarantee.
  - (ii) Failure by the Contractor to pay President of India any amount due, either as agreed by the Contractor or determined under any of the Clauses/Conditions of the Agreement, within 30 days of the service of notice to this effect by Engineer.
  - (iii) The Contract being determined or rescinded under clause 62 of these conditions.
- (h) If a tender is accepted on the quoted rates of bidder which is below the advertised tender value, an additional performance security shall be submitted by the bidder as below:

Bid quoted in % of advertised cost	Additional Performance Guarantee (%)
Below 0 – 5% (inclusive)	Nil
Below 5%	5%

17. **Force Majeure Clause:** If at any time, during the continuance of this contract, the performance in whole or in part by either party of any obligation under this contract shall be prevented or delayed by reason of any war, hostility, acts of public enemy, civil commotion, sabotage, serious loss or damage by fire, explosions, epidemics/pandemics, strikes, lockouts or acts of God (hereinafter, referred to events) provided, notice of the happening of any such event is given by either party to the other within 30 days from the date of occurrence thereof, neither party shall by reason of such event, be entitled to terminate this contract nor shall either party have any claim for damages against the other in respect of such non-performance or delay in performance, and works under the contract shall be resumed as soon as practicable after such event has come to an end or ceased to exist, and the decision of the Engineer as to whether the works have been so resumed or not shall be final and conclusive, PROVIDED FURTHER that if the performance in whole or in part of any obligation under this contract is prevented or delayed by reason of any such event for a period exceeding 120 days, either party may at its option terminate the contract by giving notice to the other party.
- 17A **Extension of Time in Contracts:** Subject to any requirement in the contract as to completion of any portion or portions of the works before completion of the whole, the Contractor shall fully and finally complete the whole of the works comprised in the contract (with such modifications as may be directed under conditions of this contract) by the date entered in the contract or extended date in terms of the following clauses:
- (i) **Extension due to Modification:** Extension due to Modification: If any modifications have been ordered which in the opinion of the Engineer have materially increased the magnitude of the work, then such extension of the contracted date of completion may be granted as shall appear to the Engineer to be reasonable in the circumstances, provided moreover that the Contractor shall be responsible for requesting such extension of the date as may be considered necessary as soon as the cause thereof shall arise.
  - (ii) **Extension for Delay not due to Railway or Contractor:** If in the opinion of the Engineer, the progress of work has any time been delayed by any act or neglect of Railway's employees or by other Contractor employed by the Railway under Sub-Clause (4) of Clause
  - (iii) of these Conditions or in executing the work not forming part of the contract but on which Contractor's performance necessarily depends or by reason of proceeding taken or threatened by or dispute with adjoining or to neighbouring owners or public authority arising otherwise through the Contractor's own default etc. or by the delay authorized by the Engineer pending arbitration or in consequences of the Contractor not having received in due time necessary instructions from the Railway for which he shall have specially applied in writing to the Engineer or his authorized representative then upon happening of any such event causing delay, the Contractor shall immediately give notice thereof in writing to the Engineer within 15 days of such happening, but shall nevertheless make constantly his best endeavours to bring down or make good the delay and shall do all that may be reasonably required of him to the satisfaction of the Engineer to proceed with the works. The Contractor may also indicate the period for which the work is likely to be delayed and shall be bound to ask for necessary extension of time.
  - (iv) **Extension for Delay due to Railways:** In the event of any failure or delay by the Railway to hand over the Contractor possession of the lands necessary for the execution of the works or to give the necessary notice to commence the works or to provide the necessary drawings or instructions or any other delay caused by the Railway due to any other cause whatsoever, then

such failure or delay shall in no way affect or vitiate the contract or alter the character thereof or entitle the Contractor to damages or compensation therefor, but in any such case, the Railway may grant such extension or extensions of the completion date as may be considered reasonable. The Contractor shall indicate the period for which the work is likely to be delayed and shall seek extension of time as may be considered necessary under clause 17A(i) or/and 17A(ii) or/and 17A(iii) above, as soon as the cause thereof shall arise and, in any case, not less than 15 days before the expiry of the date fixed for completion of the works. The Engineer shall consider the same and shall grant and communicate such extension of time as in his opinion is reasonable having regard to the nature and period of delay and the type and quantum of work affected thereby. No other compensation shall be payable for works so carried forward to the extended period of time; the same rates, terms and conditions of contract being applicable, as if such extended period of time was originally provided in the original contract itself.

The non-submission of request for extension or submission of request within less than 15 days before the expiry of the date fixed for completion of the works, shall make him ineligible for extension under these sub clauses, subject to final decision of Engineer.

- 17B Extension of Time with Liquidated Damages (LD) for delay due to Contractor:** The time for the execution of the work or part of the works specified in the contract documents shall be deemed to be the essence of the contract and the works must be completed not later than the date(s) as specified in the contract. If the Contractor fails to complete the works within the time as specified in the contract for the reasons other than the reasons specified in Clause 17 and 17-A, the Railway may, if satisfied that the works can be completed by the Contractor within reasonable short time thereafter, allow the Contractor for further extension of time (Proforma at Annexure-VII) as the Engineer may decide. On such extension the Railway will be entitled without prejudice to any other right and remedy available on that behalf, to recover from the Contractor as agreed damages and not by way of penalty for each week or part of the week, a sum calculated at the *rate of Liquidated Damages as decided by Engineer, between 0.05% to 0.30% of contract value of the works for each week or part of the week*.

For the purpose of this Clause, the contract value of the works shall be taken as value of work as per contract agreement including any supplementary work order/contract agreement issued. Provided also, that the total amount of liquidated damages under this condition shall not exceed 5% of the contract value or of the total value of the item or groups of items of work for which a separate distinct completion period is specified in the contract.

S. No.	Duration of extension of time under Clause 17-B	Rate of Liquidated Damages
(i)	Up to Twenty Five percent of original period of completion including period of extension of time granted under Section 17A(i)	As decided by Engineer, between 0.01% to 0.05% of contract value for each week or part of the week
(ii)	Above Twenty Five percent but upto Fifty percent of original period of completion including period of extension of time granted under Section 17A(i)	0.10 % of contract value for each week or part of the week
(iii)	Above Fifty percent of original period of completion including period of extension of time granted under Section 17A(i)	0.30 % of contract value for each week or part of the week

Provided further, that if the Railway is not satisfied that the works can be completed by the Contractor and in the event of failure on the part of the contractor to complete the work within

further extension of time allowed as aforesaid, the Railway shall be entitled without prejudice to any other right or remedy available in that behalf, to appropriate the contractor's Security Deposit and rescind the contract under Clause 62 of these Conditions, whether or not actual damage is caused by such default.

**NOTE:**

In a contract, where extension(s) of time have been allowed once under clause 17B, further request(s) for extension of time under clause 17A can also be considered under exceptional circumstances. Such extension(s) of time under clause 17A shall be without any Liquidated damages, but the Liquidated damages already recovered during extension(s) of time granted previously under clause 17B shall not be waived. However, Price variation during such extension(s) shall be dealt as applicable for extension(s) of time under clause 17B.

- 17C Bonus for Early Completion of Work:** In open tenders having advertised value more than Rs 50 crore and original period of completion 12 months or more, when there is no reduction in original scope of work by more than 10%, and no extension granted on either railway or Contractor's account, Contractor shall be entitled for a bonus of 1% for each 30 days early completion of work. The period of less than 30 days shall be ignored while working out bonus. The maximum bonus shall be limited to 5% of original contract value. The completion date shall be reckoned as the date of issuance of completion certificate by engineer.

**18.(1) Illegal Gratification:**

Procuring authorities as well as bidders, contractors and consultants should observe the highest standard of ethics and should not indulge in the following prohibited practices, either directly or indirectly, at any stage during the procurement process or during execution of resultant contracts:

- i) **"Corrupt practice":** making offers, solicitation or acceptance of bribe, rewards or gifts or any material benefit, in exchange for an unfair advantage in the procurement process or to otherwise influence the procurement process or contract execution;
- ii) **"Fraudulent practice":** any omission or misrepresentation that may mislead or attempt to mislead so that financial or other benefits may be obtained or an obligation avoided. This includes making false declaration or providing false information for participation in a tender process or to secure a contract or in execution of the contract;
- iii) **"Anti-competitive practice":** any collusion, bid rigging or anti-competitive arrangement, or any other practice coming under the purview of The Competition Act, 2002, between two or more bidders, with or without the knowledge of the procuring entity, that may impair the transparency, fairness and the progress of the procurement process or to establish bid prices at artificial, non-competitive levels;
- iv) **"Coercive practice":** any coercion or any threat to impair or harm, directly or indirectly, any party or its property to influence the procurement process or affect the execution of a contract;
- v) **"Conflict of interest" (COI):** any personal, financial, or business relationship between the bidder and any personnel of the procuring entity who are directly or indirectly related to the procurement or execution process of the contract, which can affect the decision of the procuring entity directly or indirectly;
- vi) **"Undue Advantage":** improper use of information obtained by the bidder from the procuring entity with an intent to gain an unfair advantage in the procurement process or for personal

gain. This also includes if the bidder (or his allied firm) provided services for the need assessment/procurement planning of the tender process in which he is participating;

- vii) **"Obstructive practice"**: materially impede the procuring entity's investigation of a procurement process either by deliberately destroying, falsifying, altering; or by concealing of evidence material to the investigation; or by making false statements or by threatening, harassing or intimidating any party to prevent it from disclosing its knowledge of matters relevant to such investigation or from pursuing the investigation; or by impeding the procuring entity's rights of audit or access to information;

## 18.(2) **Punitive Provisions:**

Without prejudice to and in addition to the rights of the procuring entity to other penal provisions as per the bid documents or contract, if the procuring entity comes to a conclusion that a (prospective) bidder contractor directly or through an agent, has violated this code of integrity in competing for the contract or in executing a contract, the procuring entity may take appropriate measures including one or more of the following:

- i) If his bids are under consideration in any procurement
  - a) Forfeiture or encashment of bid security;
  - b) calling off of any pre-contract negotiations; and
  - c) rejection and exclusion of the bidder from the procurement process
- ii) If a contract has already been awarded
  - a) Cancellation of the relevant contract and recovery of compensation for loss incurred by the procuring entity;
  - b) Forfeiture or encashment of any other security or bond relating to the procurement;
  - c) Recovery of payments including advance payments, if any, made by the procuring entity along with interest thereon at the prevailing rate;
- iii) Provisions in addition to above:
  - a) Removal from the list of enlisted contractors and banning/debarment of the bidder from participation in future procurements of the procuring entity for a period not less than one year;
  - b) In case of anti-competitive practices, information for further processing may be filed under a signature of the Joint Secretary level officer, with the Competition Commission of India;
  - c) Initiation of suitable disciplinary or criminal proceedings against any individual or staff found responsible.

Any question or dispute as to the commission of any such offence or compensation payable to the Railway under this Clause shall be settled by the General Manager of the Railway, in such a manner as he shall consider fit & sufficient and his decision shall be final & conclusive.

## **EXECUTION OF WORKS**

- 19.(1) **Contractor's understanding:** It is understood and agreed that the Contractor has, by careful examination, satisfied himself as to the nature and location of the work, the conformation of the ground, the character, quality and quantity of the materials to be encountered, the character of equipment and facilities needed preliminary to and during the progress of the works, the



general and local conditions, the labour conditions prevailing therein and all other matters which can in any way affect the works under the contract.

**19.(2) Commencement of Works:** The Contractor shall commence the works within 15 days after the receipt by him of an order in writing to this effect from the Engineer and shall proceed with the same with due expedition and without delay

**19.(3) Accepted Programme of Work:** The Contractor who has been awarded the work shall as soon as possible but not later than 30 days after the date of receipt of the acceptance letter in respect of contracts with initial completion period of two years or less or not later than 90 days for other contracts have to submit the detailed programme of work indicating the time schedule of various items of works in the form of Bar Chart/PERT/CPM. He shall also submit the details of organisation (in terms of labour and supervisors), plant and machinery that he intends to utilize (from time to time) for execution of the work within stipulated date of completion. The programme of work amended as necessary by discussions with the Engineer, shall be treated as the agreed programme of the work for the purpose of this contract and the Contractor shall endeavor to fulfil this programme of work. The progress of work will be watched accordingly and the liquidated damages will be with reference to the overall completion date. Nothing stated herein shall preclude the Contractor in achieving earlier completion of item or whole of the works than indicated in the programme.

In Contracts for works of New Line/Gauge Conversion/Doubling/Railway Electrification, finalized through Tenders having advertised value more than Rs.100crores, the Contractor shall submit a detailed time programme to the Engineer within 30 days after issue of LOA. The program shall include the physical and Financial Progress vis-à-vis program and forecast cash flow adopting Project Management Software such as **Primavera/Sure Track/MS Project etc.** The program must identify the milestones, interface requirements and program reporting elements. The Contractor shall supply, free of cost one set of authorized software to the Engineer and the soft copy of structured program for the project. This shall be updated every month. The Contractor shall also submit a revised programme whenever the previous programme is inconsistent with actual progress. Each programme shall include:

The order in which the Contractor intends to carry out the Works, including the anticipated timing of each stage, Contractor's Documents, procurement, manufacture of Plant, delivery to Site, construction, erection and testing, each of these stages for work by each Subcontractor, if any, the sequence and timing of inspections and tests specified in the Contract, and a supporting report which includes:

ageneral description of the methods which the Contractor intends to adopt, and of the major stages, in the execution of the Works,

and details showing the Contractor's reasonable estimate for the number of each class of Contractor's Personnel & Equipment, required on the Site for each major stage.

Unless the Engineer, within 21 days after receiving a programme, gives notice to the Contractor stating the extent to which it does not comply with the Contract, the Contractor shall proceed in accordance with the programme, subject to his other obligations under the Contract. The Engineer shall be entitled to rely upon the programme when planning their activities.

If, at any time, the Engineer gives notice to the Contractor that a programme fails (to the extent stated) to comply with the Contract or to be consistent with actual progress and the Contractor's stated intentions, the Contractor shall submit a revised programme to the Engineer within 15 days in accordance with this Sub-Clause.

- 19.(4) Setting out of Works:** The Contractor shall be responsible for the correct setting out of all works in relation to original points, lines and levels of reference at his cost. The Contractor shall execute the work true to alignment, grade, levels and dimensions as shown in the drawing and as directed by the Engineer's representative and check these at frequent intervals. The Contractor shall provide all facilities like labour and instruments and shall cooperate with the Engineer's representative for checking of all alignment, grades, levels and dimensions. If, at any time, during the progress of the works any error appear or arise in any part of the work, the Contractor, on being required so to do by the Engineer's representative shall, at his own cost rectify such errors, to the satisfaction of the Engineer's representative.

Such checking shall not absolve the Contractor of his own responsibility of maintaining accuracy in the work. The Contractor shall carefully protect and preserve all bench marks, sight rails, pegs and other things used in setting out the work.

- 20.(1) Compliance to Engineer's Instructions:** The Engineer shall direct the order in which the several parts of the works shall be executed and the Contractor shall execute without delay all orders given by the Engineer from time to time; but the Contractor shall not be relieved thereby from responsibility for the due performance of the works in all respects.
- 20.(2) Alterations to be Authorized:** No alterations in or additions to or omissions or abandonment of any part of the works shall be deemed authorised, except under instructions from the Engineer. The Contractor shall be responsible to obtain such instructions in each and every case in writing from the Engineer.
- 20.(3) Extra Works:** Should works over and above those included in the contract require to be executed at the site, the Contractor shall have no right to be entrusted with the execution of such works which may be carried out by another Contractor or Contractors or by other means at the option of the Railway.
- 20.(4) Separate Contracts in Connection with Works:** The Railway shall have the right to let other contracts in connection with the works. The Contractor shall afford other Contractors reasonable opportunity for the storage of their materials and the execution of their works and shall properly connect and coordinate his work with theirs. If any part of the Contractor's work depends upon proper execution or result upon the work of another Contractor(s), the Contractor shall inspect and promptly report to the Engineer any defects in such works that render it unsuitable for such proper execution and results. The Contractor's failure so-to inspect and report shall constitute an acceptance of the other Contractor's work as fit and proper for the reception of his work, except as to defects which may develop in the other Contractor's work after the execution of his work.
- 21. Instruction of Engineer's Representative:** Any instructions or approval given by the Engineer's representative to Contractor in connection with the works shall bind the Contractor as though it had been given by the Engineer provided always as follows:
- (a) Failure of the Engineer's representative to disapprove any work or materials shall not prejudice the power of the Engineer thereafter to disapprove such work or material and to order the removal or breaking up thereof.

- (b) If the Contractor shall be dissatisfied by reason of any decision of the Engineer's representative, he shall be entitled to refer the matter to the Engineer who shall there upon confirm or vary such decision.
- 22.(1) Adherence to Specifications and Drawings:** The site and the detailed drawings shall be made available to the contractor commensurate with the accepted programme of work submitted under clause 19(3). The whole of the works shall be executed in perfect conformity with the specifications and drawings of the contract. If Contractor performs any works in a manner contrary to the specifications or drawings or any of them and without such reference to the Engineer, he shall bear all the costs arising or ensuing therefrom and shall be responsible for all loss to the Railway.
- 22.(2) Drawings and Specifications of the Works:** The Contractor shall keep one copy of Drawings and Specifications at the site, in good order, and such contract documents as may be necessary, available to the Engineer or the Engineer's Representative.
- 22.(3) Ownership of Drawings and Specifications:** All Drawings and Specifications and copies thereof furnished by the Railway to the Contractor are deemed to be the property of the Railway. They shall not be used on other works and with the exception of the signed contract set, shall be returned by the Contractor to the Railway on completion of the work or termination of the Contract.
- 22.(4) Compliance with Contractor's Request for Details:** The Engineer shall furnish with reasonable promptness, after receipt by him of the Contractor's request, additional instructions by means of drawings or otherwise, necessary for the proper execution of the works or any part thereof. All such drawings and instructions shall be consistent with the Contract Documents and reasonably inferable there from.
- 22.(5) Meaning and Intent of Specification and Drawings:** If any ambiguity arises as to the meaning and intent of any portion of the Specifications and Drawings or as to execution or quality of any work or material, or as to the measurements of the works the decision of the Engineer thereon shall be final subject to the appeal (within 7 days of such decision being intimated to the Contractor) to the Chief Engineer who shall have the power to correct any errors, omissions, or discrepancies in aforementioned items and whose decision in the matter in dispute or doubt shall be final and conclusive.
- 23. Working during Night:** The Contractor shall not carry out any work between sun-set and sun-rise without the previous permission of the Engineer. However, if the Engineer is satisfied that the work is not likely to be completed in time except by resorting to night work, he may order the same without confirming any right on the Contractor for claiming any extra payment for the same.
- 24. Damage to Railway Property or Private Life and Property:** The Contractor shall be responsible for all risk to the work and for trespass and shall make good at his own expense all loss or damage whether to the works themselves or to any other property of the Railway or the lives, persons or property of others from whatsoever cause in connection with the works until they are taken over by the Railway, although all reasonable and proper precautions may have been taken by the Contractor. In case the Railway shall be called upon to make good any costs, loss or damages, or to pay any compensation, including that payable under the provisions of the Workmen's Compensation Act or any statutory amendments thereof to any person or persons sustaining damages as aforesaid by reason of any act, or any negligence or omissions on the part of the Contractor; the amount of any costs or charges including costs and charges in connection with legal proceedings, which the Railway may incur in reference thereto, shall be charged to the Contractor. The Railway shall have the power and right to pay or to defend or compromise any claim of threatened legal proceedings or in anticipation of legal proceedings

being instituted consequent on the action or default of the Contractor, to take such steps as may be considered necessary or desirable to ward off or mitigate the effect of such proceedings, charging to Contractor, as aforesaid; any sum or sums of money which may be paid and any expenses whether for reinstatement or otherwise which may be incurred and the propriety of any such payment, defence or compromise, and the incurring of any such expenses shall not be called in question by the Contractor.

- 25. Sheds, Storehouses and Yards:** The Contractor shall at his own expense provide himself with sheds, storehouses and yards in such situations and in such numbers as in the opinion of the Engineer is requisite for carrying on the works and the Contractor shall keep at each such sheds, storehouses and yards a sufficient quantity of materials and plant in stock as not to delay the carrying out of the works with due expedition and the Engineer and the Engineer's representative shall have free access to the said sheds, store houses and yards at any time for the purpose of inspecting the stock of materials or plant so kept in hand, and any materials or plant which the Engineer may object to shall not be brought upon or used in the works, but shall be forthwith removed from the sheds, storehouses or yards by the Contractor. The Contractor shall at his own expenses provide and maintain suitable mortar mills, soaking vats or any other equipments necessary for the execution of the works.
- 26. Provision of Efficient and Competent Staff at Work Sites by the Contractor:**
- 26.1** The Contractor shall place and keep on the works at all times efficient and competent staff to give the necessary directions to his workmen and to see that they execute their work in sound & proper manner and shall employ only such supervisors, workmen & labourers in or about the execution of any of these works as are careful and skilled in the various trades.
- 26.2** The Contractor shall at once remove from the works any agents, permitted subcontractor, supervisor, workman or labourer who shall be objected to by the Engineer and if and whenever required by the Engineer, he shall submit a correct return showing the names of all staff and workmen employed by him.
- 26.3** In the event of the Engineer being of the opinion that the Contractor is not employing on the works a sufficient number of staff and workmen as is necessary for proper completion of the works within the time prescribed, the Contractor shall forthwith on receiving intimation to this effect deploy the additional number of staff and labour as specified by the Engineer within seven days of being so required and failure on the part of the Contractor to comply with such instructions will entitle the Railway to rescind the contract under Clause 62 of these conditions.
- 26A. Deployment of Qualified Engineers at Work Sites by the Contractor:**
- 26A.1** The Contractor shall also employ qualified Graduate Engineer(s) or equivalent, or qualified Diploma Engineer(s), as prescribed in the tender documents.
- 26A.2** In case the Contractor fails to employ the Engineer, as aforesaid in Para 26A.1, he shall be liable to pay liquidated damages at the rates, as prescribed in the tender documents.
- 26A.3** No. of qualified Engineers required to be deployed by the Contractor for various activities contained in the works contract shall be as under as 'Special Condition of Contract'.
- (a) One Qualified Graduate Engineer when cost of work to be executed is Rs.200 lakh and above, and
  - (b) One Qualified Diploma Holder Engineer when cost of work to be executed is more than Rs.25 lakh, but less than Rs.200 lakh.

- (c) If contract value is more than 5.0 Crore, additional qualified graduate engineer shall be deployed by the contractor as desired by the Engineer – in – charge and the decision will be final.

**26A.4** Further in case the contractor fails to employ the Qualified Engineers, as aforesaid in Para 26A.2, shall be liable to pay an amount of Rs.50,000/- and Rs.30000/-, for each month or part thereof for the default period for the provisions respectively as contained in Para (a), (b) & (c) above with latest amendment if any.

**27.(1) Workmanship and Testing:** The whole of the works and/or supply of materials specified and provided in the contract or that may be necessary to be done in order to form and complete any part thereof shall be executed in the best and most substantial workman like manner with materials of the best and most approved quality of their respective kinds, agreeable to the particulars contained in or implied by the specifications and as referred to in and represented by the drawings or in such other additional particulars, instructions and drawings given during the carrying on of the works and to the entire satisfaction of the Engineer according to the instructions and directions which the Contractors may from time to time receive from the Engineer. The materials may be subjected to tests by means of such machines, instruments and appliances as the Engineer may direct and wholly at the expense of the Contractor.

**27.(2) Removal of Improper Work and Materials:** The Engineer or the Engineer's Representative shall be entitled to order from time to time:

- (a) The removal from the site, within the time specified in the order, of any materials which in his opinion are not in accordance with the specifications or drawings.
- (b) The substitution of proper and suitable materials, and
- (c) the removal and proper re-execution, notwithstanding any previous tests thereof or on account payments therefore, of any work which in respect of materials or workmanship is not in his opinion in accordance with the specifications and in case of default on the part of the Contractor in carrying out such order, the Railway shall be entitled to rescind the contract under Clause 62 of these conditions.
- (d) The provision of Construction and Demolition Waste Management Rule 2016 issued by Ministry of Environment Forest and Climate Change dated 29.03.2016 and published in the Gazette of India, Part – II, Section -3, Sub-section (ii) are binding upon the Contractor. Contractor shall implement these provisions at worksites, for which no extra payment will be payable.

**28. Facilities for Inspection:** The Contractor shall afford the Engineer and the Engineer's Representative every facility for entering in and upon every portion of the work at all hours for the purpose of inspection or otherwise and shall provide all labour, materials, planks, ladders, pumps, appliances and things of every kind required for the purpose and the Engineer and the Engineer's Representative shall at all times have free access to every part of the works and to all places at which materials for the works are stored or being prepared.

**29. Examination of Work before Covering Up:** The Contractor shall give 7 days' notice to the Engineer or the Engineer's Representative whenever any work or materials are intended to be covered up in the earth, in bodies or walls or otherwise to be placed beyond the reach of measurements in order that the work may be inspected or that correct dimensions may be taken before being so covered, placed beyond the reach of measurement in default whereof, the same shall at the option of the Engineer or the Engineer's Representative be uncovered and measured at the Contractor's expense or no allowance shall be made for such work or materials.

**30. Temporary Works:** All temporary works necessary for the proper execution of the works shall be provided and maintained by the Contractor and subject to the consent of the Engineer

shall be removed by him at his expenses when they are no longer required and in such manner as the Engineer shall direct. In the event of failure on the part of the Contractor to remove the temporary works, the Engineer will cause them to be removed and cost as increased by supervision and other incidental charges shall be recovered from the Contractor. If temporary huts are provided by the Contractor on the Railway land for labour engaged by him for the execution of works, the Contractor shall arrange for handing over vacant possession of the said land after the work is completed; if the Contractor's labour refuse to vacate, and have to be evicted by the Railway, necessary expenses incurred by the Railway in connection therewith shall be borne by the Contractor.

- 31.(1) Contractor to Supply Water for Works:** Unless otherwise provided in the Contract, the Contractor shall be responsible for the arrangements to obtain supply of water necessary for the works.
- 31.(2) Water Supply from Railway System:** The Railway may supply to the Contractor part or whole of the quantity of the water required for the execution of works from the Railway's existing water supply system at or near the site of works on specified terms and conditions and at such charges as shall be determined by the Railway and payable by the Contractor, provided that the Contractor shall arrange, at his own expense, to effect the connections and lay additional pipelines and accessories on the site and that the Contractor shall not be entitled to any compensation for interruption or failure of the water supply.
- 31.(3) Water Supply by Railway Transport:** In the event of the Railway arranging supply of water to the Contractor at or near the site of works by travelling water tanks or other means, the freight and other charges incurred thereby, including demurrage charges that may be levied, shall be paid by the Contractor in addition to the charges referred to in Sub-Clause (2) of the Clause provided that the Contractor shall not be entitled to any compensation for interruption or failure of the water supply.
- 31.(4)(a) Contractor to Arrange Supply of Electric Power for Works:** Unless otherwise provided in the contract, the Contractor shall be responsible for arrangements to obtain supply of Electric Power for the works.
- (b) Electric Supply from the Railway System:** The Railway may supply to the Contractor part or whole of the electric power wherever available and possible, required for execution of works from the Railway's existing electric supply systems at or near the site of works on specified terms and conditions and such charges as shall be determined by the Railway and payable by the Contractor provided the cost of arranging necessary connections to the Railway's Electric Supply systems and laying of underground/overhead conductor, circuit protection, electric power meters, transmission structure, shall be borne by the Contractor and that the Contractor shall not be entitled to any compensation for interruption or failure of the Electric supply system.
- 32. Property in Materials and Plant:** The materials and plant brought by the Contractor upon the site or on the land occupied by the Contractor in connection with the works and intended to be used for the execution thereof shall immediately be deemed to be the property of the Railway. Such of them as during the progress of the works are rejected by the Engineer under Clause 25 of these conditions or are declared by him not to be needed for the execution of the works or such as on the grant of the certificate of completion remain unused shall immediately on such rejection, declaration or grant cease to be deemed the property of the Railway and the Contractor may then (but not before) remove them from the site or the said land. This clause shall not in any way diminish the liability of the Contractor nor shall the Railway be in any way answerable for any loss or damage which may happen to or in respect of any such

materials or plant either by the same being lost, stolen, injured or destroyed by fire, tempest or otherwise.

- 33.(1) Tools, Plant and Materials Supplied by Railway:** The Contractor shall take all reasonable care of all tools, plant and materials or other property whether of a like description or not belonging to the Railway and committed to his charge for the purpose of the works and shall be responsible for all damage or loss caused by him, his agents, permitted sub-contractor, or his workmen or others while they are in his charge. The Contractors shall sign accountable receipts for tools, plants and materials made over to him by the Engineer and on completion of the works shall hand over the unused balance of the same to the Engineer in good order and repair, fair wear and tear excepted, and shall be responsible for any failure to account for the same or any damage done thereto.
- 33.(2) Hire of Railway's Plant:** The Railway may hire to the Contractor such plant as concrete mixers, compressors and portable engines for use during execution of the works on such terms as may be specified in the special conditions or in a separate agreement for Hire of Plant.
- 34.(1) Precaution During Progress of Works:** During the execution of works, unless otherwise specified, the Contractor shall at his own cost provide the materials for and execute all shoring, timbering and strutting works as is necessary for the stability and safety of all structures, excavations and works and shall ensure that no damage, injury or loss is caused or likely to be caused to any person or property.
- 34.(2) Roads and Water Courses:** Existing roads or water courses shall not be blocked cut through, altered, diverted or obstructed in any way by the Contractor, except with the permission of the Engineer. All compensations claimed for any unauthorized closure, cutting through, alteration, diversion or obstruction to such roads or water courses by the Contractor or his agent or his staff shall be recoverable from the Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India.
- 34.(3) Provision of Access to Premises:** During progress of work in any street or thoroughfare, the Contractor shall make adequate provision for the passage of traffic, for securing safe access to all premises approached from such street or thoroughfare and for any drainage, water supply or means of lighting which may be interrupted by reasons of the execution of the works and shall react and maintain at his own cost barriers, lights and other safeguards as prescribed by the Engineer, for the regulation of the traffic, and provide watchmen necessary to prevent accidents. The works shall in such cases be executed night and day, if so ordered by the Engineer and with such vigour so that the traffic way be impeded for as short a time as possible.
- 34.(4) Safety of Public:** The Contractor shall be responsible to take all precautions to ensure the safety of the public whether on public or railway property and shall post such look out men as may, in the opinion of the Engineer, be required to comply with regulations appertaining to the work. Contractor shall ensure placement of barricading / partitions at the place of work to ensure safety of habitants of adjacent area, failing which Engineer may advise stoppage of work as per his discretion.
- 34.(5) Display Board:** The Contractor shall be responsible for displaying the details of works i.e. name of work, approximate cost, expected date of completion, name and address of the Contractor and address of Engineer on a proper steel Board of size not less than 1m x 1m.
- 35. Use of Explosives:** Explosives shall not be used on the works or on the site by the Contractor without the permission of the Engineer and then also only in the manner and to the extent to which such permission is given. Where explosives are required for the works, they shall be stored in a special magazine to be provided by and at the cost of the Contractor in accordance

with the Explosive Rules. The Contractor shall obtain the necessary license for the storage and the use of explosives. All operations in which or for which explosives are employed shall be at the sole risk and responsibility of the Contractor and the Contractor shall indemnify the Railway in respect thereof.

- 36.(1) Suspension of Works:** The Contractor shall on the order of the Engineer, suspend the progress of the works or any part thereof for such time or times and in such manner as the Engineer may consider necessary and shall during such suspension properly protect and secure the work so far as is necessary in the opinion of the Engineer. If such suspension is:
- (a) Provided for in the contract, or
  - (b) Necessary for the proper execution of the works or by the reason of weather conditions or by some default on the part of the Contractor, and or
  - (c) Necessary for the safety of the works or any part thereof.
  - (d) Necessary for the safety of adjoining public or other property or safety of the public or workmen or those who have to be at the site, or
  - (e) Necessary to avoid disruption of traffic and utilities, as also to permit fast repair and restoration of any damaged utilities, or
  - (f) Due to instruction of The National Green Tribunal or any other statutory authority due to high level of pollution in the city of worksite.
- 36.(2)** The Contractor shall not be entitled to the extra costs, if any, incurred by him during the period of suspension of the works, but in the event of any suspension ordered by the Engineer for reasons other than aforementioned and when each such period of suspension exceeds 14 days, the Contractor shall be entitled to such extension of time for completion of the works as the Engineer may consider proper having regard to the period or periods of such suspensions and to such compensations as the Engineer may consider reasonable in respect of salaries or wages paid by the Contractor to his employees during the periods of such suspension.
- 36.(3) Suspension Lasting More than 3 Months:** If the progress of the works or any part thereof is suspended on the order of the Engineer for more than three months at a time, the Contractor may serve a written notice on the Engineer requiring permission within 15 days from the receipt thereof to proceed with the works or that part thereof in regard to which progress is suspended and if such permission is not granted within that time the Contractor by further written notice so served may, but is not bound to, elect to treat the suspension where it affects part only of the works as an omission of such part or where it affects the whole of the works, as an abandonment of the contract by the Railway.
- 37. Rates for Items of Works:**
- (i) The rates, entered in the accepted Schedule of Rates of the Contract are intended to provide for works duly and properly completed in accordance with the General and Special (if any) Conditions of the Contract and the Specifications and drawings together with such enlargements, extensions, diminutions, reductions, alterations or additions as may be ordered in terms of Clause 42 of these conditions and without prejudice to the generality thereof and shall be deemed to include and cover superintendence and labour, supply, including full freight of materials, stores, patterns, profiles, moulds, fittings, centerings, scaffolding, shoring props, timber, machinery, barracks, tackle, roads, pegs, posts, tools and all apparatus and plant required on the works, except such tools, plant or materials as may be specified in the contract to be supplied to the Contractor by the Railway, the erection, maintenance and removal of all temporary works and buildings, all watching, lighting, bailing, pumping and draining, all prevention of or compensation for trespass, all barriers and arrangements for the safety of the



public or of employees during the execution of works, all sanitary and medical arrangements for labour camps as may be prescribed by the Railway, the setting of all work and of the construction, repair and upkeep of all centre lines, bench marks and level pegs thereon, site clearance, all fees duties, royalties, rent and compensation to owners for surface damage or taxes and impositions payable to local authorities in respect of land, structures and all material supplied for the work or other duties or expenses for which the Contractor may become liable or may be put to under any provision of law for the purpose of or in connection with the execution of the contract and all such other incidental charges or contingencies as may have been specially provided for in the Specifications.

However, if rates of existing GST or cess on GST for Works Contract is increased or any new tax /cess on Works Contract is imposed by Statute after the date of opening of tender but within the original date of completion/date of completion extended under clause 17 & 17A and the Contractor thereupon properly pays such taxes/cess, the Contractor shall be reimbursed the amount so paid.

Further, if rates of existing GST or cess on GST for Works Contract is decreased or any tax/cess on Works Contract is decreased / removed by Statute after the date of opening of tender, the reduction in tax amount shall be recovered from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India.

- 38. Demurrage and Wharfage Dues:** Demurrage charges calculated in accordance with the scale in force for the time being on the Railway and incurred by the Contractor failing to load or unload any goods or materials within the time allowed by the Railway for loading as also wharfage charges, of materials not removed in time, as also charges due on consignments booked by or to him shall be paid by the Contractor, failing which such charges shall be debited to the Contractor's account in the hands of the Railway and shall be deducted from any sums which may become due to him in terms of the contracts.

