

ರೈಲು ಮೂಲಸೌಲಭ್ಯ ಅಭಿವೃದ್ಧಿ ಕಂಪನಿ (ಕರ್ನಾಟಕ) ನಿಯಮಿತ

रेल इन्फ्रास्ट्रक्चर डेवलपमेंटकंपनी (कर्नाटक) लिमिटेड

Rail Infrastructure Development Company (Karnataka) Limited

BID DOCUMENT

for

Baiyyappanahalli - Hosur: Doubling Project.

Linking Of BG track between Baiyyappanahalli "A" panel to
Hosur (including station yards) in Bangalore Division of
South Western Railway in 2 (two) Packages .

(MULTIPLE PACKAGES)

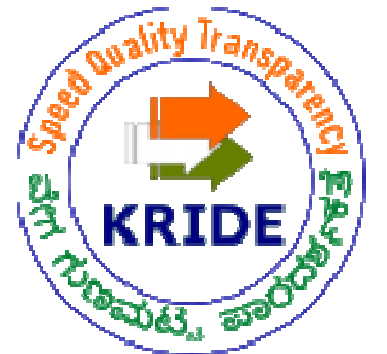
Dt. 10.09.2020

RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED

MSIL House, 7th Floor, #36, Cunningham Road, Bangalore - 560052

Tel +91-80-22370582, Fax +91-80-22370581

Email: md@kride.in



INDEX

		Page No
Invitation For Bids (IFB)		1-4
PART I: Bidding Procedures		
Section 1.	Instructions to Bidders (ITB)	5-27
Section 2.	Bid Data Sheet (BDS)	28-31
Section 3.	Evaluation Criteria and Qualification Criteria	32-40
Section 4.	Bidding Forms	41-79
PART II : Works Requirements		
Section 5.	Works/Employer's Requirements:	80-125
PART III: Conditions of Contract and Contract Forms		
Section 6.	General Conditions of Contract (GCC)	126-266
Section 7.	Special Conditions of Contract (SCC)	267-271
Section 8.	<i>Contract Forms</i>	272-289
Section 9.	<i>Bill of Quantities (BOQ)</i>	290-395

BIDDING DOCUMENTS

for

Execution of

“Baiyyappanahalli – Hosur Doubling Project - Linking Of BG track between Baiyyappanahalli “A” panel to Hosur (including station yards) in Bangalore Division of South Western Railway in 2 (two) Packages .

IFB No: K RIDE/Projects/57/DBH/3/2020 Date : 10.09.2020

PROJECT:- Doubling of Track between Baiyyappanahalli - Hosur”

Employer: K RIDE (Rail Infrastructure Development Company (Karnataka) Limited)

**MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore**

**Tel – (080) 22370582,
Fax – (080) 22370581
E Mail – md@kride.in**

**NOTICE
FOR
INVITATION FOR BIDS
(IFB)**

Rail Infrastructure Development Company (Karnataka) Limited

INVITATION FOR BIDS

Bid Notice No. **K RIDE/Projects/57/DBH/3/2020**

Date : 10.09.2020

1. **RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED (K RIDE)**, having its Corporate office at MSIL House, 7th Floor, #36, Cunningham Road Bangalore-560052, India which is a Joint Venture of Government of Karnataka and Ministry of Railways set up as a wholly owned Government Company under the provisions of Section 2(45) of Companies Act 2013, invites bids under single stage single packet system for the following work:

2. **THE TWO CONTRACT PACKAGES ARE AS UNDER**

Sl. No.	Contract Packages	Estimated Cost of Project (in `)	Bid Security (in `)	Period of Completion
I	Package- 1 - <i>BYPL "A" Pannel – HSRA Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway.</i>	7,01,97,414	5,00,987	18 months
II.	Package- 2 - <i>BYPL "A" Pannel – HSRA Doubling Project – Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards in Bangalore Division of South Western Railway.</i>	7,31,32,838	5,15,664	18 months

- Bidders are advised to note the eligibility and minimum qualifying criteria specified in the Instruction to Bidders and Section 3 “ Evaluation and Qualification Criteria” of bid document.
- Bids must be accompanied by a bid security as mentioned above against each package in any one of the forms as specified in the bidding documents and shall have to be valid for 42 days beyond the validity of the bid.
- Bidding Documents can be downloaded free of cost from K RIDE website www.kride.in from 11.09.2020 and the bids can be submitted on the downloaded document.

Please note that drawings, if any, referred in the bid document, but not uploaded with the bidding document, can be viewed in this office on any working day.

It will be the responsibility of the bidder who is submitting the bid on downloaded bidding documents to check and see any Addendum/Corrigendum issued in this regard from the website from time to time and ensure submission of bid along with all Addendum/Corrigendum.

In case of any clarification the tenderer can visit the Rail Infrastructure Development Company (Karnataka) limited Corporate Office Bangalore at **MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052,**

6. **Purchase Preference:** Shall not apply to Central Public Sector Enterprises, as per extant rules in force.
7. **Date of Receipt and opening of Bids:** The completed Bids must be dropped in the nominated tender box or delivered to the address below not later than 15.00 hrs on- 05/10/2020 and the same shall be opened at 15.30 hrs. in the same day in the presence of Bidders who choose to be present. K RIDE will not be responsible for any delays in receiving the Bidding documents by the Bidder or receipt of Bids by K RIDE.
8. **Address for Communication:** Interested eligible Bidders may obtain further information from the following address:

**General Manager (Civil),
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor, #36, Cunningham Road
Bangalore – 560052**

**Tel: (080)22370582, Fax -22370581
E – Mail: md@kride.in**

Section 1	Instructions to Bidders (ITB)
----------------------	--

Section 1	Instructions to Bidders (ITB)
------------------	--------------------------------------

Reasons for Rejection of Bids

ITB Clause No	Reason for Summary Rejection
Section 1	
4.4	Non-submission of Affidavit
4.5	Non-submission of immediate information to the Employer in case the Bidder ceases to fulfill eligibility in terms of ITB 4.3 & 4.4
14.2	Quoting more than one percentage for any schedule
14.9	Non-submission of Summary sheet of BOQ
16.4	Non-submission of the Letter of Bid (LB)
19.3	Bid not accompanied by an enforceable and compliant bid security

Note :

The Bidders are advised to note the above reasons and take care of the same to avoid rejection of their bids.

Important Note:

With regard to the procedure of sealing and submission of bids, please refer to ITB 21

Table of Clauses

	Title	Page No
A.	General	8-11
1.	Scope of Bid	8
2.	Source of Funds	8
3.	Corrupt Practices	8-9
4.	Eligible Bidders	9-11
5.	Eligible Materials, Equipment and Services	11
B.	Contents of Bidding Document	11-14
6.	Sections of Bidding Document	11-12
7.	Clarification of Biding Document, Site Visit, Pre-Bid Meeting	12-13
8.	Amendment of Bidding Document	13-14
C	Preparation of Bids	14-19
9.	Cost of Bidding	14
10.	Language of Bid	14
11.	Documents Comprising the Bid	14
12.	Letters of Bid and Price Schedules	15
13.	Alternative Bids	15
14.	Bid Prices and Discounts	15-16
15.	Currencies of Bid and Payment	16
16.	Documents Comprising the Technical Bid	16
17.	Documents Establishing the Qualification of the Bidder	17
18.	Period of Validity of Bids	17
19.	Bid Security	17 -18
20.	Format and signing of Bid	18 - 19

	Title	Page No
D	Submission and Opening of Bids	19-21
21.	Sealing and Marking of Bids	19
22.	Deadline for Submission of Bids	19
23.	Late Bids	19
24.	Withdrawal, Substitution, and Modification of Bids	19 - 20
25.	Bid Opening	20 - 21
E	Evaluation and Comparison of Bids	21-26
26.	Confidentiality	21
27.	Clarification of Bids	21-22
28.	Deviations, Reservations, and Omissions	22
29.	Determination of Responsiveness	22
30.	Nonconformities, Errors, and Omissions	22-23
31.	Pre-Qualification of the Bidder	23
32.	Correction of Arithmetical Errors	23-24
33.	Conversion to Single Currency	24
34.	Purchase Preference	24
35.	Evaluation of Bids	24-26
36.	Comparison of Bids	26
37.	Employer's Right to Accept Any Bid, and to Reject Any or All Bids	26
F	Award of Contract	26-27
38.	Award Criteria	26
39.	Notification of Award	26-27
40.	Signing of Contract	27
41.	Performance Security	27
42.	Jurisdiction of Courts	27

A. General

1. Scope of Bid

- 1.1 In connection with the Invitation for Bids indicated in the Bid Data Sheet (BDS), Rail Infrastructure Development Company (Karnataka) Limited (K RIDE), a **Joint Venture of Govt. of Karnataka & Ministry of Railways**, hereinafter referred to as the 'Employer', issues these Bidding Documents for the Procurement of Works as specified in Section 5: Works Requirements. The name, identification, number of contract(s) are provided in the BDS.
- 1.2 Throughout these Bidding Documents:
 - (a) the term "in writing" means communicated in written form and delivered against receipt;
 - (b) except where the context requires otherwise, words indicating the singular also include the plural and words indicating the plural also include the singular; and
 - (c) "day" means calendar day.

2. Source of Funds

- 2.1 The required funds have been sourced by **KRIDE**, unless otherwise specified in the BDS.

3. Corrupt Practices

- 3.1 The Employer requires that bidders, suppliers, and contractors observe the highest standard of ethics during the procurement and execution of such contracts. In pursuance of this policy, the Employer:
 - (a) defines, for the purposes of this provision, the terms set forth below as follows:
 - (i) "corrupt practice" means offering, giving, receiving, or soliciting, directly or indirectly, of anything of value to influence the action of any party in the procurement process or the execution of a contract;
 - (ii) "fraudulent practice" means a misrepresentation or omission of facts in order to influence a procurement process or the execution of a contract;
 - (iii) "collusive practice" means a scheme or arrangement between two or more bidders, with or without the knowledge of the Employer, designed to influence the action of any party in a procurement process or the execution of a contract;
 - (iv) "coercive practice" means harming or threatening to harm, directly or indirectly, persons, or their property to influence their participation in a procurement process, or affect the execution of a contract;
 - (b) will reject a Bid for award if it determines that the bidder recommended for award has, directly or through an agent, engaged in corrupt, fraudulent, collusive, or coercive practices in competing for the Contract; and
 - (c) will sanction a party or its successor, including declaring ineligible, either indefinitely or for a stated period of time, to participate in Employer's activities, if

it at any time determines that the firm has, directly or through an agent, engaged in corrupt, fraudulent, collusive, or coercive practices in competing for, or in executing a contract of the employer.

