

ADDITIONAL SPECIAL CONDITIONS ON CIVILWORKS.

CEMENT AND STEEL

1. The items indicated in schedule 'A' are based on the DSR/USSOR 2021 which contemplates the supply of cement and steel separately. For this work it is proposed that the cement and steel will not be supplied by the Railway and will have to be supplied by the contractor under Sch.A1&A2. Cement should be procured from the main cement plants or from their authorized dealers. Steel shall be procured from the main producer or authorized stockyards. **Rerolled steel will not be accepted.** The payment for the cement and steel will be as per relevant item of schedule A1&A2 The tenderer should indicate the firm rate for supply of cement and steel respectively against the relevant items. The rate will include the cost of procurement, handling, transportation to the site of work, storage, wastage etc. Necessary test certificate will have to be produced by the tenderer regarding the quality of cement and steel which should conform to Unified standard specifications for works and materials Vol I&II and USSOR 2021.

2. Port land pozzolana cement shall not be used for PSC works, When Portland Pozzolana cement is used in plain and reinforcement concrete, it is to be ensured that proper damp curing of concrete at least for 14 days and supporting form work shall not be removed till concrete attains at least 75% of the design strength. It is also required to ensure designing the concrete mix and casting of additional test cubes to ascertain the concrete strength at the time of removal of shuttering/forming.

No payment shall be made towards the testing charges.

3. The railway also reserve the right to take samples during the course of the work and get the cement and steel tested to ascertain their conformation to the specifications. The cost of such sample and testing is to be borne by the contractor. In case, the materials fail to confirm, the entire work done by using that batch of material shall be rejected even if payment is already made and the same to be made good at the contractor's cost with approved materials.

4. The payment for cement will be based on the quantity actually used in the work or as per the assessment based on to unified standard specification for works and materials Vol.I & II and various items of USSOR 2021 and as per design mix whichever is lower. The actual consumption of cement will be certified by the Engineer-in-charge, based on the cement daily consumption register maintained at site.

5. TMT Reinforcement Bar shall have as per Annexure-C (Para No.3) of BIS doc. No.PM/IS1786/3/August 2019, the following details marked on bar/wire during rolling or by any other permanent marking at an interval of not more than 3.0m

a) Brand name/Trade mark of manufacturer.

b) Grade & size of bar

c) Six digit identification No.(two digits are branch id. circulated as per CMD-II Circular reference: CMD-II(L)/9 dated 20/10/2014, under which jurisdiction the license is in operation and last for digit of the license No. allotted to the manufacturer).

It shall be confirmed that embossing/marking of BIS id. no as mentioned in the tender directly of RDSO on TMT reinforcement bars and ensured that the supply of materials has been made from the approved works units of firms only.

6. The payment for steel will be as per the reinforcement actually utilized in the work. No extra will be payable for the wastage or cut rods, if any which would be the property of the contractor. The actual quantity used shall be certified by the Engineering charge based on the reinforcement register maintained at site. Any excess quantity of cement and steel left over on completion of the work will have to be disposed of by the contractor and cannot be taken over by the Railway.

7. **For design mix**, The Contractor shall submit mix design, based on the sample of materials proposed to use, duly obtaining from Government institutions such as Engineering colleges, polytechnic colleges, Regional testing labs etc **or any NABL accredited labs** only with test results of trial cubes and the mix to be used only after the approval of the Engineer-in-charge. Test reports from Private labs will not be accepted. It is the responsibility of the Contractor to submit the Mix design as per relevant IS Codes and Railway standards. Payment is already included in the items of USSOR and for the Railway accepted mix design alone. Retesting/ redesigning charges until acceptance of Mix design/drawings/tests shall be borne by Contractor. Empty cement bags would be the property of the contractor and shall be disposed off by the contractor himself. However, in case the Railway is in need of empty cement bags good and usable empty cement bags are to be supplied by the contractor. These will be paid for by the Railway at the rate of Rs.2/- per bag in respect of empty cement gunny bags and Rs.1.40 per bag in respect of empty cement polythene/paper bag.

8. The contractor should make his own arrangements, for the required binding wire for the work including the RCC works under USSOR 2021 items through it is mentioned otherwise. Rate quoted shall include that also.

Storing of Materials, site office

The contractor has to make his own arrangements for storing materials, site office, establishment etc. within his quoted rates. However if the contractor's sheds, stores, camp office, casting yards etc. are to be located in the Railway premises, the location should be got approved by the Engineer-in-charge. For this land available can be given free of charge for the contract period only if available as per the directions and decision of the Engineer-in-charge. On completion of work the contractor shall leave site free of all structures/debris etc., if any.