**39.(1) Rates for Extra Items of Works:**

- (a) Standard Schedule of Rates (SSOR) Items: Any item of work carried out by the Contractor on the instructions of the Engineer which is not included in the accepted Bill(s) of Quantities but figures in the Standard Schedule of Rates (SSOR), shall be executed at the rates set forth in the "Standard Schedule of Rates (SSOR)" modified by the tender percentage as accepted in the contract for that chapter of Standard Schedule of Rates (SSOR). However, the cumulative value of all such extra item(s) together (modified by the respective tender percentage) shall not exceed 10 % of the original contract value.

For item(s) not covered in this sub clause, the rate shall be decided as agreed upon between the Engineer and the Contractor before the execution of such items of work as per sub clause (b).

- (b) Other Items: For any item of work to be carried out by the Contractor but not included in the accepted Bill(s) of Quantities and also not covered under sub clause (a) above, the Contractor shall be bound to notify the Engineer at least seven days before the necessity arises for the execution of such items of works that the accepted Bill(s) of Quantities does not include rate or rates for such extra work involved. The rates payable for such items shall be decided at the meeting to be held between the Engineer and Contractor, in as short a period as possible after the need for the special item has come to the notice. In case the Contractor fails to attend the meeting after being notified to do so or in the event of no settlement being arrived at, the Railway shall be entitled to execute the extra works by other means and the Contractor shall have no claim for loss or damage that may result from such procedure.

The assessment of rates for extra item(s) shall be arrived at based on the prevailing market rates of labour, machinery & materials and by taking guidance from the following documents in order of priority:

- i. Analysis of Rates for “Unified Standard Schedule of Rates of Indian Railways (USSOR)”
- ii. Analysis of Rates for “Delhi Schedule of Rates issued by CPWD (DSR)”
- iii. Market Analysis

**39.(2)** Provided that if the Contractor commences work or incurs any expenditure in regard thereto before the rates as determined and agreed upon as lastly hereuntofore-mentioned, then and in such a case the Contractor shall only be entitled to be paid in respect of the work carried out or expenditure incurred by him prior to the date of determination of the rates as aforesaid according to the rates as shall be fixed by the Engineer. However, if the Contractor is not satisfied with the decision of the Engineer in this respect, he may appeal to the Chief Engineer within 30 days of getting the decision of the Engineer, supported by analysis of the rates claimed. The Chief Engineer's decision after hearing both the parties in the matter would be final and binding on the Contractor and the Railway.

**40.(1) Handing over of Works:** The Contractor shall be bound to hand over the works executed under the contract to the Railway complete in all respects to the satisfaction of the Engineer. The Engineer shall determine the date on which the work is considered to have been completed, in support of which his certificate shall be regarded as sufficient evidence for all purposes. The Engineer shall determine from time to time, the date on which any particular section of the work shall have been completed, and the Contractor shall be bound to observe any such determination of the Engineer.

**40.(2) Clearance of Site on Completion:** On completion of the works, the Contractor shall clear away and remove from the site all constructional plant, surplus materials, rubbish and temporary works of every kind and leave the whole of the site and works clean and in a workman like condition to the satisfaction of the Engineer. No final payment in settlement of the accounts for the works shall be paid, held to be due or shall be made to the, Contractor till, in addition to any other condition necessary for final payment, site clearance shall have been affected by him, and such clearance may be made by the Engineer at the expense of the Contractor in the event of his failure to comply with this provision within 7 days after receiving notice to that effect. Should it become necessary for the Engineer to have the site cleared at the expenses of the Contractor, the Railway shall not be held liable for any loss or damage to such of the Contractor's property as may be on the site and due to such removal there from which removal may be affected by means of public sales of such materials and property or in such a way as deemed fit and convenient to the Engineer.

**40A:** At the final stage of completion/ commissioning of work, in case the contractor fails to complete the final part(s) of the work and the value of such part(s) of the work is limited to 5% of the original contract value, the Engineer may allow/decide for offloading of such part(s) of works, either after the Contractor's request in writing to do so or after serving a 14 (Fourteen) days suo-moto notice (as per annexure- VIIA), if the Engineer is of the opinion that :-

- (i) Such Offloading of works (up to 5% of original contract value) would enable successful completion of contract/work,
- (ii) Termination/ Part termination of the contract at this stage is not be in the interest of the Railway/work;, and
- (iii) The anticipated additional cost for execution of such works through other mode would not be substantial and can be recovered from the pending dues of the contractor;

The Contractor shall be informed, in due course, by the Engineer of the mode and cost of execution of such offloaded work through other agency (ies) (as per annexure- VIIB). The extra expenditure so incurred in execution of the offloaded work, shall be recovered from subsequent Bill(s) or any other dues of the Contractor, but not exceeding the value of Performance Guarantee available in the contract. There shall be no other repercussion of such offloading on execution of the balance contract. The Contractor shall have no claim on account of above mentioned offloading of works.

### VARIATIONS IN EXTENT OF CONTRACT

- 41. Modification to Contract to be in Writing:** In the event of any of the provisions of the contract required to be modified after the contract documents have been signed, the modifications shall be made in writing and signed by the Railway and the Contractor and no work shall proceed under such modifications until this has been done. Any verbal or written arrangement abandoning, modifying, extending, reducing or supplementing the contract or any of the terms thereof shall be deemed conditional and shall not be binding on the Railway unless and until the same is incorporated in a formal instrument and signed by the Railway and the Contractor, and till then the Railway shall have the right to repudiate such arrangements.
- 42.(1) Powers of Modification to Contract:** The Engineer on behalf of the Railway shall be entitled by order in writing to enlarge or extend, diminish or reduce the works or make any alterations in their design, character position, site, quantities, dimensions or in the method of their execution or in the combination and use of materials for the execution thereof or to order any additional work to be done or any works not to be done and the Contractor will not be entitled, to any compensation for any increase/reduction in the quantities of work but will be paid only for the actual amount of work done and for approved materials supplied against a specific order.
- 42.(2) (i)** Unless otherwise specified in the special conditions of the contract, the accepted variation in quantity of each individual item of the contract would be upto 25% of the quantity originally contracted, except in case of foundation work(in which no variation limit shall apply). However, the rates for the increased quantities shall be as per sub- para (iii) below.
- (ii)** The Contractor shall be bound to carry out the work at the agreed rates and shall not be entitled to any claim or any compensation whatsoever upto the limit of 25% variation in quantity of individual item of works.
- (iii)** In case an increase in quantity of an individual item by more than 25% of the agreement quantity is considered unavoidable, then same shall be executed at following rates
- (a)** Quantities operated in excess of 125% but upto 140% of the agreement quantity of the concerned item, shall be paid at 98% of the rate awarded for that item in that particular tender;
  - (b)** Quantities operated in excess of 140% but upto 150% of the agreement quantity of the concerned item shall be paid at 96% of the rate awarded for that item in that particular tender;
  - (c)** Variation in quantities of individual items beyond 150% will be avoided and would be permitted only in exceptional unavoidable circumstances and shall be paid at 96% of the rate awarded for that item in that particular tender.
  - (d) Variation to quantities of Minor Value Item:** The limit for varying quantities for minor value items shall be 100% (as against 25% prescribed for other items). A minor value item for this purpose is defined as an item whose original agreement value is less than 1 % of the total original agreement value.

- d.(i) Quantities operated upto and including 100% of the agreement quantity of the concerned minor value item, shall be paid at the rate awarded for that item in that particular tender;
  - d.(ii) Quantities operated in excess of 100% but upto 200% of the agreement quantity of the concerned minor value item, shall be paid at 98% of the rate awarded for that item in that particular tender;
  - d.(iii) Variation in quantities of individual minor value item beyond 200% will be avoided and would be permitted only in exceptional unavoidable circumstances and shall be paid at 96% of the rate awarded for that item in that particular tender.
  - (iv) In case of earthwork, the variation limit of 25% shall apply to the gross quantity of earthwork items and variation in the quantities of individual classifications of soil shall not be subject to this limit.
  - (v) As far as Standard Schedule of Rates (SSOR) items are concerned, the variation limit of 25% would apply to the value of SSOR schedule(s) as a whole and not on individual SSOR items. However, in case of Non Standard Schedule of Rates (SSOR) items, the limit of 25% would apply on the individual items irrespective of the manner of quoting the rate (single percentage rate or individual item rate).
- 42.(3) Valuation of Variations:** The enlargements, extensions, diminution, reduction, alterations or additions referred to in Sub-Clause (2) of this Clause shall in no degree affect the validity of the contract; but shall be performed by the Contractor as provided therein and be subject to the same conditions, stipulations and obligations as if they had been originally and expressly included and provided for in the Specifications and Drawings and the amounts to be paid therefor shall be calculated in accordance with the accepted Bill(s) of Quantities. Any extra items/quantities of work falling outside the purview of the provisions of Sub-Clause (2) above shall be paid for at the rates determined under Clause-39 of these Conditions.

### CLAIMS

- 43.(1) Quarterly Statement of Claims:** The Contractor shall prepare and furnish to the Engineer once in every quarter commencing from the month following the month of issue of Letter of Acceptance, an account giving full and detailed particulars of all claims for any additional expenses to which the Contractor may consider himself entitled to and of all extra or additional works ordered by the Engineer which he has executed during the preceding month quarter and no claim for payment for such work will be considered which has not been included in such particulars.
- 43.(2) Signing of "No Claim" Certificate:** The Contractor shall not be entitled to make any claim whatsoever against the Railway under or by virtue of or arising out of this contract, nor shall the Railway entertain or consider any such claim, if made by the Contractor, after he shall have signed a "No Claim" Certificate in favour of the Railway in such form as shall be required by the Railway after the works are finally measured up. The Contractor shall be debarred from disputing the correctness of the items covered by "No Claim" Certificate or demanding a clearance to arbitration in respect thereof.

### MEASUREMENTS, CERTIFICATES AND PAYMENTS

- 44. Quantities in Bill(s) of Quantities Annexed to Contract:** The quantities set out in the accepted Bill(s) of Quantities with items of works quantified are the estimated quantities of the works and they shall not be taken as the actual and correct quantities of the work to be executed by the Contractor in fulfilment of his obligations under the contract.

**45(i). Measurement of Works by Railway:** The Contractor shall be paid for the works at the rates in the accepted Bill(s) of Quantities and for extra works at rates determined under Clause 39 of these Conditions on the measurements taken by the Engineer or the Engineer's representative in accordance with the rules prescribed for the purpose by the Railway. The quantities for items the unit of which in the accepted Bill(s) of Quantities is 100 or 1000 shall be calculated to the nearest whole number, any fraction below half being dropped and half and above being taken as one; for items the unit of which in the accepted Bill(s) of Quantities is single, the quantities shall be calculated to two places of decimals. Such measurements will be taken of the work in progress from time to time and at such intervals as in the opinion of the Engineer shall be proper having regard to the progress of works. The date and time on which 'on account' or 'final' measurements are to be made shall be communicated to the Contractor who shall be present at the site and shall sign the results of the measurements (which shall also be signed by the Engineer or the Engineer's representative) recorded in the official measurements book as an acknowledgement of his acceptance of the accuracy of the measurements. Failing the Contractor's attendance, the work may be measured up in his absence and such measurements shall, notwithstanding such absence, be binding upon the Contractor whether or not he shall have signed the measurement books provided always that any objection made by him to measurement shall be duly investigated and considered in the manner set out below:

- (a) It shall be open to the Contractor to take specific objection to any recorded measurements or Classification on any ground within seven days of the date of such measurements. Any re-measurement taken by the Engineer or the Engineer's representative in the presence of the Contractor or in his absence after due notice has been given to him in consequence of objection made by the Contractor shall be final and binding on the Contractor and no claim whatsoever shall thereafter be entertained regarding the accuracy and Classification of the measurements.
- (b) If an objection raised by the Contractor is found by the Engineer to be incorrect the Contractor shall be liable to pay the actual expenses incurred in measurements.

**45(ii). Measurement of Works by Contractor's Authorized Representative (in case the contract provides for the same):**

- (a) The Contractor shall be paid for the works at the rates in the accepted Bill(s) of Quantities and for extra works at rates determined under Clause 39 of these Conditions on the measurements taken by the Contractor's authorized Engineer in accordance with the rules prescribed for the purpose by the Railway. The quantities for items the unit of which in the accepted Bill(s) of Quantities is 100 or 1000 shall be calculated to the nearest whole number, any fraction below half being dropped and half and above being taken as one; for items the unit of which in the accepted Bill(s) of Quantities is single, the quantities shall be calculated to two places of decimals. Such measurements will be taken of the work in progress from time to time. The date and time on which 'on account' or 'final' measurements are to be made shall be communicated to the Engineer.

The date and time of test checks shall be communicated to the Contractor who shall be present at the site and shall witness the test checks, failing the Contractor's attendance the test checks may be conducted in his absence and such test checks shall notwithstanding such absence be binding upon Contractor provided always that any objection made by Contractor to test check shall be duly investigated and considered in the manner set out below:

- (i) It shall be open to the Contractor to take specific objection to test checks of any recorded measurement within 7 days of date of such test checks. Any re-test check done by the concerned Railway's authority in the presence of the Contractor or in his absence after due notice given to him in consequent of objection made by the Contractor shall be final and

binding on the Contractor and no claim whatsoever shall thereafter be entertained regarding the accuracy and classification of the measurements.

- (ii) If an objection raised by the Contractor is found by the Engineer to be incorrect the Contractor shall be liable to pay the actual expenses incurred in measurements.
- (b) **Incorrect measurement, actions to be taken:** If in case during test check or otherwise, it is detected by the Engineer that agency has claimed any exaggerated measurement or has claimed any false measurement for the works which have not been executed; amounting to variation of 5% or more of claimed gross bill amount, action shall be taken as following:
  - (i) On first occasion of noticing exaggerated/ false measurement, Engineer shall recover liquidated damages equal to 10% of claimed gross bill value.
  - (ii) On any next occasion of noticing any exaggerated/false measurement, railway shall recover liquidated damages equal to 15% of claimed gross bill value. In addition the facility of recording of measurements by Contractor as well as release of provisional payment shall be withdrawn. Once withdrawn, measurements shall be done by railway as per clause 45(i) above.
- 46.(1) **"On-Account " Payments:** The Contractor shall be entitled to be paid from time to time by way of "On-Account" payment only for such works as in the opinion of the Engineer he has executed in terms of the contract. All payments due on the Engineer's/Engineer's Representative's certificates of measurements or Engineer's certified "Contractor's authorized Engineer's measurements" shall be subject to any deductions which may be made under these presents and shall further be subject to, unless otherwise required by Clause 16 of these Conditions, a retention of six percent by way of Security Deposits, until the amount of Security Deposit by way of such retentions shall amount to 5% of the total value of the contract provided always that the Engineer may by any certificate make any correction or modification in any previous certificate which shall have been issued by him and that the Engineer may withhold any certificate, if the works or any part thereof are not being carried out to his satisfaction.
- 46.(2) **Rounding off Amounts:** The total amount due on each certificate shall be rounded off to the nearest rupee, i.e. sum less than 50 paise shall be omitted and sums of 50 paise and more upto ₹1 will be reckoned as ₹ 1.
- 46.(3) **On Account Payments not Prejudicial to Final Settlement:** "On-Account" payments made to the Contractor shall be without prejudice to the final making up of the accounts (except where measurements are specifically noted in the Measurement Book as "Final Measurements" and as such have been signed by the Contractor and Engineer/Engineer's Representative) and shall in no respect be considered or used as evidence of any facts stated in or to be inferred from such accounts nor of any particular quantity of work having been executed nor of the manner of its execution being satisfactory.
- 46.(4) If payment(s) of Advances are applicable in the contract, as mentioned in the Tender Documents, Railway shall make payment(s) of Interest bearing advances, on the request of contractor. The payment and recovery of such Advances shall be made as under:
  - (a): **Mobilisation Advance –**  
 This shall be limited to 10% of the Contract value and shall be paid in 2 stages:  
 Stage 1– 5% of Contract Value on signing of the contract agreement.  
 Stage 2 – 5% on mobilization of site-establishment, setting up offices, bringing in equipment and actual commencement of work.

The stage 1 of advance shall be payable immediately after signing of contract agreement.

The stage 2 of advance shall be payable at the time of mobilisation, only after submission of an utilization certificate by the contractor that the Stage 1 advance has been properly utilized in the contract.

These Advances shall be payable against irrevocable guarantee (Bank Guarantee, FDRs) from a scheduled commercial bank of India of at least 110% of the value of the sanctioned advance amount (covering principal plus interest).

**(b) Advance Against Machinery and Equipment –**

This advance shall be limited to a maximum of 10% of the contract value against new Machinery & Equipment, involving substantial outlay, brought to site and essentially required for the work. This advance shall not exceed 75% of the purchase price of such Equipment and shall be payable when Equipment is hypothecated to the President of India by a suitable bond or alternatively covered by an irrevocable Bank Guarantee from a scheduled commercial bank of India for full cost of the Plant & Equipment in a form acceptable to Railways. The Plant & Equipment shall be insured for the full value and for the entire period, they are required for the work. This Plant & Equipment shall not be removed from the site of work without prior written permission of the Engineer. No advance should be given against old Plant & Machinery.

**The advances under sub clause (a) and (b) above, are subject to the following conditions -**

(i) The full amount of Advances shall be recovered from contractor dues. The recovery shall commence when the value of contract executed reaches 15% of original contract value and shall be completed when the value of work executed reaches 85% of the original contract value. The installments on each "on account bill" will be on pro-rata basis.

Interest shall be recovered on the advance outstanding for the period commencing from the date of payment of advance till date of particular on-account bill (through which recovery of principal is effected) and adjusted fully against on-account bill along with pro-rata principal recovery. In the event of any short-fall, the same shall be carried forward to the next on-account bill and shall attract interest.

(ii) The advances shall be used by the Contractor for the purpose of the Contract, and for the purpose for which they are paid. Under no circumstances, shall the advances be diverted for other purposes. Any such diversion shall be construed as a breach of the Contract and the Contractor shall be asked to return the advance at once and pay interest at 15% per annum till the advance is recovered back from him. The Contractor shall return the advance and pay the interest in onego without demur. The Contractor, if required by the Engineer shall provide the details of utilisation of Mobilisation advance.

(iii) If the Contractor is found to have contravened the provision, it will constitute a breach of contract and Railway shall be entitled to terminate the contract and forfeit his Performance Guarantee as well as Security Deposit.

(iv) In cases, where the Contract is rescinded as per clause 62 of the contract or short closed under any other condition(s) of the contract, without making full recovery of advances and accrued interest thereon, by the Railway, such balance of advances and accrued interest

thereon shall immediately become due and payable by the Contractor to the Railway. The same shall be recovered from any due of Contractor with the Government of India.

**46.(5) Manner of Payment:** Unless otherwise specified payments to the Contractor will be transferred electronically to his bank account.

#### 46A. PRICE VARIATION CLAUSE (PVC):

**46A.1 Applicability:** Price Variation Clause (PVC) shall be applicable only in tender having advertised value above **Rs.2 Crores**. Provided further that, in a contract where PVC is applicable, following shall be outside the purview of price adjustments (i.e. shall be excluded from the gross value of the work for the purpose of price variation) :

- Materials supplied by Railway to the Contractors, either free or at fixed rate;
- Any extra item(s) included in subsequent variation falling outside the purview of the Bill(s) of Quantities of tender, under clause 39. (1)(b) of these Standard General Conditions, unless applicability of PVC and 'Base Month' has been specially agreed, while fixing the rates of such extra item(s).

**46A.2 Base Month:** The Base Month for 'Price Variation Clause' shall be taken as one month prior to closing of tender, unless otherwise stated elsewhere.. The quarter for applicability of PVC shall commence from the month following the Base month. The Price Variation shall be based on the average Price Index of the quarter under consideration.

#### 46A.3 Validity:

Rates accepted by Railway Administration shall hold good till completion of work and no additional individual claim shall be admissible except:

- Payment/recovery for increase/decrease in GST on works contract or imposition/removal of any tax/cess on Works Contract as per Clause 37,
- Payment/recovery for overall market situation as per Price Variation Clause given hereunder.

**46A.4** Components of various items in a contract on which variation in prices be admissible, shall be steel, cement, ferrous material, non-ferrous material, insulators, zinc and other materials, labour, plant & machinery, fuel, explosives, detonators etc. Adjustment for variation in prices of these items shall be determined in the manner prescribed.

**46A.5** No price variation shall be admissible for fixed components.

**46A.6** The percentages of various components in various type of works shall be as specified for all item (s)/ Bill(s) of Quantities in tender document and the same shall be fixed as per table & classifications given below:

#### . (I). For Civil Engineering Works

S N	Classification		1A, 2 & 3A	4A	5A	6A	7	8A	9A	1B, 3B, 4B, 5B, 6B 8B & 9B	1C, 3C, 4C, 5C, 6C, 8C & 9C	3D, 4D, 5D, 6D, 8D & 9D	3E, 4E, 5E, 6E, 8E & 9E
	Components												
1	Fixed	*	15	15	15	15	15	15	15	15	15	15	15
2	Labour	L <sub>c</sub>	20	25	30	20	50	20	20	0	0	10	25

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



3	Steel	S <sub>c</sub>	0	0	0	0	0	0	0	85	0	50	0
4	Cement	C <sub>c</sub>	0	0	15	0	0	0	0	0	85	0	0
5	Plant Machinery & Spares	PM <sub>c</sub>	30	15	5	20	15	20	30	0	0	10	30
6	Fuel & Lubricants	F <sub>c</sub>	25	15	5	15	15	20	15	0	0	10	20
7	Other materials	M <sub>c</sub>	10	15	30	30	5	25	20	0	0	5	10
8	Detonators & Explosive	E <sub>c</sub>	0	15	0	0	0	0	0	0	0	0	0
Total			100	100	100	100	100	100	100	100	100	100	100

\* It shall not be considered for any price variation.

The classification mentioned in the table above represents following type of item(s) in the work(s) –

**1 Earthwork in Formation**

1A All Item(s) excluding 1B or/and 1C

1B Item(s) for supply of Steel

1C Item(s) for supply of Cement

**2 Ballast Supply Works**

**3 Tunnelling Works (Without Explosives)**

3A All Item(s) excluding 3B or/and 3C or/and 3D or/and 3E

3B Item(s) for supply of Steel

3C Item(s) for supply of Cement or/and Grout

3D Item(s) for Fabrication & Erection of Structures including supply of Steel

3E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

**4 Tunnelling Works (With explosives)**

4A All Item(s) excluding 4B or/and 4C or/and 4D or/and 4E

4B Item(s) for supply of Steel

4C Item(s) for supply of Cement or/and Grout

4D Item(s) for Fabrication & Erection of Structures including supply of Steel

4E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

**5 Building Works**

5A All Item(s) excluding 5B or/and 5C or/and 5D or/and 5E

5B Item(s) for supply of Steel

5C Item(s) for supply of Cement

5D Item(s) for Fabrication & Erection of Structures including supply of Steel

5E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

**6 Bridges & Protection work**

6A All Item(s) excluding 6B or/and 6C or/and 6D or/and 6E

6B Item(s) for supply of Steel

- 6C Item(s) for supply of Cement
- 6D Item(s) for Fabrication, Assembly, Erection & Launching of Girders including supply of Steel
- 6E Item(s) for Fabrication, Assembly, Erection & Launching of Girders excluding supply of Steel

## 7 Permanent Way linking

## 8 Platform, Passenger Amenities

- 8A All Item(s) excluding 8B or/and 8C or/and 8D or/and 8E
- 8B Item(s) for supply of Steel item/fittings
- 8C Item(s) for supply of Cement Item
- 8D Item(s) for Fabrication & Erection of Structures including supply of Steel
- 8E Item(s) for Fabrication & Erection of Structures excluding supply of Steel

## 9 Any Other Works not covered in Classification 1 to 8

- 9A All Item(s) excluding 9B or/and 9C or/and 9D or/and 9E
- 9B Item(s) for supply of Steel
- 9C Item(s) for supply of Cement or/and Grout
- 9D Item(s) for Fabrication & Erection of Structures including supply of Steel
- 9E Item(s) for Fabrication & Erection of Structures excluding supply of Steel

**46A.7 Formulae:** The Amount of variation in prices in various components (labour, material etc.) shall be worked out by the following formulae:

$$(i) \quad L = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SFL} \text{ or } W_{FL}) \times (L_Q - L_B) \times L_C}{L_B \times 100}$$

$$(ii) \quad M = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SFL} \text{ or } W_{FL}) \times (M_Q - M_B) \times M_C}{M_B \times 100}$$

$$(iii) \quad F = \frac{(W \text{ or } W_{SF} \text{ or } W_{SFL} \text{ or } W_{FL}) \times (F_Q - F_B) \times F_C}{F_B \times 100}$$

$$(iv) \quad E = \frac{(W) \times (E_Q - E_B) \times E_C}{E_B \times 100}$$

$$(v) \quad PM = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SFL} \text{ or } W_{FL}) \times (PM_Q - PM_B) \times PM_C}{PM_B \times 100}$$

$$(vi) \quad S = \frac{(W \text{ or } W_S \text{ or } W_{SF}) \times (S_Q - S_B) \times S_C}{S_B \times 100}$$

$$(vii) \quad C = \frac{(W \text{ or } W_C) \times (C_Q - C_B) \times C_C}{C_B \times 100}$$

## (II) For Railway Electrification Works:

$$(viii) \quad T = [0.4136 \times (C_Q - C_B) / C_B] \times 85$$

$$(ix) \quad R = [0.94 \times (R_T - R_O) / R_O + 0.06 \times (Z_T - Z_O) / Z_O] \times 85$$

$$(x) \quad N = [(P_T - P_O) / P_O] \times 85$$

$$(xi) \quad I = [(I_T - I_O) / I_O] \times 85$$

$$(xii) \quad G = [(M_Q - M_B) / M_B] \times 85$$

$$(xiii) \quad Er = [(L_Q - L_B) / L_B] \times 85$$

Where,

L	Amount of price variation in Labour
M	Amount of price variation in Materials
F	Amount of price variation in Fuel
E	Amount of price variation in Explosives
PM	Amount of price variation in Plant, Machinery and Spares
S	Amount of price variation in Steel Supply Item
C	Amount of price variation in Cement Supply Item
T	Percentage variation payable on the gross value of bill of Concreting (Bill(s) of Quantities for concrete items)
R	Percentage variation payable on the gross value of bill of Ferrous Items (Bill(s) of Quantities for ferrous items)
N	Percentage variation payable on the gross value of bill of Non-Ferrous Items (Bill(s) of Quantities for non-ferrous items)
I	Percentage variation payable on the gross value of bill of Insulator (Bill(s) of Quantities for Insulator items)
G	Percentage variation payable on the gross value of bill of General Works (Bill(s) of Quantities for General items)
Er	Percentage variation payable on the gross value of erection (Bill(s) of Quantities for Erection Item)
L <sub>C</sub>	% of Labour Component in the item(s)
M <sub>C</sub>	% of Material Component in the item(s)
F <sub>C</sub>	% of Fuel Component in the item(s)
E <sub>C</sub>	% of Explosive Component in the item(s)
PM <sub>C</sub>	% of Plant, Machinery and Spares Component in the item(s)
S <sub>C</sub>	% of Steel Supply item Component in the item(s)
C <sub>C</sub>	% of Cement Supply item Component in the item(s)
W	Gross value of work done by Contractor as per on-account bill(s) excluding the Gross value of work under W <sub>S</sub> or/and W <sub>C</sub> or/and W <sub>SF</sub> or/and W <sub>F</sub> or/and W <sub>SFL</sub> or/and W <sub>FL</sub> and cost of materials supplied by Railway either free or at fixed rate,
W <sub>S</sub>	Gross value of work done by Contractor for item(s) of supply of steel.

$W_C$	Gross value of work done by Contractor for item(s) of supply of cement and /or supply of grout material.
$W_{SF}$	Gross value of work done by Contractor for item(s) of Fabrication & Erection of Structures including supply of Steel.
$W_F$	Gross value of work done by Contractor for Fabrication & Erection of Structures excluding supply of Steel.
$W_{SFL}$	Gross value of work done by Contractor for item(s) of Fabrication, Assembly, Erection / Launching of Girders including supply of Steel.
$W_{FL}$	Gross value of work done by Contractor for item(s) of Fabrication, Assembly, Erection / Launching of Girders excluding supply of Steel.
$L_B$	Consumer Price Index for Industrial Workers - All India: Published in R.B.I. Bulletin for the base period
$L_Q$	Consumer Price Index for Industrial Workers - All India: Published in R.B.I. Bulletin for the average price index of the 3 months of the quarter under consideration
$M_B$	Wholesale Price Index: All commodities – as published in the R.B.I. Bulletin for the base period
$M_Q$	Wholesale Price Index: All commodities – as published in the R.B.I. Bulletin for the average price index of the 3 months of the quarter under consideration
$F_B$	The average of official prices of Diesel available on the official website of ‘Petroleum Planning and Analysis cell’ under Ministry of Petroleum and Natural Gas for Delhi, Kolkata, Mumbai & Chennai, for the base period
$F_Q$	The average of official prices of Diesel available on the official website of ‘Petroleum Planning and Analysis cell’ under Ministry of Petroleum and Natural Gas for Delhi, Kolkata, Mumbai & Chennai, for the 3 months of the quarter under consideration
$E_B$	Index number of Monthly Whole Sale Price Index for the category ‘Explosive’ of (g). Manufacture of other chemical products under (J) MANUFACTURE OF CHEMICALS AND CHEMICAL PRODUCTS, published by Office of Economic Adviser, Govt. of India, Ministry of Commerce & Industry, Department of Industrial Policy & Promotion (DIPP), for the base period.
$E_Q$	Index number of Monthly Whole Sale Price Index for the category ‘Explosive’ of (g). Manufacture of other chemical products under (J) MANUFACTURE OF CHEMICALS AND CHEMICAL PRODUCTS, published by Office of Economic Adviser, Govt. of India, Govt. of India, Ministry of Commerce & Industry, Department of Industrial Policy & Promotion (DIPP), for the average price index of 3 months of the quarter under consideration.
$PM_B$	Index Number of Wholesale Prices in India by Groups and Sub Groups (Averages) for ‘Manufacture of machinery for mining, quarrying and construction’– published in RBI (Reserve Bank of India) Bulletin, for the base period.
$PM_Q$	Index Number of Wholesale Prices in India by Groups and Sub Groups (Averages) for ‘Manufacture of machinery for mining, quarrying and construction’– published in RBI

(Reserve Bank of India) Bulletin, for the average price index of 3 months of the quarter under consideration.

S <sub>B</sub>	The average rate provided by the Joint Plant Committee for the relevant category of steel item as mentioned in Clause 46A.9; for the base period.
S <sub>Q</sub>	The average rate provided by the Joint Plant Committee for the relevant category of steel item as mentioned in Clause 46A.9; for the 3 months of the quarter under consideration.
C <sub>B</sub>	Index No. of Wholesale Price Index of sub-group Cement, Lime & Plaster as published in RBI Bulletin for the base period
C <sub>Q</sub>	No. of Wholesale Price Index of sub-group Cement, Lime & Plaster as published in RBI Bulletin for the average price index of the 3 months of the quarter under consideration
R <sub>T</sub>	IEEMA price index for Steel Blooms (size 150mmx150mm) for the month which is two months prior to date of inspection of material.
R <sub>O</sub>	IEEMA price index for Steel Blooms (size 150mmx150mm) for the month which is one month prior to date of opening of tender.
P <sub>T</sub>	IEEMA price index for Copper wire rods for the month which is two months prior to date of inspection of material.
P <sub>O</sub>	IEEMA price index for Copper wire rods for the month which is one month prior to date of opening of tender.
Z <sub>T</sub>	IEEMA price index for Zinc for the month which is two months prior to date of inspection of material
Z <sub>O</sub>	IEEMA price index for Zinc for the month which is one month prior to date of opening of tender
I <sub>T</sub>	RBI wholesale price index for the sub-group “Insulators” for the month which is two months prior to date of inspection of material
I <sub>O</sub>	RBI wholesale price index for the sub-group “Insulators” for the month which is one month prior to date of opening of tender

### **(III) SIGNALING & TELECOMMUNICATION WORKS:**

- (a) The following expressions and meanings are assigned to the value of the work done for signalling and telecommunication works:

SIGWK = Value of signalling works for a stage payment of the item signalling works;

INVSIG = Value of inventory for signalling works for a stage payment of the item inventory for signalling works;

INTGTESTSIG = Value of integrated testing and commission for signalling works of the Railway Project;

COMWK = Value of telecommunication works for a stage payment of the item telecommunication works;

INVCOM = Value of inventory for telecommunication works for a stage payment of the item inventory for telecommunication works; and

INTGTESTCOM = Value of integrated testing and commission for telecommunication works of the Railway Project.

- (b) Price adjustment for changes in cost of signalling works and telecommunication works shall be paid in accordance with the following formula:
- (i) 
$$\text{VSIGWK} = 0.85 \text{ SIGWK} \times [\text{PELEX} \times (\text{ELEX}_i - \text{ELEX}_o) / \text{ELEX}_o + \text{POFC} \times (\text{OFC}_i - \text{OFC}_o) / \text{OFC}_o + \text{PLB} \times (\text{LBI} - \text{LBO}) / \text{LBO} + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo} + \text{S30C} \times (\text{P30C}_i - \text{P30C}_o) / \text{P30C}_o + \text{S24C} \times (\text{P24C}_i - \text{P24C}_o) / \text{P24C}_o + \text{S19C} \times (\text{P19C}_i - \text{P19C}_o) / \text{P19C}_o + \text{S12C} \times (\text{P12C}_i - \text{P12C}_o) / \text{P12C}_o + \text{S9C} \times (\text{P9C}_i - \text{P9C}_o) / \text{P9C}_o + \text{S6C} \times (\text{P6C}_i - \text{P6C}_o) / \text{P6C}_o + \text{S4C} \times (\text{P4C}_i - \text{P4C}_o) / \text{P4C}_o + \text{S2C} \times (\text{P2C}_i - \text{P2C}_o) / \text{P2C}_o + \text{S12C2.5} \times (\text{P12C2.5}_i - \text{P12C2.5}_o) / \text{P12C2.5}_o + \text{S2C2.5} \times (\text{P2C2.5}_i - \text{P2C2.5}_o) / \text{P2C2.5}_o + \text{S2C25} \times (\text{P2C25}_i - \text{P2C25}_o) / \text{P2C25}_o + \text{QC} \times (\text{PQC}_i - \text{PQC}_o) / \text{PQC}_o];$$
  - (ii) 
$$\text{VINVSIG} = 0.85 \text{ SIGWK} \times [\text{PELEX} \times (\text{ELEX}_i - \text{ELEX}_o) / \text{ELEX}_o + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo}];$$
  - (iii) 
$$\text{VINTGTESTSIG} = 0.85 \text{ INTGTESTSIG} \times [\text{PLB} \times (\text{LBI} - \text{LBO}) / \text{LBO} + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo}];$$
  - (iv) 
$$\text{VCOMWK} = 0.85 \text{ COMWK} \times [\text{PELEX} \times (\text{ELEX}_i - \text{ELEX}_o) / \text{ELEX}_o + \text{POFC} \times (\text{OFC}_i - \text{OFC}_o) / \text{OFC}_o + \text{PLB} \times (\text{LBI} - \text{LBO}) / \text{LBO} + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo} + \text{S30C} \times (\text{P30C}_i - \text{P30C}_o) / \text{P30C}_o + \text{S24C} \times (\text{P24C}_i - \text{P24C}_o) / \text{P24C}_o + \text{S19C} \times (\text{P19C}_i - \text{P19C}_o) / \text{P19C}_o + \text{S12C} \times (\text{P12C}_i - \text{P12C}_o) / \text{P12C}_o + \text{S9C} \times (\text{P9C}_i - \text{P9C}_o) / \text{P9C}_o + \text{S6C} \times (\text{P6C}_i - \text{P6C}_o) / \text{P6C}_o + \text{S4C} \times (\text{P4C}_i - \text{P4C}_o) / \text{P4C}_o + \text{S2C} \times (\text{P2C}_i - \text{P2C}_o) / \text{P2C}_o + \text{S12C2.5} \times (\text{P12C2.5}_i - \text{P12C2.5}_o) / \text{P12C2.5}_o + \text{S2C2.5} \times (\text{P2C2.5}_i - \text{P2C2.5}_o) / \text{P2C2.5}_o + \text{S2C25} \times (\text{P2C25}_i - \text{P2C25}_o) / \text{P2C25}_o + \text{QC} \times (\text{PQC}_i - \text{PQC}_o) / \text{PQC}_o + \text{PCEQP} \times (\text{CEQPi} - \text{CEQP}_o) / \text{CEQP}_o];$$
  - (v) 
$$\text{VINVCOM} = 0.85 \text{ SIGWK} \times [\text{PELEX} \times (\text{ELEX}_i - \text{ELEX}_o) / \text{ELEX}_o + \text{PCEQP} \times (\text{CEQPi} - \text{CEQP}_o) / \text{CEQP}_o + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo}];$$
 and
  - (vi) 
$$\text{VINTGTESTCOM} = 0.85 \text{ INTGTESTCOM} \times [\text{PLB} \times (\text{LBI} - \text{LBO}) / \text{LBO} + \text{POTH} \times (\text{OTHi} - \text{OTHo}) / \text{OTHo}].$$

Where

VSIGWK = Increase or decrease in the cost of signalling works during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

VINVSIG = Increase or decrease in the cost of inventory for signalling during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

VINTGTESTSIG = Increase or decrease in the cost of integrated testing and commissioning of signalling works of the Railway Project during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

VCOMWK = Increase or decrease in the cost of communication works during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

VINVCOM = Increase or decrease in the cost of inventory for telecommunications works during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

VINTGTESTCOM = Increase or decrease in the cost of integrated testing and commissioning of telecommunication works of the Railway Project during the period under consideration due to changes in the rates for relevant components as specified in sub-paragraph (h);

PCEQP, PELEX, PIC, PLB, POFC, and POTH are the percentages of communication equipment, electronics, PVC insulated cables, labour, optical fibre cables, and other materials respectively;

CEQP<sub>0</sub> = The wholesale price index as published by the Ministry of Commerce and Industry, Government of India (hereinafter called “WPI”) for communication equipment for the month of the Base Month;

CEQP<sub>i</sub> = The WPI for communication equipment for the average price index of the 3 months of the quarter under consideration;

ELEX<sub>0</sub> = The WPI for electronics for the month of the Base Month;

ELEX<sub>i</sub> = The WPI for electronics for the average price index of the 3 months of the quarter under consideration;

P30C<sub>i</sub> = Price payable per Km as adjusted in accordance with price variation Clause for size 30C x 1.5 sq mm signalling cable

P30C<sub>0</sub> = Price per Km of cable as per purchase order/ Contract agreement.