4. Eligible Bidders

- 4.1 A Bidder may be a natural person, private entity, government-owned entity, or any combination of them with a formal intent to enter into an agreement or under an existing agreement in the form of a Joint Venture (JV). The bidder must ensure the following:
- (a) In case of Single Entity:
 - (i) Submit Power of Attorney authorizing the signatory of the bid to commit the bidder.
 - (b) In case of Joint Venture:
 - (i) The number of partners in the JV shall not be more than that indicated in the Bid Data Sheet (BDS);
 - (ii) Submit MOU, as per the form given in Section 4.
 - (iii) The JV shall nominate a Representative through Power of Attorney (Form given in Section 4) who shall have the authority to conduct all business for and on behalf of any and all the parties of the JV during the bidding process and, in the event the JV is awarded the Contract, during contract execution.
 - (iv) Submit Power of Attorney by individual partners to lead partners as per the form given in Section 4.
 - (v) In case a Joint Venture is the successful bidder, the Joint Venture Agreement should be entered by the Joint Venture partners. The duly signed Joint Venture Agreement should be submitted along with the Performance Security to the employer after notification of the award of contract within 28 days.
 - (c) Foreign Firm(s) should be covered under the grant of general permission to establish project offices in India (as per RBI Master Circular No.7/2015-16 updated up to the deadline for submission of bids) on securing the subject project or have already opened project office in India. In case of award of contract to a foreign firm, such foreign firm has to submit proof of having opened project office in India before submitting any interim payment certificate.
- 4.2 Bidders having a conflict of interest shall be disqualified. The conflict of interest is detailed below
- 4.3 A Bidder shall not have conflict of interest. All Bidders found to have a conflict of interest shall be disqualified. A Bidder may be considered to be in a conflict of interest with one or more parties in this bidding process, if, including but not limited to:
- (a) they have controlling shareholders in common; or
 - (b) they receive or have received any direct or indirect subsidy from any of them; or
 - (c) they have the same legal representative for purposes of this bid; or

- (d) they have a relationship with each other, directly or through common third parties, that puts them in a position to have access to information about or influence on the Bid of another Bidder, or
- (e) any firm, either individually or in Joint Venture (JV), submits more than one offer irrespective of whether the firm is quoting for single package or multiple packages against this bid. The bids submitted by two different bidders, having any common participant in JV formation or any common partner in partnership firms, or an individual whether in the same or different packages will be treated as having conflict of interest or
- (f) a Bidder participated as a consultant in the preparation of the design or technical specifications of the contract that is the subject of the Bid; or
- (g) a Bidder was affiliated for any period(s) during last two years before the date of issue of Invitation for Bids with a firm or entity that has been hired (or is proposed to be hired) by the Employer as Engineer for the contract.

4.4 The bidder shall be disqualified if:

- (a) The bidder or any of its constituents has been blacklisted/ banned business dealings for all Government Departments or by Ministry of Railways or by K RIDE at any time till finalization of bids, except in cases where such blacklisting/ banning has been withdrawn by Competent Authority or has ceased on the deadline for submission of the bids, for which satisfactory evidence is to be produced.
- (b) Any previous contract of the bidder or any of its constituents had been terminated for contractor's failure or part terminated for its failure as a JV partner with forfeiture of its full Performance Security, by Rail Infrastructure Development Company (Karnataka) Ltd.(K RIDE) at any time starting from 3 years before the deadline for submission of bids and up to one day before the date of opening of price bids;

Provided, however, there is no stay order or declaration by any Court against such termination of the Contract by Rail Infrastructure Development Company (Karnataka) Ltd. or such termination of the Contract has not been revoked by Rail Infrastructure Development Company (Karnataka) Ltd or competent authority of K RIDE has not passed an order of non-applicability of disqualification of the bidder or any of its constituents despite such termination.

- (c) The bidder or any of its constituents has been imposed delay damages of 5% or more of contract value by K RIDE due to delay in the implementation of any previous contract within the period of last 2 years before the deadline for submission of bids (Period of 2 years shall be reckoned from the date on which the total accrued amount of Delay Damages has reached 5% or more of the contract price) or such accrued delay damages has not been fully recovered before the deadline for submission of bids on account of contractor's request for deferring recovery to maintain cash flow and K RIDE has acceded to the same in the interest of the project or the work under the previous contract in question has not been completed before the deadline for submission of bids, unless imposition of such delay damages has been set aside by the Competent Authority.

- (d) The bidder or any of its constituents:
- (i) has suffered bankruptcy/insolvency or
 - (ii) has any ongoing case of insolvency before the NCLT/any Court where Interim Resolution Professional (IRP) has been appointed or is at any later stage of the insolvency process
- On the deadline of submission of bids or thereafter till finalization of bids.
- (e) The bidder is found ineligible by the Employer, in accordance with ITB-3.
- (f) The bidder or its constituent(s) has been declared by K RIDE to be a poor performer and the period of poor performance is still in force on the deadline for submission of bids.

OR

The bidder or its constituent(s) has been declared by K RIDE to be a poor performer at any time after the deadline for submission of bids and upto one day before the date of opening of price bids.

- (g) The bidder or any of its constituents has changed its name or created a new business entity as covered by the definition of "Allied Firm" under para 1102 (iii) of Chapter XI of Vigilance Manual of Indian Railways (available on website of Indian Railways), consequent to having been banned business dealings or suspended business dealings or having been declared poor performer.

The Bidder shall submit an affidavit stating that they are not liable to be disqualified as per this sub clause using the appropriate Performa given in Section 4. Non-submission of an affidavit by the bidder shall result in summary rejection of his bid.

- 4.5 Bidders shall immediately inform the Employer in case they cease to fulfill eligibility in terms of ITB 4.3 & 4.4. In case the bidder fails to inform the Employer or submits a false affidavit, his bid shall be summarily rejected and bid security shall be forfeited. The bidder shall also be liable for Banning of Business dealings for a period up to five years.

5 Eligible Materials, Equipment and Services

- 5.1 The materials, equipment and services to be supplied under the Contract shall be from the approved sources as specified in Section 5: Works Requirements.

B. Contents of Bidding Document

6 Sections of Bidding Document

- 6.1 The Bidding Document consists of Parts I, II and III, which includes all the Sections indicated below, and should be read in conjunction with any Addenda issued in accordance with ITB 8.

PART I: Bidding Procedures

Section 1: Instructions to Bidders (ITB)

Section 2: Bid Data Sheet (BDS)

Section 3: Evaluation and Qualification Criteria (EQC)

Section 4: Bidding Forms (BDF)

PART II: Work's Requirements

Section 5: Work's Requirements (WRQ)

PART III: Conditions of Contract and Contract Forms

Section 6: General Conditions of Contract (GCC)

Section 7: Special Conditions of Contract (SCC)

Part A: Contract Data (CD)

Part B: Specific Provisions (SP)

Section 8: Contract Forms (COF) – Annexes to SCC

Section 9: Bill of Quantities (BOQ)

6.2 The Invitation for Bids (IFB) issued by the Employer is not part of the Bidding Document.

6.3 The Employer is not responsible for the completeness of the Bidding Document and their Addenda, if they were not obtained directly from the source stated by the Employer in the Invitation for Bids.

6.4 The Bidder is expected to examine all instructions, forms, terms, and specifications in the Bidding Document. Failure to furnish all information or documentation required by the Bidding Document may result in the rejection of **the** bid.

7 Clarification of Bidding Document, Site Visit, Pre-Bid Meeting

7.1A prospective Bidder requiring any clarification of the Bidding Document shall contact the Employer in writing at the Employer's address indicated in the BDS or raise his inquiries during the pre-bid meeting if provided for in accordance with ITB 7.4. The Employer will respond in writing to any request for clarification, provided that such request is received no later than ten (10) days prior to the

deadline for submission of bids. The Employer shall forward copies of its response to all Bidders who have acquired the Bidding Document in accordance with ITB 6.3, including a description of the inquiry but without identifying its source. Should the Employer deem it necessary to amend the Bidding Document as a result of a request for clarification, it shall do so following the procedure under ITB 8 and ITB 22.2.

- 7.2 The Bidder is advised to visit and examine the Site of Works and its surroundings and obtain for itself on its own responsibility all information that may be necessary for preparing the bid and entering into a contract for construction of the Works. The costs of visiting the site shall be at the Bidder's own expense.
- 7.3 The Bidder and any of its personnel or agents will be granted permission by the Employer to enter upon its premises and lands for the purpose of such visit, but only upon the express condition that the Bidder, its personnel, and agents will release and indemnify the Employer and its personnel and agents from and against all liability in respect thereof, and will be responsible for death or personal injury, loss of or damage to property, and any other loss, damage, costs, and expenses incurred as a result of the inspection.
- 7.4 The Bidder's designated representative is invited to attend a pre-bid meeting, if provided for in the BDS, either in person or through video conferencing. The purpose of the meeting will be to clarify issues and to answer questions on any matter that may be raised at that stage.
- 7.5 The Bidder is requested, as far as possible, to submit any questions in writing, to reach the Employer not later than one week before the meeting.
- 7.6 Minutes of the pre-bid meeting, including the text of the questions raised, without identifying the source, and the responses given, together with any responses prepared after the meeting, will be transmitted promptly to all Bidders who have acquired the Bidding Document in accordance with ITB 6.3. Any modification to the Bidding Document that may become necessary as a result of the pre-bid meeting shall be made by the Employer exclusively through the issue of an addendum pursuant to ITB 8 and not through the minutes of the pre-bid meeting.
- 7.7 Non-attendance at the pre-bid meeting will not be a cause for disqualification of a Bidder.

8 Amendment of Bidding Document

- 8.1 At any time prior to the deadline for submission of bids, the Employer may amend the Bidding Document by issuing addenda.
- 8.2 Any addendum issued shall be part of the Bidding Document and shall be communicated in writing to all who have obtained the Bidding Document from the Employer.