S30C = Percentage of size 30C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

P24C<sub>i</sub> = Price payable per Km as adjusted in accordance with price variation Clause for size 24C x 1.5 sq mm signalling cable

P24C<sub>0</sub> = Price per Km of cable as per purchase order/ Contract agreement.

S24C = Percentage of size 24C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

P19C<sub>i</sub> = Price payable per Km as adjusted in accordance with price variation Clause for size 19C x 1.5 sq mm signalling cable

P19C<sub>0</sub> = Price per Km of cable as per purchase order/ Contract agreement.

S19C = Percentage of size 19C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

P12C<sub>i</sub> = Price payable per Km as adjusted in accordance with price variation Clause for size 12C x 1.5 sq mm signalling cable

P12C<sub>0</sub> = Price per Km of cable as per purchase order/ Contract agreement.

S12C = Percentage of size 12C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P9C_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 9C x 1.5 sq mm signalling cable

$P9C_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S9C = Percentage of size 9C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P6C_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 6C x 1.5 sq mm signalling cable

$P6C_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S6C = Percentage of size 6C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P4C_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 4C x 1.5 sq mm signalling cable

$P4C_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S4C = Percentage of size 4C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P2C_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 2C x 1.5 sq mm signalling cable

$P2C_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S2C = Percentage of size 2C x 1.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P12C2.5_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 12C x 2.5 sq mm signalling cable

$P12C2.5_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S12C2.5 = Percentage of size 12C x 2.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P2C2.5_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 2C x 2.5 sq mm signalling cable

$P2C2.5_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S2C2.5 = Percentage of size 2C x 2.5 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$P2C25_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 2C x 25 sq mm signalling cable

$P2C25_o$  = Price per Km of cable as per purchase order/ Contract agreement.

S2C25 = Percentage of size 2C x 25 sq mm signalling cable shall govern the price adjustment of the contract price for signalling and telecommunication works.

$PQC_i$  = Price payable per Km as adjusted in accordance with price variation Clause for size 0.9mm dia, 6 Quad cable.

$PQC_o$  = Price per Km of cable as per purchase order/ Contract agreement.



QC = Percentage of size 0.9mm dia, 6 Quad cable shall govern the price.

LBo = The consumer price index for industrial workers – All India, published by Labour Bureau, Ministry of Labour, Government of India, (hereinafter called “CPI”) for the month of the Base Month;

LBi = The CPI for industrial workers – All India for the average price index of the 3 months of the quarter under consideration;

OFCo = The WPI for fibre cables for the month of the Base Month;

OFCi = The WPI for fibre cables for the average price index of the 3 months of the quarter under consideration;

OTHo = The WPI for all commodities for the month of the Base Month; and

OTHi = The WPI for all commodities for the average price index of the 3 months of the quarter under consideration.

- (c) The following percentages shall govern the price adjustment of the Contract Price for signalling and telecommunication works:

Works  Component	Signalling			Telecommunication		
	Signalling Works	Signalling inventory	Integrated testing and Commissioning	Telecommunication Works	Telecomm inventory	Integrated testing and Commissioning
Electronics (PELEX)	***%	***%	—	***%	***%	—
Communication Equipment (PCEQP)	—	—	—	***%	***%	—
Optical Fibre Cable (POFC)	***%	—	—	***%	—	—
30C x 1.5 sq mm signalling cable(S30C)	***%	—	—	***%	—	—
24C x 1.5 sq mm signalling cable (S24C)	***%	—	—	***%	—	—
19Cx 1.5 sq mm signalling cable (S19C)	***%	—	—	***%	—	—
12C x 1.5 sq mm signalling cable (S12C)	***%	—	—	***%	—	—
9C x 1.5 sq mm signalling cable (S9C)	***%	—	—	***%	—	—
6C x 1.5 sq mm signalling cable (S6C)	***%	—	—	***%	—	—

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For Chief Administrative Officer/Con

4C x 1.5 sq mm signalling cable (S4C)	***%	—	—	***%	—	—
2C x 1.5 sq mm signalling cable (S2C)	***%	—	—	***%	—	—
12C x 2.5 sq mm signalling cable (S12C2.5)	***%	—	—	***%	—	—
2C x 2.5 sq mm signalling cable (S2C2.5)	***%	—	—	***%	—	—
2C x 25 sq mm signalling cable (S2C25)	***%	—	—	***%	—	—
0.9 mm dia, 6Quad cable (QC)	***%	—	—	***%	—	—
Labour (PLB)	***%	—	***%	***%	***%	***%
Other materials	***%	***%	***%	***%	***%	***%
Total	100%	100%	100%	100%	100%	100%

*(Note- the percentages may be finalized by tendering authority depending on BOQ)*

#### **FORMULAE FOR SIGNALING & TELECOM CABLE**

The price payable for signalling cables is variable as per Price Variation Formula given below:

**For Signalling Copper Cables:**

$$P_i = P_o + CuF (Cu - Cu_o) + CCFcu(CC - CC_o) + FeF (Fe - Fe_o)$$

**For Telecom Copper Cables For Jelly Filled, 0.9 mm dia, 6 quad cable**

$$P_i = P_o + CuF (Cu - Cu_o) + AlFcu(Al - Al_o) + CCFcu (CC - Cc_o) + FeF (Fe - Fe_o)$$

**For Aluminium Power Cables:**

$$P_i = P_o + AlF (Al - Al_o) + CCFAI(CC - CC_o) + FeF (Fe - Fe_o)$$

Where,

$P_i$  = Price payable per KM as adjusted in accordance with Price variation clause.

$P_o$  = Price per KM of cable as per Purchase order.

$CuF$  = Variation factor for Copper

$Cu_o$  = Price of copper Rod in Rs. Per MT

$CCFCu$  = Variation factor for PVC Compound for Copper Signalling & Telecom cable

$CCo$  = Price of PVC Compound in Rs. Per MT

$AlF$  = Variation factor for Aluminium

$Al_o$  = Price of EC grade LME Aluminium rods (Properzi rods) in Rs. Per MT.

$CCFAI$  = Variation factor for PVC Compound for Aluminium power cable

$FeF$  = Variation factor for Steel

$Fe_o$  = Price of Steel for Armour (Flat strip 4 mm. x 0.8mm/ Round 1.4mm dia) in Rs. Per MT

**(Prices per MT for Cu, CCo, Fe, Al as applicable on the 1<sup>st</sup> working day of the month, one month prior to the deadline for submission of bids. The above prices and indices are as published by IEEMA vide circular reference no. IEEMA (PVC) /CABLE --/--/-- one month prior to the deadline for submission of bids.)**

Cu= Price of Copper Rod in Rs. Per MT.

CC= Price of PVC Compound in Rs. Per MT.

Fe= Price of Steel for Armouring (Flat strip 4mm x 0.8 mm/ Round 1.4mm dia) in Rs. Per MT.

Al = Price of EC grade LME Aluminium rods (Properzi rods) in Rs. Per MT.

**(Prices per MT for Cu, CC, Fe, Al as prevailing on 1<sup>st</sup> working day of the calendar month covering the date One month prior to the date of inspection call letter will be applicable for the calculation of updated price. The above prices and indices are as published by IEEMA vide circular reference no. IEEMA (PVC) /CABLE --/--/-- one month prior to the date of inspection.)**

The value of variation factors for copper, steel and PVC Compound are different for different sizes of signalling cables. Accordingly, the PVC formula for some of the types of signalling cable is as given under:-

Underground Railway Signalling Cable unscreened and armoured copper conductor

- (i) Size 30 C x 1.5 sq.mm.

$$P30C_i = P30C_o + 0.391(Cu - C_uo) + 0.557(CC - CCo) + 0.425(Fe - Feo)$$

For armouring, price of steel flat strip of size 4mmx0.8mm is to be taken into consideration.

- (ii) Size 24C x 1.5 sq.mm

$$P24C_i = P24C_o + 0.313(Cu - C_uo) + 0.481(CC - CCo) + 0.398(Fe - Feo)$$

For armouring, value of steel flat strip of size 4mmx0.8mm is to be taken into consideration.

- (iii) Size 19C x 1.5 sq.mm

$$P19C_i = P19C_o + 0.248(Cu - C_uo) + 0.395(CC - CCo) + 0.343(Fe - Feo)$$

For armouring, value of steel flat strip of size 4mmx0.8mm is to be taken into consideration.

- (iv) Size 12C x 1.5 sq.mm

$$P12C_i = P12C_o + 0.157(Cu - C_uo) + 0.277(CC - CCo) + 0.289(Fe - Feo)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

- (v) Size 9C x 1.5 sq.mm

$$P9C_i = P9C_o + 0.117(Cu - C_uo) + 0.241(CC - CCo) + 0.383(Fe - Feo)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

- (vi) Size 6C x 1.5 sq.mm

$$P6C_i = P6C_o + 0.078(Cu - C_uo) + 0.199(CC - CCo) + 0.329(Fe - Feo)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

(vii) Size 4C x 1.5 sq.mm

$$P4C_i = P4C_o + 0.052(Cu - C_{uo}) + 0.152(CC - C_{Co}) + 0.277(Fe - Fe_o)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

(viii) Size 2C x 4 sq.mm (multistrand)

$$P2C_i = P2C_o + 0.073(Cu - C_{uo}) + 0.156(CC - C_{Co}) + 0.3(Fe - Fe_o)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

(ix) Size 12C x 2.5 sq.mm

$$P12C_{2.5}_i = P12C_{2.5}_o + 0.282(Cu - C_{uo}) + 0.371(CC - C_{Co}) + 0.342(Fe - Fe_o)$$

For armouring, value of steel flat strip of size 4mm x 0.8mm is to be taken into consideration.

(x) Size 2C x 2.5 sq.mm

$$P2C_{2.5}_i = P2C_{2.5}_o + 0.047(Cu - C_{uo}) + 0.139(CC - C_{Co}) + 0.277(Fe - Fe_o)$$

For armouring, value of steel wire size 1.4mm dia is to be taken into consideration.

(xi) Size 2C x 25 sq.mm PVC insulated, armoured, Aluminium power cable

$$P2C_{25}_i = P2C_{25}_o + 0.146(Al - A_o) + 0.303(CC - C_{Co}) + 0.306(Fe - Fe_o)$$

For armouring, value of steel flat strip of size 4mm x 0.8mm is to be taken into consideration.

(xii) For Jelly filled, 0.9mm dia, 6 quad cable

$$PQC_i = PQC_o + 0.135(Al - A_o) + 0.139(Cu - C_{uo}) + 0.515(CC - C_{Co}) + 0.693(Fe - Fe_o)$$

For PVC Compound Grade CW-22, is to be taken into consideration.

**46A.8** The demands for escalation of cost shall be allowed on the basis of provisional indices as mentioned above in Clause 46A.7. Any adjustment needed to be done based on the finally published indices shall be made as and when they become available.

**46A.9: (1)** Relevant categories of steel for the purpose of operating Price Variation formula as mentioned in this Clause shall be as under:

SL	Classification	Rates to be used for calculating $S_Q$ or $S_B$
1.	Reinforcement bars and other rounds	Average of per tonne rates of 10mm dia TMT & 25mm dia TMT; confirming IS1786; Fe 500
2.	All types and sizes of angles, channels and joists	Average of per tonne rates of 'Angle 75x75x6mm, Mild Steel Plate 10mm thickness and Channel 150x75mm; confirming IS2062, E250 Gr "A"
3.	All types and sizes of plates	Average of per tonne rates of 'MS Plates 10mm thickness and 25mm thickness; confirming IS2062, E250 Gr "A"
4.	Any other section of steel not covered in the above categories	Average of price for the 3 categories covered under SL 1, 2 & 3 in this table.

**(2).** Relevant city for referring "JPC (Joint Plant Committee)" rates of steel items ( $S_Q$  /  $S_B$ ) in different Zonal Railways shall be as under :

SL	City	Railway
1.	Delhi	Northern , North Central, North Eastern, North Western
2.	Kolkata	Eastern, East Central, East Coast, Northeast Frontier, South Eastern, Southeast Central
3.	Mumbai	Central, Western, West Central
4.	Chennai	Southern, South Central&South Western

#### A.10 Price Variation during Extended Period of Contract

The price adjustment as worked out above, i.e. either increase or decrease shall be applicable upto the stipulated date of completion of work including the extended period of completion where such extension has been granted under Clause 17A of the Standard General Conditions of Contract. However, where extension of time has been granted due to Contractor's failure under Clause 17B of the Standard General Conditions of Contract, price adjustment shall be done as follows:

- a. In case the indices increase above the indices applicable to the last month of original completion period or the extended period under Clause 17A, the price adjustment for the period of extension granted under Clause 17B shall be limited to the amount payable as per the Indices applicable to the last month of the original completion period or the extended period under Clause 17A of the Standard General Conditions of Contract; as the case may be.
- b. In case the indices fall below the indices applicable to the last month of original/ extended period of completion under Clause 17A, as the case may be; then the lower indices shall be adopted for the price adjustment for the period of extension under Clause 17B of the Standard General Conditions of Contract.

**47. Maintenance of Works:** The Contractor shall at all times during the progress and continuance of the works and also for the period of maintenance specified in the Tender Form after the date of issue of the certificate of completion by the Engineer or any other earlier date subsequent to the completion of the works that may be fixed by the Engineer, be responsible for and effectively maintain and uphold in good substantial, sound and perfect condition all and every part of the works and shall make good from time to time and at all times as often as the Engineer shall require, any damage or defect that may during the above period arise in or be discovered or be in any way connected with the works, provided that such damage or defect is not directly caused by errors in the contract documents, act of providence or insurrection or civil riot, and the Contractor shall be liable for and shall pay and make good to the Railway or other persons legally entitled thereto whenever required by the Engineer so to do, all losses, damages, costs and expenses they or any of them may incur or be put or be liable to by reasons or in consequence of the operations of the Contractor or of his failure in any respect.

**48.(1) Certificate of Completion of Works:** As soon as in the opinion of the Engineer, the work has been completed and has satisfactorily passed any final test or tests that may be prescribed, the Engineer shall issue a certificate of completion duly indicating the date of completion in respect of the work and the period of maintenance of the work shall commence from the date of completion mentioned in such certificate. The certificate, inter alia, should mention that the work has been completed in all respects and that all the contractual obligations have been fulfilled by the Contractor and that there is no due from the Contractor to Railways against the contract concerned.

The Engineer may also issue such a certificate indicating date of completion with respect to any part of the work (before the completion of the whole of work), which has been both completed to the satisfaction of the Engineer and occupied or used by the Railway. When any such certificate is given in respect of part of a work, such part shall be considered as completed and the period of maintenance of such part shall commence from the date of completion mentioned in the completion certificate issued for that part of the work.

**48.(2) Contractor not Absolved by Completion Certificate:** The Certificate of Completion in respect of the works referred to in Sub-Clause (1) of this Clause shall not absolve the Contractor from his liability to make good any defects imperfections, shrinkages or faults which may appear during the period of maintenance specified in the tender arising in the opinion of the Engineer from materials or workmanship not in accordance with the drawings or specifications or instruction of the Engineer, which defects, imperfections, shrinkages or faults shall upon the direction in writing of the Engineer be amended and made good by the Contractor at his own cost; and in case of default on the part of Contractor, the Engineer may employ labour and materials or appoint another Contractor to amend and make good such defects, imperfections, shrinkages and faults and all expenses consequent thereon and incidental thereto shall be borne by the Contractor and shall be recoverable from any moneys due to him under the contract.

**48(3) Final Supplementary Agreement:** After the work is completed or otherwise concluded by the parties with mutual consent, and taken over by the Railway as per terms and conditions of the contract agreement, and there is unequivocal no claim on either side under the Contract other than as mentioned in item 4 of Annexure XIV, the parties shall execute the Final Supplementary Agreement as per Annexure XIV.

**49. Approval only by Maintenance Certificate:** No certificate other than Maintenance Certificate, if applicable, referred to in Clause 50 of the Conditions shall be deemed to constitute approval of any work or other matter in respect of which it is issued or shall be taken as an admission of the due performance of the contract or any part thereof.

**50.(1) Maintenance Certificate:** The Contract shall not be considered as completed until a Maintenance Certificate, if applicable, shall have been signed by the Engineer stating that the works have been completed and maintained to his satisfaction. The Maintenance Certificate shall be given by the Engineer upon the expiration of the period of maintenance or as soon thereafter as any works ordered during such period pursuant to Sub Clause (2) to Clause 48 of these Conditions shall have been completed to the satisfaction of the Engineer, and full effect shall be given to this Clause notwithstanding the taking possession of or using the works or any part thereof by the Railway.

The Competent Authority to issue above Maintenance Certificate shall normally be the authority who is competent to sign the contract. If this Competent Authority is of the rank lower than JA Grade, then a JA Grade Officer (concerned with the work) should issue the Certificate. The Certificate, inter alia, should mention that the work has been completed in all respects and that all the contractual obligations have been fulfilled by the Contractor and that there is no due from the Contractor to Railways against the contract concerned

**50.(2) Cessation of Railway's Liability:** The Railway shall not be liable to the Contractor for any matter arising out of or in connection with the contract for execution of the works unless the Contractor

has made a claim in writing in respect thereof before the issue of the Maintenance Certificate under this clause.

**50.(3) Unfulfilled Obligations:** Notwithstanding the issue of the Maintenance Certificate the Contractor and (subject to Sub-Clause (2) of this Clause) the Railway shall remain liable for the fulfilment of any obligation incurred under the provision of the contract prior to the issue of the Maintenance Certificate which remains unperformed at the time such Certificate is issued and for the purposes of determining the nature and extent of any such obligations, the contract shall be deemed to remain in force between the parties thereto.

**51.(1) Final Payment:** On the Engineer's certificate of completion in respect of the works, adjustment shall be made and the balance of account based on the Engineer or the Engineer's representative's certified measurements or Engineer's certified "contractor's authorized engineer's measurements" of the total quantity of work executed by the Contractor upto the date of completion and on the rates accepted in Bill(s) of Quantities and for extra works on rates determined under Clause 39 of these Conditions shall be paid to the Contractor subject always to any deduction which may be made under these presents and further subject to the Contractor having signed delivered to the Engineer enclosing either a full account in detail of all claims he may have on the Railway in respect of the works or having delivered No Claim Certificate and the Engineer having after the receipt of such account given a certificate in writing that such claims are not covered under excepted matter i.e. Clauses 7(j), 8, 18, 22(5), 39.1, 39.2, 40A, 43(2), 45(i)(a), 55, 55-A(5), 57, 57A, 61(1), 61(2) and 62(1), 63(iv) and 63.2.11 of the Standard General Conditions of Contract or in any Clause (stated as excepted matter) of the Special Conditions of the Contract, that the whole of the works to be done under the provisions of the Contracts have been completed, that they have been inspected by him since their completion and found to be in good and substantial order, that all properties, works and things, removed, disturbed or injured in consequence of the works have been properly replaced and made good and all expenses and demands incurred by or made upon the Railway for or in the respect of damage or loss by from or in consequence of the works, have been satisfied agreeably and in conformity with the contract.

**51.(2) Post Payment Audit:** It is an agreed term of contract that the Railway reserves to itself the right to carry out a post-payment audit and/ or technical examination of the works and the Final Bill including all supporting vouchers, abstracts etc. and to make a claim on the Contractor for the refund of any excess amount paid to him till the release of security deposit or settlement of claims, whichever is later, if as a result of such examination any over-payment to him is discovered to have been made in respect of any works done or alleged to have been done by him under the contract.

#### **51-A. Production of Vouchers etc. by the Contractor:**

- (i) For a contract of more than one crore of rupees, the Contractor shall, whenever required, produce or cause to be produced for examination by the Engineer any quotation, invoice, cost or other account, book of accounts, voucher, receipt, letter, memorandum, paper of writing or any copy of

or extract from any such document and also furnish information and returns verified in such manner as may be required in any way relating to the execution of this contract or relevant for verifying or ascertaining cost of execution of this contract (the decision of the Engineer on the question of relevancy of any documents, information or return being final and binding in the parties). The Contractor shall similarly produce vouchers etc., if required to prove to the Engineer, that materials supplied by him, are in accordance with the specifications laid down in the contract.

- (ii) If any portion of the work in a contract of value more than one crore of rupees be carried out by a sub-contractor or any subsidiary or allied firm or company (as per Clause 7 of the Standard General Conditions of Contract), the Engineer shall have power to secure the books of such sub-contractor or any subsidiary or allied firm or company, through the Contractor, and such books shall be open to his inspection.
- (iii) The obligations imposed by Sub Clause (i) & (ii) above is without prejudice to the obligations of the Contractor under any statute rules or orders binding on the Contractor.

**52. Withholding and Lien in Respect of Sums Claimed:** Whenever any claim or claims for payment of a sum of money arises out of or under the contract against the Contractor, the Railway shall be entitled to withhold and also have a lien to retain such sum or sums in whole or in part from the security, if any, deposited by the Contractor and for the purpose aforesaid, the Railway shall be entitled to withhold the said cash Security Deposit or the Security if any, furnished as the case may be and also have a lien over the same pending finalization or adjudication of any such claim. In the event of the security being insufficient to cover the claimed amount or amounts or if no security has been taken from the Contractor, the Railway shall be entitled to withhold and have a lien to the extent of the such claimed amount or amounts referred to supra, from any sum or sums found payable or which at any time thereafter may become payable to the Contractor under the same contract or any other contract with this or any other Railway or any Department of the Central Government pending finalization or adjudication of any such claim.

It is an agreed term of the contract that the sum of money or moneys so withheld or retained under the lien referred to above, by the Railway will be kept withheld or retained as such by the Railways till the claim arising out of or under the contract is determined by the arbitrator (if the contract governed by the Arbitration Clause) or by the competent court as the case may be and that the Contractor will have no claim for interest or damages whatsoever on any account in respect of such withholding or retention under the lien referred to supra and duly notified as such to the Contractor. For the purpose of this clause, where the Contractor is a partnership firm or a company, the Railway shall be entitled to withhold and also have a lien to retain towards such claimed amount or amounts in whole or in part from any sum found payable to any partner / company, as the case may be whether in his individual capacity or otherwise.

#### **52-A Lien in Respect of Claims in other Contracts:**

- (i) Any sum of money due and payable to the Contractor (including the Security Deposit returnable to him) under the contract may be withheld or retained by way of lien by the Railway, against any claim of this or any other Railway or any other Department of the Central Government in respect of payment of a sum of money arising out of or under any other contract made by the Contractor with this or any other Department of the Central Government.



- (ii) However, recovery of claims of Railway in regard to terminated contracts may be made from the Final Bill, Security Deposits and Performance Guarantees of other contract or contracts, executed by the Contractor. The Performance Guarantees submitted by the Contractor against other contracts, if required, may be withheld and encashed. In addition, 10% of each subsequent 'on-account bill' may be withheld, if required, for recovery of Railway's dues against the terminated contract.
  - (iii) It is an agreed term of the contract that the sum of money so withheld or retained under this Clause by the Railway will be kept withheld or retained as such by the Railway till the claim arising out of or under any other contract is either mutually settled or determined by arbitration, if the other contract is governed by Arbitration Clause or by the competent court as the case may be and Contractor shall have no claim for interest or damages whatsoever on this account or on any other ground in respect of any sum of money withheld or retained under this Clause and duly notified as such to the Contractor.
- 53. Signature on Receipts for Amounts:** Every receipt for money which may become payable or for any security which may become transferable to the Contractors under these presents, shall, if signed in the partnership name by anyone of the partners of a Contractor's firm be a good and sufficient discharge to the Railway in respect of the moneys or security purported to be acknowledged thereby and in the event of death of any of the Contractor, partners during the pendency of the contract, it is hereby expressly agreed that every receipt by anyone of the surviving Contractor partners shall if so signed as aforesaid be good and sufficient discharge as aforesaid provided that nothing in this Clause contained shall be deemed to prejudice or effect any claim which the Railway may hereafter have against the legal representative of any Contractor partner so dying for or in respect to any breach of any of the conditions of the contract, provided also that nothing in this clause contained shall be deemed to prejudice or effect the respective rights or obligations of the Contractor partners and of the legal representatives of any deceased Contractor partners interse.

### **LABOUR**

- 54. Wages to Labour:** The Contractor shall be responsible to ensure compliance with the provision of the Minimum Wages Act, 1948 (hereinafter referred to as the "said Act") and the Rules made thereunder in respect of any employees directly or through petty Contractors or sub-contractors employed by him for the purpose of carrying out this contract.

If, in compliance with the terms of the contract, the Contractor supplied any labour to be used wholly or partly under the direct orders and control of the Railways whether in connection with any work being executed by the Contractor or otherwise for the purpose of the Railway such labour shall, for the purpose of this Clause, still be deemed to be persons employed by the Contractor.

If any moneys shall, as a result of any claim or application made under the said Act be directed to be paid by the Railway, such money shall be deemed to be moneys payable to the Railway by the Contractor and on failure by the Contractor to repay the Railway any moneys paid by it as aforesaid within seven days after the same shall have been demanded, the Railways shall be entitled to recover the same from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India.

- 54-A. Apprentices Act:** The Contractor shall be responsible to ensure compliance with the provisions of the Apprentices Act, 1961 and the Rules and Orders issued thereunder from time to time in respect of apprentices directly or through petty Contractors or sub-contractors employed by him for the purpose of carrying out the Contract.

If the Contractor directly or through petty Contractors or sub-contractors fails to do so, his failure will be a breach of the contract and the Railway may, in its discretion, rescind the contract. The Contractor shall also be liable for any pecuniary liability arising on account of any violation of the provisions of the Act.

- 55. Provisions of Payments of Wages Act:** The Contractor shall comply with the provisions of the Payment of Wages Act, 1936 and the rules made thereunder in respect of all employees employed by him either directly or through petty Contractors or sub-contractors in the works. If in compliance with the terms of the contract, the Contractor directly or through petty Contractors or sub-contractors shall supply any labour to be used wholly or partly under the direct orders and control of the Engineer whether in connection with the works to be executed hereunder or otherwise for the purpose of the Engineer, such labour shall nevertheless be deemed to comprise persons employed by the Contractor and any moneys which may be ordered to be paid by the Engineer shall be deemed to be moneys payable by the Engineer on behalf of the Contractor and the Engineer may on failure of the Contractor to repay such money to the Railways deduct the same from any moneys due to the Contractor in terms of the contract. The Railway shall be entitled to recover the same from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India all moneys paid or payable by the Railway by way of compensation of aforesaid or for costs of expenses in connection with any claim thereto and the decision of the Engineer upon any question arising out of the effect or force of this Clause shall be final and binding upon the Contractor.

**55-A. Provisions of Contract Labour (Regulation and Abolition) Act, 1970:**

- 55-A.(1)** The Contractor shall comply with the provision of the contract labour (Regulation and Abolition) Act, 1970 and the Contract labour (Regulation and Abolition) Central Rules 1971 as modified from time to time, wherever applicable and shall also indemnify the Railway from and against any claims under the aforesaid Act and the Rules.
- 55-A.(2)** The Contractor 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. Any failure to fulfill the requirement shall attract the penal provision of the Act.
- 55-A.(3)** The Contractor shall pay to the labour employed by him directly or through sub-contractors the wages as per provision of the aforesaid Act and the Rules wherever applicable. The Contractor

shall notwithstanding the provisions of the contract to the contrary, cause to be paid the wages to labour, indirectly engaged on the works including any engaged by sub-contractors in connection with the said work, as if the labour had been immediately employed by him.

**55-A.(4)** In respect of all labour directly or indirectly employed in the work for performance of the Contractor's part of the contract, the Contractor shall comply with or cause to be complied with the provisions of the aforesaid Act and Rules wherever applicable.

**55-A.(5)** In every case in which, by virtue of the provisions of the aforesaid Act or the rules, the Railway is obliged to pay any amount of wages to a workman employed by the Contractor or his sub-contractor in execution of the work or to incur any expenditure on account of the contingent, liability of the Railway due to the Contractor's failure to fulfill his statutory obligations under the aforesaid Act or the rules, the Railway will recover from the Contractor, the amount of wages so paid or the amount of expenditure so incurred and without prejudice to the rights of the Railway under the Section 20, Sub-Section (2) and Section 2, Sub-Section (4) of the aforesaid Act, the Railway shall be at liberty to recover such amount or part thereof from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India. The Railway shall not be bound to contest any claim made against it under Sub-Section (1) of Section 20 and Sub-Section (4) of Section 21 of the aforesaid Act except on the written request of the Contractor and upon his giving to the Railway full security for all costs for which the Railway might become liable in contesting such claim. The decision of the Chief Engineer regarding the amount actually recoverable from the Contractor as stated above shall be final and binding on the Contractor.

**55-B. Provisions of Employees Provident Fund and Miscellaneous Provisions Act, 1952:** The Contractor shall comply with the provisions of Para 30 & 36-B of the Employees Provident Fund Scheme, 1952; Para 3 & 4 of Employees' Pension Scheme, 1995; and Para 7 & 8 of Employees Deposit Linked Insurance Scheme, 1976; as modified from time to time through enactment of "Employees Provident Fund & Miscellaneous Provisions Act, 1952", wherever applicable and shall also indemnify the Railway from and against any claims under the aforesaid Act and the Rules.

**55-C (i)** Contractor is to abide by the provisions of various labour laws in terms of above clause 54, 55, 55-A and 55-B of the Standard General Conditions of Contract. In order to ensure the same, an application has been developed and hosted on website 'www.shramikkalyan.indianrailways.gov.in'. Contractor shall register his firm/company etc. and upload requisite details of labour and their payment in this portal. These details shall be available in public domain. The registration/ updation in Portal shall be done as under:

- (a) Contractor shall apply for onetime registration of his company/firm etc. in the Shramikkalyan portal with requisite details subsequent to issue of Letter of Acceptance. Engineer shall approve the contractor's registration in the portal within 7 days of receipt of such request.
- (b) Contractor once approved by any Engineer, can create password with login ID (PAN No.) for subsequent use of portal for all Letter of Acceptances (LoAs) issued in his favour.
- (c) The contractor once registered on the portal, shall provide details of his Letter of Acceptances (LoAs) / Contract Agreements on shramikkalyan portal within 15 days of issue of any LoA for approval of concerned Engineer. Engineer shall update (if required) and approve the details of LoA filled by contractor within 7 days of receipt of such request.

- (d) After approval of LoA by Engineer, contractor shall fill the salient details of contract labours engaged in the contract and ensure updating of each wage payment to them on shramikkalyan portal on monthly basis.
- (e) It shall be mandatory upon the contractor to ensure correct and prompt uploading of all salient details of engaged contractual labour & payments made thereof after each wage period.

(ii) While processing payment of any 'On Account Bill' or 'Final Bill' or release of 'Advances' or 'Performance Guarantee / Security Deposit', contractor shall submit a certificate to the Engineer or Engineer's representatives that "I have uploaded the correct details of contract labours engaged in connection with this contract and payments made to them during the wage period in Railway's Shramikkalyan portal at 'www.shramikkalyan.indianrailways.gov.in' till \_\_\_\_Month, \_\_\_\_Year."

**55-D. Provisions of "The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996" and "The Building and Other Construction Workers' Welfare Cess Act, 1996":**

The tenderers, for carrying out any construction work, shall get themselves registered with the Registering Officer under Section-7 of the Building and Other Construction Workers Act, 1996 and Rules made thereto by the concerned State Govt., and submit Certificate of Registration issued by Registering Officer of the concerned State Govt. (Labour Dept.). The Cess shall be deducted from contractor's bills as per provisions of the Act.

**The Cess shall be deducted from contractor's bills as per provisions of the Act. Building and other construction workers cess is applicable on the total cost of construction including the cost of material. (Authority: Railway Board's letter no. 2008/CE-I/CT/6 dated 09.08.2019 with latest amendment if any).**

**56. Reporting of Accidents:** The Contractor shall be responsible for the safety of all employees directly or through petty Contractors or sub-contractor employed by him on the works and shall report serious accidents to any of them however and wherever occurring on the works to the Engineer or the Engineers Representative and shall make every arrangements to render all possible assistance.

**57. Provision of Workmen's Compensation Act:** In every case in which by virtue of the provisions of Section 12 Sub-Section (1) of the Workmen's Compensation Act 1923, Railway is obliged to pay compensation to a workman directly or through petty Contractor or subcontractor employed by the Contractor in executing the work, Railway will recover from the Contractor the amount of the compensation so paid, and, without prejudice to the rights of Railway under Section 12 Sub-section (2) of the said Act, Railway shall be at liberty to recover such amount or any part thereof from Contractor's bills/Security Deposit or any other dues of Contractor with the Government of India. Railway shall not be bound to contest any claim made against it under Section 12 Sub-Section (1) of the said Act except on the written request of the Contractor and upon his giving to Railway full security for all costs for which Railway might become liable in consequence of contesting such claim.