- 8.3 To give prospective Bidders reasonable time in which to take an addendum into account in preparing their bids, the Employer may, at its discretion, extend the deadline for the submission of bids, pursuant to ITB 22.2

C. Preparation of Bids

9 Cost of Bidding

- 9.1 The Bidder shall bear all costs associated with the preparation and submission of its Bid, and the Employer shall not be responsible or liable for those costs, regardless of the conduct or outcome of the bidding process.

10 Language of Bid

- 10.1 The Bid, as well as all correspondence and documents relating to the bid exchanged by the Bidder and the Employer, shall be written in English. Supporting documents and printed literature that are part of the Bid may be in another language provided they are accompanied by an accurate translation of the relevant passages in English in which case, for purposes of interpretation of the Bid, such translation shall govern.

11 Documents Comprising the Bid

- 11.1 This provision shall not apply.
- 11.2 This provision shall not apply.
- 11.3 This provision shall not apply
- 11.4 The Bid shall contain the following :
- (a) Letter of Bid in accordance with ITB 16;
 - (b) Bid Security, in accordance with ITB Clause 19;
 - (c) alternative Bid, if permissible, in accordance with ITB Clause 13;
 - (d) written confirmation authorizing the signatory of the Bid to commit the Bidder, in accordance with ITB Clause 20.2;
 - (e) documentary evidence in accordance with ITB Clause 17 establishing the Bidder's qualifications to perform the contract; and
 - (f) any other document required in the BDS.
- 11.5 This provision shall not apply

12. Bid Letters and Price Schedules

12.1 The Bidder shall submit proposal and Separate Price Proposal using the appropriate Submission Sheets furnished in Section 4: Bidding Forms. These Forms must be completed without any alterations to their format, and no substitutes shall be accepted. All blank spaces shall be filled in with the information requested.

12.2 The Bidder shall submit, as part of the Price Bid, the Schedules, including the Bill of Quantities.

13. Alternative Bids

13.1 Unless otherwise indicated in the BDS, alternative bids shall not be considered.

13.2 When alternative periods for completion are explicitly invited, a statement to that effect will be included in the BDS, as will the method of evaluating different periods for completion.

14. Bid Prices and Discounts

14.1 The prices and discounts quoted by the Bidder in the Letter of Price Bid(LPB)and in the Bill of Quantities shall conform to the requirements specified below.

14.2 In the BOQ, quantity and unit rates and thereby the amount against each item have been indicated where rates as percentage are to be quoted. From this, price of such scheduleshave been worked out and indicated in the summary sheet in BOQ. The Bidder shall quote rates as single percentage above/below/at par in figures and words as per format for such schedule in the summary sheet. **If any bidder quotes more than one percentage for such schedules, its bid shall be summarily rejected.**

14.3 The price to be quoted in the Letter of Price Bid, in accordance with ITB 12.1, shall be the total price of the Bid, excluding any discounts offered.

14.4 The Bidder shall quote any unconditional discounts and the methodology for their application (the discounts, and the methodology of their application, should be quoted on prices quoted in the bid so that the discounts can be evaluated by simple arithmetic calculation during financial evaluation of the bids, to arrive at the net total price of the bid. If the net total price cannot be calculated after application of the methodology of the discount(s) quoted, the bid shall be considered as incomplete and will be rejected) in the Letter of Price Bid, in accordance with ITB 12.1. However, any conditional discount if any offered for award of any specific combination of contract package(s) has to be quoted separately for each specific combination and to be submitted in separate envelope(s).

14.5 Unless otherwise provided in the BDS and the Contract, the rates and prices quoted by the Bidder are subject to adjustment during the performance of the

Contract in accordance with the provisions of the Conditions of Contract. In such a case, the indices and weightings for the price adjustment formulae shall be as specified in the Tables of Adjustment Data included in Contract Data.

- 14.6 **If so, indicated in ITB 1.1, bids are being invited for individual contracts or for any combination of contracts (packages).** Bidders wishing to offer any price reduction for the award of more than one Contract shall specify in their bid the price reductions applicable to each package, or alternatively, to individual Contracts within the package. Price reductions or discounts shall be submitted in accordance with ITB 14.4, provided the bids for all contracts are submitted and opened at the same time.
- 14.7 All duties, taxes, and other levies payable by the Contractor under the Contract, or for any other cause (including standard specifications), as of the date 28 days prior to the deadline for submission of bids, shall be included in the rates and prices and the total Bid Price submitted by the Bidder.
- 14.8 Bidders should note that during the progress of the works, the foreign currency requirements of the outstanding balance of the Contract Price may be adjusted by agreement between the Employer and the Contractor in order to reflect any changes in foreign currency requirements for the Contract, in accordance with Sub-Clause 14.15 of the Conditions of Contract. Any such adjustment shall be effected by comparing the percentages quoted in the bid with the amounts already used in the Works and the Contractor's future needs for imported items.
- 14.9 Bidder should note that non-submission of the Letter of Price Bid (LPB) and/or Summary sheet of BOQ by the bidder shall result in summary rejection of his bid.

15. Currencies of Bid and Payment

- 15.1 The bidder shall quote the unit rates and the prices entirely in the Indian Rupees.

16. Documents Comprising the Bid

- 16.1 The Bidder shall furnish a commitment in Letter of Bid (LB) for deployment of equipment and personnel as stipulated in Section 5: Work's Requirement.
- 16.2 The bidder shall furnish commitment in LB for submitting construction method statement for all major activities of work and get this approved from the engineer prior to the commencement of work on that activity in case of award of contract.
- 16.3 The Bidder shall furnish a commitment in Letter of Bid (LB) for adhering to mobilisation and construction schedule as stipulated in Section 5: Work's Requirement
- 16.4 . Bidder should note that non-submission of the Letter of Bid (LB) by the bidder shall result in summary rejection of his bid.

17. Documents Establishing the Qualifications of the Bidder

- 17.1 . To establish its qualifications to perform the Contract in accordance with Section 3: Evaluation and Qualification Criteria, the Bidder shall submit as part of its Bid the information requested in the corresponding information sheets included in Section 4: Bidding Forms
- 17.2 Domestic Bidders, individually or in joint ventures, applying for eligibility for domestic preference shall supply all information required to satisfy the criteria for eligibility.

18. Period of Validity of Bids

- 18.1 Bids shall remain valid for a period of 90 days after the bid submission deadline date prescribed by the employer. A bid valid for a shorter period shall be rejected by the employer as non-responsive.
- 18.2 In exceptional circumstances, the Employer may request Bidders to extend the period of validity of their bids. The request and the responses shall be made in writing. If a bid security is requested in accordance with ITB 19, it shall also be extended upto the date mentioned in the letter of request for extension. A Bidder may refuse the request without forfeiting its bid security. A Bidder granting the request shall not be required or permitted to modify its bid.

19. Bid Security

- 19.1 Unless otherwise specified in the BDS, the Bidder shall furnish as part of its bid, a bid security in original form and for the said amount of Indian Rupees as specified in the BDS.
- 19.2 The bid security shall be, at the Bidder's option, in any of the following forms:
- (a) A Cashiers or Banker's certified cheque or Bank draft drawn on a Scheduled/Nationalized Bank in India in favour of "Rail Infrastructure Development Company (Karnataka)Ltd" payable at Bangalore;
 - or
 - (b) An unconditional bank guarantee using the Form given in Section 4: Bidding Forms. The bank guarantee shall be from a bank having minimum net worth of over INR 500 million from the specified banks as under:
 - (i) a Scheduled Bank in India, or
 - (ii) a Foreign Bank having their operations in India, or
 - (iii) a Foreign Bank which do not have operations in India is required to provide a counter-guarantee by State Bank of India,

The bid security shall be valid upto the date as mentioned in BDS, or upto the date mentioned in the letter of request for extension, if any under ITB 18.2.

- 19.3 Any bid not accompanied by an enforceable and compliant bid security, as required in accordance with ITB 19.1, shall be summarily rejected by the Employer as non-responsive.
- 19.4 The bid security of the Bidders who have been determined to be unqualified for opening of their financial bids shall be returned within 3 working days after the opening of financial bids. The Bid Security of unsuccessful bidders shall be returned within 7 working days after issue of LOA to the successful Bidder.
- 19.5 The bid security of the successful Bidder shall be returned as promptly as possible once the successful Bidder has signed the Contract and furnished the required performance security.
- 19.6 The bid security may be forfeited:
- (a) if a Bidder withdraws its bid during the period of bid validity specified by the Bidder on the Letter of Bids, except as provided in ITB 18.2 or
 - (b) if a Bidder misrepresents or omits the facts in order to influence the procurement process;
 - (c) if the successful Bidder fails to:
 - (i) sign the Contract in accordance with ITB 40;
 - (ii) furnish a performance security in accordance with ITB 41;
 - (iii) accept the correction of its Bid Price pursuant to ITB 32.2; or
 - (iv) furnish a **domestic preference security** if so required.
 - (d) if the undertaking of the affidavit submitted by the bidder or its constituents in pursuance to ITB clause 4.4 or any of the declarations of Letter of Technical Bid or Letter of Price Bid submitted by the bidder has been found to be false at any stage during the process of bid evaluation.
- 19.7 The Bid Security of a JV shall be in the name of the JV that submits the bid. If the JV has not been legally constituted at the time of bidding, the Bid Security shall be in the names of all future partners as named in the letter of intent mentioned in ITB 4.1.

20. Format and Signing of Bid

- 20.1 The Bidder shall prepare one original of the Bid and one original of the Price Bid as described in ITB Clause 11 and clearly mark each "ORIGINAL" and "ORIGINAL - PRICE BID". In addition, the Bidder shall submit copies of the Bid and the Price Bid, in the number specified in the BDS and clearly mark them "COPY NO... - BID" and "COPY NO.... - PRICE BID". In the event of any discrepancy between the original and the copies, the original shall prevail.

- 20.2 The original and all copies of the bid shall be typed or written in indelible ink and shall be signed by a person duly authorized to sign on behalf of the Bidder. This authorization shall consist of a written confirmation as specified in the BDS. The name and position held by each person signing the authorization must be typed or printed below the signature. All pages of the bid, except for un-amended printed literature, shall be signed or initialed by the person signing the bid.
- 20.3 Any interlineations, erasures, or overwriting shall be valid only if they are signed or initialed by the person signing the bid.