**57-A. Provision of Mines Act:** The Contractor shall observe and perform all the provisions of the Mines Act, 1952 or any statutory modifications or re-enactment thereof for the time being in force and any rules and regulations made thereunder in respect of all the persons directly or through the petty Contractors or sub-contractors employed by him under this contract and shall indemnify the Railway from and against any claims under the Mines Act, or the rules and regulations framed thereunder, by or on behalf of any persons employed by him or otherwise.

- 58. Railway not to Provide Quarters for Contractors:** No quarters shall normally be provided by the Railway for the accommodation of the Contractor or any of his staff employed on the work. In exceptional cases where accommodation is provided to the Contractor at the Railway's discretion, recoveries shall be made at such rates as may be fixed by the Railway for the full rent of the buildings and equipments therein as well as charges for electric current, water supply and conservancy.
- 59.(1) Labour Camps:** The Contractor shall at his own expense make adequate arrangements for the housing, supply of drinking water and provision of latrines and urinals for his staff and workmen, directly or through the petty Contractors or sub-contractors and for temporary creche (Bal-Mandir) where 50 or more women are employed at a time. Suitable sites on Railway land, if available, may be allotted to the Contractor for the erection of labour camps, either free of charge or on such terms and conditions that may be prescribed by the Railway. All camp sites shall be maintained in clean and sanitary conditions by the Contractor at his own cost.
- 59.(2) Compliance to Rules for Employment of Labour:** The Contractor(s) shall conform to all laws, bye-laws rules and regulations for the time being in force pertaining to the employment of local or imported labour and shall take all necessary precautions to ensure and preserve the health and safety of all staff employed directly or through petty contractors or sub-contractors on the works.
- 59.(3) Preservation of Peace:** The Contractor shall take requisite precautions and use his best endeavours to:
- (i) Prevent any riotous or unlawful behaviour by or amongst his workmen and other employed directly or through the petty Contractors or sub-contractors on the works and for the preservation of peace and protection of the inhabitants and
  - (ii) Security of property in the neighbourhood of the works. In the event of the Railway requiring the maintenance of a Special Police Force at or in the vicinity of the site during the tenure of works, the expenses thereof shall be borne by the Contractor and if paid by the Railway shall be recoverable from the Contractor.
- 59.(4) Sanitary Arrangements:** The Contractor shall obey all sanitary rules and carry out all sanitary measures that may from time to time be prescribed by the Railway Medical Authority and permit inspection of all sanitary arrangements at all times by the Engineer, the Engineer's Representative or the Medical Staff of the Railway. Should the Contractor fail to make the adequate sanitary arrangements, these will be provided by the Railway and the cost thereof recovered from the Contractor.
- 59.(5) Outbreak of Infectious Disease:** The Contractor shall remove from his camp such labour and their families as refuse protective inoculation and vaccination when called upon to do so by the Engineer or the Engineer's Representative on the advice of the Railway Medical Authority. Should cholera, plague, or other infectious disease break out, the Contractor shall burn the huts, beddings, clothes and other belongings of or used by the infected parties and promptly erect new huts on healthy sites as required by the Engineer, failing which within the time specified in the Engineer's requisition, the work may be done by the Railway and the cost thereof recovered from the Contractor.
- 59.(6) Treatment of Contractor's Staff in Railway Hospitals:** The Contractor and his staff, other than labourers and their families requiring medical aid from the railway hospital and dispensaries will be treated as private patients and charged accordingly. The Contractors' labourers and their Families will be granted free treatment in railway hospitals and dispensaries where no other hospitals or dispensaries are available provided the Contractor pays the cost of medicines, dressing and diet money according to the normal scale and additional charges for special examinations such as pathological and bacteriological examination, X-Ray, etc. and for surgical operation.

- 59.(7) Medical Facilities at Site:** The Contractor shall provide medical facilities at the site as may be prescribed by the Engineer on the advice of the Railway Medical Authority in relation to the strength of the Contractor's resident staff and workmen.
- 59.(8) Use of Intoxicants:** The sale of ardent spirits or other intoxicating beverages upon the work or in any of the buildings, encampments or tenements owned, occupied by or within the control of the Contractor or any of his employees shall be forbidden and the Contractor shall exercise his influence and authority to the utmost extent to secure strict compliance with this condition.
- 59.(9) Restrictions on the Employment of Retired Engineers of Railway Services Within One Year of their Retirement:** The Contractor shall not, if he is a retired Government Engineer of Gazetted rank, himself engage in or employ or associate a retired Government Engineer of Gazetted rank, who has not completed one year from the date of retirement, in connection with this contract in any manner whatsoever without obtaining prior permission of the President and if the Contractor is found to have contravened this provision it will constitute a breach of contract and administration will be entitled to terminate the contract and forfeit his Performance Guarantee as well as Security Deposit.
- 60.(1) Non-Employment of Labourers below the age of 15:** The Contractor shall not employ children below the age of 15 as labourers directly or through petty Contractors or subcontractors for the execution of work.
- 60.(2) Medical Certificate of Fitness for Labour:** It is agreed that the Contractor shall not employ a person above 15 and below 19 years of age for the purpose of execution of work under the contract unless a medical certificate of fitness in the prescribed form (Proforma at Annexure-VIII) granted to him by a certifying surgeon certifying that he is fit to work as an adult, is obtained and kept in the custody of the Contractor or a person nominated by him in this behalf and the person carries with him, while at work; a token giving a reference to such certificate. It is further agreed that the responsibility for having the adolescent examined medically at the time of appointment or periodically till he attains the age of 19 years shall devolve entirely on the Contractor and all the expenses to be incurred on this account shall be borne by him and no fee shall be charged from the adolescent or his parent for such medical examination.
- 60.(3) Period of Validity of Medical Fitness Certificate:** A certificate of fitness granted or renewed for the above said purposes shall be valid only for a period of one year at a time. The certifying surgeon shall revoke a certificate granted or renewed if in his opinion the holder of it, is no longer fit for work in the capacity stated therein. Where a certifying surgeon refuses to grant or renew a certificate or revoke a certificate, he shall, if so required by the person concerned, state his reasons in writing for doing so.
- 60.(4) Medical Re-Examination of Labourer:** Where any official appointed in this behalf by the Ministry of Labour is of the opinion that any person employed in connection with the execution of any work under this contract in the age group 15 to 19 years is without a certificate of fitness or is having a certificate of fitness but no longer fit to work in the capacity stated in the certificate, he may serve on the Contractor, or on the person nominated by him in this regard, a notice requiring that such persons shall be examined by a certifying surgeon and such person shall not if the concerned official so directs, be employed or permitted to do any work under this contract unless he has been medically examined and certified that he is fit to work in the capacity stated in the certificate.

#### EXPLANATIONS:

- (1) Only Qualified Medical Practitioners can be appointed as "Certifying Surgeons" and the term "Qualified Medical Practitioners" means a person holding a qualification granted by an authority

specified in the Schedule to the Indian Medical Degrees Act, 1916 (VII of 1916) or in the Schedule to the Indian Medical Council Act, 1933 (XXVII) of 1933.

- (2) The Certifying surgeon may be a medical officer in the service of State or Municipal Corporation.

### **DETERMINATION OF CONTRACT**

- 61.(1) Right of Railway to Determine the Contract:** The Railway shall be entitled to determine and terminate the contract at any time should, in the Railway's opinion, the cessation of work becomes necessary owing to paucity of funds or from any other cause whatever, in which case the value of approved materials at site and of work done to date by the Contractor will be paid for in full at the rate specified in the contract. Notice in writing from the Railway of such determination and the reasons therefor shall be conclusive evidence thereof.
- 61.(2) Payment on Determination of Contract:** Should the contract be determined under sub clause (1) of this clause and the Contractor claims payment for expenditure incurred by him in the expectation of completing the whole of the work, the Railways shall admit and consider such claims as are deemed reasonable and are supported by vouchers to the satisfaction of the Engineer. The Railway's decision on the necessity and propriety of such expenditure shall be final and conclusive.
- 61.(3)** The Contractor shall have no claim to any payment of compensation or otherwise, howsoever on account of any profit or advantage which he might have derived from the execution of the work in full but which he did not derive in consequence of determination of contract.
- 62.(1) Determination of Contract owing to Default of Contractor:**  
If the Contractor should:
- (i) Becomes bankrupt or insolvent, or
  - (ii) Make an arrangement for assignment in favour of his creditors, or agree to carry out the contract under a Committee of Inspection of his creditors, or
  - (iii) Being a Company or Corporation, go into liquidation (other than a voluntary liquidation for the purposes of amalgamation or reconstruction), or
  - (iv) Have an execution levied on his goods or property on the works, or
  - (v) Assign the contract or any part thereof otherwise than as provided in Clause 7 of these Conditions, or
  - (vi) Abandon the contract, or
  - (vii) Persistently disregard the instructions of the Engineer, or contravene any provision of the contract, or
  - (viii) Fail to adhere to the agreed programme of work by a margin of 10% of the stipulated period, or
  - (ix) Fail to Execute the contract documents in terms of Clause 8 of the Instructions to Tenderers.
  - (x) Fails to submit the documents pertaining to identity of JV and PAN in terms of Clause 17.11 of Tender Form available in the Regulations for Instructions to Tenderers.
  - (xi) Fail to remove materials from the site or to pull down and replace work after receiving from the Engineer notice to the effect that the said materials or works have been condemned or rejected under Clause 25 and 27 of these Conditions, or
  - (xii) Fail to take steps to employ competent or additional staff and labour as required under Clause 26 of the Conditions, or
  - (xiii) Fail to afford the Engineer or Engineer's representative proper facilities for inspecting the works or any part thereof as required under Clause 28 of the Conditions, or
  - (xiv) Promise, offer or give any bribe, commission, gift or advantage either himself or through his partner, agent or servant to any officer or employee of the Railway or to any person on his or on their behalf in relation to the execution of this or any other contract with this Railway.

- (xv) Fail to adhere to the provisions of Para 16 of Tender Form (Second Sheet) of Instruction to Tenderers, or provision of above Clause 59(9) of these conditions.
- (xvi) Submits copy of fake documents / certificates in support of credentials, submitted by the tenderer.

Then and in any of the **said Clause**, the Engineer on behalf of the Railway may serve the Contractor with a notice (Proforma at Annexure-IX) in writing to that effect and if the Contractor does not within seven days after the delivery to him of such notice proceed to make good his default in so far as the same is capable of being made good and carry on the work or comply with such directions as aforesaid of the entire satisfaction of the Engineer, the Railway shall be entitled after giving 48 hours' notice (Proforma at Annexure-X or XII, as the case may be) in writing under the hand of the Engineer to rescind the contract as a whole or in part or parts (as may be specified in such notice) and after expiry of 48 hours' notice, a final termination notice (Proforma at Annexure-XI or XIII, as the case may be) should be issued.

**Note:**

Engineer at his discretion may resort to the part termination of contract with notices (Proforma at Annexure- IX, XII and XIII), only in cases where progress of work is more than or equal to 80% of the original scope of work.

**62.(2) Right of Railway after Rescission of Contract owing to Default of Contractor:** In the event of any or several of the courses, referred to in Sub-Clause(1) of this Clause, being adopted:

- (a) The Contractor shall have no claim to compensation for any loss sustained by him by reason of his having purchased or procured any materials or entered into any commitments or made any advances on account of or with a view to the execution of the works or the performance of the contract and Contractor shall not be entitled to recover or be paid any sum for any work thereto for actually performed under the contract unless and until the Engineer shall have certified the performance of such work and the value payable in respect thereof and the Contractor shall only be entitled to be paid the value so certified.
- (b) In the contract which has been rescinded as a whole, the Security Deposit already with railways under the contract shall be encashed/ forfeited and the Performance Guarantee already submitted for the contract shall be encashed. The balance work shall be got done independently without risk & cost of the failed Contractor. The failed Contractor shall be debarred from participating in the tender for executing the balance work. If the failed Contractor is a JV or a Partnership firm, then every member/partner of such a firm shall be debarred from participating in the tender for the balance work in his/her individual capacity or as a partner of any other JV /partnership firm.  
  
Further the authorized representative of failed Contractor cannot be accepted as authorized representative in new contract.
- (c) In the contract rescinded in part or parts,
  - (i) The full Performance Guarantee for the contract shall be recovered. No additional Performance Guarantee shall be required for balance of work being executed through the part terminated contract. The contract value of part terminated contract stands reduced to the balance value of work under the contract.
  - (ii) The Security Deposit of part terminated contract shall be dealt as per clause 16(2) of these conditions.
  - (iii) The defaulting Contractor shall not be issued any completion certificate for the contract.



- (iv) The balance work shall be got done independently without risk & cost of the failed Contractor. The failed Contractor shall be debarred from participating in the tender for executing the balance work. If the failed Contractor is a JV or a Partnership firm, then every member/partner of such a firm shall be debarred from participating in the tender for the balance work in his/her individual capacity or as a partner of any other JV /partnership firm.
- (v) Further the authorized representative of failed Contractor will not be accepted as authorized representative in new contract.
- (d) The Engineer or the Engineer's Representative shall be entitled to take possession of any materials, tools, implements, machinery and buildings on the works or on the property on which these are being or ought to have been executed, and to retain and employ the same in the further execution of the works or any part thereof until the completion of the works without the Contractor being entitled to any compensation for the use and employment thereof or for wear and tear or destruction thereof.
- (e) The Engineer shall as soon as may be practicable after removal of the Contractor fix and determine ex-parte or by or after reference to the parties or after such investigation or enquiries as he may consider fit to make or institute and shall certify what amount (if any) had at the time of rescission of the contract been reasonably earned by or would reasonably accrue to the Contractor in respect of the work then actually done by him under the contract and what was the value of any unused, or partially used materials, any constructional plant and any temporary works upon the site. The legitimate amount due to the Contractor after making necessary deductions and certified by the Engineer should be released expeditiously.

### **SETTLEMENT OF DISPUTES – INDIAN RAILWAY ARBITRATION AND CONCILIATION RULES**

#### **63. Conciliation of Disputes:**

- (i) This clause is applicable in the tender having advertised value less than or equal to Rs 50 Crore.
- (ii) All disputes and differences of any kind whatsoever arising out of or in connection with the contract, whether during the progress of the work or after its completion and whether before or after the determination of the contract, shall be referred by the Contractor to the "Chief Engineer" or "Divisional Railway Manager" through "Notice of Dispute" provided that no such notice shall be served later than 30 days after the date of issue of Completion Certificate by the Engineer. Chief Engineer or Divisional Railway Manager shall, within 30 days after receipt of the Contractor's "Notice of Dispute", notify the name of conciliator(s) to the Contractor.
- (iii) The Conciliator(s) shall assist the parties to reach an amicable settlement in an independent and impartial manner within the terms of contract.
- (iv) If the parties reach agreement on a settlement of the dispute, they shall draw up and sign a written settlement agreement duly signed by Engineer In-charge, Contractor and conciliator(s). When the parties sign the settlement agreement, it shall be final and binding on the parties.
- (v) The parties shall not initiate, during the conciliation proceedings, any arbitral or judicial proceedings in respect of a dispute that is the subject matter of the conciliation proceedings.
- (vi) The conciliation proceedings shall be terminated as per Section 76 of 'The Arbitration and Conciliation Act, 1996.

- 63.1 Matters Finally Determined by the Railway:** All disputes and differences of any kind whatsoever arising out of or in connection with the contract, whether during the progress of the work or after its completion and whether before or after the determination of the contract, shall be referred by the Contractor to the GM and the GM shall, within 120 days after receipt of the Contractor's representation, make and notify decisions on all matters referred to by the Contractor in writing provided that matters for which provision has been made in Clauses 7(j), 8, 18, 22(5), 39.1, 39.2, 40A, 43(2), 45(i)(a), 55, 55-A(5), 57, 57A, 61(1), 61(2), 62(1), 63(iv) and 63.2.11 of the Standard General Conditions of Contract or in any Clause (stated as excepted matter) of the Special Conditions of the Contract, shall be deemed as 'excepted matters' (matters not arbitrable) and decisions of the Railway authority, thereon shall be final and binding on the Contractor; provided further that 'excepted matters' shall stand specifically excluded from the purview of the Dispute Adjudication Board (DAB) and Arbitration.
- 63.2 Dispute Adjudication Board (DAB):** This clause is applicable in the tender having advertised value more than Rs 50 Crore.
- 63.2.1** Any dispute/s if not settled with the Engineer, shall be referred to DAB.
- The DAB shall consist of a panel of three Retired Railway Officers, retired not below senior administrative grade (SAG). The DAB shall be formed within 90 days of signing of Contract Agreement. For this purpose, a panel of DAB members shall be maintained in the General Manager's office. The complete panel, which shall not be less than five members, shall be sent by Chief Engineer to the Contractor to nominate one member of the DAB from the panel as Contractor's nominee within two weeks of receipt of the panel. On receipt of Contractor's nominee, the Chief Engineer shall nominate one member from the same panel as Railway nominee for the DAB. Both above nominees shall jointly select presiding member of the DAB from the same panel.
- 63.2.2** The appointment of DAB shall be effectuated by way of a tri-partite agreement among the Railway, Contractor and the respective DAB members. The terms of the remuneration of each member shall be as fixed by Ministry of Railways from time to time. Each party shall be responsible for paying one-half of this remuneration.
- 63.2.3** If one or more of the members appointed refuses to act as DAB member, or is unable or unwilling to perform his functions as DAB member for any reason whatsoever or dies or in the opinion of the Chief Engineer fails to act without undue delay, the parties shall terminate the mandate of such DAB member and thereupon new DAB member shall be appointed in the same manner, as the outgoing DAB member had been appointed.
- 63.2.4** The appointment of any member may be terminated by mutual agreement of both Parties, but not by the Railway or the Contractor acting alone. Unless otherwise agreed by both the Parties, the appointment of the DAB (including each member) shall expire upon expiry of this Contract Agreement.
- 63.2.5** Before start of DAB proceedings, each DAB member shall give the following certificate to the Railway and the Contractor:
- "I have no any past or present relationship in relation to the subject matter in dispute, whether financial, business, professional or other kind. Further, I have no any past or present relationship with or interest in any of the parties whether financial, business, professional or*

*other kind, which is likely to give rise to justifiable doubts as to my independence or impartiality."*

- 63.2.6** DAB proceedings shall be conducted as decided by the DAB. The DAB shall give its decision within 90 days of a Dispute referred to it by any of the Parties, duly recording the reasons before arriving at the decision. The DAB shall decide the issue within terms and conditions of the contract. This time limit shall be extendable subject to the Parties mutual agreement.
- 63.2.7** The DAB decision shall not be binding on both the Parties. In case any party is not satisfied by the decision of DAB, then the aggrieved party may approach Arbitral Tribunal for arbitration proceedings.
- 63.2.8** No dispute shall be referred to Arbitral Tribunal unless the same has been referred to DAB for adjudication. However, in case DAB is not formed due to any reason, the disputes can be directly referred to Arbitral Tribunal to adjudicate the dispute.
- 63.2.9** In the specific cases of any misconduct by any of the members of the DAB, the parties shall have the right to specifically bring it to the notice of the DAB such conduct, through a statement filed with necessary documents in proof of such misconduct and the DAB, after taking NOTICE of such conduct initiate the replacement of the member concerned, in the same manner the member to be replaced was appointed.
- 63.2.10** Once the decision is given by DAB, DAB cannot review the decision at its own or on the request of one party, unless both parties agree for review of decision by DAB.
- 63.2.11** In case DAB decision is not challenged by either party within 180 days of receipt of decision of DAB, the decision shall be considered as final and parties would be barred for referring the same to Arbitral Tribunal for adjudication.
- 63.2.12** The obligation of the Railway and the Contactor shall not be altered by reasons of issue being or under reference to DAB.
- 63.2.13** The DAB shall conduct the proceedings at any convenient venue which shall be decided by DAB in consultations with parties.
- 63.2.14** It is a term of this contract that the Parties shall not approach any Court of Law for settlement of such disputes or differences unless an attempt has first been made by the parties to settle such disputes or differences through DAB and Arbitral Tribunal.
- 64.(1) : Demand for Arbitration:**
- 64.(1)(i)(a):** In the event of any dispute or difference between the parties hereto as to the construction or operation of this contract, or the respective rights and liabilities of the parties on any matter in question, dispute or difference on any account or as to the withholding by the Railway of any certificate to which the Contractor may claim to be entitled to, or if the Railway fails to make a decision within 120 days, then and in any such case, but except in any of the "excepted matters" referred to in Clause 63.1 of these Conditions, the Contractor, after 120 days but within 180 days of his presenting his final claim on disputed matters shall demand in writing that the dispute or difference be referred to arbitration.

- 64.(I)(i)(b):** Arbitration as a method of dispute resolution should not be routinely or automatically included in procurement contacts/tenders, especially in large contracts.
- 64.(I)(i)(c):** As a norm, arbitration as a method of dispute resolution may be restricted to disputes with a value less than Rs.10 crore. This figure is with reference to the value of the dispute (not the value of the contract, which may be much higher).
- 64.(I)(i)(d):** Inclusion of arbitration clauses covering disputes with a value exceeding Rs.10 crore, should be based on careful application of mind and recording of reasons and with the approval of an officer not below the rank of Senior Administrative Grade (SAG) or the Accepting Authority of the tender whichever is higher.
- 64.(1)(ii)(a):** The demand for arbitration shall specify the matters which are in question, or subject of the dispute or difference as also the amount of claim item-wise. Only such dispute or difference, in respect of which the demand has been made, together with counter claims or set off, given by the Railway, shall be referred to arbitration and other matters shall not be included in the reference.
- 64.(1)(ii)(b):** The parties may waive off the applicability of Sub-Section 12(5) of Arbitration and Conciliation (Amendment) Act 2015, if they agree for such waiver in writing, after dispute having arisen between them, in the format given under Annexure XV of these conditions.
- 64.(1)(iii)(a):** The Arbitration proceedings shall be assumed to have commenced from the day, a written and valid demand for arbitration is received by the Railway.
- 64.(1)(iii)(b):** The claimant shall submit his claims stating the facts supporting the claims along with all the relevant documents and the relief or remedy sought against each claim within a period of 30 days from the date of appointment of the Arbitral Tribunal.
- 64.(1)(iii)(c):** The Railway shall submit its defence statement and counter claim(s), if any, within a period of 60 days of receipt of copy of claims from Tribunal, unless otherwise extension has been granted by Tribunal.
- 64.(1)(iii)(d):** Place of Arbitration: The place of arbitration would be within the geographical limits of the Division of the Railway where the cause of action arose or the Headquarters of the concerned Railway or any other place with the written consent of both the parties.
- 64.(1)(iv):** No new claim shall be added during proceedings by either party. However, a party may amend or supplement the original claim or defense thereof during the course of arbitration proceedings subject to acceptance by Tribunal having due regard to the delay in making it.
- 64.(1)(v):** If the Contractor(s) does/do not prefer his/their specific and final claims in writing, within a period of 90 days of receiving the intimation from the Railways that the final bill is ready for payment, he/they will be deemed to have waived his/their claim(s) and the Railway shall be discharged and released of all liabilities under the contract in respect of these claims.
- 64.(2):** **Obligation During Pendency of Arbitration:** Work under the contract shall, unless otherwise directed by the Engineer, continue during the arbitration proceedings, and no payment due or payable by the Railway shall be withheld on account of such proceedings, provided, however, it shall be open for Arbitral Tribunal to consider and decide whether or not such work should continue during arbitration proceedings.
- 64.(3) :** **Appointment of Arbitrator:**
- 64.(3)(a):** The Arbitral Tribunal shall consist of a panel of three arbitrators. General Manager/ Additional General Manager will appoint two arbitrators, one railway nominee and other from among the contractor's nominee. Contractor can recommend his nominee either from approved panel of

Railways or from approved panel of Indian Council of Arbitration (ICA) within 30 days from the date of dispatch of approval of written and valid acceptance of demand for arbitration by the General Manager/Additional General Manager.

**64.(3)(a)(i):** If contractor wants to choose his nominee from Railway panel, the Railway will send a panel of at least four (4) names of retired Railway Officers empanelled to work as Arbitrator within 30 days from the day when a written and valid demand for arbitration is received by the General Manager/Additional General Manager. Contractor will be asked to suggest to General Manager/Additional General Manager at least 2 names out of the panel for appointment as Contractor's nominee within 30 days from the date of dispatch of the request by Railway. The General Manager/Additional General Manager shall appoint at least one out of them as the Contractor's nominee within 30 days from the receipt of the names of Contractor's nominees. The railway panel shall be provided free of cost to the contractor.

**64.(3)(a)(ii):** If contractor wants to choose his nominee from Indian Council of Arbitration panel, Contractor will send at least 2 names of Arbitrators from the ICA panel for appointment as Contractor's nominee within 30 days from the date of dispatch of the request by Railway. The General Manager/Additional General Manager shall appoint at least one out of them as the Contractor's nominee within 30 days from the receipt of the names of Contractor's nominees. Nomination and appointment of arbitrators from ICA panel shall be as per the ICA Rules for Domestic Commercial Arbitration and amended from time to time.

Some general guidelines of ICA Rules for Domestic Commercial Arbitration are as under:-

- i. Contractor may access the ICA's panel of arbitration through ICA's official webpage: <https://icaindia.co.in/pdf/Engineers.pdf>.
- ii. A formal request for nomination shall be submitted to ICA, accompanied by:-
  - a. A brief Statement of Claim outlining the nature and quantum of the disputes.
  - b. A copy of the relevant contract and any supporting documents.
  - c. A copy of the notice intimating the other party of the initiation of arbitration proceedings, with proof of delivery (if any).
- iii. Ad-hoc appointment fees for the nomination and appointment of arbitrators shall be as per the ICA Rules for Domestic Commercial Arbitration and revised from time to time and shall be submitted along with the request.

**64.(3)(b):** Two selected arbitrators are free to select presiding arbitrator (3d arbitrator) within thirty (30) days from the date of their appointment. The presiding arbitrator may be selected from approved panel of Railways or approved panel of Indian Council of Arbitration (as per mutual agreement), which will be approved by General Manager/Additional General Manager. General Manager/Additional General Manager shall complete this exercise of appointing the Arbitral Tribunal within 30 days from the receipt of the names of all the three arbitrators.

**64.(3)(c)(i):** If one or more of the arbitrators appointed as above refuses to act as arbitrator, withdraws from his office as arbitrator, or vacates his/their office/offices or is/are unable or unwilling to perform his functions as arbitrator for any reason whatsoever or dies or in the opinion of the General Manager/Additional General Manager fails to act without undue delay, the General Manager/Additional General Manager shall appoint new arbitrator/arbitrators to act in his/their place in the same manner in which the earlier arbitrator/arbitrators had been appointed. Such re-constituted Tribunal may, at its discretion, proceed with the reference from the stage at which it was left by the previous arbitrator (s).

**64.(3)(c)(ii):** (a) The Arbitral Tribunal shall have power to call for such evidence by way of affidavits or otherwise as the Arbitral Tribunal shall think proper, and it shall be the duty of the parties hereto to do or cause to be done all such things as may be necessary to enable the Arbitral Tribunal to make the award without any delay. The proceedings shall normally be conducted on the basis of documents and written statements.

(b) Before proceeding into the merits of any dispute, the Arbitral Tribunal shall first decide and pass its orders over any plea submitted/objections raised by any party, if any, regarding appointment of Arbitral Tribunal, validity of arbitration agreement, jurisdiction and scope of the Tribunal to deal with the dispute (s) submitted to arbitration, applicability of time 'limitation' to any dispute, any violation of agreed procedure regarding conduct of the arbitral proceedings or plea for interim measures of protection and record its orders in day to day proceedings. A copy of the proceedings duly signed by all the members of tribunal should be provided to both the parties.

**64.(3)(c)(iii): (i) Qualification of Railway Empanelled Arbitrator (s):**

(a) Retired Railway Officers not below SA Grade level, one year after his date of retirement.

(b) Age of arbitrator at the time of appointment shall be below 70 years.

(c) Persons not involved in any current vigilance/CBI cases or against whom disciplinary or prosecution proceedings are not in process.

(d) Persons who had not been imposed a major penalty or two or more minor penalties or against whom administrative action has not been taken three times or more or

(e) Persons who have not been imposed one minor Penalty and against whom two administrative actions have not been taken as a result of vigilance/CBI action while in service on Railways.

(ii) An arbitrator may be appointed notwithstanding the total number of arbitration cases in which he has been appointed in the past.

(iii) While appointing arbitrator(s) under Sub-Clause 64.(3)(a), 64.(3)(a)(i), 64.(3)(a) (ii) & 64.(3) (b) above, due care shall be taken that he/they is/are not the one/those who had an opportunity to deal with the matters to which the contract relates or who in the course of his/their duties as Railway servant(s) expressed views on all or any of the matters under dispute or differences. A certification to this effect as per annexure- XVI shall be taken from Arbitrators also. The proceedings of the Arbitral Tribunal or the award made by such Tribunal will, however, not be invalid merely for the reason that one or more arbitrator had, in the course of his service, opportunity to deal with the matters to which the contract relates or who in the course of his/their duties expressed views on all or any of the matters under dispute.

**64.(3)(d)(i):** The arbitral award shall state item wise, the sum and reasons upon which it is based. The analysis and reasons shall be detailed enough so that the award could be inferred there from.

**64.(3)(d)(ii):** A party may apply for corrections of any computational errors, any typographical or clerical errors or any other error of similar nature occurring in the award of a Tribunal and interpretation of a specific point of award to Tribunal within 60 days of receipt of the award.

**64.(3)(d)(iii):** A party may apply to Tribunal within 60 days of receipt of award to make an additional award as to claims presented in the arbitral proceedings but omitted from the arbitral award.

**64.(4):** Any ruling on award shall be made by a majority of members of Tribunal. In the absence of such a majority, the views of the Presiding Arbitrator shall prevail.

- 64.(5):** Where the arbitral award is for the payment of money, no interest shall be payable on whole or any part of the money for any period till the date on which the award is made.
- 64.(6):** The cost of arbitration shall be borne by the respective parties. If all the three arbitrators are selected from the Railway Panel, the fee of the arbitrators shall be determined as per the rates fixed/revised by Railway Board from time to time and the fee shall be borne equally by both the parties, provided parties sign an agreement in the format given at Annexure XV to these conditions after/ while referring these disputes to Arbitration. However, if any of the three arbitrators is selected from the Panel of Indian Council of Arbitration (ICA), the fee of the arbitrators shall be determined as per the rates fixed/revised by the Indian Council of Arbitration from time to time and the fee shall be borne equally by both the parties, provided parties sign an agreement in the format given at Annexure XV to these conditions after/ while referring these disputes to Arbitration.

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## 1.0 Stage payment on supply of steel:

This clause will be applicable for works contract of value more than **Rs.15.00 (Fifteen)** crore with latest amendment if any. Stage payment will be applicable for steel physically brought by the contractor to the site (even before its actual use in the work), subject to the following conditions:-

- a) The material shall be strictly in accordance with the contract specifications.
- b) The tender schedule shall provide for individual NS rate to be quoted by the tenderers for steel separately.
- c) The material shall be delivered at site and properly stored under covered sheds in measurable stacks.
- d) The quantities of materials shall be brought to the site only in such instalments that would facilitate smooth progress of work and consumed in reasonable time.
- e) Proper accountal in the material register to be maintained in the prescribed format at the site for the receipt and use of the material.
- f) Ownership of such material shall be deemed to vest with the Railways for which the contractor should submit an indemnity bond in prescribed format.

### **Indemnity Bond Performa is available at Annexure-2 of Chapter-6**

- g) Before releasing the stage payment, the contractor shall insure the material at his own cost in favour of Railways against theft, damages, fire etc.
- h) Stage payment in all such cases shall not be more than 75% of the rate of steel awarded in the contract the balance payment shall be released only after the material is actually consumed in the work. .
- i) The price variation claim for steel would continue to be governed as per extant PV clause and with reference to delivery at site.
- j) The quantity of steel to be brought to site, and for which stage payment will be admissible, shall be worked out by the contractor in consultation with the Engineer, for the first quarter, from date of issue of LOA + 15 days. Subsequent supply to site shall be done with approval of Engineer, on a quarterly basis, based on actual progress.

## 2.0 **SAFETY MEASURE:** The following measures should be adopted to ensure safety of the trains as well as work force.

- i) The contractor shall not start any work without the presence of Railway Supervisor at site.
- ii) 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 so 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 per site conditions.
- iii) The look out and whistle caution orders shall be issued to the trains and speed restrictions imposed where considered necessary suitable flagmen/detonators shall be provided where necessary for protection of trains.
- iv) The supervisor/workmen should be counselled about safety measures. A competency certificate to the contractor's supervisor as below shall be issued by AXEN/XEN, which will be valid only for the work for which it has been issued.



### COMPETENCY CERTIFICATE

Certified that Sri.....supervisor of M/s .....has been examined regarding working on .....work. his knowledge has been found satisfactory and he is capable of supervising the work safely.

**AXEN/XEN**

- v) The unloaded ballast/rails/sleepers/other P.Way materials after unloading along track should be kept clear off moving dimensions and stacked as per the specified heights and distance from the running track.
- vi) Supplementary site specific instructions, wherever considered necessary, shall be issued by the Engineer-in-charge.
- vii) Contractor's employees should wear proper protective equipment such as dust mask, helmet, safety shoes etc.
- viii) Safety of the Contractor's workmen is also the responsibility of Principal Employer viz. N.E. Railway/Construction. The Contractor should ensure to obtain a certificate that they will take all safety precautions in respect of their employees provided under the rules/laws and in case of failure on their part, the Contractor shall be responsible for injury caused to their employee and N.E. Railway/Construction.
- ix) Portable Electrical equipment should be connected properly by experienced persons only. The connections should be without any joint and have proper earthing.
- x) All equipment brought by Contractor will be checked and certified to be safe by an identified officer of the N.E. Railway/Construction.
- xi) All Safety precaution to be followed by Contractor's employees.
- xii) Payment will be made after certification from the concerned department that he has cleared the place after the work is over.
- xiii) Contractor should ensure that if A.C./ Metal Sheets are used during cutting, drilling etc. concerned man must wear mask. Scrap of items shall also be disposed in disposal pit as per ISO-14001.
- xiv) Contractor must ensure all safety measures while working welding, cutting or doing any operation to protect fire incident. In case of failure on their part, the Contractor shall be responsible for injury caused to their employee and N.E. Railway/Construction or any loss.

### **3.0 PAYMENT OF ROYALTY CHARGES:**

- 3.1** The payment of Royalty Charges etc. to the State Government as demanded by them in connection with execution and supply of Rubble Stone/Stone ballast- Sand, River Bed Material (RBM-Blanketing) and earthwork etc. have to be borne and paid by the contractor. The respective State Government will confirm the rate of royalty charges as applicable at the time of execution of work with respect to sub- minerals. The contractor has to submit proof of payment of royalty charges as per demand of State Govt. If the relevant documents or proof of payment to the concerned revenue authority is not submitted along with the bill, the Railway Administration will be entitled to deduct Royalty Charges from the contractor's bills and keep in deposit such amount equal to the proportionate royalty charges from each on A/c bills. The same will be released to the contractor as and when contractors submit a receipt of payment challan/clearance certificates from the concerned

authorities/revenue authorities of respective State Government and produce the same to the Engineer -in-charge. If the contractor does not produce the necessary relevant proof of payment of the required royalty charges within 45 days or at the time of submission of next on-account bill, whichever is earlier, the amount withheld will be paid to the concerned revenue authority. Once the withheld amount paid to the revenue authority, it will not be refundable. After completion of the work, if contractor fails to submit the clearance certificates regarding royalty charges, final bill will be passed after retaining an amount equal to the amount of un-paid royalty charges, as intimated by the concerned authorities/Revenue authorities/Collector or as calculated on the basis of relevant applicable rates. No interest will be paid to the contractor towards retained amount of Royalty Charges”.