D. Submission and Opening of Bids

21. Sealing and Marking of Bids

- 21.1 The Bidder shall enclose the original Proposal and marked "ORIGINAL PROPOSAL"
- 21.2 This provision shall not apply
- 21.3 If all envelopes are not sealed and marked as required, the Employer will assume no responsibility for the misplacement or premature opening of the bid.
- 21.4 To 21.6 : This provision shall not apply

22. Deadline for Submission of Bids

- 22.1 Bids must be received by the Employer at the address and not later than the date and time indicated in the BDS.
- 22.2 The Employer may, at its discretion, extend the deadline for the submission of bids by amending the Bidding Document in accordance with ITB 8, in which case all rights and obligations of the Employer and Bidders subject to the previous deadline shall thereafter be subject to the deadline as extended.

23. Late Bids

- 23.1 The Employer shall not consider any bid that arrives after the deadline for submission of bids, in accordance with ITB 22. Any bid received by the Employer after the deadline for submission of bids shall be declared late, rejected, and returned unopened to the Bidder.

24. Withdrawal, Substitution, and Modification of Bids

- 24.1 A Bidder may withdraw, substitute, or modify its bid after it has been submitted by sending a written notice, duly signed by an authorized representative, and shall include a copy of the authorization in accordance with ITB 20.2, (except that withdrawal notices do not require copies). The corresponding withdrawal of

substitution or modification of the bid must accompany the respective written notice. All notices must be:

- (a) prepared and submitted in accordance with ITB 20 and ITB 21 (except that withdrawal notices do not require copies), and in addition, the respective envelopes shall be clearly marked "WITHDRAWAL of Package No. 1 OR Package No. 2", "SUBSTITUTION of Package No. 1 OR Package No. 2", "MODIFICATION of Package No. 1 OR Package No. 2", and
- (b) received by the Employer prior to the deadline prescribed for submission of bids, in accordance with ITB 22.

24.2 Bids requested to be withdrawn in accordance with ITB 24.1 shall be returned unopened to the Bidders.

24.3 No bid may be withdrawn, substituted, or modified in the interval between the deadline for submission of bids and the expiration of the period of bid validity specified by the Bidder on the Letter of Bid or any extension thereof.

25. Bid Opening

25.1 The Employer shall conduct the opening of Bids in the presence of Bidders' representatives who choose to attend, at the address, date and time specified in the BDS.

25.2 This provision shall not apply

25.3 First, envelopes marked "WITHDRAWAL" shall be opened, read out, and recorded, and the envelope containing the corresponding Bid shall not be opened, but returned to the Bidder. No Bid shall be withdrawn unless the corresponding Withdrawal Notice contains a valid authorization to request the withdrawal and is read out and recorded at bid opening.

25.4 Next, outer envelopes marked "SUBSTITUTION" shall be opened. The inner envelopes containing the Substitution Technical Bid and/or Substitution Price Bid shall be exchanged for the corresponding envelopes being substituted, which are to be returned to the Bidder unopened. Only the Substitution Technical Bid, if any, shall be opened, read out, and recorded. Substitution Price Bids will remain unopened in accordance with ITB Sub-Clause 25.2. No envelope shall be substituted unless the corresponding Substitution Notice contains a valid authorization to request the substitution and is read out and recorded at bid opening.

25.5 Next, outer envelopes marked "MODIFICATION" shall be opened. No Bid and/or Price Bid shall be modified unless the corresponding Modification Notice contains a valid authorization to request the modification and is read out and recorded at the opening of Bids

- 25.6 All other envelopes holding the Bids shall be opened one at a time, and the following read out and recorded :
- (a) the name of the Bidder;
 - (b) whether there is a modification or substitution;
 - (c) the presence of a Bid Security, if required; and
 - (d) any other details as the Employer may consider appropriate.
- Only Bids and alternative Bids read out and recorded at bid opening shall be considered for evaluation. No Bid shall be rejected at the opening of Bids except for late bids, in accordance with ITB Sub-Clause 23.1.
- 25.7 The Employer shall prepare a record of the opening of Bids that shall include, as a minimum: the name of the Bidder and whether there is a withdrawal, substitution, modification, or alternative offer; and the presence or absence of a Bid Security, if one was required. The Bidders' representatives who are present shall be requested to sign the record. The omission of a Bidder's signature on the record shall not invalidate the contents and effect of the record. A copy of the record shall be distributed to all Bidders.
- 25.8 To 25.12 : This provision shall not apply.

E. Evaluation and Comparison of Bids

26. Confidentiality

- 26.1 Information relating to the examination, evaluation & comparison, pre-qualification of Bids and recommendation of contract award, shall not be disclosed to Bidders or any other persons not officially concerned with such process until information on Contract award is communicated to all Bidders.
- 26.2 Any attempt by a Bidder to influence the Employer in the examination, evaluation & comparison and pre-qualification of the Bids or Contract award decisions may result in the rejection of its Bid.
- 26.3 Notwithstanding ITB Sub-Clause 26.2, from the time of opening the Technical Bids to the time of Contract award, if any Bidder wishes to contact the Employer on any matter related to the bidding process, it should do so in writing.

27. Clarification of Bids

- 27.1 To assist in the examination, evaluation & comparison and pre-qualification of the Bids, the Employer 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 Employer shall not be considered. The Employer's request for clarification and the response shall be in writing. No change in the prices or substance of the Bid shall be sought, offered, or permitted, except to confirm the correction of errors discovered by the Employer in the evaluation of the Price Bids, in accordance with ITB Clause 32.

- 27.2 If a Bidder does not provide clarifications of its bid by the date and time set in the Employer's request for clarification, its bid may be rejected.

28. Deviations, Reservations, and Omissions

- 28.1 During the evaluation of bids, the following definitions apply:
- (a) "Deviation" is a departure from the requirements specified in the Bidding Document;
 - (b) "Reservation" is the setting of limiting conditions or withholding from complete acceptance of the requirements specified in the Bidding Document; and
 - (c) "Omission" is the failure to submit part or all of the information or documentation required in the Bidding Document.

29. Determination of Responsiveness

- 29.1 The Employer's determination of a bid's responsiveness is to be based on the contents of the bid itself, as defined in ITB11.
- 29.2 A substantially responsive bid is one that meets the requirements of the Bidding Document without material deviation, reservation, or omission. A material deviation, reservation, or omission is one that,
- (a) if accepted, would:
 - (i) affect in any substantial way the scope, quality, or performance of the Works specified in the Contract; or
 - (ii) limit in any substantial way, inconsistent with the Bidding Document, the Employer's rights or the Bidder's obligations under the proposed Contract; or
 - (b) if rectified, would unfairly affect the competitive position of other Bidders presenting substantially responsive bids.
- 29.3 The Employer shall examine the technical aspects of the bid submitted in accordance with ITB 16, Technical Bid, in particular, to confirm that all requirements of Section 5 (Works Requirements) have been met without any material deviation or reservation.
- 29.4 If a bid is not substantially responsive to the requirements of the Bidding Document, it shall be rejected by the Employer and may not subsequently be made responsive by correction of the material deviation, reservation, or omission.

30. Nonconformities, Errors, and Omissions

- 30.1 Provided that a bid is substantially responsive, the Employer may waive any nonconformities in the bid that do not constitute a material deviation, reservation or omission.

- 30.2 Provided that a bid is substantially responsive, the Employer may request that the Bidder submit the necessary information or documentation, within a reasonable period of time, to rectify nonmaterial nonconformities in the bid related to documentation requirements. Requesting information or documentation on such nonconformities shall not be related to any aspect of the price of the bid. Failure of the Bidder to comply with the request may result in the rejection of its bid.

31. Pre-Qualification of the Bidder

- 31.1 The Employer shall determine to its satisfaction during the evaluation of Bid whether Bidders are qualified to perform the Contract satisfactorily.
- 31.2 The determination shall be based upon an examination of the documentary evidence of the Bidder's qualifications submitted by the Bidder, pursuant to ITB Clause 17, to clarifications in accordance with ITB Clause 27 and the qualification criteria indicated in Section 3: Evaluation and Qualification Criteria. Factors not included in Section 3: Evaluation and Qualification Criteria shall not be used in the evaluation of the Bidder's qualification.
- 31.3 This Provision shall not apply.

32. Correction of Arithmetical Errors and Omissions in Price Bid and Evaluation of Bid Price

- 32.1 Provided that the bid is substantially responsive, the Employer shall correct arithmetical errors and omissions in the price bid and then arrive at the Evaluated Bid Price on the following basis:
- (a) If there is a discrepancy between the price mentioned in the summary sheet of the BOQ and the price that is obtained by calculation i.e. by taking into account the percentage rate quoted above/below/at par for any bill/schedule in the summary sheet of BOQ, then the quoted percentage rate shall prevail and the price shall be corrected accordingly;
 - (b) if the percentage rate has been quoted both in words and in figures and there is a discrepancy in such rates, then the rate in words shall prevail and shall be considered for evaluation of the price of the schedule/bill;
 - (c) If the percentage rate has been quoted either in words or in figures only, then the same shall be considered for evaluation of the price of the schedule/bill;
 - (d) If no percentage rate has been indicated for any particular schedule/bill in words, as well as in figures, irrespective of the fact whether the bidder has written or not written above/below/at par, in such cases, the rate shall be considered as at par and the price shall be calculated accordingly;
 - (e) If the bidder has indicated a percentage rate other than zero percent without mentioning whether it is above/below or has mentioned it as at par, in such cases the percentage rate shall be considered as at par and the price shall be calculated accordingly;

- (f) if there is an error in a total corresponding to the addition or subtraction of subtotals, the subtotals shall prevail and the total shall be corrected.
- (g) The rate for each item of each schedule/bill shall first be calculated after applying percentage rate and discount(s) to the BOQ rate for that item and the net rate shall be rounded off to 2 decimal places. The net rate so calculated shall then be used for working out the amount for each item of the schedule/bill. Thereafter, evaluated price of a schedule shall be calculated as the sum of amounts of all items of that schedule and sum of evaluated prices of all schedules/bills shall be the overall Evaluated Bid Price.

32.2 If the Bidder that has submitted the lowest evaluated bid does not accept the correction of errors and omissions as per above provisions, its bid shall be disqualified and its bid security shall be forfeited.

33. Conversion to Single Currency

33.1 For evaluation and comparison purposes the currencies of the bid shall be converted into Indian Rupees as stated in BDS.

34. Purchase Preference

34.1 Unless otherwise specified in the BDS the Purchase Preference shall not apply.

34.2 Unless otherwise specified in the BDS the Domestic Preference shall not apply.

35. Evaluation of Bids

35.1 The Employer shall evaluate Bid for which the Bid have been determined to be substantially responsive. The Employer shall use the criteria and methodologies listed in this Clause. No other evaluation criteria or methodologies shall be permitted.

35.2 To evaluate the price Bid of a bid, the Employer shall consider the following:

- (a) the bid price, excluding Provisional Sums and the provision, if any, for contingencies in the Summary Bill of Quantities, but including Day Work items, where priced competitively;
- (b) price adjustment for correction of arithmetic errors and omissions in the price bid in accordance with ITB 32.1;
- (c) price adjustment due to discounts offered in accordance with ITB 14.4;
- (d) Application of all the evaluation factors indicated in Section 3 (Evaluation and Qualification Criteria).

35.3 The estimated effect of the price adjustment provisions of the Conditions of Contract, applied over the period of execution of the Contract, shall not be taken into account in bid evaluation.

35.4 If this Bidding Document allows Bidders to quote separate prices for different contracts, and the award to a single Bidder of multiple contracts, the methodology to determine the lowest evaluated price of the contract combinations, including any discounts offered in the Letter of Price Bid, is specified in Section 3 (Evaluation and Qualification Criteria).

35.5 If the bid, which results in the lowest Evaluated Bid Price is substantially on lower side and/or seriously unbalanced in the opinion of the Employer as per criteria defined below, the Employer may require the bidder to submit additional performance security as under:-

- a) If overall price quoted by the L1 bidder is below the engineer's estimated price by more than 10% and the difference between overall price quoted by the L1 and L2 is more than 5% of the estimated price, then the bid price of L1 bidder shall be treated as substantially on lower side and such bidder shall be bound to furnish additional performance security equal to the (0.9x engineer's estimated price – L1 price) or (0.95 x L2 price – L1 price) whichever is lower, on this account. Example below demonstrates the method of calculation to arrive at additional performance security:

Suppose overall price quoted by the L1 bidder is 17% below the estimated price and the overall price quoted by L2 bidder is 8% below the estimated price. In this case the overall price quoted by the L1 bidder is lower by more than 10% of the estimated price and also the difference between overall price quoted by the L2 and L1 bidder is more than 5% of the estimated price, hence the L1 bidder shall be required to furnish additional performance security for an amount equal to

$\{0.9 \times \text{engineer's estimated price} - (1-17/100) \times \text{engineer's estimated price}\}$
 $= \{0.07 \times \text{engineer's estimated price}\} = 7\% \text{ of engineer's estimated price or}$
 $\{0.95 \times (1-8/100) \times \text{engineer's estimated price} - (1-17/100) \times \text{engineer's estimated price}\} = \{0.044 \times \text{engineer's estimated price}\} = 4.4\% \text{ of}$
 engineer's estimated price; whichever is lower.

As per the above L1 bidder shall be required to submit additional performance security of 4.4% of engineer's estimated price.

- b) If for any bill/ schedule of quantities % age above or below quoted by the bidder on the estimated price is beyond 15% below the overall % age difference between the quoted contract price and the engineers estimated price, then the price for that particular schedule shall be treated as seriously unbalanced and bidder shall be bound to furnish additional performance security for such unbalanced price. Example below demonstrates the method of calculation to arrive at unbalanced price and additional performance security:

Suppose for the L1 bidder overall % age difference between quoted contract price and the engineers estimated price;

$(\text{Overall contract price} - \text{Overall estimated price}) \times 100 \div \text{overall estimated price} = + 4 \%$

Maximum % age below permitted over estimated price of any bill / schedule in this case = +4 – 15 = -11%

Suppose for the L1 bidder has quoted 20% below estimated price of schedule “A” then the pricing of the schedule A shall be treated as unbalanced and the bidder shall be required to furnish additional performance security for an amount equal to (20 – 11) % of the estimated price of schedule A.

36. Comparison of Bids

36.1 The Employer shall compare all substantially responsive bids to determine the lowest evaluated bid, in accordance with ITB 34 and 35.

37. Employer’s Right to Accept Any Bid, and to Reject Any or All Bids

37.1 The Employer reserves the right to accept or reject any bid, and to annul the bidding process and reject all bids at any time prior to contract award, without thereby incurring any liability to Bidders. In case of annulment, all bids submitted and specifically, bid securities, shall be promptly returned to the Bidders.

F. Award of Contract

38. Award Criteria

38.1 The Employer shall award the Contract to the Bidder whose bid is substantially responsive to the Bidding Document, provided further that the Bidder is determined to be qualified to perform the Contract satisfactorily and whose offer has been determined to be the lowest evaluated subject to ITB 38.2 below. In case of more than one bids are evaluated to be lowest, Contract shall be awarded to the bidder having higher average annual construction turnover (calculated as total certified payments received for contracts in progress or completed) in equivalent INR within the last three financial years.

38.2 The Employer has the right to review at any time prior to award of contract that the qualification criteria as specified in Section 3: Evaluation and Qualification Criteria are still being met by the Bidder whose offer has been determined to be the lowest evaluated Bid. A Bid shall be rejected if the qualification criteria as specified in Section 3: Evaluation and Qualification Criteria are no longer met by the Bidder whose offer has been determined to be the lowest evaluated Bid. In this event the Employer shall proceed to the next lowest evaluated Bid to make a similar reassessment of that Bidder’s capabilities to perform satisfactorily.

39. Notification of Award

39.1 Prior to the expiration of the period of bid validity, the Employer shall notify the successful Bidder, in writing, that its bid has been accepted by the Competent Authority at K RIDE’s Corporate Office at Bangalore. The notification letter (hereinafter and in the Conditions of Contract and Contract Forms called the “Letter of Acceptance”) shall specify the sum that the Employer will pay the Contractor in

consideration of the execution and completion of the Works (hereinafter and in the Conditions of Contract and Contract Forms called “the Contract Price”) and the requirement for the Contractor to remedy any defects therein as prescribed by the Contract.

- 39.2 Until a formal contract is prepared and executed, the notification of award shall constitute a binding Contract.

40. Signing of Contract

- 40.1 Promptly after notification, the Employer shall send the successful Bidder the Contract Agreement.
- 40.2 Within twenty-eight (28) days of receipt of the Contract Agreement, the successful Bidder shall sign, date, and return it to the Employer.

41. Performance Security

- 41.1 On receipt of notification of award from the Employer, the successful Bidder shall furnish the performance security in accordance with the conditions of contract, subject to ITB 35.5, using for that purpose the Performance Security Form included in Section 8: Contract Forms, or another form acceptable to the Employer.
- 41.2 Failure of the successful Bidder to submit the above-mentioned Performance Security or to sign the Contract Agreement shall constitute sufficient grounds for the annulment of the award and forfeiture of the bid security.
- 41.3 The above provision shall not apply to the furnishing of a Domestic Preference Security, if so required.

42. Jurisdiction of Courts

The bidding process shall be governed by and construed in accordance with the laws of India and the Courts as indicated in Bid Data Sheet shall have exclusive jurisdiction over all the disputes/issues arising under, pursuant to and/ or in connection with the bidding process.

--00--00--00--

Section 2	Bid Data Sheet (BDS)
----------------------	---------------------------------

Section 2	Bid Data Sheet (BDS)
------------------	-----------------------------

This section consists of provisions that are specific to each procurement and supplement the information or requirements included in Section I – Instructions to Bidders.

INDEX

	Title	Page No
A	Introduction	29
B	Bidding Documents	29
C	Preparation of Bids	29
D	Submission and Opening of Bids	30

A. Introduction

ITB 1.1	The number of the Invitation for Bids is: <i>K RIDE/Projects/57/DBH/3/2020 Date : 10.09.2020.</i>
ITB 1.1	The Employer is: K RIDE (Rail Infrastructure Development Company (Karnataka) Limited), Bangalore
ITB 1.1	The name of the work is: <i>“Baiyyappanahalli – Hosur Doubling Project - Linking Of BG track between Baiyyappanahalli “A” panel to Hosur (including station yards) in Bangalore Division of South Western Railway in 2 (two) Packages .</i>
ITB 4.1(b)(i)	No. of partners : 2

B. Bidding Documents

ITB 7.1	For <u>clarification purposes</u> only, the Employer’s address is General Manager (Civil), K RIDE (Rail Infrastructure Development Company (Karnataka) Limited) MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052 Tel - (080) 22370582, Fax - (080) 22370581 E – Mail: md@kride.in
ITB 7.4	Site visit is not proposed to be organized by the Employer. However, the bidders are advised to visit the site before bidding.

C. Preparation of Bids

ITB 10.1	The language of the bid is: English
ITB 11.2	Alternative technical solutions are not permitted.
ITB 11.4 (f)	Checklist as per Form No. 2 given in Section 4: Bidding Forms
ITB 13.1	Alternative bids are not permitted.
ITB 13.2	Alternative times for completion are not permitted.