### 3.2 FOR INTERNAL PROCESSING OF BILL:

- (i) The Executive will certify the payment/non-payment of the Royalty Charges by the contractor in each bill with documentary evidence issued from the respective revenue authority and then accordingly deduction of Royalty Charges will be made.
- (ii) The executive will also indicate the concerned district authority to whom relevant royalty charges are to be remitted so that accordingly action may be taken by the Accounts branch.

### 4.0 Letter of credit:

1. All works tenders or service tenders invited by Railway through IREPS, having advertised value of Rs. 10 lakh and above will have option to take payment from Railways through a letter of credit (LC) arrangement, with the following condition:
2. Following special conditions are included:-
  - (i) This option of taking payment through LC arrangement has to be exercised in IREPS (Indian Railway Electronic Procurement System – the e – application on which tenders are called by Railways) by the tenderer at the time of bidding itself, and the tenderer shall affirm having read over and agreed to the terms and conditions of the LC option.
  - (ii) The option so exercised, shall be an integral part of the bidder’s offer.
  - (iii) The above option of taking payment through LC arrangement, once exercised by tenderer at the time of bidding, shall be final and no change shall be permitted, thereafter during execution of contract.
  - (iv) In case tenderer opts for payment through LC, following shall be the procedure to deal with release of payment through LC.
    - (a) The LC shall be a sight LC.
    - (b) The contractor shall select his Advising/Negotiating bank for LC. The incidental cost toward issue of LC and its operation thereof shall be borne by the contractor.
    - (c) SBI branches where the respective Railway Accounts Office has its Account (Local SBI branch) will be the issuance/reimbursing branch for LC issued under this arrangement. The Bank shall remain same for this tender till completion of contract. The incidental cost @ 0.15% per annum of LC value towards issue of LC and operation thereof shall be borne by the contractor and shall be recovered from his bills.

- (d) The LC shall be opened initially for duration of 180 to 365 days in consultation with contractor. The LC shall be extended time to time as per the progress of the contract, on the request of the contractor. The value of LC to be opened initially as well as extended thereafter shall be finalised by the engineer in consultation with contractor on the basis of expected progress of work.
- (e) The LC terms and conditions shall inter-alia indemnify and save the Railway from and against all losses, claims and demands of every nature and description brought or recovered against the Railways by reason of any act or omission of the contractor, his agents or employees, in relation to the Letter of Credit (LC). All sums payable/borne by Railways on this account shall be considered as reasonable compensation and paid by contractor.
- (f) The LC terms and conditions shall inter – alia provide that Railways will issue a Document of Authorisation (**format enclosed as Annexure- 5 of Chapter -6**) after passing the bill for completed work, to enable contractor to claim the authorized amount from their bank.
- (g) The acceptable, agreed upon document for payments to be released under the LC shall be the Document of Authorisation.
- (h) The Document of Authorisation shall be issued by Railway Accounts Office against each bill passed by Railways.
- (i) On issuance of Document of Authorisation, a copy of Document of Authorisation shall be posted on IREPS for downloading by the contractor. A digitally signed copy of Document of Authorisation shall also be sent by Railway Accounts Office to Railway's bank (Local SBI branch).
- (j) The contractor shall take print out of the Document of Authorisation available on IREPS and present his claim to his bank (advising Bank) for necessary payments as per LC terms and conditions. The claim shall comprise of copy of Document of Authorisation, Bill of Exchange and Bill.
- (k) The payment against LC shall be subject to verification from Railway's Bank (Local Branches).
- (l) The contractor's bank (advising bank) shall submit the documents to the Railway's bank (Local SBI Branches).
- (m) The railway's bank (issuing bank) shall, after verifying the claim so received w.r.t. the digitally signed Document of Authorisation received from Railway Accounts Office, release the payment to contractor's bank (advising bank) for crediting the same to contractor's account.
- (n) Any number of bills can be dealt within one LC, provided the sum total of payment to contractor is within the amount for which LC has been opened.
- (o) The LC shall be closed after the release of final payment including PVC amount if any, to the contractor.
- (p) The release of performance guarantee or security deposit shall be dealt directly by railway with the contractor i.e. not through LC.

3. For opening of LC, executive department shall make a request letter to concerned Accounts Department on a format, placed as (Annexure- 4 of Chapter-6).

## **5.0 MEASUREMENT OF WORK BY CONTRACTOR IN WORKS CONTRACT HAVING VALUE MORE THAN RS.5 CRORE OR AS PER LATEST INSTRUCTIONS.**

- (i) Measurements recorded by contractor shall be checked by railway within 45 days of submission of measurements.
- (ii) While processing 75% provisional payment bill concerned executives shall ensure that supply items given by contractor are commensurate with requirement for execution of works.

**2.0** Guide Line For Measurement of work by contractor is allowed as per the provisions of Engineering Code Para 1316 A mentioned below. (Advance Correction Slip No.50 circulated vide Railway Board's letter No.2016/CE-I/CT/14/ Measurement/1 dated 21.09.2017).

**1316A (Applicable for contracts wherein the measurement of work by contractor is permitted):** Para 1316 of Engineering Code shall not be applicable for these contracts. For such contracts, contractor shall be responsible for carrying out measurements of work executed and recording of measurements for the release of on account/final payment. In such cases, the detailed procedure for recording of measurements, provisional payment, test check and final payment shall be as follows:

### **Contractor's Measurement Book:**

1. Railway shall arrange contractor's measurement book (CMB), each having sheet No, 1A to 4A (Form E 1313), followed by 100 machine number pages (Form E 1313, sheet No, 5A). On the top of each sheet of CMB, there shall be provision for recording the name of the work, agreement number, name of contractor and CMB number.
2. CMBs shall be printed in such a way so as to keep a clear margin of 50 mm on the left side of page, Further, the left side shall have pinhole tear line at a distance of 15 mm from edge for ease of taking out sheets from these books. The binding shall be within 15mm of the margin available between edge and pinhole tear line. This shall ensure availability of minimum 35 mm clear margin to re-bind measurement books later on.

### **Movement and upkeep of Contractor's Measurement Book:**

3. Dy Chief Engineer in charge of contract (Dy.CE/C) shall hand over required No. of CMBs to Assistant/Executive Engineer in-charge of contract (AEN/XEN) after taking receipt of the same on sheet No. 2A (Form E.1313) for further issuance to contractor time to time as per progress of work.
4. CMB shall be registered with unique No. in the Register of Measurement Books (Form E.1314) maintained in the office of Dy. CE/C. Separate accountal of CMBs for each agreement shall be maintained in the office of Dy. CE/C and AEN/XEN.
5. In case of change of 'contractor's authorized engineer', fresh approval shall be taken from Dy. CE/C before recording of measurement.
6. While issuing the CMB to contractor, AEN/XEN shall take out sheet No. 2A to 4A from the CMB, take receipt of CMB from contractor on sheet No. 3A (Form E.1313), and keep the same in safe custody.
7. Similar system as for CMB, shall be followed for issuing Field Book/Level Book (E.1317/A) to contractor for recording of levels in the field book/level book.

### **Measurement:**

8. The contractor's authorized engineer shall record the measurements in CMB neatly in his own handwriting, without any use of eraser/overwriting, without use of any typing fluid or any such

thing. All cuttings shall be initialled. No page shall be damaged /destroyed. No page shall be kept blank in between the measurements.

9. The Contractor shall communicate the date of measurement to AEN/XEN in sufficient advance' to witness any measurement. Witnessing of measurement by railways is not compulsory except for initial levels in case of earthwork and hidden measurements. Initial levels of earthwork and hidden measurements are to be recorded in the presence of railway officials and test checked as prescribed.
10. In oil account contract certificate, measurement shall be recorded for the items and quantities to be paid in the concerned on account contract certificate.
11. However, in every 4th on account contract certificate and final contract certificate, the recording of measurement for works executed shall include all the items and their quantity included in previous on account contract certificates, irrespective of whether to be paid or not in the current On Account Contract Certificate/Final Contract Certificate.
12. No payment shall be processed on Lump sum measurement taken by contractor's authorized engineer except for earthwork. For earthwork, every 4th bill shall be based on actual levels taken and detailed calculations carried out for the work done.
13. The contractor shall take out carefully from CMB the used pages of CMB with one extra blank page for processing the bill; staple them for submission to AEN/XEN along with bill, duly signing the measurements. The contractor shall keep a photocopy of the measurements with him for future reference.
14. At the time of submission of final bill, the contractor shall submit all the remaining CMBs (unused as well as partially used) with him along with bill to AEN/XEN.
15. The contractor shall submit required copies of invoice and on account contract certificate/final contract certificate (similar to form E.1337 and E.1338) to the AEN/XEN duly marking them - original or copy. Original shall be used for release of payment whereas duplicate copies shall be used for record purpose in different offices.
16. In case contractor requires provisional payment of on-account bill; the contractor shall submit his invoice and provisional on account contract certificate for 75% of amount of work done (before deduction of taxes). The contractor shall write 'For Provisional payment 'on top of such on-account contract certificate.
17. AEN/XEN while issuing receipt of stapled sheets of CMB to contractor shall clearly record the same in sheet 4 (E.1314) of concerned CMB, kept in the office of AEN/XEN.

**Release of Provisional Payment:**

18. Senior Section Engineer/ 'Junior Engineer with 5 year experience' (SSE/JE) and AEN/XEN shall sign & record a certificate on the original provisional 'on account contract certificate' as under:  
***"Certified that the payment being made is less than the amount due for the quantities of works executed by the contractor"***.

In case of payment of earthwork items in any contract, calculation of quantity of such items along with field book /level book must be enclosed. This shall be cross checked, as considered appropriate by SSE/JE & AEN/XEN, to ensure that no excess payment is being made. At this stage no test check of measurements by railway is required.

19. AEN/XEN shall keep a copy of contractor's invoice & provisional on account contract certificate in his office, and submit original invoice & original provisional on account contract certificate along with required number of duplicate copies, and used sheets of CMB to the Dy CE/C unit for passing the bill and release of payment.

20. The provisional on account contract certificate shall be passed by Dy. CE/C and payment shall be released by associate based on above certification of SSE/JE and AEN/XEN. After release of payment, blank sheet of CMB (if any) shall be crossed by Dy. CE/C before sending the measurement sheets back to AEN/XEN for carrying out required test checks. At this stage measurements shall not be crossed.
21. No provisional payment shall be allowed in final contract certificate, Further, once provisional payment has been released in any on-account contract certificate, the next on account contract certificate can be raised by contractor only when accounts of previous on account certificate (Provisional as well as remaining payment) has been finalized.

### **Test Check**

22. Necessary test checks shall be carried out by the SSE/JE and AEN/XEN for the works done before full payment of on-account contract certificate/final contract certificate, SSE/JE and AEN/XEN shall communicate the date of test checks to contractor in advance. The contractor can accompany during test check. The contractor shall provide support staff and all required tools & plants to facilitate test check by railway officials.
23. The stipulated test checks for AEN/XEN and SSE/JE Level is tabulated as under:

S. NO.	Description of works	Test Check in terms of % of value by	
		SSE/JE	AEN/XEN
(a)	Measurement of Ballast, pitching stone, Earth work and hidden items.	100%	100%
(b)	Measurement of all other items.	100%	20%
(c)	Initial and Final levels along centre line for earthwork in embankment and cutting.	100%	100%
(d)	Intermittent levels along centre line for earthwork in embankment and cutting.	100%	20%
(e)	Initial, intermittent and final levels except centre line for earth work in embankment and cutting.	100%	20%

**Note:** The check regarding levels of earthwork invariably shall be carried out in cross sections having heavy cross slopes.

24. Contractor's recorded measurement sheets shall be checked for any corrections/over writing during test check. All the corrections/over writing shall be initialed by SSE/JE.
25. The discrepancy noted (if any) during test check of recorded measurement shall be communicated by AEN/XEN to the contractor.
26. In case of discrepancy noticed during test check, the contractor shall submit original and required copies of fresh invoice of amount corrected for discrepancy, and in case provisional payment has been released earlier, the required copies of fresh invoice of remaining amount corrected for discrepancy (if any), along with on account/final contract certificate to AEN/XEN.

### **Full payment of On Account Contract Certificate/Final Contract Certificate:**

27. AEN/XEN shall submit original copy of invoice and on account contract certificate of remaining amount/ Final Contract along with required number of duplicate copies and used sheets of CMBs (all used/blank CMBs in case of final contract certificate), duly signed by SSE/JE and AEN/XEN to the Dy. CE/C for passing the bill and release of payment.

28. Once the payment is released, Dy. CE/C shall return back the used sheets of CMB to AEN/XEN for safe custody, duly crossing of measurements by finance officer.
29. Once all used of a particular CME is received back by AEN/XEN from Dy CE/C, the AEN/XEN shall re-bind all 100 pages of CMB along with sheet No. 1A to 4A for submission of CMB to Dy CE/C office. Dy. CE/C office shall record the receipt of same in sheet No. 2A of CMB and Register of Measurement Books (Form E1314).
30. The final contract certificate shall be passed by Dy. CE/C only receipt of all CMBs (used/blank) from AEN/XEN.
31. The provisions of this para 1316A shall be applicable to all the departments of Indian railways and to be executed through equivalent authorities of respective departments.

(Title page)

E.1313

(Sheet 2A)

Railway .....

CMB No. ....

**CONTRACTOR'S MEASUREMENT BOOK**

Department .....

Division/Construction Unit .....

Name of Work .....

Agreement No. ....

Name of Agency .....

Issued to .....

(Name &amp; designation)

.....  
(station)

on .....

(date)

Received by .....

(Signature)

.....  
(Designation).....  
(Station)

on .....

(date)

Date of first entry .....

Date of last entry .....

Date received back in Division/Const. Unit }  
office after completion of book } .....Certified that this Measurement Book contains 100 machine numbered pages from  
.....to ..... (both pages inclusive) which have been counted by me and  
are correct.

Signature .....

Date .....

Designation .....

Initial ○ Binding Space

Tearing line

Re Binding ○ Space

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



**E.1313**

(Sheet 3A)

Railway .....

CMB No. ....

**CONTRACTOR'S MEASUREMENT BOOK**

Name of Work .....

Agreement No. ....

Name of Agency .....

Issued to .....

(Contractor's name)

on .....

(station)

(date)

Certified that this Measurement Book contains 100 machine numbered pages from ..... to ..... (both pages inclusive) which have been counted by me and are correct. No sheet is torn.

I understand that the measurement book is very important document and hence I shall ensure its proper upkeep and safe custody.

Received by .....

(Signature of contractor)

(Name)

(Station)

(Date)

Date of first entry .....

Date of last entry .....

Certified that this Contractor's Measurement Book pages returned by contractor have been counted by me and are correct. The details of pages received by me is as under:

S. No.	On Account Bill No.	Page No. From.....To	No. of Pages	Date of receipt in AEN/XEN office	Sign & Designation Of Railway official
1					
2					
3					
4					
5					
6					
7					

Tearing line

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

CMB No. ....

[illegible]

Tearing line

(Sheet 5A)

Space for Machine numbering  
with six digits unique number  
\*\*\*\*\*

Name of Work .....

Agreement No.....

Name of Agency.....

[illegible]

\*\*\*\*\*

**For Chief Administrative Officer/Con**

# PROCEDURE FOR UNDERTAKING DIGGING WORK IN THE VICINITY OF SIGNALLING, ELECTRICAL AND TELICOMUNICATION CABLE.

File No. 2010/Tele/3(5)/1pt. (Computer No. 3346793)

1437235/2023/CE-I



भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
(रेलवे बोर्ड Railway Board)



No. 2023/CE-I/KDCE(G)/Misc.

New Delhi, Dated: 18.04.2023

The General Managers,  
All Zonal Railways.

Sub: Instructions for incorporating the JPO, Circular etc. provisions in the Tender Document for all Works requiring digging work close to Railway signaling, telecom, electrical etc. cables

Ref: (i) No.2010/Tele/3(5)/1 Pt (3346793) New Delhi dated 29.09.22  
(ii) Telecom Circular 17/2013 containing JPO for undertaking digging work in vicinity of Cables

Due to increase in cable cuts, a letter dated 29.09.22 under reference (i) above was written by Member (Infra) to all GMs advising the following:

- Zonal Railways to take necessary steps to ensure strict compliance of JPO for undertaking any digging work in the vicinity of cables.
- Proper coordination among various departments undertaking any work near/along the track.
- Provision of utility relocation in the estimates and if the same is not existing, then the use of contingency provision for utility shifting/protection, apart from ensuring that the updated cable route plan are available and the marking of cable zone at sight is given before undertaking the work.

Further during Oral Evidence before PAC for one of the audit paras regarding recovery of penalty over SER and WCR for cable cut cases, PAC has taken a serious view of non implementation of JPO Provisions by Zonal Railways.

In view of above, it is advised that the provisions contained in circulars, JPOs regarding penalties should be included in all the Tender Documents for Works requiring digging close to Railway signaling, telecom, electrical etc. cables so as to bind them legally for ensuring recoveries from them.

निदेशक सिविल इंजी. (जी)/रेलवे बोर्ड  
[Rly No. 030-47598, MTNL No. 011-23047598]  
e-mail address: dceg@rb.railnet.gov.in

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)  
\*\*\*

No.2003/Tele/RCIL/1 Pt.IX

New Delhi dated 24.06.2013

General Managers,  
All Indian Railways.

Telecom Circular No. 17/2013

Sub: Procedure for undertaking digging work in the vicinity of Signaling,  
Electrical and Telecommunication Cable.

JPO No. 1/Sig/2004 dated 16.12.2004 issued by Board on the subject matter was reviewed in consultation with Signal, Electrical, Civil Engineering and Works Directorates of Board.

2. The same has now been finalized and a copy of the Revised Joint Procedure Order duly signed by ED/TD, EDCE/P, ED/SD, ED/W and EDEE/M is attached for compliance.

3. Please acknowledge receipt.

DA: 1 in 5 pages.

(Rakesh Ranjan)  
Director(Telecom).

Copy to:-

- i) ED/TD, EDCE/P, ED/SD, ED/W and EDEE/M
- ii) CSEs, All Indian Railways
- iii) CSEs/Construction, All Indian Railways
- iv) ED/Tele, RDSO, Lucknow
- v) MD/RCIL, 143, Institutional Area, Sector 44,  
Gurgaon - 122003.Haryana.



Annexure to Telecommunication Circular No. 17/2013

**JOINT PROCEDURE ORDER FOR UNDERTAKING DIGGING WORK  
IN THE VICINITY OF UNDERGROUND SIGNALING, ELECTRICAL &  
TELECOMMUNICATION CABLES.**

- A. A number of Engineering works in connection with gauge conversion/doubling/third line are in progress on various Railways, which require extensive digging work near the running track, in close vicinity of the working S&T cables carrying vital safety circuits as well as electrical cables feeding the power supply to cabins, ASM room, RRI Cabin, Intermediate Block Huts (IBH) etc. Similarly, S&T organisation under open line or construction units under CAO/C, are executing various Signaling and Telecom works requiring digging of earth for laying of cables or casting of foundations for the erection of signal posts etc. RailTel is also executing the work of laying of quad cable and OFC on various Railways as a part of sanctioned works for exclusive use of Railways for carrying voice and data i.e. administrative and control communication, PRS, FOIS etc. or shared by RailTel Corporation of India Ltd. On certain sections digging is also required for laying of electrical cable and casting of foundation for the erection of OHE masts by Electrical Deptt. Generally, these works are executed by contractors employed by these organisations.
- B. However, while carrying out these works in the vicinity of working signaling, telecommunication and electrical cables, at times, cable cuts take place due to JCB machines working along the track or during the digging work being done by contractors carrying out the Civil Engineering works. Similarly, such cable cuts are also resulting due to works undertaken by S&T or Electrical departments. Such cable faults results in the failure of vital signaling and telecommunication circuits & electrical installations.
- C. Henceforth, the following joint procedure shall be followed by Engineering, Electrical and S&T (and RailTel organisation, wherever such works are being done by them) officers of the respective divisions and by the construction organisation, while carrying out any digging work near to existing signaling & telecommunication and electrical cables, so that the instances of cable cut due to execution of works, can be controlled and minimized.
1. S&T department (and RailTel, where they have laid the cables) and Electrical department shall provide a detailed cable route plan showing exact location of cable at an interval of 200 m or wherever there is change in alignment so that the same is located easily by the Engineering official/contractor. In addition, S&T department and Electrical department shall also provide cable markers along the alignment of the cable. These cable route plans shall be made available to the Sr.DEN/DEN or Dy.CE/C, as the case may be, by Sr. DSTE/DSTE or Sr.DEE/DEE of the divisions or Dy. CSTE/C or Dy. CEE/C within 15 days in

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duplicate. Sr. DEN/DEN or Dy.CE/C will send copies to their field unit i.e. AEN/SE/P. Way & Works.

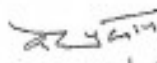
2. Before taking up any digging activity on a particular work by any agency, Sr. DSTE/DSTE or Sr.DEE/DEE of the section shall be approached in writing by the concerned Engg. or S&T or Electrical officer for permitting to undertake the work. Sr.DSTE/DSTE or Sr.DEE/DEE, after ensuring that the concerned executing agencies including the contractor have fully understood the S&T and Electrical cable route plan, shall permit the work in writing within 7 days of the request by concerned department.
3. After getting the permission from S&T or Electrical department as the case may be, the relevant portion of the cable route plan shall be attached to the letter through which permission is issued to the contractor by concerned Engg. official for commencement of work and ensuring that the contractors have fully understood the cable route plan and precautions to be taken to prevent damage to the underground cables. The contractor shall be asked to study the cable plan and follow it meticulously to ensure that the safety of the cable is not endangered. Such a provision, including any penalty for default, should form part of agreement also. It is advisable that a suitable post of SE/Sig or SE/Tele or SE/Electrical(TRD or G) shall be created chargeable to the estimates of doubling/gauge conversion, who can help Engg. agencies in the execution of the work. However basic responsibility will be of the department executing the work and the contractor. Creation of posts is not mandatory.
4. The SE/P.Way or SE/Works shall pass on the information to the concerned SE/Sig. or SE/Tele or SE/Electrical(TRD or G) about the works being taken up by the contractors in their sections at least 3 days in advance of the day of the work. In addition Engineering control shall also be informed by SE/P.Way or SE/Works, who in turn shall pass on the information to the test room/network operation center of RailTel/TPC/Electrical control.
5. On receiving the above information, SE/Sig or SE/Tele or SE/Electrical(TRD or G) shall visit the site on or before the date of taking up the work and issue permission to the contractor to commence the work after checking that adequate precautions have been taken to avoid the damage to the cables. The permission shall be granted within 3 days of submission of such requests.
6. The name of the contractor, his contact telephone number, the nature of the work shall be notified in the Engineering control as soon as the concerned Engineering officials issue the letter authorizing commencement of work to the contractor. Test room shall be given copies. Test room shall collect any further details from the Engineering control and shall pass it on to S&T/RailTel & Electrical officials regularly. In case the supervisors of concerned departments do not turn up on the day as advised in terms of para 4 and 5 above, the works of contractor should not be stopped on this account.

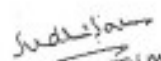
  
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7. In case of works being taken up by the State Government, National Highway Authority etc., the details of the permission given i.e. the nature of work, kilometer etc. be given to the Engineering control including the contact person's number so that the work can be done in a planned manner. The permission letter shall indicate the contact numbers of Test room/Network Operating Centre of RailTel/TPC/Elect. Control.
8. Where the nature of the work taken up by the Engineering department is such that the OPC or other S&T cables or Electrical cables is to be shifted and relocated, notice of minimum one week shall be given so that the Division/RailTel/Construction can plan the works properly for shifting. Such shifting works shall in addition, for security and integrity of the cables, be supervised by S&T supervisors/RailTel supervisors/Electrical supervisors.
9. The concerned SE/P.Way/SE/Works/SE/Sig/SE/Tele/ SE/Electrical(TRD or G) or RailTel supervisors supervising the work of the contractor shall ensure that the existing emergency sockets are not damaged in view of their importance in providing communication during accident/emergency.
10. In case of minor nature of works where shifting of cable is not required, in order to prevent damage to the cable, the Engineering contractor shall take out the S&T or optical fibre cable or Electrical cable carefully from the trench and place it properly alongside at a safe location before starting the earthwork under the supervision of SE/Sig. or SE/Tele or SE/Electrical(TRD or G). The cable shall be reburied soon after completion of excavation with proper care including placement of the brick over the cable under the supervision of S&T or Electrical supervisors. However, the work will be charged to the concerned engineering works. The responsibility for ensuring availability of SE (Signal), SE (Electrical) as per para 4 and 5 above lies with the respective department. The contractor will go ahead with the shifting of cables as per the program decided and he will not be held responsible for any cable cut.
11. In all the sections where major project are to be taken up/going on RailTel/S&T department shall deploy their official to take preventive/corrective action at site of work. As regards Electrical Department, the official may be deputed on need basis.
12. No new OPC or quad cable shall be laid close to the existing track. It shall be laid close to the Railway boundary on one side of the Railway track to the extent possible to avoid any interference with the future works (doubling etc.). It shall be ensured in the new works of cable laying that the cable route is properly identified with electronic or concrete markers. Wherever multiple cables are laid in a trench, RFID markers may be provided for easy identification of the cable. Henceforth, wherever cable laying is planned, before undertaking the cable laying work, the cable route plan of the same shall be prepared by the Dy.CSTE/C or Dy.CEE/C

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and shall be got approved from the concerned Sr. DSTE/DSTE or Sr. DEE/DEE and also from the concerned Dy. CE/C for new lines and from the concerned Sr.DEN for all other projects including doubling GC etc., to avoid possible damage in future. Such approval shall be granted within 15 days of the submission of the request.

13. The works of excavating the trench and laying of the cable should proceed in quick succession, leaving a minimum time between the two activities.

14. In case damage is caused to OFC/Quad cable during execution of the work, the contractor is liable to pay a penalty for damaging the cable. Penalty shall not be levied in case of the following:-

- (i) Detailed cable route plan as per clause C-1 not provided by concerned department or cable is not protected as per laid down procedures.
- (ii) The alignment of the cable does not tally with the information provided to the contractor.
- (iii) The cable depth is found to be less than 800 mm from normal ground level.
- (iv) No representative of S&T department/RailTel was available at site guarding the cables on the fixed pre determined date and time.


15. Penalty to be imposed for damages to cable shall be as under:-

Cable damaged	Penalty per location
Only Quad cable or Signaling cable	₹ 1.0 Lakh
Only OFC	₹ 1.25 Lakh
Both OFC & Quad	₹ 1.5 Lakh
Electrical Cable	₹ 1.0 Lakh

Necessary debit in this regard shall be raised on the department undertaking the work who shall in turn levy the penalty on the defaulting contractor. S&T department shall raise the debits in case of damage to OFC or Quad or Signaling cable and Electrical department shall raise the debits in case of damage to Electrical cable.

16. Railways will not lodge FIR with RPF in cases of works being executed by authorized contractors of Railways who have been duly permitted to execute the works in accordance with this JPO. Joint note by the supervisors of the concerned department shall be prepared and the responsibility of the cable cut should be decided without involving RPF. The joint note deciding the fact whether the contractor should be penalized shall be completed in a day's time from the occurrence of cable cut.

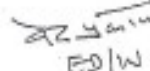
In all other cases, when the cable is cut by an agency that was not permitted to execute any work, FIR should be lodged with RPF.

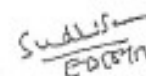
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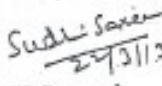
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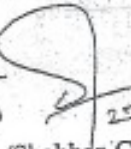
 ED/W

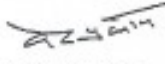
 Subdivisional Engineer


17. While giving permission for taking up the works, concerned departments may note that earthwork by engineering contractors will normally be done by machines except in a few isolated locations where the quantity of earth work is very less.
18. Railways shall make necessary correction in their future contract so that this JPO can also be enforced contractually.
19. In case of damage to OFC, RailTel should be paid 5/6<sup>th</sup> of the penalty recovered. RailTel shall raise demands on the S&T department in this regard.
20. All types of signaling & OHE bonds i.e. rail bond, cross bond and structure bond shall be restored by the contractor with a view to keep the rail voltage low to ensure safety of personnel.
21. Above joint circular shall be applicable for construction as well as open line organisation of Engineering, S&T & Electrical.
22. S&T cable and electrical cable route plan should be prepared by the concerned S&T and Electrical officers respectively and got approved as stipulated in para C-12 before undertaking the work. The completion cable route plan should be finalized block section by block section as soon as the work is completed.
23. All cable laying works shall be executed as per laid down technical specifications, such as protection measures/protective cover, compaction of refilled material etc.

  
(Rajeev Sharma)  
Exec. Dir.  
Signal Devel.

  
(S K Saxena)  
Exec. Dir.  
Elect. Enery (M)

  
(Shobhan Chaudhuri)  
Exec. Dir.  
Telecom (Dev)

  
(V P Dudeja)  
Exec. Dir.  
Works

  
(Surinder Pal)  
Exec. Dir.  
Civil Engg-(P)

**Annexure-4 of Chapter -6**

LCDA No. (18 DIGIT IPAS GENERATED NO.)

Dated.....

**DOCUMENT OF AUTHORIZATION**

Reference: (i) Works Contract/Supply Contract No..... Dated.....

(ii) Inland Letter of Credit No.....Dated.....

This document is issued again contract No.....(FROM IREPS).....dated  
supply/work of .....(DESCRIPTION OF GOODS/WORK FROM  
IREPSS).....

The beneficiary of the aforementioned Letter of Credit M/s .....(NAME  
AND VENDER CODE).....(Vendor Code.....as per IREPS.....) is receive  
aggregating INR.....(FROM ABSTRACT OF BILL PASSED).....out of a total LC  
amount of INR.....(FROM MASTER TABLE OF LC OPENED).....against the  
first/second commercial invoice No. (FROM  
IPAS).....dated.....FROM IPAS.....for INR (FROM  
IPAS).....raised against the above contract from State Bank of  
India.....(branch – FROM LC MASTER TABLE).....on the strength of this  
Certificate.

The details of payment already made to the beneficiary under this Letter of Credit are as follows:

S. No.	Invoice No.	Invoice date	Invoice Amount (INR)	LCDA No.	LCDA date	Amount paid (INR)

**Total Paid****THIS PAYMENT:-**\_\_\_\_\_**LC BALANCE AFTER THIS PAYMENT:-**\_\_\_\_\_

(Signature of authorised Railway authority)

Name:

Designation:

Official Seal

**Request letter from Executive branch to Accounts Office for opening of LC.**

**Office.....**

**.....Railway**

**No.**

**Dated** \_\_\_\_\_

**The PFA/Sr. DFM/Dy. FA  
HQ/Division/Workshop/Cost**

**Sub: - Opening of LC.**

**Ref: - Supply Order/Contract Agreement No.**

It is requested to open a sight LC against the above referred Order/Agreement in favour of \_\_\_\_\_-. The details of beneficiary are as under:

- (i) Name of Contractor/Supplier
- (ii) Vendor Code
- (iii) Address
- (iv) Tender No.
- (v) Contract Agreement No.
- (vi) Description of Goods/Service
- (vii) Value of Contract
- (viii) Stage of Payment
- (ix) Expected payment within 6 months (LC Amount)
- (x) Beneficiary bank details:
  - (a) Bank name
  - (b) Address
  - (c) Account No.
  - (c) IFSC Code
- (xi) Validity/Period for which LC is to be opened.

It is certified that the supplier/contract has exercised the option of taking payment due against the tender, through LC arrangement in IREPS portal at the time of bidding itself and the option has been flagged in the IREPS. This has the approval of \_\_\_\_\_

**(Signature)**

**Name:-**

**Designation:**

**(Official Seal)**

**NORTH EASTERN RAILWAY  
[CONSTRUCTION ORGANISATION]**

**PROFORMA FOR PERFORMANCE BANK GUARANTEE**

*(Executed on non-judicial stamp paper, which should be in the name of executing bank)*

**Name of the Bank: -----**

President of India,  
Acting through Chief Administrative Officer/Construction,  
N.E. Railway, Gorakhpur.

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur**

**Bank Guarantee Bond No. and date -----, Valid up to-----**

**Amount of Bank Guarantee Bond-----,**

**PERFORMANCE GUARANTEE BOND**

In consideration of the President of India acting through, Chief Administrative Officer/Con/N.E. Railway, Gorakhpur-273012 (hereinafter called "The Government") having agreed under the terms and conditions of contract under Acceptance Letter No.----- dated ----- made between Chief Administrative Officer/Construction, N.E. Railway, Gorakhpur and agency M/s/Shri \_\_\_\_\_ (herein after called "the said contractor(s)" for the work

" \_\_\_\_\_" (here in after called "the said contract") having agreed for submission of a irrevocable Bank Guarantee Bond equivalent to 5% of the contract value as indicated in the aforesaid contract for Rs. \_\_\_\_\_ (Rupees \_\_\_\_\_ only) as a performance security Guarantee Bond from the contractor (s) for compliance of his obligations in accordance with the terms & conditions in the aforesaid contract.

1. We, ----- (indicate the name of the Bank) hereinafter referred to as the Bank, under - take to pay to the Government an amount not exceeding Rs.----- (Rupees ----- only) on demand by the Government.

2. We,----- (indicate the name of the bank), further agree that and promise) to pay the amounts due and payable under this guarantee without any demur merely on a demand from the Government through the **FA & CAO/Con/ N.E. Railway, Gorakhpur**, stating that the amount claimed is due by way of loss or damage caused to or would be caused or suffered by the Government by reason of any breach by the said contractor of any of the terms of conditions contained in the said contract/agreement or by reason of the contractor failure to perform the said agreement. Any such demand made on the Bank shall be conclusive as regards the amount due and payable by the Bank under this guarantee. However, our liability under this guarantee shall be restricted to an amount not exceeding Rs.-- ----- (Rupees-----Only).

**Signature of the Tenderer(s)**

**For Chief Administrative Officer/Con**

3. (a) We,----- (indicate the name of Bank) further undertake to pay to the Government any money so demanded notwithstanding any dispute or dispute raised by the contractor(s) in any suite or proceeding pending before any court or Tribunal relating to liability under this present being absolute and unequivocal.

(b) The payment so made by us under this bond shall be a valid discharge of our liability for payment there under and the contractor(s) shall have no claim against us for making such payment.

4. We,----- (indicate the name of bank) to further agree that the guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said agreement and that it shall continue to be enforceable till all the dues of the Government under or by virtue of the said agreement have been fully paid and its claims satisfied or discharged by contracting authority on behalf of the Government, certify that the terms and conditions of the said agreement have been fully and properly carried out by the said contractor(s) and accordingly discharge this guarantee.

5 (a) Notwithstanding anything to the contrary contained herein the liability of the bank under this guarantee will remain in force and effect until such time as this guarantee is discharged in writing by the Government or until (date of validity/ extended validity) whichever is earlier and no claim shall be valid under this guarantee unless notice in writing thereof is given by the Government within validity/extended period of validity of guarantee from the aforesaid date.

(b) Provided always that We----- (indicate the name of the Bank) unconditionally undertakes to renew this guarantee or to extend the period of guarantee from year to year before the expiry of the period or the extended period of the guarantee, as the case may be on being called upon to do so by the Government. If the guarantee is not renewed or the period extended on demand, we --  
----- (indicate the name of the Bank) shall pay the Government the full amount of guarantee on demand and without demur.