ITB 14.5	The prices quoted by the Bidder shall be adjustable in accordance with the provisions in Sub Clause 13.8 of GCC, Section 7, Part B; Particular Conditions of Contract.
ITB 15.1	The unit rates and the prices shall be quoted by the bidder entirely in Indian Rupees (INR)
ITB 18.1	The bid validity period shall be 90 (Ninety only) days.
ITB 19.1	The Bidder should submit along with the bid, a bid security as mentioned in the notice for invitation of Bids separately for each package in which bidder wish to bid.
ITB 19.2	The bid security shall be valid up to 42 days beyond the <i>bid validity period</i>
ITB 20.1	In addition to the original of the bid, the number of copies is: NIL
ITB 20.2	<p>The written confirmation of authorization to sign on behalf of the Bidder shall consist of:</p> <p>(a) In case of Companies, a POA from the Director of the Company who has been authorized by the Board of Directors through resolution to sign on behalf of the Company</p> <p>(b) In case of firms, Power of Attorney by the Proprietors.</p> <p>(c) In case of JV, POA by the JV partners.</p>

D. Submission and Opening of Bids

ITB 22.1	<p>For <u>bid submission purposes</u> only, the Employer's address is: General Manager (Civil)/K RIDE, K RID (Rail Infrastructure Development Company (Karnataka) Limited) MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052 Tel - (080) 22370582, Fax - (080) 22370581 E – Mail: md@kride.in The deadline for bid submission is: Date: 5.10.2020. Time: 15:00 hrs.</p>
----------	--

ITB 22.2	Electronic bid submission is not permitted.
ITB 25.1	<p>The bid opening shall take place at:</p> <p>Rail Infrastructure Development Company (Karnataka) Limited</p> <p style="padding-left: 40px;"><i>Floor/Room No.</i> MSIL House, 7th Floor,</p> <p style="padding-left: 40px;"><i>Street Address</i> #36, Cunningham Road</p> <p style="padding-left: 40px;"><i>City</i> Bangalore</p> <p style="padding-left: 40px;"><i>Pin Code</i> 560052</p> <p style="padding-left: 40px;"><i>Country</i> Indian Republic</p> <p style="padding-left: 40px;"><i>Tel. No.</i> (080) - 22370582</p> <p style="padding-left: 40px;"><i>Fax:</i> 080 - 22370581</p> <p style="padding-left: 40px;"><i>E – Mail</i> md@kride.in</p> <p><u>Bid Opening:</u></p> <p>Date: 5.10.2020</p> <p>Time: 15:30 hrs.</p>
ITB 25.2	Electronic bid opening procedure is Not permitted.
ITB 42	Bangalore

--00--00--00--

**Section
3**

**Evaluation &
Qualification
Criteria (EQC)**

Section 3	Evaluation & Qualification Criteria (EQC)
------------------	--

INDEX

	Title	Page No
1	Evaluation	33-34
2	Eligibility Criteria	34-39
3	Table showing the eligibility criteria limits	39-40

K RIDE

1	Evaluation
----------	-------------------

In addition to the criteria listed in ITB 35.2 (a)-(e), the following criteria shall apply:

1.1. Adequacy of Technical Bid

Evaluation of the Bidder's commitment to mobilize key equipment and personnel for the contract consistent with the requirements stipulated in Section 5: Works Requirements regarding work methods, scheduling, and material sourcing.

1.2. Multiple Contracts

The works are grouped into two contract packages, and bidders are allowed to bid in single/multiple contract package(s) and pursuant to Sub-Clause 35.4 of Instructions to Bidders, evaluation shall be done as under :

In first stage the qualification of the bidder shall be checked separately for each individual package for which the bidder has submitted the substantially responsive proposal.

In the second stage, the bidder whose proposal for more than one package has been determined substantially responsive and meeting the qualification requirements of individual packages, the technical evaluation of such bidder will again be done for the combined requirements as stipulated in this section of document, for all the possible combination(s) of such packages.

After the bidder is determined to meet qualification requirements for any package or combination of packages, the employer will evaluate and compare financial bids on the basis of a package, or a combination of packages, or as a total of packages **in order to arrive at the least cost combination for the employer by taking into account discounts offered by bidders in case of award of combination of two packages. The least cost combination will determine the technically eligible lowest bidder for each package. On the basis of this evaluation, the employer may award any package or combination of packages to the bidder, at his sole discretion.**

1.3. Completion Time

Alternative Completion Time is not permitted.

1.4. Technical Alternatives

Technical alternatives are not permitted

1.5. Margin of Preference

1.5.1. Purchase Preference to Central Public Sector Enterprises (CPSEs)

Purchase Preference to CPSEs shall not apply.

1.5.2. Domestic Preference

Domestic Preference is not applicable.

2. Eligibility Criteria:

2.1 Technical Eligibility Criteria:

(a) The tenderer must have 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:

- 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 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 for each component shall also be considered for fulfilment of technical eligibility criteria.

(b) (ii) In such cases, what constitutes a component in a composite work shall be clearly predefined 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 7 (a) (ii) of Part-II of GCC or through subcontractor fulfilling the requirements as per clause 7 of Part-II of GCC 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.

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 Part-II of GCC, with prior approval of Chief Engineer in writing.

Note for Item 2.1:

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 opening 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.

2.2. Financial Eligibility Criteria: The tenderer must have received contractual payments in the previous three financial years and the current financial year upto the date of inviting of tender, at least 150% of the advertised value of the tender. The tenderers shall submit Certificates to this effect which may be an attested Certificate from the concerned department /client or Audited Balance Sheet duly certified by the Chartered Accountant / Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

Note for 2.2: Client certificate from other than Govt Organization should be duly supported by Form 16 A / 26 AS generated through TRACES of Income Tax Department of India.

2.3. Bid Capacity: The tender/technical bid will be evaluated based on bid capacity formula detailed as below:

For tenders costing more than Rs 20 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:

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

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 to be completed in next 'N' years.

Note:

- (a) The Tenderer(s) shall furnish the details of 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. In case of no works in hand, a 'NIL' statement should be furnished. This statement should be submitted duly verified by Chartered Accountant.
- (b) In case of JV, the tenderer(s) must furnish the details of existing commitments and balance amount of ongoing works with each member of JV 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. In case of no works in hand, a 'NIL' statement should be furnished. This statement should be submitted 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.

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

2.5 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 for the relevant date. 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 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.

[Explanation for clause 2 including clause 2.1 to 2.5 - Eligibility Criteria:

1. 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.
2. 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.
3. If a part or a component of work is completed but the overall scope of contract is not completed, this work shall not be considered for fulfilment of technical credentials even if the cost of part completed work/component is more than required for fulfilment of credentials.
4. **In case a work is considered similar in nature for fulfilment of technical credentials, the overall cost of that work including PVC amount if any shall be considered and no separate evaluation for each component of that work shall be made to decide eligibility.**
5. The value of final bill including PVC amount-if paid, or otherwise in case final bill is pending the contract cost in last approved variation statement plus PVC amount paid or cumulative

amount paid up to last on-account bill including PVC amount and statutory deductions whichever is less, shall be considered as the completion cost of work.

6. In case of newly formed partnership firm, the credentials of individual partners from previous proprietary 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 0.3×0.2 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.

7. 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.
8. In case of existing partnership firm if any other partner(s) joins 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.
9. 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 proprietary firm without leaving partnership firm of A&B partners.
10. 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.]

3. Table showing the eligibility criteria limits

Rs. in Crores

Sl. No.		Package 1 (P1)	Package 2 (P2)	Multiple Package
				(P1 + P2)
	Minimum Value of qualifying criteria	7.02	7.31	14.33
1	SW1 - 30%	2.11	2.19	4.30
	SW2 - 40%	2.81	2.92	5.73
	SW3 - 60%	4.21	4.39	8.60
2	FE. 150%	10.53	10.97	21.50
3	BidCapacity	Not applicable		

Note:

1) **Technical Eligibility Criteria: (Clause 2.1 of section3)**

The tenderer must have 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:

SW1 : Three similar works each costing not less than the amount equal to 30% of advertised value of the tender,
or

SW2 : Two similar works each costing not less than the amount equal to 40% of advertised value of tender,
or

SW3 : One similar work each costing not less than the amount equal to 60% of advertised value of tender.

2) Similar work is defined as below:

Permanent way works like Track linking and / or maintenance of track.

3) Financial Eligibility Criteria: (Clause 2.2 of section 3)

F.E : The tenderer must have received contractual payments in the previous three financial years and the current financial year up to the date of inviting of tender, at least 150% of the advertised value of the tender. The tenderers shall submit Certificates to this effect which may be an attested Certificate from the concerned department /client or Audited Balance Sheet duly certified by the Chartered Accountant / Certificate from Chartered Accountant duly supported by Audited Balance Sheet.

4) Bid Capacity:

Not applicable

K RIDE
--00--00--00--

Section 4

Bidding Forms

Section 4	Bidding Forms
------------------	----------------------

This Section contains the forms which are to be completed by the Bidder and submitted as part of his Bid .

S.No	Title	Form Number	Page No
1	Letter of Bid (Package 1)	PS 1	43-45
2	Letter of Bid (Package 2)	PS 2	46-48
3	Format for Affidavit (along with Bid) – Package 1	PS 3	49-51

S.No	Title	Form Number	Page No
3	Bid Security Form (For Package - 1 & 2 separately)	BDF/1	52-54
4	Letter of participation from Each partner of joint venture (JV)	JV/1	55-56
5	Power of attorney for authorized signatory Of joint venture (JV) partners	JV/2	57
6	Power of attorney to Lead partner of joint venture (JV)	JV/3	58-59
7	Draft MoU for JV	JV/4	60-64
8	Draft Joint Venture Agreement	JV/5	65-68

S No	Title	Form Number	Page No
	Bidder Qualification		69
9	Bidder's Information Sheet	ELI - 1	70
10	JV Information Sheet	ELI - 2	71
11	Financial Situation	FIN - 1	72-73
12	Average Annual Construction Turnover	FIN - 2	74
13	Current Contract Commitment	FIN - 3	75
14	Specific Construction Experience	EXP - 2(a)	76
15	Specific Construction Experience in Key Activities	EXP - 2(b)	77
16	EQC	Form No 1	78
17	Checklist for clauses pertaining to Summary Rejection of bid	Form No 2	79

Form: PS 1

**Letter of Bid
(Package 1)**

(Combined for all packages)

Date:

Invitation for Bid No.:

To:

We, the undersigned, declare that:

- (a) We have examined and have no reservations to the Bidding Documents, including Addenda issued in accordance with Instructions to Bidders (ITB);
- (b) We offer to execute the Works in conformity with the Bidding Documents ;
- (c) Our bid shall be valid for a period of 120 days from the date fixed for the bid submission deadline in accordance with the Bidding Documents, and it shall remain binding upon us and may be accepted at any time before the expiration of that period;
- (d) If our bid is accepted, we commit to obtain a performance security in accordance with the Bidding Documents;
- (e) If our bid is accepted, we commit to deploy key equipment and key personnel consistent with the requirements stipulated in Section 5: Works Requirements;
- (f) If our bid is accepted, we commit to submit work method statements for all major activities and get these approved from the engineer prior to commencing work on such activities. We also understand that the work

shall be executed as per the approved method statements without any deviations;

- (g) We, including any subcontractors or suppliers for any part of the contract, do not have any conflict of interest in accordance with ITB 4.3;
- (h) We are not participating, as a Bidder or as a subcontractor, in more than one bid in this bidding process in accordance with ITB 4.3, other than alternative offers submitted in accordance with ITB 13;
- (i) We declare that we are not liable to be disqualified in Accordance with ITB 4.4, and we are enclosing the affidavit for the same as per the Performa given in the bid document.
- (j) We understand that this bid, together with your written acceptance thereof included in your notification of award, shall constitute a binding contract between us, until a formal contract is prepared and executed; and
- (k) We have not made any deviations from the requirement of the bidding document and we have also not made any tampering or changes in the bidding documents on which the bid is being submitted and if any tampering or changes are detected at any stage, we understand the bid will invite summary rejection and forfeiture of bid security/the contract will be liable to be terminated along with forfeiture of performance security, even if LOA has been issued.
- (l) If our bid is accepted, we opt to take payment into the bank account, nominated by us.