6. We, ----- (indicate the name of Bank ) further agree with the Government that the Government shall have the fullest liberty without our consent and without effecting in any manner out of obligations hereunder to vary any of the terms and conditions of the said contract from time to time or to postpone for any time or from time to time any to the powers exercisable by the Government against the said contractor (s) and to forbear or enforce any of the terms and conditions of the said agreement and we shall not be relieved from our liability by reason of any such variation, or extension being granted to the said contractor(s) or for any forbearance act or omission on the part of the Government or any indulgence by the Government to the said contractor(s) or by any such matter or thing whatsoever which under the law relating to sureties for the said provision would relieve us from the liability.

7. This guarantee will not be discharged by any change in the constitution of the Bank or the Contractor(s).

**8. This guarantee shall be valid up to ----- (Date of Completion plus 60 days). Unless extended on demand by Government. Notwithstanding anything to the contrary contained hereinbefore, our liability under this guarantee is restricted to Rs.....**

**(Rupees.....) unless a demand under this guarantee is made on us in writing on or before..... We shall be discharged from our liabilities under this guarantee thereafter.**

9. The expressions Bank and Railway herein before used shall include their respective successors and assigns.

10. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the Railway. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.

11. The Bank hereby confirms that it is on the SFMS (Structured Financial Messaging System) and shall invariably send the advice of this Bank Guarantee to the following bank details –

IFSC CODE	SBIN00RAIL
IFSC TYPE	BRANCH
BANK NAME	STATE BANK OF INDIA
BRANCH NAME	RAIL
CITY NAME	NAVI MUMBAI
ADDRESS	SECTOR-11, CBD BELAPUR, NAVI MUMBAI
DISTRICT	NAVI MUMBAI
STATE	MAHARASHTRA
BG ENABLED	YES

12. The Guarantee shall be valid in addition to and without prejudice to any other security Guarantee(s) of Bidder in favour of the Railway. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Railway.

Date .....

Place.....

Bank's Seal and authorized signature(s)

*[Name in Block letters]* .....

*[Designation with Code No.]* .....

*[P/Attorney]* No.

**PROFORMA OF INDEMNITY BOND**

Indemnity for Safe Custody of Reinforcement steel/Structural Steel as per Special Conditions of Contract Agreement No.: \_\_\_\_\_ dated: \_\_\_\_\_ for the work “\_\_\_\_\_”

We (Name of Contractor) \_\_\_\_\_ hereby undertake that we shall hold at our Workshop at \_\_\_\_\_ for and behalf of the President of India and in trust for him the stores/articles(mentioned in annexure, details to be given for quantity for each section and grade) which may be and/or which has been made over to us, in connection with “\_\_\_\_\_” against the contract agreement No. ....  
Dated.....

2. We shall be and remain absolutely responsible for the safe custody and protection of the said stores and articles against all risks, whatsoever, till those and assembled in the bridge to be fabricated against the above mentioned contract and duly delivered to the President of India or to his representative as he may direct and as such do hereby indemnify the president of India against any loss and/or damage to the said stores and articles while in our possession/custody. The said stores and articles shall however be at all times, open to the inspection by officers who may be authored on that behalf by ministry of Railways or its nominee.

3. Should however, at any time any loss or damage to as aforesaid, occurs or a refund become otherwise due to the President of India, he or his representative shall be entitled to recover from us compensation for, and in respect of such loss or damage, if any, or the amount to be so refunded without prejudice to any other remedies which may be otherwise available to the said president of India by way of deduction from any sum due to/or any sum which at any time hereafter may become due to us under this or any other contract.

In the event of any loss or damage as aforesaid, the assessment of such loss or damage and the assessment of the compensation therefore would be made by the President of India or his authorized nominee and the said assessment would be final and binding upon us.

For.....

**DECLARATION FORM**

For receiving materials from the Railways by the Firm.

“I/We hereby solemnly declare that the .....(Material) obtained is required for the purpose of Manufacturing .....(finished product) against Contract Agreement No..... dated.....The .....(material) will not be utilized for any other purposes or other wise disposed of without the prior approval of the president of India/Railways or his nominee”

**Note:- This Performa is only for guidance and may be changed/amended at any stage at the discretion of Engineer. This is to be submitted on stamp paper of appropriate value at the Contractor's cost.**



**N.E. RAILWAY (CONSTRUCTION ORGANISATION)**  
**CONTRACT AGREEMENT OF WORKS**

CONTRACT AGREEMENT NO. \_\_\_\_\_ DATED \_\_\_\_\_

1. ARTICLES OF AGREEMENT made this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_ between President of India acting through the Railway Administration hereafter called the "Railway" of the one part and \_\_\_\_\_ herein after called the "Contractor" of other part.

2. WHEREAS the Contractor has agreed with the Railway for performance of the works \_\_\_\_\_ set forth in the Bill(s) of Quantities hereto annexed upon the Standard General Conditions of Contract, updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents and the Specifications of \_\_\_\_\_ updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents and the applicable Standard Schedule of Rates (SSOR) updated with correction slips issued up to date of inviting tender or as otherwise specified in the tender documents and the Special Conditions and Special Specifications, if any and in conformity with the drawings here-into annexed AND WHEREAS the performance of the said works is an act in which the public are interested.

3. NOW THIS INDENTURE WITNESSETH that in consideration to the payments to be made by the Railways, the Contractors will duly perform the said works in the said Bill(s) of Quantities set forth and shall execute the same with great promptness, care and accuracy in a workman like manner to the satisfaction of the Railway and will complete the same in accordance with the said specifications and said drawings and said conditions of contract on or before the \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_ and will maintain the said works for a period of \_\_\_\_\_ Calendar months from the certified date of their completion and will observe, fulfill and keep all the conditions therein mentioned (which shall be deemed and taken to be part of this contract, as if the same have been fully set forth herein), AND the Railway, both hereby agree that if the Contractor shall duly perform the said works in the manner aforesaid and observe and keep the said terms and conditions, the Railway will pay or cause to be paid to the Contractor for the said works on the final completion thereof the amount due in respect thereof at the rates specified in the Bill(s) of Quantities hereto annexed.

Contractor \_\_\_\_\_ (Signature)

Railway: Designation \_\_\_\_\_

Address \_\_\_\_\_

(For President of India)

Date \_\_\_\_\_

Date \_\_\_\_\_

Signature of **Witnesses** (to Signature of Contractor) with address:

**Witnesses:**

1 \_\_\_\_\_

2 \_\_\_\_\_

**FINAL SUPPLEMENTARY AGREEMENT**

1. Articles of agreement made this day \_\_\_\_\_ in the year \_\_\_\_\_ between the President of India, acting through the \_\_\_\_\_ Railway Administration having his office at \_\_\_\_\_ herein after called the Railway of the one part and \_\_\_\_\_ of the second part.
2. Whereas the party hereto of the second part executed an agreement with the party hereto of the first part being agreement Number \_\_\_\_\_ dated \_\_\_\_ for the performance \_\_\_\_\_ herein after called the 'Principal Agreement'.
3. And whereas it was agreed by and between the parties hereto that the works would be completed by the party hereto of the second part on \_\_\_\_\_ date last extended and whereas the party hereto of the second part has executed the work to the entire satisfaction of the party hereto of the first part.
4. And whereas the party hereto of the first part already made payment to the party hereto of the second part diverse sums from time to time aggregating to ₹ \_\_\_\_\_ including the Final Bill bearing voucher No. \_\_\_\_\_ dated \_\_\_\_\_ of value \_\_\_\_\_ duly adjusted as per price variation clause, if applicable (the receipt of which is hereby acknowledged by the party hereto of the second part in full and final settlement of all his /its claims under the principal agreement.

And whereas the party hereto of the second part have received sum of ₹ \_\_\_\_\_ through the Final Bill bearing voucher No. \_\_\_\_\_ dated \_\_\_\_\_ duly adjusted as per price variation clause (PVC), if applicable (the receipt of which is hereby acknowledged by the party thereto of the second part) from the party hereto of the first part in full and final settlement of all his/its disputed claims under principal agreement.

Now, it is hereby agreed by and between the parties in the consideration of sums already paid by the party hereto of the first part to the party hereto of the second part against all outstanding dues and claims for all works done under the aforesaid principal agreement excluding the Security Deposit, the party hereto of the second part have no further dues of claims against the party hereto of the first part under the said Principal Agreement. It is further agreed by and between the parties that the party hereto of the second part has accepted the said sums mentioned above in full and final satisfaction of all its dues and claims under the said Principal Agreement.

(Applicable in case Final Supplementary Agreement is signed after release of Final Payment)

**Or**

*And whereas the party hereto of the first part already made payment to the party hereto of the second part diverse sums from time to time aggregating to ₹ \_\_\_\_\_ through various On Account Bills (the receipt of which is hereby acknowledged by the party hereto of the second part).*

*And whereas the party hereto of the second part have received sum of ₹ \_\_\_\_\_ through various On Account Bills (the receipt of which is hereby acknowledged by the party thereto of the second part) from the party hereto of the first part and party hereto of the second part have accepted final measurements recorded on Page No..... to Page No.... of Measurement Book No..... and corresponding Final Bill duly adjusted as per price variation clause (PVC), if applicable, for full and final settlement of all his/its disputed claims under principal agreement.*

*Now, it is hereby agreed by and between the parties in the consideration of sums already paid through various On Account Bills and sums to be paid through Final Bill duly adjusted as per price variation clause (PVC), if applicable, based on accepted final measurements including the Security Deposit by the party hereto of the first part to the party hereto of the second part against all outstanding dues and claims for all works done under the aforesaid principal agreement, the*

*party hereto of the second part have no further dues of claims against the party hereto of the first part under the said Principal Agreement.*

*(Applicable in case Final Supplementary Agreement is signed before release of Final Payment)*

5. It is further agreed and understood by and between the parties that the arbitration clause contained in the said principal agreement shall cease to have any effect and/or shall be deemed to be non-existent for all purposes.

Signature of the Contractor/s

for and on behalf of the President of India

Witnesses

ADDRESS: \_\_\_\_\_

**Insurance Surety Bond for Performance Security**

Name of the issuer of surety bond:

President of India,

Acting through Chief Administrative Officer/Construction,

N.E. Railway, Gorakhpur.

**Beneficiary: FA&CAO/Con/N.E. Railway, Gorakhpur.**

Date

Surety Bond No:

Issue Date:

Amount of Bond:

Expiry Date

WHEREAS, In consideration of the President of India acting through -----  
 ----- (*Designation & address of contract signing authority*), North Eastern, Railway,  
 Gorakhpur (hereinafter called "The Railway") having accepted the bid of M/S -----  
 ----- hereinafter called the contractor, for the work of -----  
 -----  
 -----' under invitation for bids No.-----dated vide Letter of  
 Acceptance No.-----  
 -----and date -----.

AND

WHEREAS, the contractor is required to furnish Performance Security for the sum of Rs.-----  
 -----(*Rupees*----- Only), in the  
 form of Surety Bond, being a condition precedent to the signing of the contract agreement.

SB No:

Date:

WHEREAS, we, ----- (*Name of insurance company*) hereinafter called the Surety, acting through -----(*Designation(s) of the authorised person of the Surety*), have, at the request of the M/s -----  
 -----contractor, agreed to give Bond for performance security/additional performance security as hereinafter contained:

1. KNOW ALL MEN by these present that I/We, the undersigned (insert name(s) of authorized representatives of the Surety), being fully authorized to sign and incur obligations for and on behalf of the Surety, confirm that the Surety, hereby, unconditionally and irrevocably Bond to pay the Railway the full amount in the sum of Rs.----- (*Rupees* ----- --Only) as above stated.

2. The Surety undertakes to immediately pay on presentation of demand by the Railway any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Railway on the Surety shall be final, conclusive and binding, absolute and unequivocal notwithstanding any disputes raised/pending before any Court, tribunal, arbitration or any authority or any threatened litigation by the Bidder or Bank.

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

3. On payment of any amount less than aforementioned full amount, as per demand of the Railway, the Bond shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Railway.
4. The Surety shall pay the amount as demanded immediately on presentation of the demand by Railway without any reference to the contractor and without the Railway being required to show grounds or give reasons for its demand or the amount demanded.
5. The Surety Bond shall be unconditional and irrevocable.
6. The Bond hereinbefore shall not be affected by any change in the constitution of the Surety or in the constitution of the Contractor.
7. The Surety agrees that no change, addition, modifications to the terms of the Contract Agreement or to any documents, which have been or may be made between the Railway and the Contractor, will in any way release us from the liability under this Bond, and the Surety, hereby, waives any requirement for notice of any such change, addition or modification to the Surety.
8. This Bond is valid and effective from the date of its issue, which is [*insert date of issue*]. The Bond and our obligations under it will expire on-----(*Expiry Date*). All demands for payment under the Bond must be received by us on or before that date.
9. The Surety agrees that the Railways right to demand payment of aforementioned full amount in one instance or demand payments in parts totaling up to the aforementioned full amount in several instances will be valid until either the aforementioned full amount is paid to the Railway or the Bond is released by Railway before the Expiry date.
10. The Surety agrees that its obligation to pay any amount demanded by the Railway before the expiry of this Bond will continue until the amount demanded has been paid in full.
11. The expressions Surety and Railway hereinbefore used shall include their respective successors, administrators and assigns.
12. The Surety hereby undertakes not to revoke the Bond during its currency, except with the previous consent in writing of the Railway. This Bond is subject to the Uniform Rules for Demand Bonds, ICC Publication No. 758.
13. We, the Surety Insurer, further agree that the Authority shall be the sole judge to decide as to whether the Bidder is in default of due and faithful fulfillment and compliance with the terms and conditions contained in the Bidding Documents including, inter alia, the failure of the Bidder to keep its Bid open during the Bid validity period set forth in the said Documents, and the decision of the Authority that the Bidder is in default as aforesaid shall be final and binding on us, notwithstanding any differences between the Authority and the Bidder or any dispute pending before any Court, tribunal, arbitrator or any other authority.
14. The Bond shall be in addition to and without prejudice to any other security Bond (s) of the contractor in favour of the Railway available with the Railway. The Surety, under this Bond, shall be deemed as Principal Debtor of the Railway.

**Notwithstanding anything to the contrary contained in these presents,**

- a. Our liability under this Surety Bond shall not exceed, Rs.-----(*Rupees-----*  
-----*Only*).
- b. This Surety Bond shall be valid up to -----(*being the date of expiry*).
- c. Unless the bank is served a written claim or demand on or before----- (*date of expiry*) all rights under this Bond shall be forfeited and the Surety shall be relieved and discharged from

all liabilities under this Bond irrespective of whether or not the original Surety bond is returned to the Surety.

Date -----the day of ----- (*month*) -----(*year*).

15. The Insurance Surety Bond shall be verified by sending mail to {customer.care@sbigenara.in}.

Place:

*Bank's Seal and authorized signature(s)*

*{Name in Block letters}*  
*{Designation with Code No.}*  
*{P/AttorneyJ No.}*

**Witness:**

**1**

**2**

{All italicized texts are for guidance on how to prepare this Insurance Surety Bond shall be deleted from the final document}.

**NORTH EASTERN RAILWAY****[CONSTRUCTION ORGANISATION]****ANNEXURES –A to M**

- 1. ANNEXURE – A:** HISTORY SHEET OF THE TENDERER.
- 2. ANNEXURE - B:** DETAILS OF CONSTRUCTION MACHINERIES, TOOLS and PLANTS, VEHICLES ETC.
- 3. ANNEXURE –C:** DETAILS OF TECHNICAL AND OTHER PERSONNELS AVAILABLE ON HAND and PROPOSED TO BE ENGAGED IN WORK.
- 4. ANNEXURE - D:** DETAILS OF WORKS COMPLETED DURING LAST SEVEN FINANCIAL YEARS and CURRENT YEAR BY THE TENDERER[s].
- 5. ANNEXURE - E:** DETAILS OF WORKS ON HAND BY THE TENDERER[s].
- 6. ANNEXURE - F:** DECLARATION REGARDING ASSOCIATION OF RAILWAY OFFICER[S] WITH TENDERER[S].
- 7. ANNEXURE - G:** LIST OF COURT CASES DURING LAST 7 YEARS.
- 8. ANNEXURE –H:** LIST OF ARBITRATION CASES DURING LAST 7 YEARS.
- 9. ANNEXURE –I:** BROAD PLAN OF EXECUTION OF THIS WORK WITHIN THE STIPULATED COMPLETION PERIOD.
- 10. ANNEXURE –J:** DETAILS OF OTHER CREDENTIALS/FACILITIES AVAILABLE WITH THE FIRM/CONTRACTOR.
- 11. ANNEXURE –K:** DECLARATION REGARDING VISITING SITE OF WORK.
- 12. ANNEXURE –L:** CONSTITUTION OF FIRM.
- 13. ANNEXURE –M:** DETAILS OF REAL TIME GROSS SAVING (RTGS)/NATIONAL ELECTRONIC FUND TRANSFER (NEFT).

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘A’**

**HISTORY SHEET OF THE TENDERER**

i]	Name of the Company	:	
ii]	Address of Registered Office	:	
	<b>Phone:</b> <b>Fax:</b> <b>e-mail ID:</b>		
iii]	Constitution of the Company/Firm	:	
a]	Ownership particulars whether Private Ltd., Public Ltd., or Partnership firm or Proprietorship Firm or any other type duly supported by the documents such as Partnership Deed and Articles of constitution etc. as applicable.	:	
b]	Name and address of collaborator[s]	:	
c]	Nature of participation by collaborator[s] in share holding of the Company	:	
d]	Extent and nature of proposed participation by collaborator[s] in execution of this work	:	
iv]	Number of years the firm has been in operation in India under its present	:	
v]	Any other information		

Signature of tenderer

Along with Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘B’**

**DETAILS OF CONSTRUCTION MACHINERIES, TOOLS and PLANTS, VEHICLES ETC.**

**AVAILABLE ON HAND AND PROPOSED TO BE UTILIZED IN WORK**

Sl. No.	Description of equipments	Number available [Owned/ hired]	Date of purchase	Date of manufacture	Make	How driven [i. e] Petrol/ Diesel /electrical	Condition of the equipment	Where the equipment can be inspected
1	2	3	4	5	6	7	8	9

Signature of tenderer  
Along with Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘C’**

**DETAILS OF TECHNICAL AND OTHER PERSONNELS AVAILABLE ON HAND and  
PROPOSED TO BE ENGAGED IN WORK**

Sl	N a m e	Age	Technical qualification[s]	Position with the tenderer	Commencement of present employment	Total experience	Emoluments
1	2	3	4	5	6	7	8

Signature of tenderer  
Along with Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘D’**

**DETAILS OF WORKS COMPLETED DURING PREVIOUS SEVEN YEARS BY THE  
TENDERER[s].**

Sl	Name of the work with value of contract	Full address of the authority under whom the work has been executed with Telephone No. and Fax No.	Date of Award and Original completion period	Actual Date commencement and Actual Date of completion	Final value of contract in Rs.	Documentary proof of completion of work [enclose copies separately for each work and indicate Annexure No. in this column]
1	2	3	4	5	6	7

Signature of Tenderer  
Along with Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘E’**

**DETAILS OF WORKS IN HAND PROGRESS OF THE TENDERER[S]**

Sl	Name of work	Total cost of contract value in Rs.	Month and year of commencement	Date of award and Completion period	Present progress of work		Full address of the authority under whom the work is being executed	Documentary proof [enclose copies of acceptance letter and proof regarding present progress etc. and indicate Annexure No. in this column]
					Total paid amount (Rs.)	Total balance amount (Rs.) (3-6)		
1	2	3	4	5	6	7	8	9

Signature of tenderer

Along with seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘F’**

**DECLARATION REGARDING ASSOCIATION OF RAILWAY OFFICER[S] WITH  
TENDERER[S]**

Sl	N a m e	Status with the tenderer	If working in Rly. on the date of tendering, designation and place of posting	If retired on the date of tendering		
				Date of retirement	Status at retirement	Particulars of permission taken for associating with the tenderer
1	2	3	4	5	6	7

Signature of Tenderer

Along with Seal.

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘G’**

**LIST OF COURT CASES DURING PREVIOUS THREE YEARS**

Sl	Name of work	Value of work	Name of Client Deptt.	Name of the Court	Date of institution of case	Relief sought from Court	Brief reason of dispute	Final/Present position of the case
1	2	3	4	5	6	7	8	9

Signature of tenderer  
 Along with Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – ‘H’**

**LIST OF ARBITRATION CASES DURING PREVIOUS THREE YEARS.**

Sl	Name of work	Value of work	Name of Client Deptt.	Amount and date of claim preferred	Claim of Deptt. if any	Brief reasons of disputes	Final/Present position of the case
1	2	3	4	5	6	7	8

Signature of Tenderer

Alongwith Seal

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

## BROAD PLAN OF EXECUTION OF THIS WORK WITHIN THE STIPULATED COMPLETION PERIOD

[illegible]


**For Chief Administrative Officer/Con**



**NORTH EASTERN RAILWAY**  
**[CONSTRUCTION ORGANISATION]**

**ANNEXURE – 'J'**

OTHER CREDENTIALS/FACILITIES AVAILABLE WITH THE FIRM/CONTRACTOR

A large, empty rectangular box with a thin black border, intended for the tenderer to provide details of other credentials and facilities available with the firm or contractor.

Signature of Tenderer  
Along with Seal.

Signature of the Tenderer(s)

For Chief Administrative Officer/Con

**PROFORMA**  
**DECLARATION**

**Annexure-K**

I/We hereby solemnly declare that I/We visited the site of the work personally and have made myself/ourselves fully conversant of the conditions therein and in particular the following:-

1. Topography of area
2. Soil strata at site of work.
3. Source and availability of construction material.
4. Rates for construction of material, water electricity including all local taxes, royalties, octroi etc.
5. Availability of local labour (both skilled and unskilled) and relevant labour at and labour laws.
6. The existing roads and approaches to the site of work and requirements for further services roads/approaches to be constructed by me/us.
7. The availability and rates of private land etc. That shall be required by me/us for various purposes.
8. Climatic conditions and availability of working days.

I/We have quoted my/our rates for various items in the schedule of items, quantities and rates taking into account all the above factors also.

Signature of the Tenderer/s

**Constitution of Firm**

1. Full name of contractor/s construction firm and year of establishment.
2. Registered Head Office Address.
3. Branch Office in India.
4. Address on which correspondence regarding this tender should be done.
5. Constitution of firm, give full details including name of partners/executives/power of attorney/holders etc.
6. Particulars of registrations with Government/Semi Govt. Organization, Public Sectors Undertakings and local bodies etc.

Signature of the Tenderer/s.

**Real Time Gross****Settlement (RTGS)/National Electronic Fund Transfer (NEFT) (Model Mandate Form)****(Investor/customer's option to receive payments through RTGS/NEFT)**

1. Investor/customer's name
2. Particular's of Bank Account:
  - A) Name of the Bank:
  - B) Name of the Branch.  
Address  
Telephone No.
  - C) RTGS/NEFTIFS Code.
  - D) Type of the account (S.B./  
Current or Cash Credit)  
With code (10/11/13).
  - E) Ledger and Ledger folio number.
  - F) Account number (as appearing on the Cheque book) (in lieu of the bank certificate to be obtained asunder, please attach a blank cancelled cheque or a photocopy of a cheque or front page of your savings bank pass book issued by your bank for verification of the above particulars)
3. Date of effect

I hereby declare that the particulars given above are correct and complete. If the transaction is delayed or not effected at all or incomplete or incorrect information, I would not hold the user institution responsible. I have read the option in vitiation letter and agree to discharge the responsibility expected of me as a participant under the scheme.

Date

(.....)

Signature of the Investor/Customer

Certified that the particulars furnished above are correct as per our records.

Signature of Bank Authority

(With seal)

Signature of the tenderer

**NORTH EASTERN RAILWAY  
[CONSTRUCTION ORGANISATION]**

**ADDITIONAL SPECIAL CONDITIONS OF CONTRACT i.e. [Technical conditions]**

**ARRANGEMENT OF MATERIALS BY THE CONTRACTOR**

- (i) Rolled steel sections conforming to IS:2062 (Gr. B0) and manufactured by M/s SAIL, TISCO, Jindal, RINL, IISCO, or any other source approved by RDSO are only to be used for girder fabrication. Relaxation has been given for using Grade "A" for other than plate sections till manufacturing of Gr. B0 starts. For grade A steel if permitted by Railway for structural section, 2% less payment per MT of fabrication shall be made for items of fabrication mentioned in the schedule.
- (ii) Normally steel is procured from Integrated Steel Plants. In cases Integrated Steel Plants are also not rolling and not available in their stock yard, supply is to be taken from the BIS approved Mini Steel plants/Re-rollers steel plants. In this connection guide lines of Railway Board/RDSO, issued from time to time shall be adhered to for ensuring quality of raw steel.
- (iii) Accordingly it should be ensured that supply of steel is taken only from the BIS approved sources and all certificates & identification, marks of traceability shall be ensured beforehand by the Railway as per latest guidelines of Railway Board/RDSO.
- (iv) Railway reserves the right to get the steel tested from Government/ NABL approved laboratories at the cost of contractor.
- (v) The agency shall first submit the quality assurance plan (QAP) for inspection procedure of raw material steel, rivet drift, nut, bolt, paint electrode etc & methodology of fabrication & erection. Agency shall also submit the welding procedure specification sheet (WPSS) and welding procedure quality record (WPQR) for the fabrication erection work, for approval by Railway.

**Procurement of measuring equipment**

Contractor shall hand over free of cost following measuring equipment along with calibration certificate to engineer in charge before the start of the work for

calibration & cross checking of contractors work. These measuring equipments shall be retained by Railway after the completion of work. Measuring equipments to be supplied are (i) standard gauge cum level of PIE or similar make, (ii) Weld fillet gauge, (iii) Bridge CAM type weld gauge, (iv) automatic weld gauge, (v) leaf type weld fillet gauge, (vi) Vernier Callipers, (vii) Digital paint thickness gauge of make Elcometer or similar with extended probe attachment along with calibration test certificate capable of measuring galvanization & subsequent painting upto 1000 micron thickness over steel, (viii) calibrated measuring tape.

## **2. CODES & SPECIFICATIONS.**

The materials as well as execution of works shall be to the following specifications and codes of practice (Latest Version of the Specification/Codes to be used).

### **I. Indian Railway Standard Codes and Specifications.**

- (i) IRS welded Bridge Code(1972).
- (ii) IRS Steel Bridge Code (1962).
- (iii) IRSB-I Fabrication and erection of steel bridge girders.
- (iv) IRSM-28 Specifications for electrodes.
- (v) IRSM-19 Specification for wire flux Combination for SAW.
- (vi) IRBM- Indian Railway Bridge Manual
- (vii) IRS - Bridge Rule
- (viii) BS –110 (R) Guidelines On Fabrication Of Steel Girders For Construction/Field Engineers
- (ix) BS-111- Guidelines for Use of High Strength Friction Grip (HSFG) Bolting assemblies on Bridges on Indian Railways (**Revision - 7**)

### **II. Indian standard Codes and Specifications.**

- (i) IS:2062-2012 Hot rolled low ,medium and high tensile structural steel
- (ii) IS:813-1961 Scheme of symbols for welding.
- (iii) IS:9595-1980 Manual for metal arc welding.
- (iv) IS:4353-1967 Submerged arc welding.
- (v) IS:817-1966 Code of practice for training and testing of metal arc welders.
- (vi) IS:818-1968 Code of practice for safety and health requirements in electric and gas welding operations.
- (vi) IS:1181-1967 Qualifying tests for metal arc welders
- (vii) IS:123-1962 Specifications for ready mixed paints red oxide
- (viii) IS:2339 Specifications for paint Aluminium.
- (ix) IS:808 Hot Rolled Steel Beam ,Column, Channel and Angle Sections — Dimensions and Properties
- (x) IRC:83-2014 (Part I – IV) Code for Bearings (Latest Revision)

### 3. **METHOD FOR FABRICATION OF GIRDER**

#### A. **SHOP ERECTION:**

As the spans will be fabricated by the contractor with well knowing method, the contractor would undertake trial assembly in any of his works of girder of one span, as directed by the Engineer or authorized inspecting agency to prove templates and jigs. However, if the contractor does not envisage necessity of trial assembly for the entire span, assembly of each joint at the workshop shall be done by the contractor and get it inspected and certified by the inspecting agency. In that case any modification required after wards, for achieving the desired profile, will be done by the contractor at his own cost.

#### B. **METALISING**

#### **TECHNICAL SPECIFICATIONS**

##### (i) **SURFACE PREPARATIONS:**

**Cleaning prior to Blasting:** Grease paint and any other foreign matters should be removed from the area to be sprayed as well as adjoining areas, for which petroleum hydrocarbon solvent to IS:1745-1978 shall be used.

##### (ii) **BLASTING:**

- (a) **Abrasive for blasting:** Grit grade G-C100 to G -C42 as specified in IS-4683-1968(Appendix 'A' in IS-5905-1970) and as per Clause 3 of IS-6586-1972/IRS-B-1-2001(Revised).

##### (b) **Standard of cleanliness and surface:**

**Roughness :** Surface should be thoroughly cleaned and roughened by compressed air blasting or centrifugal blasting with grit as specified in clause 49

- (ii) (a) above immediately before spraying, it shall be ensured that the surface is free from grease, scale, rust, moisture or any other foreign matter. It shall then have a uniform metallic colour and corresponding appearance to prints

designated Sa2.1/2(Sa two and half) in IS 9954-1981/IRS-B-1-2001(Revised) i.e. near white metallic surface. It shall be comparable in roughness with a reference surface produced in accordance with Appendix 'A' of IS 5905-1970/IRS-B-1-2001(Revised) and shall provide an adequate key for the subsequently sprayed metal coating.

- (c) **Blasting Method: Blasting method shall be in accordance with IS:6586/1972/IRS/B-1- 2001(Revised).**

(iii) **SPRAYING PROCEDURE:-**

- (a) **Purity of Aluminium:** The chemical composition of aluminium to be sprayed shall be 99.5% aluminium conforming to IS:2590- 1987 grade-3/IRS-B-1-2001(Revised).
- (b) **Spraying procedure:** Procedure followed should be strictly in accordance to as specified in IS-6586-1989, following all the safety precautions. The metal spraying should be carried out without delay after the surface has been prepared by grit blasting, but in any case within such a period that the metal is sprayed on surface which is still completely clean and dry, without visible oxidation. If deterioration in the surface to be coated is observed by comparison with a freshly prepared metal surface of similar quality, which has undergone the same preparation, the preparation treatment shall be repeated on surface to be coated. The wire method shall be used for the purpose of metalizing, the diameter of the wire being 3 mm or 5 mm. Specified thickness of coating shall be applied in multiple layers and in no case less than 2 passes of the metal spraying unit shall be made over every part of the surface. At least one layer of the coating must be applied within 4 hours of blasting and the surface must be completely coating to be specified thickness within 8 hours of blasting.
- (c) **Appearance:** The surface of the sprayed coating should be of uniform texture and free from lumps, coarse areas and loosely adhered particle.
- (d) **Thickness of coating:-** The nominal thickness of the coating shall be 150 microns(0.006inch) the minimum local thickness shall not be less than 110 microns.
- (e) **Adhesion:** The sprayed metal coating shall be subjected to an adhesion test given in clause(iv)(b) below.

(iv) **INSPECTION:-**

- (a) **Determination of thickness of Coating:** Thickness shall be measured by commercially available Elcometer. Method adopted shall be in accordance to IS:3203-1982/IRS Specification B1-2001. Equipment/ Elcometer which is to be used



should be “any magnetic or electro-magnetic thickness meter that will measure local thickness of known standard with an accuracy of  $\pm 10$  percent.

**(b) Calibration of Instrument: Calibration and checked the meter on one of the following standard (As appropriate).**

- I. (Applicable to magnetic and electro-magnetic meters other than the pull-off type). A soft brass shim, free from burrs in contact with the grit blasted surface of the base metal prior to its being sprayed. The thickness of the shim shall be measured by micrometer and shall be approximately the same as the thickness of coating.
- II. A sprayed metal coating of uniform known thickness approximately the same as the thickness of the sprayed coating to be tested, applied to a base of similar composition and thickness to the article being sprayed, grit blasting in accordance with clause (ii)(b).

**Procedure of Testing:-** For each measurement of local thickness, make an appropriate number of determinations, according to the type of instrument used.

- With instrument measuring the above thickness over an area of not less than 0.645 cm<sup>2</sup>. The local thickness shall be the result of the one reading.
- With instrument having one or more pointed or rounded probes, the local thickness shall be the mean of 3 readings within a circle of 0.645 cm<sup>2</sup> area.
- With meters having two such probes, each reading shall be the average of two determinations with the probes reversed position.

The above mentioned method/procedure of testing and taking measurement of thickness and frequency depending on area i.e. 0.645 sqcm. Is to be included in a separate register and accordingly measurement reading readings are to be entered in it.

**NOTE:** For each measurement of local thickness, total 10 nos. of determinations are to be made in 1.00 sqm. area and it will be initially recorded in a separate register by the Engineer-in-charge and contractor duly signed.

**(c) Method for adhesion test:** Using a straight edge and a hardened steel scriber which has been ground to a sharp 30 degree point. Scribe parallel lines at a distance apart equal to approximately 10 times the average coating thickness. In scribing the two lines, apply enough pressure on each occasion to cut through the coating to the base metal, in a single stroke.

The sprayed metal coating subjected to an adhesion test using the method described above. If any part of the coating between the lines breaks away from the base metal, it shall be deemed to have failed the test.

Articles, which have been rejected shall have the defective sections blasted clean of all sprayed metal prior to re-spraying. Where the rejection has been solely due to tooth in a coating sprayed metal of the same quality may be added that the surface has been kept dry and is free from visible contamination.

**(d) Stage Inspection:** All components/ fabricated girder under going surface preparation and metalizing shall be checked in the following stages and joint record will be maintained for every items, signed by Engineer's representatives and contractor or their authorized representatives.

**I Stage-**After grit blasting for ensuring surface finished to Sa2½(Sa two and half) to IS:9954-1981

i.e. near white metallic surface & ensure proper removed of oil and grease.

**II Stage-**After metalizing—nominal thickness of the coating shall be 150 microns and local thickness shall be not less than 110 microns as per IRS-B-1-2001.

**III Stage-**Applied etch primer application IS-5666.

**IV Stage-** After etch primer applied Zinc chromate IS 104

**V Stage-**After application of aluminum paint to IS: 2339—Total thickness of coating including metalizing should not be less than 175 microns.

**v. Re-treatment of Defective Areas:**

Any defective area shall be cleaned of all sprayed metal by blasting and re-prepared to confirm the requirement of clause 1 prior to re-spraying. Where the defect has been solely due to, tooth in a coating, sprayed metal of same quality may be added ,provided that the surface has been kept dry and is free visible contamination.

**VI. Additional protective Coating of Paints:**

**After Metallizing, the components are to be painted, as described below:-**

(a) First Coat:-One coat of etch/wash primer conforming to IS:5666 of 1970 (or Latest). Etch primer should be applied immediately after metal spraying to minimize the chances of contamination of the sprayed metal by moisture or pollutant.

(b) One coat of Zinc Chromate primer to IS:104-1979 with additional provision that Zinc Chrome to be used in manufacturing of primer shall conform to type 2 of IS:51.

(c) Two coats of aluminium paint to IS:2339-1963.

(d) 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> coating shall be applied either by brushing or spraying (as required) after the hard drying of first, second and third coat respectively.

(e) Total thickness of coating after painting (including Metallizing) should not be less than 175 microns.

(f) Corrosion pits and gaps between members connected together should be filled with putty conforming to IS:419-1967, before applying final coat.

(g) Linseed oil, raw or boiled used for mixing paints shall correspond to

IS:77-1976. Manufacture's test certificates for each lot of primers/paints/purity of aluminium wire shall be submitted to the Engineer-in-charge for verification.

- (h) Testing of Aluminium wire, Etch primer, Zinc chrome primer, Aluminium paint should be done by contractor's expenses and it is a responsibility of contractor.

**(VII) Other Specification.** In case of any doubt regarding specification, stipulation of IRS-B-1- 2001(Latest correction) will be final and binding on the Contractor.

**VIII. Safety precautions:**

The normal precautions against fume and dust hazards, such as wearing of mask and proper ventilation should be observed.

- (a) **Any warning printed on containers by the paint manufacturer should be strictly observed and the user should consult him in all cases of doubt regarding health and fire hazards arising from the use of product.**
- (b) **Grit Blasting Metalizing and paint operations should be carried out in dry weather conditions, painting should not be done during damp or rainy weather.**
- (c) **Painting or sprayed coating should be applied without undue delay and contamination of sprayed surface with oil, grease dirt should be removed before application of first coat of paint i.e. primer.**
- (d) **The painting surface shall be free from flaking, peeling, cracking and blasting or any other form of paint film failure.**
- (e) **Adequate precautions should be taken for operator safety particularly during grit blasting and aluminium spraying.**

Note - Metalizing (Aluminum spraying), painting and their checking tests all will be covered under appendix VII (Ref. clause 39 of B1-2001 Reprinted 2008 and correction up to date).

**(i) INSPECTION FOR SURFACE COATING:**

Inspection after grit blasting to confirm surface finish to Sa2-1/2 of Appendix "A" of IS:5909.

**(ii) DETERMINATION OF LOCAL THICKNESS OF PAINT/Metalizing**

The minimum local thickness of paint shall be determined by the following method:

The equipment used for measurement shall be any magnetic or Electro-magnetic thickness meter that will measure local thickness of a known standard with an accuracy of +/- 10 percent.

**(iii) CALIBRATION OF INSTRUMENT:**

- (a) Calibrate and check the elcometer on one of the following standards (as appropriate):- (Applicable to magnetic and Electro-magnetic meters other than the pull-off type). A soft brass shim, free from burrs, in contact with the grit-

blasted surface of the base metal prior to its being sprayed. The thickness of the shim shall be measured by micrometer and shall be approximately the same as the thickness of the coating.

- (b) A sprayed metal coating of uniform known thickness approximately the same as the thickness of the sprayed coating to be tested, applied to a base of similar composition and thickness to the article being sprayed, grit-blasted in accordance with Clause 1.

**(c) PROCEDURE:**

For each measurement of local thickness, make prescribed number of determination, according to the type of instrument used to get the average value. With instrument measuring the average thickness over an area of not less than 0.645cm<sup>2</sup>, the local thickness shall be the result of the one reading. With instruments having one or more pointed or rounded probes, the local thickness shall be the mean of three readings with in a circle of 0.645cm<sup>2</sup> area. With meters having two such probes, each reading shall be the average of two determinations with the probes reversed in position.

- (d) **ADHESION Test :** The sprayed metal coating shall be subject to an adhesion test using the following method:- “Using a straight edge and hardened steel scribe which has been ground to a sharp 30 degree point, scribe two paralleled lines at a distance apart equal to approximately 10 times the average coating thickness. In scribing the two lines, apply enough pressure on each occasion to cut through the coating to the base metal in a single stroke.” If any part of the coating between the lines breaks away from the base metal, it shall be deemed to have failed the test. Components, which have been rejected, shall have the defective sections blasted clean of all sprayed metal prior to re-spraying sections blasted clean of all sprayed metal prior to re-spraying. Where the rejection has been solely due to thin coating, sprayed metal of the same quality may be added if the surface has been kept dry and is free from visible contamination.

**Painting contact surfaces before riveting/Bolting:**

- (a) All parts shall be thoroughly cleaned and dried before they are painted and when so specified all mill scale shall also be removed before painting.
- (b) Surfaces which will have permanent contact shall be removed of paints and mill scale to bare metal, clean and dried and immediately a coating of zinc chrome red oxide priming to IS: 2074 shall be applied. Care should be taken to see that all burrs are removed and no surface defects exist before the parts are assembled.

**PAINTING**

**PLATE/COMPOSITE GIRDER.**

- (i) **SURFACE TREATMENT**

No component to be given any surface treatment without component being passed and embossed by Railway's Authorized Inspecting Agency.

- (ii) **SURFACE TREATMENT/PREPARATION OF SURFACE FOR PAINTING:** Surface cleaning, will be done by using wire brush or shot blasting and the application of the paint can be done either manually with brushes or by mechanical means to the satisfaction of the Engineer. Painting work will be permitted only with controlled condition similar to dry weather to the satisfaction of Engineer in charge .
- (iii) **PROTECTIVE PAINTING:** Protective coating by painting as per following painting schedule shall be applied with the approval of the Engineer- In-charge.
- (a) **PRIMER COAT:** One primer coat of ready mixed paint zinc chromate priming to IS:104, followed by one coat of ready mixed paint red oxide zinc chrome priming paint to IS:2074 over the structural member.

OR

Two coat of Zinc chromate red oxide primer to IRS:P-31.

Finishing coat Two Finishing coats of Aluminium paint to IS: 2339 shall be applied over the primer coats. One coat shall be applied before the fabricated steel work leaves the shop. After the steel work is erected at site, the second coat shall be applied after touching up the primer and the finishing coat if damaged in transit.

#### **PAINTING OF OWG (Through Girder):**

- (i) **SURFACE TREATMENT GENERAL:** No component to be given any surface treatment without component being passed and embossed by Railway's Authorized Inspecting Agency.
- (ii) **SURFACE TREATMENT/PREPARATION OF SURFACE FOR PAINTING:** Surface cleaning, will be done by using wire brush or shot blasting and the application of the paint can be done either manually with brushes or by mechanical means to the satisfaction of the Engineer. Painting work will be permitted only with controlled condition similar to dry weather to the satisfaction of Engineer in charge .
- (iii) **PROTECTIVE PAINTING:** Protective coating by painting as per following painting schedule shall be applied with the approval of the Engineer- In-charge.
- (a) **PRIMER COAT:** One primer coat of ready mixed paint zinc chromate priming to IS:104, followed by one coat of ready mixed paint red oxide zinc chrome priming paint to IS:2074 over the structural member.
- (b) Finishing coat Two coats of aluminum paint to IS:2339 shall be applied over the primer coats. One coat shall be applied before the fabricated steel work leaves the workshop. After the steel work is erected at site, the second coat shall be applied after touching up the primer and the finishing coat if damaged in transit.
- (iv) Surface which are inaccessible after riveting/welding shall be applied thick coat

of ready mixed paint red oxide zinc chrome priming paint to IS:2074. The work shall be kept tightly bolted together while it is being riveted/ welded. All rivets, bolts, nuts, washers etc. are to be thoroughly cleaned and dipped into boiled linseed oil to IS:77. All machined surface are to be well coated with a mixture of white lead to IS:34 and Mutton tallow to IS:887.

**Painting contact surfaces before riveting:**

- (a) All parts shall be thoroughly cleaned and dried before they are painted and when so specified all mill scale shall also be removed before painting.
- (b) Surfaces which will have permanent contact shall be removed of paints and mill scale down to bare metal, clean and dried and immediately a coating of zinc chrome red oxide priming to IS:2074 shall be applied. Care should be taken to see that all burrs are removed and no surface defects exist before the parts are assembled.

**TEMPLATES:** The contractor shall make his own arrangement at his cost for the templates. The Railway will supply no steel in this connection. The templates used throughout the work shall be of steel of similar category as for the member and have tested quality.

**PARTS IN CONTACT:** All steel elements intended to be riveted or bolted together shall be in contact over the whole surface.

**PAINTING RIVETS BOLTS ETC:** All rivets, bolts, nuts washers will have to be thoroughly cleaned and dipped in boiled linseed oil to be arranged by the contractor at his own costs before dispatch. No extra payment will be made on their account.

**DEFECTIVE RIVETS/BOLTS:** All loose and burnt rivets and rivets with cracked badly formed eccentric or deficient heads shall be cut out and rivets shall also be cut out when required for the examination of the work. The actual method of cutting out shall be approved by the Engineer or the inspecting agency. Recouping & caulking shall in no circumstances be resorted to. All defective BOLTS are to be removed at the cost of the Contractor.

**RIVETS AND RIVETING:** The dimensions on the drawings refer to the diameter of the rivet holes and their finished rivets. Rivets shall completely fill the holes and shall be machine driven wherever, possible by means of pressure or percussion riveters of approved design. The rivets shall be made to relevant IS: specification. The rivet holes

shall be 1.5mm (1/16 inch) greater than the diameter of the rivet bars used. The clearance i.e. the difference in diameter between the rivet measured under head before being heated and rivet holes shall not be less than 0.7 mm (1/32 inch). The shanks shall be made of a length sufficient to fill the holes thoroughly and to form the head.

The rivets shall be at the proper heat and in no case shall the tip be hotter than the head. Rivets less than 10 mm (3/8 inch) diameter may be driven cold. Flattened rivet heads may be used in certain places where clearance requires them.

Gauges for rivet dimensions and contours shall be provided by the contractor for the use of the inspecting officer. Before riveting is commenced, on works shall be properly bolted up so that the section riveted are in close contact throughout. Driven rivets when struck sharply on the head, with 110 grams riveting test hammers shall be free from movement and vibration. Drifts may be used for drawing light members into position but their use on heavy members should be restricted to securing them in their correct position. In no case shall drifting be allowed to such an extent that holes are destroyed. Drift steel shall be in accordance with relevant IS specification.

#### **4. TEST CERTIFICATES:**

- (i) All materials for the works should pass tests or analysis prescribed by the specifications mentioned above or such other recommended specifications as the railway shall have authorized as equivalent there to or in the absence of such authorized specifications such tests and analysis as Railway shall specify.
- (ii) For raw materials like electrodes, rivets, paints etc. the contractor shall furnish copies of test certificates from the manufactures. If any testing of materials is required by the Railway in respect of any of the material, this shall be arranged by the railway and its cost shall be fully borne by the agency free of cost. Any approval given by the Railway in consequence of such tests or analysis shall in no way limit or interfere with the absolute right of the Railway to reject the whole or portion of such materials supplied. Which in the judgment of the Railway do not comply with the conditions of the contract. The decision of the Railway in this regard shall be final and conclusive for all purposes.

## **5. WELDING TESTS & PROCEDURES:**

**Radiographic testing of welds:** Radiographic or other non-destructive testing (Die penetration, Ultrasonic etc.) is to be carried out on all Main welds carrying tension. On other welds, such testing shall be carried out as per the directions of the engineer or the inspecting agency to satisfy relevant specifications.

### **Close Butted Joints**

Where close butted joints are required they will be indicated on the drawings and the butting ends of the parts shall be machined to ensure close contact when the joint is made. Close contact shall be deemed to have been achieved when 90% of the area is in close contact and the remaining 10% has clearance not exceeding 0.2 mm.

### **Shearing of plates**

Shearing and grinding of steel plates shall not be carried out without the permission of the Engineer/Inspecting official (IO).

**Notches** The roots of all notches shall be smoothly radiused.

### **Procedure Trials:**

Where required by the Engineer / I.O. welding and flame cutting trials shall be carried out and completed before fabrication on representative samples of materials to be used in the work, as follows:

- (a) The samples of materials shall be selected and marked by the Engineer when the materials for the work are inspected at the mills.
- (b) Trials on material 19mm thick may be taken to include all material under 19mm thick and on material 38 mm thick to include material between 19 mm and 38 mm thick. Over 38 mm thickness materials shall be tested for every thickness increment of 6mm. The trials of flame cutting shall be carried out in material representative of all thicknesses to be used in the work.
- (c) The welding and flame cutting trials shall commensurate to the satisfaction of the Engineer / I.O. The procedures to be adopted in the fabrication of the shall include:
  - I) Welding procedure in accordance with relevant specification.
  - II) The heat control technique required ensuring that the flame cut surfaces of steel to IS specification is suitable for inclusion in welds.



- (d) The trials shall include specimen weld details from the actual construction, which shall be welded in a manner simulating to the most unfavourable instances of fit-up and preparation which it is expected will occur in the particular fabrication. After welding the specimens shall be held as long as possible at room temperature but in any case not less than 72 hours and shall then be sectioned and examined for cracking.
- (e) Procedure trials & testing to relevant specification.

### **Qualification and testing of welders:**

No welding operator shall be employed on the work until he has in the presence of the Engineer/I.O. passed the appropriate tests laid down in relevant specification.

Where plates of 12mm thick and over are to be but welded the tests set-out in relevant specification is to be followed.

Routine re-testing of welding operators may be required every six months if deemed necessary by the Engineer/I.O. The Engineer/I.O. reserve the right to require any welding operator to be retested at any time during the contract.

### **Supervision of Welding:**

The contractor shall appoint welding supervisors whose competence and qualifications shall be subject to approval of the Engineer/I.O. All welds shall be carried out under their direction.

Except where agreed by the Engineer/I.O. a record shall be kept to enable butt welds to be identified with the welders responsible for the work but material shall not be marked by hard stamping for this purpose.

**Welding Plant:** The welding plant shall be capable of maintaining at the weld the voltage and current specified by the manufacturer of the electrodes used. The contractor shall supply instruments for verifying voltage and current as and when required by the Engineer/I.O.

### **Welding:**

Welding shall be carried out in accordance with relevant approved specification (WPSS) with the following additional requirements.

- (a) The welding procedure specification sheet (WPSS) and welding procedure quality record (WPQR) shall be submitted in writing to Engineer/ I.O. for

approval before the work is put in hand.

**No departure from the welding program or from the details shown on the drawings shall be made without the prior approval of the Engineer/I.O.**

- (b) Approval of the welding procedure shall not relieve the contractor of his responsibility for correct

Welding and for the minimizing of distortion in the finished structure.

- (c) The procedure for welding and flame-cutting established by the procedure trials under clause 27.5 shall be strictly followed.
- (d) All main butt welds shall have complete penetration and shall comply with the requirements of relevant specification. They shall be made between prepared fusion faces. Where possible they shall be welded from both sides. The ends of the welds shall have full throat thickness. This shall be obtained in all main welds by the use of extension pieces adequately secured on either side of the main plates. Additional metal remaining after the removal of the extension pieces shall be removed by machining or by other approved means, and the ends and surfaces of the welds shall be smoothly finished.
- (e) In the fabrication of built-up assemblies all butt welds in each component part shall be completed before the final assembly.
- (f) Preheating and temperature conditions, electrodes and size of single runs shall follow conforming to relevant approved specification.
- (g) Controlled hydrogen electrodes shall be dried out and used in strict accordance with the manufacturer's instructions.
- (h) Loose flux used for automatic and semi-automatic welding shall be kept free from contamination and used in accordance with the manufacturer's instruction.
- (i) All tack welds shall be of the same quality and size as the first run of the main weld. The main weld shall fuse completely with the ends of track welds to form a regular profile. Where pre-heat is required for the main welds the tack welds shall be made under the same heat conditions. The length of the tack welds shall not be less than four times the thickness of the thicker part of 50mm, wherever is the smaller.
- (j) The position of welds required for temporary attachments shall be approved by the Engineer/  
I.O. before the work starts.
- (k) Temporary attachments shall be removed without damage to the parent metal, which shall be finished smooth by grinding in the direction of the applied stress in the finished structure.

All cracked welds shall be cut out to the satisfaction of the Engineer/I.O. for re-welding.

- (l) Where automatic or semi-automatic welding processes are used, backgouging will not be required

When it is demonstrated to the Engineer/I.O. that satisfactory welds are produced.

- (m) Where butt welds are to be ground flush there shall be no loss of parent metal. The final grinding shall be in the direction of the applied stress.

**(n) Run-off plates and run-on plates:-**

- (i) One pair of “run-on” plates and one pair of “run-off” plates all prepared to the same thickness and profile as the parent metal shall be attached by clamps to the start and finish respectively of all butt welds so that the direction of rolling of the added plates is parallel to that of the parent metal.
- (ii) Except as directed by the Engineer/I.O. the plates in approximately 1 in 5 pairs of run-off plates shall each be 150mm wide by 200mm long and the length being measured in the rolling direction of the metal and at right angles to the weld.
- (iii) The welds shall run the full length of the joint and extend at full section for a minimum distance of 25 mm into the run-off plates.
- (iv) On completion of the welds the 150x200 mm run-off plates shall not be removed until they have been marked by the Engineer/ I.O. to identify them with the joints to which they are attached.
- (v) When removing the run-off and run-on plates by flame cutting the cuts shall not be nearer than 6 mm to the sides to the parent metal and remaining metal shall be removed by grinding in the direction of the applied stress or by other method approved by the Engineer/I.O. specimens for test shall be selected from the run-off plates as required by the Engineer/I.O.

**Welding Inspection:**

The Engineer/I.O. will require radiographic or other non-destructive examinations to be carried out on all main welds carrying tension and on other welds to his discretion. If required, samples of the welds in permanent or temporary works shall be cut out for examination by the Engineer/I.O.

**Stress Relieving:-** If required by the Engineer/ I.O. elsewhere herein or on the drawings, welds shall be stress relieved and special units may require to be normalized.

**Flame cutting:-** Where the flame cut surface is not subsequently incorporated in a weld machine flame cutting may be used subject to the requirements of removing all irregularities.

**6. INSPECTION AND PROGRESS REPORTS:**

Railways authorized inspecting agency in this case. However the inspection charges of RDSO will be paid by Railway. All raw materials should be got certified by Railways. The work of fabrication in contractor's fabrication shop will at all times be opened for inspection by the Railway or their authorized inspecting agency. Before dispatch of fabricated steel work from the shop, they will be inspected in the contractor's workshop by the Railway or their authorized inspecting agency who will thereafter issue inspection certificates. The tests will be carried out at contractor's cost. All facilities as required for carrying out the inspection will be provided free of cost by the contractor including those requiring the services of outside agencies.

Any defects noticed during inspection in the execution of the work shall be rectified or replaced by the contractor at his own cost. The decision of the railways or its inspecting agency as to the existence of defect, the manner in which the defective work to be rectified or replaced shall be final, exclusive and binding on the contractor. No extra claim whatsoever shall be entertained for the cost of such rectification or replacement.

The progress of fabrication of steel work as well as execution of all works shall be subject to periodic review by the Railway Administration. The contractor shall provide all facilities to then Railway's representative to make periodical detailed assessment of the progress of the works. Such information and progress reports as may be called for by the Railway and at such intervals as specified shall also be made available.

The tenderer should provide suitable accommodation for the Inspecting official and a conveyance for going to the workshop for inspection and returning back to the place of accommodation. No extra payment shall be made for such arrangement.

## 7. Setup to be established for the Project/Site

1	<p>Site Office/Camp Office Setup and Equipment's:</p> <ol style="list-style-type: none"> <li>1. <b>Site Office/Camp Office Setup</b></li> <li>(i) The Contractor shall provide for the use of the Employer/Engineer temporary site office accommodation, equipment, communication &amp; drawing facilities throughout the course of the work and for such period of time during the maintenance period as the Employer/Engineer may require.</li> <li>(ii) All the facilities under this clause will continue to be maintained by the Contractor free of cost till the maintenance period is over. <b>Thereafter the Contractor shall dismantle the building and take away all the materials, office furniture, &amp; equipment etc which will be the property of the Contractor.</b></li> <li>(iii) Accommodation for the Employer/Engineer shall consist of <b>02(Two) Nos. Temporary site offices</b> at Br. No. 04 &amp; any other location as decided by Railway Administration, <u>within Three months from the date of commencement of work.</u></li> <li>(iv) <b>In case of delay beyond Three months from Date of issue of Letter of Acceptance in provision of the accommodation/temporary site office either through construction or hire, a suitable penalty as decided by Railway will be imposed.</b></li> <li>(v) The temporary site office should remain open for 24 hours a day and 7 days a week i.e. round the clock till the maintenance period is over.</li> <li>(vi) The Area of Temporary Site office will be minimum 135 sqm with provision of ample sized office rooms/rest rooms for Railway Officers and officials with private toilet/lavatory facilities – minimum 03 Nos. , Conference/Visitor Room- 01 nos. , File Documents/Instruments Storage Room – 01 nos. , Drawing/Computer Desk office- 01 nos. , Pantry/Kitchen -01 nos. , Toilets- as per requirement and verandah/common area etc.</li> <li>(vii) Materials used for the construction of the temporary site offices shall be new and of good quality. Materials shall be chosen such that the offices when erected shall give good ventilation, heat and sound insulation; appropriate furniture to be provided for all the rooms of the offices.</li> <li>(viii) All temporary site offices/buildings shall be supplied with continuous (24 hour) running potable warm/cold water to the kitchens and wash rooms. The toilets may use raw water for flushing. The Agency/Contractor shall also arrange for the constant and hygienic disposal of all effluent, sewage and rubbish from the site office/buildings/structure.</li> <li>(ix) All temporary site offices/buildings shall be supplied with electricity, AC 240 Voltage 50 Hz that shall be distributed to each room in accordance with the Regulations. Lighting and electrical power points shall be provided in each room. The disposition and location of light and power points will be as directed by the Employer/Engineer's Representative. 24 hours power supply is to be arranged by contractor to meet full power load. Fans and coolers etc will be provided as decided by the engineer. Rooms for (i) Dy. Chief Engineer (iii) Conference/Visitor Room shall be provided with Air Conditioners of appropriate capacity.</li> <li>(x) All temporary site offices/buildings shall be provided with Fire-fighting equipment in accordance with the local recommendations.</li> <li>(xi) The Contractor shall supply and maintain the new furniture/equipment for all temporary site office as <u>mutually decided by a joint meeting conducted at site (between Railway Officials and Contractor/its representative ) or as per following list of new furniture/equipment to the site offices within three months of the date of issue of Letter of Acceptance until the maintenance period is over:-</u></li> </ol> <table border="1" data-bbox="414 1528 1364 1915"> <thead> <tr> <th>Description of Item</th><th>Nos.</th></tr> </thead> <tbody> <tr> <td>Conference table (4000mm x 1500mm)</td><td>2</td></tr> <tr> <td>Conference chairs</td><td>16</td></tr> <tr> <td>Glass-fronted lockable bookcase</td><td>4</td></tr> <tr> <td>1500mm x 900mm double pedestal desk</td><td>2</td></tr> <tr> <td>1200mm x 900mm single pedestal desks</td><td>8</td></tr> <tr> <td>Swivel office chair with armrests</td><td>12</td></tr> <tr> <td>Swivel office chair without armrests</td><td>4</td></tr> <tr> <td>Typist chair</td><td>2</td></tr> <tr> <td>Visitors chair</td><td>16</td></tr> <tr> <td>4-drawer filing cabinet</td><td>4</td></tr> </tbody> </table>	Description of Item	Nos.	Conference table (4000mm x 1500mm)	2	Conference chairs	16	Glass-fronted lockable bookcase	4	1500mm x 900mm double pedestal desk	2	1200mm x 900mm single pedestal desks	8	Swivel office chair with armrests	12	Swivel office chair without armrests	4	Typist chair	2	Visitors chair	16	4-drawer filing cabinet	4
Description of Item	Nos.																						
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Plan chest (A 0 size)	1
1500mm x 900mm tables	15
Steel lockable cupboard 6ft high with internal shelves	4
Heavy Duty Paper Shredders	1
First aid kits for up to 36 persons	2
Safety helmets	15
Safety harness	20
Day-glow waistcoat	20
Pairs industrial safety goggles	6 pairs
5 L kettles	1
2 L kettles	2
Potable water dispenser with hot/cold Taps	1
Cups and plates	20
Fire extinguisher	(As required confirming to the stipulations of Local authorities).
Silent DG set of minimum power of 10 KVA	1
<b>Note: In case of failure to provide the equipments within Three months, suitable penalty as decided by Railway will be imposed.</b>	

**NOTE:-The Contractor shall dismantle the site office/building/structure and take away all the materials, office furniture, & equipments etc after completion of work and Maintenance Period which will be the property of the Contractor.**

## **2. Equipments for office/temporary site office/camp office**

- (i) 01 no. Desktop OS Window 11, 64-bit, display size minimum 32 inches, Intel core i5 processor with minimum clock-speed of minimum 2.5 Ghz, 16 GB RAM, minimum 1 TB SSD capacity & 01 no. of Laptop having configuration of OS Window 11, 64-bit, display size minimum 15.6 inches, Intel core i7 processor with minimum clock-speed of minimum 2.5 Ghz, 16 GB RAM, 512 GB SSD capacity, Li-ion 3 cell battery.
- (ii) Color Printers – 01 Number {(Configuration: Model No. L15150(ECOTANK L15150), Nozzle Configuration 800x1nozzel black, 256x1 nozzles per color(Cyran, Magenta, Yellow, Maximum Resolution 4800x2400 dpi, Maximum Ink Droplet Volume 3.8 pl, Copy Speed = ISO 29183, 4 (Black /Color, Flatbed)- Simplex : Up to 230.0 ipm/10.0 ipm. & ISO 24735, (Black /Color, DF)- Simplex : Up to 22.5 ipm/10.0 ipm(Duplex : up to 15.5 ipm/7.5 ipm or similar or better)}, 01 no. with A4 size and A3 size having features of Fax-Scanner-Printer, A3 size printer shall be Colour with a print speed of up to 8 pages/minute at 800 dpi or More) with supply of consumable & maintenance during contract period.
- (iii) LARGE FORMAT PLOTTER – 36 inch color plotter: Model -HP T830 Designjet Multifunction plotter or similar Better: - only 01 (ONE) No. for the contract.
- (iv) Application software -Microsoft office latest release (2025),AUTOCAD 3D 2025,M S Project/BIM,PDF Converter/Professional etc. as per requirement.
- (v) Colour scanner- 1 no. of A3 Size.
- (vi) Xerox Machine (Configuration: )- 1 No. {RICOH IM 2702, Function: Print, Scan, Copy & Fax, Operational Panel: 7-inch Smart operational panel, Warm up time: 25 sec, First output speed 6.5 sec., Continuous output speed: 27 pm, Memory 4 GB – 2 GB maintenance + 2 GB Smart Operation panel, ARDF Capacity: 100 Sheets, Dimensions (WxDxM): 587x581x677 mm or similar or better}for paper prints capable of reduction and copying A3 & A4 size paper with automatic document feeder capability and sorter. (Canon IR 2020 or similar/ better.
- (vii) UPS system with sufficient power backup (with minimum backup time of 30 minute) to meet the sufficient power load in case of power disruption.
- (viii) Surge Protection Devices (one for each computer and printer as given above
- (ix) Power supply for the systems is to be AC 240 volts, 50 Hz from normal building wiring circuit mains, power regulator, stabilizer or transformer should be supplied by the Contractor for the computer systems such that the systems can function efficiently.
- (x) Minimum 50 MBPS internet connection with wi-fi facility so that multiple devices can be connected.
- (xi) 50 MBPS wifi Hot-Spot/USB Dongle with 4 GB data connection and minimum monthly download limit of 50 GB for use with laptops – 01 (One) no.

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	<p>(xii) The complete set of documentation will be supplied with each System. The documentation should be self tutorial in nature and be readily understood by non-computer personnel. The following manuals will be supplied with the system: Manual on how to operate the equipment; and Manual on how to use the facilities and software provided by the supplier (including languages and utilities).</p> <p><b>Note: In case of failure to provide the equipment including original software &amp; internet connectivity within three months from date of commencement of work a suitable penalty as decided by Railway will be imposed.</b></p>
2	<p><b>Equipment for working at Site:</b>The minimum numbers of equipment envisaged for execution of the work are as mentioned hereunder:-</p> <ul style="list-style-type: none"> <li>(i) Standard gauge cum level of PIE Company- 02 nos.</li> <li>(ii) Automatic Digital weld gauge – 02 Nos.</li> <li>(iii) Leaf type weld fillet gauge – 02 Nos.</li> <li>(iv) Digital Vernier Callipers – 02 Nos.</li> <li>(v) Digital paint thickness gauge (Elcometer) or similar with extended probe attachment along with calibration test certificate capable of measuring galvanization &amp; subsequent painting up to 1000 micron thickness over steel- 02 Nos.</li> <li>(vi) Set of tools and spanners- 03 Sets</li> <li>(vii) Torque wrench of 1000 N-M capacity – 03 Nos.</li> <li>(viii) 15 MT capacity track jack – 03 Nos.</li> <li>(ix) Digital Inclinator – 02 Nos.</li> <li>(x) Leveling Instrument (Auto levels) of PIE Company with stand and staff - 02 Nos.</li> <li>(xi) Light weight lifting cum aligning machine with Traversing base as per requirement – 06 Nos.</li> <li>(xii) Toe load measuring device (Mechanical) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</li> <li>(xiii) Toe load measuring device (Electronic) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</li> <li>(xiv) Thermometer (magnetic base type) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</li> <li>(xv) Piano Wire of length 300 m as approved by SSE/Con/Bridge – 02 Nos.</li> <li>(xvi) Spirit Level of 1.8/2 Meter Length – 03 Nos.</li> </ul> <p><b>Note:-</b></p> <ol style="list-style-type: none"> <li>1. Failure to deploy the above equipment's as per mutually (Railway and Agency) agreed program shall attract suitable penalty as decided by Railways for the delay for each equipment.</li> <li>2. On completion/likely completion of activities concerned to a particular equipment, demobilization of that equipment shall be requested by the Contractor and demobilization shall be done with the approval of Employer only. In case demobilization is done without approval of Employer/Engineer/Engineer's Representative, the penalty mentioned in note (1) above, as relevant, shall be imposed for each day of non-availability of equipment.</li> <li>3. The Contractor will hand-over the equipments to SSE/Con/Bridge after completion of work/Project.</li> </ol>
3	<p><b>Personnel:</b>The personnel/staff should be available at site for Project of this size as following:-</p> <ul style="list-style-type: none"> <li>i. <b>Project Manager- 01 No.</b> (Graduate in Civil Engineering) with minimum 10 Yrs Experience in Railway Project.</li> <li>ii. <b>Sr. Engineers (Bridge) - 02 Nos.</b> (Graduate Graduate in Civil/ Mechanical Engg.) with 5 Yrs Experience in Railway Project.</li> <li>iii. <b>Technicians/Supervisors (Bridge) - 02 Nos.</b> (Minimum Diploma in Civil/Mechanical Engineering) with 3 Yrs Experience in Railway Project.</li> <li>iv. <b>Surveyor</b> for setting out <b>Lines and levels</b> periodically with <b>Total Station and Level Instrument (Auto Level) -01 No.</b> (Minimum Diploma in Civil Engg.) With 5 Yrs Experience in Railway Project.</li> <li>v. <b>Safety Officer-01 No.</b> (Preferably Graduate in any discipline But must have completed Diploma in industrial safety management OR construction management) with 5 Yrs Experience in Railway Project.</li> <li>vi. <b>Safety Engineer/Supervisor -02 No.</b> (Preferably Graduate in any discipline But must have completed Diploma in industrial safety management OR construction management) with 2 Yrs Experience in Railway Project</li> <li>vii. <b>Quality Officer-01 No.</b> (Graduate in Civil Engineering) with 5 years (for Graduate) / 8 years (for Diploma) experience as a Quality Control Engineer.</li> </ul>

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For Chief Administrative Officer/Con

viii.	<b>Material Manager-01 No.</b> (Graduate in Civil/Mechanical Engineering) with 5 years (for Graduate) / 8 years (for Diploma) experience of material handling and accounting of material for Project of this size.
ix.	<b>Draftsman with knowledge of Auto CAD - 02 Nos.</b> (Graduate in any discipline) with 3 Yrs Experience in Railway Project.
x.	<b>Data Entry Operator – 02 Nos.</b> (Graduate/Diploma in any discipline) with minimum experience of 1 year (for Graduate) / 2 years (for Diploma) with typing speed of minimum 40 words per minute.
<b>Note:</b>	
<ul style="list-style-type: none"> <li>a) Project Manager is to be deployed within 30 days of issue of Letter of Acceptance.</li> <li>b) <b>A kick-off meeting</b> to be conducted <b>jointly between Railway Officials</b> (of Construction Bridge Unit Preferably XEN/AXEN/Construction/Bridge but not below the rank of Senior Section Engineer) and <b>Contractor/Contractor's authorized representative</b> within <b>30 days</b> from the issue of <b>Letter Of Acceptance</b> to finalize the <b>program for deployment of other personnel</b> and prepare a <b>Joint Programme to undertake the work with Bar Chart as per Para 19(3) of GCC</b>. The personnel shall be deployed within 30 days of the stated requirement from the kick-Off Meeting. In case of failure to deploy any personnel within 30 days of the stated requirement as decided jointly in Kick-off Meeting, a penalty shall be imposed for each day of delay as under: <ul style="list-style-type: none"> <li>i. Rs 50000 per person per month for Project Manager, Senior Engineer, Quality Officer &amp; Material Manager.</li> <li>ii. Rs 30000 per person per month for all other personnel.</li> </ul> </li> <li>2. On completion/likely completion of activities concerned to particular personnel, demobilization of that personnel shall be requested by the Contractor at least 30 days in advance and demobilization shall be done with the approval of Employer only. In case demobilization is done without approval of Employer, the penalty mentioned in note (1) above, as relevant, shall be imposed for each day of absence of the personnel.</li> <li>3. The professional qualification requirement can be relaxed by concerned Deputy Chief Engineer/Construction in case of ex-Railwayman who has worked in Engineering department of Railway/PSU (Like RVNL/RITES/IRCON) in a position of Senior Section Engineer /Sr.Manager &amp; above for Sr Engineer (Bridge) and has relevant experience not less than that prescribed for minimum professional qualification.</li> <li>4. The professional qualification requirement and experience requirement can be relaxed by concerned Deputy Chief Engineer/Construction of the contract, if the contractor submits a written request with the undertaking that the</li> <li>5. personnel being proposed is highly competent to perform the required functions and the Deputy Chief Engineer/Construction of the contract is satisfied that the proposed personnel having enough experience and technical competence to perform the required functions. The performance of such personnel shall be reviewed by the concerned Deputy Chief Engineer/Construction after a period of 3 months and in case performance is found satisfactory, the personnel may be allowed to continue or if the performance is found otherwise, the contractor shall be asked to replace the personnel within next one month.</li> </ul>	

**8. METHOD OF MEASUREMENTS:** For purpose of payment, quoted rates apply to the weights of steel works calculated from final working drawings based on theoretical weights given in the producer's hand books and using minimum square over all dimensions, no deductions being made for skew cuts, holes or notches. Each gusset shall be on the dimensions of the smallest inclosing rectangle.

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



**NORTH EASTERN RAILWAY**  
**[Construction Organisation]**

**E-Tender No. DYCE-CON-BR-GKP-08-2026 (Two Packet System)**

**Name of Work:-** Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No- 50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal- Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROB's and any other bridges of North Eastern Railway.

**Schedule of items [Rates to be quoted in this rate sheet only]**

S.N.	Description of item/Schedule	Rate (%above/below/at par)	
		In Figure	In words
Schedule-A(Non-Schedule)			
1	Over all percentage Above/Below/At par over the basic rates of item under Annexure of Schedule-A (Approx. Assessed cost Rs. 53,79,13,186.71).		
Schedule-B(Non-Schedule)			
2	Over all percentage Above/Below/At par over the basic rates of item under Annexure of Schedule-B (Approx. Assessed cost Rs. 10,42,02,550.35).		
Schedule-C(Any other item)			
3	Overall percentage above/below/at par over the basic rates of NER USSOR-mentioned year under Annexure-C (Approx. assessed cost Rs. 1000000.00).		

**Notes: -**

1. Rates shall have to be quoted as percentage above or below or at par for each schedule separately. Tenderers must not quote item wise rates. In case any tenderer quotes unified percentage for each schedule and also quotes item wise rates against individual items, no cognizance would be given for the item wise rates quoted by the tenderer. However, railways reserves the right to cancel any tender wherein item wise rates has been quoted.
2. Offer rate will be treated as over & above, below or at par the advertised value.