Or

If our bid is accepted, we opt to take payment through Letter of Credit(LC) arrangement as per GCC clause 14.7.1 and we hereby affirm having read over and agreed to the terms and conditions of the LC option. We also understand that the option of taking payment through LC arrangement, shall be final and no change shall be permitted, thereafter, during execution of contract.

[Delete whichever is not applicable. In case the bidder fails to delete one of the two options above, the option of payment into the bank account, nominated by the contractor shall prevail]

- (m) We declare that the submission of this bid confirms that no agent, middleman or any intermediary has been, or will be engaged to provide any services or any other item of work related to the award and performance of this contract. We further confirm and declare that no agency commission or any payment which may be construed as an agency commission has been, or will be, paid and that the bid price does not include any such amount. We acknowledge the right of the Employer, if he finds to the contrary, to

declare our bid to be noncompliant and if the contract has been awarded to declare the contract null and void

- (n) We understand that you are not bound to accept the lowest evaluated bid or any other bid that you may receive.

Name

In the capacity of

Signed

Duly authorized to sign the Bid for and on behalf of

Date

K RIDE

**Letter of Bid
(Package 2)**

(Combined for all packages).....

Date:

Invitation for Bid No.:

To:.....

We, the undersigned, declare that:

- (o) We have examined and have no reservations to the Bidding Documents, including Addenda issued in accordance with Instructions to Bidders (ITB);
- (p) We offer to execute the Works in conformity with the Bidding Documents ;
- (q) Our bid shall be valid for a period of 120 days from the date fixed for the bid submission deadline in accordance with the Bidding Documents, and it shall remain binding upon us and may be accepted at any time before the expiration of that period;
- (r) If our bid is accepted, we commit to obtain a performance security in accordance with the Bidding Documents;
- (s) If our bid is accepted, we commit to deploy key equipment and key personnel consistent with the requirements stipulated in Section 5: Works Requirements;
- (t) If our bid is accepted, we commit to submit work method statements for all major activities and get these approved from the engineer prior to commencing work on such activities. We also understand that the work shall be executed as per the approved method statements without any deviations;
- (u) We, including any subcontractors or suppliers for any part of the contract, do not have any conflict of interest in accordance with ITB 4.3;

- (v) We are not participating, as a Bidder or as a subcontractor, in more than one bid in this bidding process in accordance with ITB 4.3, other than alternative offers submitted in accordance with ITB 13;
- (w) We declare that we are not liable to be disqualified in Accordance with ITB 4.4, and we are enclosing the affidavit for the same as per the Performa given in the bid document.
- (x) We understand that this bid, together with your written acceptance thereof included in your notification of award, shall constitute a binding contract between us, until a formal contract is prepared and executed; and
- (y) We have not made any deviations from the requirement of the bidding document and we have also not made any tampering or changes in the bidding documents on which the bid is being submitted and if any tampering or changes are detected at any stage, we understand the bid will invite summary rejection and forfeiture of bid security/the contract will be liable to be terminated along with forfeiture of performance security, even if LOA has been issued.
- (z) If our bid is accepted, we opt to take payment into the bank account, nominated by us.

Or

If our bid is accepted, we opt to take payment through Letter of Credit(LC) arrangement as per GCC clause 14.7.1 and we hereby affirm having read over and agreed to the terms and conditions of the LC option. We also understand that the option of taking payment through LC arrangement, shall be final and no change shall be permitted, thereafter, during execution of contract.

[Delete whichever is not applicable. In case the bidder fails to delete one of the two options above, the option of payment into the bank account, nominated by the contractor shall prevail]

- (aa) We declare that the submission of this bid confirms that no agent, middleman or any intermediary has been, or will be engaged to provide any services or any other item of work related to the award and performance of this contract. We further confirm and declare that no agency commission or any payment which may be construed as an agency commission has been, or will be, paid and that the bid price does not include any such amount. We acknowledge the right of the Employer, if he finds to the contrary, to declare our bid to be noncompliant and if the contract has been awarded to declare the contract null and void
- (bb) We understand that you are not bound to accept the lowest evaluated bid or any other bid that you may receive.

Name

In the capacity of

Signed

Duly authorized to sign the Bid for and on behalf of

Date

K RIDE

Form: PS 3

FORMAT FOR AFFIDAVIT TO BE SUBMITTED BY BIDDER ALONGWITH THE BID

(To be separately given for each package)

*(To be executed in presence of Public Notary on non-judicial stamp paper of the appropriate value in accordance with relevant stamp Act. The stamp paper has to be in the name of the bidder)***

I **(Name and designation)**** appointed as the attorney/authorized signatory of the bidder (including its constituents), M/s. _____ (hereinafter called the bidder) for the purpose of the Bid for the work of _____ as per the bid No. _____ of K RIDE, do hereby solemnly affirm and state on behalf of the bidder including its constituents as under:

- *1. That the bidder or any of its constituents has not been Blacklisted/ banned for business dealings for all Government Departments or by Ministry of Railways or by K RIDE at any time and/or no such blacklisting is in force as on the deadline for submission of bids.
- *2. That none of the previous contracts of the bidder or any of its constituents had been terminated/rescinded for Contractor's failure or part terminated for its failure as a JV partner with forfeiture of its full Performance Security, by Rail Infrastructure Development Company (Karnataka) Ltd. during the period of last 3 years before the deadline for submission of bids.

(Add Proviso of Clause 4.4(b) (ITB) suitably, if any Contract was so terminated).

- *3. The bidder or any of its constituents has not been imposed liquidated damages of 5% or more of contract value by any Government Department or by Ministry of Railways or by K RIDE due to delay in the implementation of any previous contract (either in the capacity of a single entity or as constituent of any other JV) within the period of last 2 years before the deadline for submission of bid [2 years shall be reckoned from the date on which imposed L.D. has exceeded 5% of the contract price] and there are no such accrued delay damages which has not been fully recovered before the deadline for submission of bids on account of contractor's request for deferring recovery to maintain cash flow and K RIDE has acceded to the same in the interest of the project and the work under the previous contract in question has been completed before the deadline for submission of bid, unless imposition of such delay damages has been set aside by the Competent Authority.

4. That the Bidder or any of its constituents is neither Bankrupt/Insolvent nor is in the process of winding-up nor such a case is pending before any Court on the deadline of submission of the bid.
- *5. That the name of the Bidder or any of its constituents is not on the list of "Poor Performer" of any Government Department or by Ministry of Railways or by K RIDE as on the deadline for submission of bid.
6. We declare that the bidder or any of its constituents have not either changed their name or created a new business entity as covered by the definition of "Allied Firm" under para 1102 (iii) of chapter XI of Vigilance manual of Indian Railways with latest amendments and corrections (available on website of Indian Railways), consequent to having been banned business dealings for specified period which is not over or suspended business dealings or having been declared as poor performer.
- 7.# We declare and certify that balance sheets for last three financial years including that for the latest concluded financial year are being submitted.

OR

We declare and certify that balance sheet for the latest concluded financial year has not been finalized till date and that is why we are furnishing financial data for last three financial years ignoring the latest concluded financial year.

*(# - Delete whichever is not applicable)**.*

8. We declare and certify that we have not made any misleading or false representation in the forms, statements and attachments in proof of the qualification requirements.
9. We declare that the information and documents submitted along with the tender by us are correct and we are fully responsible for the correctness of the information and documents, submitted by us.
10. We understand that in case we cease to fulfill the requirements of qualifying and eligibility criteria at any time after opening of bids and till finalization of bids, it will be our bounden duty to inform the Employer of our changed status immediately and in case of our failure to do so, our bid shall be rejected and bid security shall be forfeited. In case such failure comes to the notice of Employer at any time after award of the contract, it will lead to termination of the contract and forfeiture of Bid or Performance Security. We shall also be liable for Banning of Business dealings upto a period of five years.
11. We understand that if the contents of the affidavit are found to be false at any stage during bid evaluation, it will lead to rejection of our bid and forfeiture of the bid security. Further, we ***[insert name of the***

bidder]** _____ and all our constituents understand that we shall be liable for banning of business dealings upto a period of five years.

12. We also understand that if the contents of the affidavit are found to be false at any time after the award of the contract it will lead to termination of the contract, forfeiture of Bid or Performance Security and Banning of Business dealings of the Bidder and all its constituents for a period of upto five years.

(SEAL AND SIGNATURE OF THE BIDDER)

Verification:

Verified on _____ day of _____ at _____ that the contents of the above mentioned affidavit are true and correct and nothing material has been concealed there from.

(SEAL AND SIGNATURE OF THE BIDDER)

**Modify the contents wherever necessary, in terms of sub-clause 4.4 ITB.*

*** The contents in Italics are only for guidance purpose and details as appropriate, are to be filled in suitably by Bidder.
Attestation before Magistrate/Public Notary*

(NOTE: This form need not be filled, this is only for information)

BDF/1

**Bid Security
(For Package-1 & 2 Separately)**

Bank Guarantee

(On non-judicial stamp paper of the appropriate value in accordance with Stamp Act. The stamp paper should be in the name of the Executing Bank).

From:

..... **[Insert Bank's Name, and Address of Issuing Branch or Office]**

To:

The General Manager, Civil,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore - 560052

Beneficiary: Rail Infrastructure Development Company (Karnataka) Limited
(hereinafter called "the Employer")

Date:

Bid Security No.:

We have been informed that **[Insert name of the Bidder]**..... (hereinafter called "the Bidder") intends to submit to you its bid (hereinafter called "the Bid") for the execution of **[name of contract]** under Invitation for Bids No. dated..... ("the IFB").