**Witness: -**

1.

**Signature of tenderer**

2.

**Dated: \_\_\_\_\_**

**Signature of the Tenderer(s)**

**For Chief Administrative Officer/Con**

## NORTHEASTERNRAILWAY

[Construction Organization]**E-Tender No. DYCE-CON-BR-GKP-08-2026 (Two Packet System)**

**Name of Work:-** Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No- 50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal- Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROBs and any other bridges of North Eastern Railway.

**Approx. Estimated Cost: Rs. 64,31,15,737.06**

Sr No.	Item Code.	Description of Work	Estimated Qty.	Unit	Advertised Rate	Amount
<b>Schedule - A</b>						
1	041010	Supplying, fabrication, assembling of all types of steel girders of specified spans with structural steel conforming to Quality "B0" Grade Designation E250 conforming to IS:2062, erection/slewing/end launching of steel girders with cranes or any other approved launching methods as per site conditions (not requiring traffic block) on sub-structure including provision of trolley refuges etc. complete as per approved QAP and drawings conforming to IRS-B1-2001 and other relevant codes and specifications. Note: 1. Detailed fabrication and erection drawings & launching methodology will be prepared by the contractor and got approved from Railway. 2. The rate is all inclusive including launching in position, complete in all respect except cost of (i) Painting/Metalising; (ii) Bearings & (iii) HSFG bolts which shall be paid extra under relevant item. 3. The payment shall be made on the net or actual weight of main components and gusset plates only. 4. Payment Schedule: (i) Receipt of material at site: 40% (ii) Fabrication of girders: 20% (iii) Erection/Launching: 20% (iv) Completion in all respects: 20%				
i	041011	Plate Girder/Semi Through Girder/Composite Girder (Steel Work)	465.000	MT	130814.56	60828770.40
ii	041012	Open Web Girder	1215.000	MT	147495.79	179207384.85
2	041030	Assembling & erection of fabricated steel girders on bearing at site with crane/derrick /any other approved means at site on sub structure with labour, equipment, T&P including site bolting with all temporary arrangements, scaffolding etc. with contractor design and scheme for longitudinal launching/side slewing (not require traffic block) approved by railway. Rate includes drifts, service bolts, holding down bolts etc. as per drawings. Note:- payment for HSFG bolts used if any will be made separately under relevant item.				
i	041032	Open Web Girder	4600.00	MT	18727.15	86144890.00
3	041080	Supplying fabrication & fixing access ladders, inspection platforms trolley refuges etc. on bridges with structural steel conforming to IS:2062 including welding/bolting, priming painting with one coat of ready mixed paint of Zinc Chromate (IS:104) with DFT of 25-30 microns followed by one coat of Zinc chrome Red Oxide (IS:2074) with DFT of 25 microns with all material, labour, T&P as a complete job. Note: Painting shall be paid separately under relevant item.	770.00	MT	87841.30	67637801.00
4	041020	Supplying and fixing HSFG bolts of any dia and any length with suitable nuts including DTL washers conforming to IRS-B1-2001 for bridges and steel structures with contractors labour, tools and plants and lead and lift etc., complete	274352.00	kg	150.57	41309180.64
5	041040	<b>Metallizing of steel work of girders</b> with sprayed aluminium after surface preparation by Sand/grit blasting, followed by one coat of etch primer (IS:5666) & one coat of Zinc Chrome primer (IS:104) and two coats of aluminium paint (IS:2339) with all labour, T&P and material as a complete job duly conforming to all relevant specifications and process given under Clause 39 of IRS-B1-2001. Note: Nominal Thickness of sprayed Aluminium coating shall be 150 microns. DFT of Zinc chrome primer shall be 25-30 microns and DFT of each coat of Aluminium paint shall be 12-14 microns.				
i	041041	On new girder during fabrication	33870.00	Sqm	616.95	20896096.50
6	041090	Supplying, fitting & fixing in position true to line & level cast steel rocker/roller bearing of different load bearing capacity conforming to IS:7666, IS:9565, IS:1030, IS:919, IS:3073, & IRS bridge code including all accessories as per drawing & Technical specifications with all material, labour, T&P as a complete job. The payment shall be made for the load bearing capacity in metric tonne as per approved drawing.	14138.00	MT	566.09	8003380.42

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7	041100	Supplying, fitting & fixing in position true to line & level forged steel roller bearing of different load bearing capacity conforming to IS:7666,IS:9565,IS:1030,IS:919,IS:3073, & IRS bridge code including all accessories as per drawing & Technical specifications with all material, labour, T&P as a complete job. The payment shall be made for the load bearing capacity in metric tonne as per approved drawing.	14138.00	MT	840.68	11885533.84
8	031090	Design, manufacturing, supplying & fixing in position elastomeric bearing true to line and level confirming to IS:3400,IS:226, BS-5400 under prestressed concrete girders/steel girders for pre-cast as well as cast in situ girders as per approved drawing. The rate shall include cost of load test of one no. bearing from railway approved firms and all fixing materials, equipments machineries, labour, taxes, loading, unloading, leading lifting etc. complete rates include getting the drawing approved from railway and cost of inspection during manufacturing from railway approved organisation. Note: 1. The rate is for finished item complete and paid only after fixing in position below the girder. 2. The volume shall be given in the drawing and no deduction shall be made for inserted steel plates etc.	2925385.00	Cu Cm	1.20	3510462.00
9	041170	Design, supply and fixing 300MT capacity Spherical Bearing in position true to line and level consisting of set of concave and convex mating steel in plate with a low friction sliding interface, flat sliding elements, guides and restraining rings; with all components conforming to approved drawing and technical specifications & Bridge Code including grouting of holes for anchor bolts and under side of base plate with approved non-shrink epoxy grout with all material, labour, T&P as a complete job. Note: Sliding surface with PTFE or UHMWPE low friction thermoplastic material and steel for backing plate of Mild steel in accordance to IS:2062 grade-B. Cast steel in accordance with IS 1030 Grade 280 520 W. Stain less steel in accordance with AISI 304/316. Low friction thermo-plastic sliding PTFE material either pure polytetrafluoroethylene (PTFE) Or Ultra High Molecular weight Polyethylene (UHMWPE). Austenitic steel is of stainless steel for the sliding interface shall be in accordance with AISI 316L or O2 Cr17 Ni 12 of IS-6911. The thickness of the stainless steel sheet shall be 3 mm minimum. The stainless steel sheet shall be attached to its backing plate either by screwing/riveting or by continuous fillet weld. Hard chromium plated surface shall be entire curved surface of the convex steel plate mating with hard chromium plated concave sliding surface. The thickness of the hard chromium plating shall be at least 100 microns and the final surface roughness of the plated surface shall not exceed 3 microns. Bearing manufacturer shall give the guarantee for satisfactory performance of bearing for period specified, USSOR ITEM NO. 041171 (USSOR/NER/2021(VER.-3):- Spherical Fixed Bearing.				
i	041171	Spherical Fixed Bearing	6	Each	94,770.86	568625.16
ii	041172	Spherical Free Float Bearing	6	Each	82,045.07	492270.42
iii	041173	Spherical Slide Guide (L) Bearing	6	Each	1,17,595.12	705570.72
iv	041174	Spherical Slide Guide (T) Bearing	6	Each	1,12,197.47	673184.82
10	041265	With one coat alluminium paint in dual containers conforming to IS:2339 with DFT of 15-20 microns.	145970.00	Sqm	48.52	7082464.40
11	195043	Anti-Skid Stainless Steel chequered plate conforming to latest IS: 6911, ISS Symbol 409 M, minimum 6mm thick (excluding bead height) with flat bottom and top pattern conforming to IS: 3502, 1A with bead height of minimum 0.8mm - on New Bridges as per RDSO drawings	124423.20	kg	211.38	26300576.02
12	161010	Quick cutting with abrasive rail cutter of all types of rail sections including wear resistant, head hardened rails up to 110 UTS, with contractors tools & plants, equipment, consumable with all lead & lift etc. complete as directed by Engineer in-charge. Abrasive Rail Cutter will be as per RDSO Specification No. TM/SM/1 (Rev. 01 of 2012) with latest status of RDSO; Rail Cutting Wheel Abrasive Disc will be as per RDSO Specification No.TM/SM/2 (Rev. 01 of 2020)				
i	161011	60 Kg - 110/90 UTS - Outside Track	389.00	Each	205.44	79916.16
13	161040	Drilling holes of 16 mm to 32 mm dia. with Rail Drilling machine including chamfering with appropriate chamfering tools in all types of rail section with contractor's tools & plants, equipment, consumable with all lead & lift etc. complete, as directed by Engineer in-charge. Rail Drilling Machine will be as per RDSO Specification No. TM/SM/3, dated 24.04.1991.				
i	161041	Outside Track	1030.00	Each	49.91	51407.30
14	064050	Gas cutting of rail of various sections with contractor's tools & plants, as directed by engineer in-charge :				
i	064052	Rail section of 52Kg and above	742.00	Each	110.05	81657.10
15	184010	Painting of running rails and check rails of any rail section of level crossing with anti-corrosive paint in both sides of web, foot etc. including liner contact area (excluding bottom of foot) and fishing plane with two coats of thickness of 100 microns each by bituminous black paint confirm to IS-9862 of reputed make including painting of liners, ERC surface preparation, i.e. cleaning with wire brush/ sand paper as a complete job as per para no 613 (2) (b)(iii) of indian railways permanent way Manual, as directed by Engineer-in-charge.	6184.00	RM.	40.94	253172.96
16	031160	Loading ,transportation of precast RCC Girders/Slabs/Ballast retainers/Steel Girders etc. from Casting Yard to Site of work, unloading and stacking at site of work at prescribed location as directed by Engineer-in-charge up to 60 Kms.				
i	031161	Up to 5.00 Km	4600.00	MT	121.81	560326.00
ii	031162	Above 5Km up to 10 km	4600.00	MT	155.84	716864.00
iii	031163	Above 10Km up to 15 km	4600.00	MT	186.55	858130.00
iv	031164	Above 15Km up to 20 km	4600.00	MT	214.94	988724.00
v	031165	Above 20Km up to 25 km	4600.00	MT	241.64	1111544.00
vi	031166	Above 25Km up to 30 km	4600.00	MT	267.06	1228476.00
vii	031167	Above 30Km up to 35 km	4600.00	MT	291.52	1340992.00
viii	031168	Above 35Km up to 40 km	4600.00	MT	315.20	1449920.00
ix	031169	Above 40Km up to 60 km	4600.00	MT	369.76	1700896.00

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17	031170	Loading ,transportation of precast RCC Girders/Slabs/Ballast retainers/Steel Girders etc. from Casting Yard to Site of work, unloading and stacking at site of work at prescribed location as directed by Engineer-in-charge above 60 Kms.				
i	031171	Above 60Km up to 80 km	4600.00	MT	456.11	2098106.00
ii	031172	Above 80Km up to 100 km	4600.00	MT	540.78	2487588.00
iii	031173	Above 100Km up to 150 km	4600.00	MT	710.30	3267380.00
iv	031174	Above 150Km up to 200 km	4600.00	MT	954.76	4391896.00
Total of schedule-A						537913186.71
Schedule-B						
18	NS	Manufacturing/Fabrication, supplying at work site the hot dip galvanized H beam sleepers made of standard rolled section conforming to IS:2062 and as per standard drawing no. RDSO/ B-1636/4R and fixing them on the bridge girders with the maximum spacing of 600 mm or as specified by Engineer-in-charge including manufacturing, supplying and fixing of elastomeric pad with fittings to H Beam sleepers as specified or directed by the Engineer at site including manufacturing, supplying and fixing Hot dip galvanized zero toe load fastenings and other fittings i.e. guard rail assembly etc. to RDSO drawing no. RDSO/B-1636/4R including manufacturing, supplying and fixing of other galvanized items like stiffeners, diaphragms and other plates as per RDSO's Drawing and supplying and fixing of Angle lacing with M.S. Angle 75x75x8mm including drilling of holes/ welding etc. where ever required including connecting the sleeper to squareness as per specification with all contractor own materials, labours, tools, equipments and all lead and lifts and transportation complete as per approved drawing and as inspected by Engineer-in-charge. The length of H Beam sleepers will be minimum 2.475 m. and as required by Engineer-in-charge as per site condition. (a) The rate includes supplying and fixing M.S. plate required as per site condition and dismantling of existing wooden sleeper track. (b) The top flange of the girders shall be thoroughly cleaned before applying a thick coat of ready mix primer paint in advance before providing the H Beam sleepers with contractor own labor, plant, equipment including 01 set rubber (1 set rubber pad means 25 mm thick = 02 nos., 12 mm thick = 02 nos. & 06.00 mm thick = 04 nos.).	3000	Each	31923.53	95770590.00
19	NS	Manufacturing, Supply, Providing & fixing of Mettalic guide bearing for 24.4 m span as per drawing no. RDSO/B-11751/3R2.	6	Per Set	276464.90	1658789.4
20	NS	Manufacturing, Supply, Providing & fixing of Mettalic guide bearing for 18.3 m span as per drawing no. RDSO/B-11753/3R2.	3	Per Set	210833.33	632499.99
21	NS	Supplying testing fitting fixing & welding with stud guns etc of normal headed SHEAR Studs / Shear connectors 25 mm dia. and approx 200 mm overall length (before welding) along with ferrules, on girder top as per Rly.'s approved drawing. The work is to be done as per Rly.'s approved drawing & specification complete as per direction of site engineer.	27528.00	Each	223.07	6140670.96
Total of schedule- B						104202550.35
Schedule-C						
22	Any other item of work not included in this Schedule but based on NER USSOR/NER/2021 with all corrections up to date.		1.00	Lum p Sum	1000000.00	1000000.00
Total of Schedule-C						1000000.00
Total of Schedule A+B+C						643115737.06

**Special Conditions-****A. Special condition for schedule of completion of work are as below:**

1.	The rate includes all labour tools and plants and other consumables complete with all leads and lifts.
2.	Rate will be inclusive of all taxes applicable at the time of accepting of the tender including duties, levies, Royalties & GST (as per Govt. Directives) as applicable on all items.
3.	The above quantity is approximate. The Railway reserves the right to increase/decrease the same.
4.	For the materials like steel, electrodes, paints etc., the contractor shall furnish copies of test certificate from the manufacturers. If any testing of materials required by the Railway in respect of any other items this shall be Arranged by the contractor at his own cost.
5.	The various drawing mentioned in schedule is only for guidance purpose. The tenderer has to execute the work As per drawings to be decided by competent authority.
6.	The tender will be governed by "General Conditions of Contract-2022 of N.E. Railway" embodying all up to date corrections
7.	<b>Consignee:</b> The material will be consigned to SSE/Con/Bridge, N. E. Railway, Gorakhpur at works site.
8.	It will be there responsibility of the supplier to get material inspected timely. Railway shall not entertain any Correspondence regarding late inspection of the material by the inspecting authority.
9.	Railway administration shall not provide any assistance for the procurement of raw material for manufacturing The girders tendered for. Tenderer should quote rate of steel with all taxes inclusive of lead lift and expenses thereon.
10.	Tenderers should quote the cost as %age above/below/at par of estimated cost of schedule. Estimated cost has been mentioned against tender schedule separately.
11.	Earnest Money: Tenders must be accompanied by requisite Earnest money through any prescribed mode of deposit pledged in favour of FA & CAO/Con/N.E. Railway, Gorakhpur failing which a tenders are liable to be rejected.

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12.	<b>Completion Period:</b> The work will be completed within Thirty (30) months from the date of issue of Letter of acceptance
13.	Railway reserves the right to order, entire or part quantity from the suppliers. The status of the firm shall be reckoned as on date of tender opening and not thereafter. However, in case of downgrading/removal/suspension /banning of the firms after opening of tender shall be taken while deciding the tender.
14.	<b>Payment:</b> <ol style="list-style-type: none"> <li>For item no. 1, 2, 3, 6, 7, 16&amp; 17- payment shall be made per MT.</li> <li>For item no 5 &amp; 10 - payment shall be made Per Sqm.</li> <li>For item no 8 - payment shall be made Cubic cm.</li> <li>For item no 15 - payment shall be made RM.</li> <li>For item no. 9, 12, 13, 14, 18&amp;21- payment shall be made for each/number.</li> <li>For item no. 19 &amp; 20- payment shall be made for Sets.</li> <li>For item no. 4&amp;11- payment shall be made for Kg.</li> <li>For item no. 22- payment shall be made for fraction of 1.00 lump-sum.</li> </ol>
15.	Tenderers have to furnish Partnership Deed and Power of Attorney along-with the offer.
16.	Contractor will arrange accommodation for inspecting official of Railways and conveyance from Railway station to their Workshop as well as Site of work/Project Sites.
17.	The contractor will arrange 02 nos. of SUV 7 seater vehicles (Scorpio/Innova Crysta or similar etc.) 24X7 at each Site {Br. 04, Br. 72, Br. 95, Br. 75, Br. 106, Br. 82, Br. 88, Br. 105, Br. 50A, Br. 404, & Br. 406 etc.} from date of commencement of work and up-to completion of work/project to cater for any emergency situations/conditions.
18.	Rolled steel sections and all plates conforming to IS:2062(Grade-B0) and manufactured by M/s SAIL,TISCO, Jindal, RINL, IISCO or any other vendor having primary source approved by RDSO are only to be used for fabrication. HSFG Bolts to be used Make by Unbrako/DFL or Similar.
19.	Third Party Inspection of Raw Material by Government Institutions/Organizations (like RITES/KRCL/IITs/NITs etc.) or NABL approved labs will be submitted by contractor and the charges will be borne by the contractor.
20.	<b>Construction workers cess @ 1% of the cost of construction work will be deducted from the bill of the contractor. Cost of materials supplied under separate items shall be outside the purview of the cess.</b>
21.	<b>Deflection Test:</b> All the arrangements required for carrying out deflection test shall be made by the contractor of any of the span as decided by the Engineer-in-Charge and all required material, testing equipment, labour etc. will be arranged by the contractor. The testing report shall be submitted in three copies to the Railway, the deflection will be conducted in supervision of the Railway's Engineers. Testing charges included in items and no Extra payment will be made for the test. Railway will arrange only Locomotive with Wagons.
22.	Erection work includes preparation and submission of suitable erection/assembly/launching scheme by contractor after getting of duly proof checked by Railway from IITs/NITs or any reputed Govt. institute. However cost of proof checking shall have to be borne by the contractor. Contractor will have to incorporate change/alteration as Suggested by Railway in the above scheme if required.
23.	Site Office/Camp Office Setup and Equipment's: <ol style="list-style-type: none"> <li><b>Site Office/Camp Office Setup</b></li> <li>(xii) The Contractor shall provide for the use of the Employer/Engineer temporary site office accommodation, equipment, communication &amp; drawing facilities throughout the course of the work and for such period of time during the maintenance period as the Employer/Engineer may require.</li> <li>(xiii) All the facilities under this clause will continue to be maintained by the Contractor free of cost till the maintenance period is over. <b>Thereafter the Contractor shall dismantle the building and take away all the materials, office furniture, &amp; equipment etc. which will be the property of the Contractor.</b></li> <li>(xiv) Accommodation for the Employer/Engineer shall consist of <b>01(One) No. Temporary site offices</b> at Br. No. 04 <u>within Three months from the date of commencement of work.</u></li> <li>(xv) <b>In case of delay beyond Three months from Date of commencement of work in provision of the accommodation/temporary site office either through construction or hire, a suitable penalty as decided by Railway will be imposed.</b></li> <li>(xvi) The temporary site office should remain open for 24 hours a day and 7 days a week i.e. round the clock till the maintenance period is over.</li> <li>(xvii) The Area of Temporary Site office will be minimum 135 sqm with provision of ample sized office rooms/rest rooms for Railway Officers and officials with private toilet/lavatory facilities – minimum 03 Nos. , Conference/Visitor Room- 01 nos. , File Documents/Instruments Storage Room – 01 nos. , Drawing/Computer Desk office- 01 nos. , Pantry/Kitchen -01 nos. , Toilets- as per requirement and verandah/common area etc.</li> <li>(xviii) Materials used for the construction of the temporary site offices shall be new and of good quality. Materials shall be chosen such that the offices when erected shall give good ventilation, heat and sound insulation; appropriate furniture to be provided for all the rooms of the offices.</li> <li>(xix) All temporary site offices/buildings shall be supplied with continuous (24 hour) running potable warm/cold water to the kitchens and wash rooms. The toilets may use raw water for flushing. The Agency/Contractor shall also arrange for the constant and hygienic disposal of all effluent, sewage and rubbish from the site office/buildings/structure.</li> </ol>

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- (xx) All temporary site offices/buildings shall be supplied with electricity, AC 240 Voltage 50 Hz that shall be distributed to each room in accordance with the Regulations. Lighting and electrical power points shall be provided in each room. The disposition and location of light and power points will be as directed by the Employer/Engineer/Engineer's Representative. 24 hours power supply is to be arranged by contractor to meet full power load. Fans and coolers etc will be provided as decided by the engineer. Rooms for (i) Dy. Chief Engineer (iii) Conference/Visitor Room shall be provided with Air Conditioners of appropriate capacity.
- (xxi) All temporary site offices/buildings shall be provided with Fire-fighting equipment in accordance with the local recommendations.
- (xxii) The Contractor shall supply and maintain the new furniture/equipment for all temporary site office as mutually decided by a joint meeting conducted at site (between Railway Officials and Contractor/its representative ) or as per following list of new furniture/equipment to the site offices within three months of the date of commencement of the works until the maintenance period is over:-

Description of Item	Nos.
Conference table (4000mm x 1500mm)	2
Conference chairs	16
Glass-fronted lockable bookcase	4
1500mm x 900mm double pedestal desk	2
1200mm x 900mm single pedestal desks	8
Swivel office chair with armrests	12
Swivel office chair without armrests	4
Typist chair	2
Visitors chair	16
4-drawer filing cabinet	4
Plan chest (A 0 size)	1
1500mm x 900mm tables	15
Steel lockable cupboard 6ft high with internal shelves	4
Heavy Duty Paper Shredders	1
First aid kits for up to 36 persons	2
Safety helmets	15
Safety harness	20
Day-glow waistcoat	20
Pairs industrial safety goggles	6 pairs
5 L kettles	1
2 L kettles	2
Potable water dispenser with hot/cold Taps	1
Cups and plates	20
Fire extinguisher	(As required confirming to the stipulations of Local authorities).
Silent DG set of minimum power of 10 KVA	1
<b>Note: In case of failure to provide the equipments within Three months, suitable penalty as decided by Railway will be imposed.</b>	

**NOTE:-The Contractor shall dismantle the site office/building/structure and take away all the materials, office furniture, & equipments etc after completion of work and Maintenance Period which will be the property of the Contractor.**

#### **4. Equipments for office/temporary site office/camp office**

- (xiii) 01 no. Desktop OS Window 11, 64-bit, display size minimum 32 inches, Intel core i5 processor with minimum clock-speed of minimum 2.5 Ghz, 16 GB RAM, minimum 1 TB SSD capacity & 01 no. of Laptop having configuration of OS Window 11, 64-bit, display size minimum 15.6 inches, Intel core i7 processor with minimum clock-speed of minimum 2.5 Ghz, 16 GB RAM, 512 GB SSD capacity, Li-ion 3 cell battery.
- (xiv) Color Printers – 01 Number {(Configuration: Model No. L15150(ECOTANK L15150), Nozzle Configuration 800x1nozzel black, 256x1 nozzles per color(Cyyan, Magenta, Yellow, Maximum Resolution 4800x2400 dpi, Maximum Ink Droplet Volume 3.8 pl, Copy Speed = ISO 29183, 4 (Black /Color, Flatbed)- Simplex : Up to 230.0 ipm/10.0 ipm. & ISO 24735, (Black /Color, DF)- Simplex : Up to 22.5 ipm/10.0 ipm(Duplex : up to 15.5 ipm/7.5 ipm or similar or better)}, 01 no. with A4 size and A3 size having features of Fax-Scanner-Printer, A3 size printer shall be Colour with a print speed of up to 8 pages/minute at 800 dpi or More) with supply of consumable & maintenance during contract period.
- (xv) LARGE FORMAT PLOTTER – 36 inch color plotter: Model -HP T830 Designjet Multifunction plotter or similar Better: - only 01 (ONE) No. for the contract.
- (xvi) Application software -Microsoft office latest release (2025),AUTOCAD 3D 2025,M S Project/ BIM,PDF Converter/Professional etc. as per requirement.
- (xvii) Colour scanner- 1 no. of A3 Size.
- (xviii) Xerox Machine(Configuration: )- 1 No. {RICOH IM 2702, Function: Print, Scan, Copy & Fax, Operational Panel: 7-inch Smart operational panel, Warm up time: 25 sec, First output speed 6.5 sec., Continuous output speed: 27 pm, Memory 4

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	<p>GB – 2 GB maintenance + 2 GB Smart Operation panel, ARDF Capacity: 100 Sheets, Dimensions (WxDxM): 587x581677 mm or similar or better}for paper prints capable of reduction and copying A3 &amp; A4 size paper with automatic document feeder capability and sorter. (Canon IR 2020 or similar/ better.</p> <p>(xix) UPS system with sufficient power backup (with minimum backup time of 30 minute) to meet the sufficient power load in case of power disruption.</p> <p>(xx) Surge Protection Devices (one for each computer and printer as given above</p> <p>(xxi) Power supply for the systems is to be AC 240 volts, 50 Hz from normal building wiring circuit mains, power regulator, stabilizer or transformer should be supplied by the Contractor for the computer systems such that the systems can function efficiently.</p> <p>(xxii) Minimum 50 MBPS internet connection with wi-fi facility so that multiple devices can be connected.</p> <p>(xxiii) 50 MBPS wifi Hot-Spot/USB Dongle with 4 GB data connection and minimum monthly download limit of 50 GB for use with laptops – 01 (One) no.</p> <p>(xxiv) The complete set of documentation will be supplied with each System. The documentation should be self tutorial in nature and be readily understood by non-computer personnel. The following manuals will be supplied with the system: Manual on how to operate the equipment; and Manual on how to use the facilities and software provided by the supplier (including languages and utilities).</p> <p><b>Note: In case of failure to provide the equipment including original software &amp; internet connectivity within three months from date of commencement of work a suitable penalty as decided by Railway will be imposed</b></p>
24.	<p><b>Equipment for working at Site:</b>The minimum numbers of equipment envisaged for execution of the work are as mentioned hereunder:-</p> <p>(xvii) Standard gauge cum level of PIE Company- 02 nos.</p> <p>(xviii) Automatic Digital weld gauge – 02 Nos.</p> <p>(xix) Leaf type weld fillet gauge – 02 Nos.</p> <p>(xx) Digital Vernier Callipers – 02 Nos.</p> <p>(xxi) Digital paint thickness gauge (Elcometer) or similar with extended probe attachment along with calibration test certificate capable of measuring galvanization &amp; subsequent painting up to 1000 micron thickness over steel- 02 Nos.</p> <p>(xxii) Set of tools and spanners- 03 Sets</p> <p>(xxiii) Torque wrench of 1000 N-M capacity – 03 Nos.</p> <p>(xxiv) 15 MT capacity track jack – 03 Nos.</p> <p>(xxv) Digital Inclinator – 02 Nos.</p> <p>(xxvi) Leveling Instrument (Auto levels) of PIE Company with stand and staff - 02 Nos.</p> <p>(xxvii) Light weight lifting cum aligning machine with Traversing base as per requirement – 06 Nos.</p> <p>(xxviii) Toe load measuring device (Mechanical) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</p> <p>(xxix) Toe load measuring device (Electronic) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</p> <p>(xxx) Thermometer (magnetic base type) as per latest RDSO/N.E. Railway Specifications – 02 Nos.</p> <p>(xxxi) Piano Wire of length 300 m as approved by SSE/Con/Bridge – 02 Nos.</p> <p>(xxxii) Spirit Level of 1.8/2 Meter Length – 03 Nos.</p> <p><b>Note:-</b></p> <p>4. Failure to deploy the above equipment's as per mutually (Railway and Agency) agreed program shall attract suitable penalty as decided by Railways for the delay for each equipment.</p> <p>5. On completion/likely completion of activities concerned to a particular equipment, demobilization of that equipment shall be requested by the Contractor and demobilization shall be done with the approval of Employer only. In case demobilization is done without approval of Employer/Engineer/Engineer's Representative, the penalty mentioned in note (1) above, as relevant, shall be imposed for each day of non-availability of equipment.</p> <p><b>The Contractor will hand-over the equipments to SSE/Con/Bridge after completion of work/Project.</b></p>
25.	<p><b>Personnel:</b> The personnel/staff should be available at site for Project of this size as following:-</p> <p>xi. <b>Project Manager- 01 No.</b> (Graduate in Civil Engineering) with minimum 10 Yrs Experience in Railway Project.</p> <p>xii. <b>Sr. Engineers (Bridge) - 02 Nos.</b> (Graduate Graduate in Civil/ Mechanical Engg.) with 5 Yrs Experience in Railway Project.</p> <p>xiii. <b>Technicians/Supervisors (Bridge) - 02 Nos.</b> (Minimum Diploma in Civil/Mechanical Engineering) with 3 Yrs Experience in Railway Project.</p> <p>xiv. <b>Surveyor</b> for setting out <b>Lines and levels</b> periodically with <b>Total Station and Level Instrument (Auto Level) -01 No.</b> (Minimum Diploma in Civil Engg.) With 5 Yrs Experience in Railway Project.</p> <p>xv. <b>Safety Officer-01 No.</b> (Preferably Graduate in any discipline But must have completed Diploma in industrial safety management OR construction management) with 5 Yrs Experience in Railway Project.</p> <p>xvi. <b>Safety Engineer/Supervisor -02 No.</b> (Preferably Graduate in any discipline But must have completed Diploma in industrial safety management OR construction management) with 2 Yrs Experience in Railway Project</p> <p>xvii. <b>Quality Officer-01 No.</b> (Graduate in Civil Engineering) with 5 years (for Graduate) / 8 years (for Diploma) experience as a Quality Control Engineer.</p> <p>xviii. <b>Material Manager-01 No.</b> (Graduate in Civil/Mechanical Engineering) with 5 years (for Graduate) / 8 years (for Diploma) experience of material handling and accounting of material for Project of this size.</p> <p>xix. <b>Draftsman with knowledge of Auto CAD - 02 Nos.</b> (Graduate in any discipline) with 3 Yrs Experience in Railway Project.</p> <p>xx. <b>Data Entry Operator – 02 Nos.</b> (Graduate/Diploma in any discipline) with minimum experience of 1 year (for Graduate) / 2 years (for Diploma) with typing speed of minimum 40 words per minute.</p> <p><b>Note:</b></p>

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- a) Project Manager is to be deployed within 30 days of issue of Letter of Acceptance.
- b) **A kick-off meeting** to be conducted **jointly between Railway Officials** (of Construction Bridge Unit Preferably XEN/AXEN/Construction/Bridge but not below the rank of Senior Section Engineer) and **Contractor/Contractor's authorized representative** within **30 days from the issue of Letter Of Acceptance** to finalize the **program for deployment of other personnel** and prepare a **Joint Programme to undertake the work with Bar Chart as per Para 19(3) of GCC**. The personnel shall be deployed within 30 days of the stated requirement from the kick-Off Meeting. In case of failure to deploy any personnel within 30 days of the stated requirement as decided jointly in Kick-off Meeting, a penalty shall be imposed for each day of delay as under:
- iii. Rs 50000 per person per month for Project Manager, Senior Engineer, Quality Officer & Material Manager.
  - iv. Rs 30000 per person per month for all other personnel.
6. On completion/likely completion of activities concerned to particular personnel, demobilization of that personnel shall be requested by the Contractor at least 30 days in advance and demobilization shall be done with the approval of Employer only. In case demobilization is done without approval of Employer, the penalty mentioned in note (1) above, as relevant, shall be imposed for each day of absence of the personnel.
7. The professional qualification requirement can be relaxed by concerned Deputy Chief Engineer/Construction in case of ex-Railwayman who has worked in Engineering department of Railway /PSU (Like RVNL/RITES/IRCON) in a position of Senior Section Engineer /Sr.Manager & above for Sr Engineer (Bridge) and has relevant experience not less than that prescribed for minimum professional qualification.
8. The professional qualification requirement and experience requirement can be relaxed by concerned Deputy Chief Engineer/Construction of the contract, if the contractor submits a written request with the undertaking that the personnel being proposed is highly competent to perform the required functions and the Deputy Chief Engineer/Construction of the contract is satisfied that the proposed personnel having enough experience and technical competence to perform the required functions. The performance of such personnel shall be reviewed by the concerned Deputy Chief Engineer/Construction after a period of 3 months and in case performance is found satisfactory, the personnel may be allowed to continue or if the performance is found otherwise, the contractor shall be asked to replace the personnel within next one month.

Signature of the Tenderer(s)

For Chief Administrative Officer/Con



**NORTH EASTERN RAILWAY****[Construction Department]Schedule-‘D’****[REBATE]****E-Tender No. DYCE-CON-BR-GKP-08-2026 (Two Packet System)**

**Name of Work:-** Transportation, assembling, launching of Important Bridge no. 04 (20x61.0m OWG) as per Drawing No. RDSO/B-17182/R series b/t Barhalganj – Dohrighat stations & Fabrication, supplying, erection & launching of OWG (ballasted) Br No-72(1X30.5 m), Br No-95(1X30.5 m) OWG (ballasted), Br. No. 75(1x30.5 m) OWG (Ballasted) as per Drawing No. RDSO/B-17186 series, Fabrication, supplying, erection & launching of Composite Girder for Br. No. 106(5x24.4 m) as per RDSO drawing no. RDSO/B-11751/R3 series and Br. No. 82(1x18.3 m), Br. No. 88(1x18.3 m), Br. No. 105(1x18.3 m) as per RDSO drawing no. RDSO/B-11753/R3 series of Sahjanwa - Doharighat New Line Project of Lucknow Division, Fabrication, supplying, erection & launching of composite girder for Br No-43(1X24.4m) as per Drawing No. RDSO/B-11751/R3 series & Br. No- 50A(1X30.5m) OWG as per Drawing No. RDSO/B-17161 series b/t Mehdawal - Pasai station of Khalilabad – Bahraich New Line & Fabrication, supplying, erection & launching of Open web girder for Br No-404(2X 45.7m) as per Drawing No. RDSO/B-17181 series & Br No-406(3 X 30.5m) as per Drawing No. RDSO/B-17186 series b/t Burhwal- Bindaura station in connection with Third Line work between Burhwal - Barabanki section & Fabrication, Supplying, Erection and Launching of Pathway, Inspection Ladder, Trolley Refuse of OWG & Composite Girder for above mentioned Bridges as per RDSO Drg. No. CBS-0045 and CBS-0046 and as per approved drawing & balance/left over steel works of ROB and any other bridges of North Eastern Railway.

I/we offer general rebate of .....% [In figures] % .....-[in words]as lump sum rebate on all items of all schedules of this

Tender Schedules;

**NOTES:**

1. If any tenderer wishes to give any rebate on the rates quoted by him, the same can be filled by him in this schedule.
2. It is to be noted that such rebate if offered, shall apply on the rates quoted for all the items in all the other Schedules of the tender documents. Such a rebate shall be totally unconditional.
3. In case a tenderer does not wish to give any rebates, he should write ‘NIL’ in this schedule. In case nothing has been filled in by the tenderer in this schedule it will be treated as ‘NIL’ and shall be so recorded in the blanks above at the time of opening of the tender by the officials opening the tenders.
4. If any tenderer gives any type of conditional rebates, such rebate shall not be considered for evaluation of the tender.

**Witness:-**

1. **Signature of tenderer**
2. **Dated:.....**

**End of Tender Document**

**Signature of the Tenderer(s)**

**For Chief Administrative Officer/Con**