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

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 Employer full amount in the sum of ***[Insert Value of Bid Security required]*** as above stated.
2. The Bank undertakes to immediately pay on presentation of demand by the Employer any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Employer 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 Employer without any reference to the Bidder and without the Employer 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 Employer 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 Employer at any time.
6. This guarantee will remain valid and effective from.....[insert date of issue] till[insert date, which should be minimum 42 days beyond the expiry of bid validity date in the IFB]. 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 Employer 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 Employer. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No.758.

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

Date

Place.....

.....
Bank's Seal and authorized
signature(s)

[Name in Block letters].....

[Designation].....

[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.

Form: JV/1

**PRO-FORMA LETTER OF PARTICIPATION FROM
EACH PARTNER OF JOINT VENTURE (JV)**

(On each Firm's Letter Head)

No....

Dated

From:

.....
.....

To,

The General Manager, Civil,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore - 560052

Gentlemen,

Re: ..."[Insert name of work].....".

Ref: Your notice for Invitation for Bid (IFB)

1. We wish to confirm that our company/firm (delete as appropriate) has formed a Joint Venture by name of with for the purposes associated with IFB referred to above.

(Members who are not the lead partner of the JV should add the following paragraph).*

2. 'The JV is led by ... whom we hereby authorize to act on our behalf for the purposes of submission of Bid for and authorize to incur liabilities and receive instructions for and on behalf of any and all the partners or constituents of the Joint Venture.'

OR

*(Member(s) being the lead member of the group should add the following paragraph)**

2. 'In this group we act as leader and, for the purposes of applying for

qualification, represent the Joint Venture:’

3. In the event of our group being awarded the contract, we agree to be jointly with (names of other members of our JV)..... and severally liable to the (K RIDE) Rail Infrastructure Development Company (Karnataka) Limited, Bangalore, its successors and assigns for all obligations, duties and responsibilities arising from or imposed by the contract subsequently entered into between Rail Infrastructure Development Company (Karnataka) Limited, Bangalore and our JV.

4. *I/We, further agree that entire execution of the contract shall be carried out exclusively through the lead partner.

Yours faithfully,

(Signature)

(Name of Signatory).....

(Capacity of Signatory).....

Seal

* Delete as applicable

**FORMAT FOR POWER OF ATTORNEY FOR AUTHORISED
SIGNATORY OF JOINT VENTURE (JV) PARTNERS**

POWER OF ATTORNEY*

(To be executed on non-judicial stamp paper of the appropriate value in accordance with relevant stamp Act. The stamp paper to be in the name of the company who is issuing the power of Attorney)

Know all men by these presents, we ... do hereby constitute, appoint and authorize Mr/Ms. who is presently employed with us and holding the position ofas our attorney, to do in our name and on our behalf, all such acts, deeds and things necessary in connection with or incidental to our bid for the work of ...Including signing and submission of all documents and providing information/responses to Rail Infrastructure Development Company (Karnataka) Limited, Bangalore, representing us in all matters, dealing with Rail Infrastructure Development Company (Karnataka) Limited, Bangalore, in all matters in connection with our bid for the said project.

We hereby agree to ratify all acts, deeds and things lawfully done by our said attorney pursuant to this Power of Attorney and that all acts, deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us.

Dated this the day of 20..

(Signature of authorized Signatory)

.....
(Signature and Name in Block letters of Signatory)
Seal of Company

Witness

Witness 1:

Name:

Address:

Occupation:

Witness 2:

Name:

Address:

Occupation:

**Notes:*

- i) To be executed by all the partners individually, in case of a Joint Venture.
- ii) The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure.

Form: JV/3

**FORMAT FOR POWER OF ATTORNEY TO
LEAD PARTNER OF JOINT VENTURE (JV)**

(To be executed on non-judicial stamp paper of the appropriate value in accordance with relevant stamp Act. The stamp paper to be in the name of the company who is issuing the power of Attorney)

POWER OF ATTORNEY¹

Whereas Rail Infrastructure Development Company (Karnataka) Limited Bangalore, has invited Bids for the work of

Whereas, the members of the Joint Venture comprising of M/s. ..., M/s., and M/s. are interested in submission of bid for the work of ...*[Insert name of work]*... in accordance with the terms and conditions contained in the bidding documents.

Whereas, it is necessary for the members of the Joint Venture to designate one of them as the Lead Partner, with all necessary power and authority to do, for and on behalf of the Joint Venture, all acts, deeds and things as may be necessary in connection with the Joint Venture's bid for the project, as may be necessary in connection the Joint Venture's bid for the project.

NOW THIS POWER OF ATTORNEY WITNESSETH THAT:

We, M/s., hereby designate M/s., being one of the partners of the Joint Venture, as the lead partner of the Joint Venture, to do on behalf of the Joint Venture, all or any of the acts, deeds or things necessary or incidental to the Joint Venture's bid for the contract, including submission of bid, participating in conferences, responding to queries, submission of information/ documents and generally to represent the Joint Venture in all its dealings with the Railway or any other Government Agency or any person, in connection with the contract for the said work until culmination of the process of bidding till the contract agreement is entered into with the Rail Infrastructure Development Company (Karnataka) Limited, Bangalore and thereafter till the expiry of the contract agreement.

We hereby agree to ratify all acts, deeds and things lawfully done by lead member, our said attorney, pursuant to this power of attorney and that all acts deeds and things done by our aforesaid attorney shall and shall always be deemed to have been done by us/ Joint Venture.

Dated this the Day of 200..

.....
(Signature)

.....
(Name in Block letters of Executant)
Seal of Company

Witness 1:
Name:
Address:
Occupation:

Witness 2:
Name:
Address:
Occupation:

Notes:

1. To be executed by all the Partners of the JV except the lead Partner.
2. The mode of execution of the Power of Attorney should be in accordance with the procedure, if any, laid down by the applicable law and the charter documents of the executant(s) and when it is so required the same should be under common seal affixed in accordance with the required procedure.

Form: JV/4

**DRAFT MEMORANDUM OF UNDERSTANDING (MOU²)
For
JOINT VENTURE PARTICIPATION**

BETWEEN

M/s having its registered office at (Hereinafter referred to as) acting as the Lead Partner of the first part,

And

M/shaving its registered office at (Hereinafter referred to as `.....') in the capacity of a Joint Partner of the other part.

The expressions of and shall wherever the context admits, mean and include their respective legal representatives, successors-in-interest and assigns and shall collectively be referred to as “ the Parties” and individually as “ the Party”

WHEREAS:

Rail Infrastructure Development Company (Karnataka) Limited (K RIDE) [hereinafter referred to as “Employer”] has invited bids for ... “[Insert name of work].....”

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

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

- i) Notice for Bid, and
- ii) Bidding document
- iii) Any Addendum/Corrigendum issued by Rail Infrastructure Development Company (Karnataka) Limited
- iv) The bid submitted on our behalf jointly by the Lead Partner.

2. The `Parties' have studied the documents and have agreed to participate in submitting a `bid' jointly in the name of _____.

²In case of existing joint venture, the certified copy of JV Agreement be furnished.

3. M/sshall be the lead member of the JV for all intents and purpose and shall represent the Joint Venture in its dealing with the Employer. For the purpose of submission of bid proposals, the parties agree to nominate as the leader duly authorized to sign and submit all documents and subsequent clarifications, if any, to the Employer. However M/s shall not submit any such proposals, clarifications or commitments before securing the written clearance of the other partner which shall be expeditiously given by M/s.....to M/s.....
4. The 'Parties' have resolved that the distribution of share and responsibilities between the JV partners (**Bidder shall ensure that the JV partner who is qualifying minimum 70% of the EQC requirement of the key activity under Clause 2.3.1(b)(i), shall be assigned responsibility of execution of atleast 50% of the key activity, duly indicating the Schedule/Bill Number of BOQ for such responsibilities, failing which the bid may be rejected**) is as under:-

(a) Lead Partner Share %

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) BOQ Schedule/Bill No. and %age execution assigned

(i)

(ii)

(iii)

(b) Joint Venture Partner Share.....%

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) BOQ Schedule/Bill No. and %age execution assigned

(i)

(ii)

(iii)

(c) Joint Venture Partner Share.....%

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) BOQ Schedule/Bill No. and %age execution assigned

(i)

(ii)

(iii)

Note: In case any Bill or items of a Bill are proposed to be executed by more than one JV partner then indicate the breakup of that Item/Bill no. for each JV partner.

5. JOINT AND SEVERAL RESPONSIBILITY

The Parties undertake that they shall be jointly and severally liable to the Employer in the discharge of all the obligations and liabilities as per the contract with the Employer and for the performance of contract awarded to their JV.

6. ASSIGNMENT AND THIRD PARTIES

The parties shall co-operate throughout the entire period of this MOU on the basis of exclusivity and neither of the Parties shall make arrangement or enter into agreement either directly or indirectly with any other party or group of parties on matters relating to the Project except with prior written consent of the other party.

7. EXECUTIVE AUTHORITY

The said Joint Venture through its authorized representative shall receive instructions, payments from the Employer. The management structure for the project shall be prepared by mutual consultations to enable completion of project to quality requirements within permitted cost and time.

8. GUARANTEES AND BONDS

The Bid Security of a JV shall be in the name of the JV that submits the bid. If the JV has not been legally constituted at the time of bidding, the Bid Security shall be in the names of all future partners through which JV is intended to be formed.

9. BID SUBMISSION

Each Party shall bear its own cost and expenses for preparation and submission of the bid and all costs until conclusion of a contract with the Employer for the Project. Common expenses shall be shared by both the parties in the ratio of their actual participation.

10. INDEMNITY

Each party hereto agrees to indemnify the other party against its respective parts in case of breach/default of the respective party of the contract works of any liabilities sustained by the Joint Venture.

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

12. DOCUMENTS & CONFIDENTIALITY

Each Party shall maintain in confidence and not use for any purpose related to the Project all commercial and technical information received or generated in the course of preparation and submission of the bid.

13. ARBITRATION

Any dispute, controversy or claim arising out of or relating to this MOU shall be settled in the first instance amicably between the parties. 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 Bangalore.

14. VALIDITY

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

- a. The bid submitted by the Joint Venture is declared unsuccessful, or
- b. Cancellation/ shelving of the Project by the Employer for any reasons prior to award of work
- c. Execution of detailed JV agreement by the parties, setting out detailed terms after award of work by the Employer.

15. This MOU is drawn in number of copies with equal legal strength and status. One copy is held by M/s and the other by M/s.,M/s& M/s..... and a copy submitted with the bid.

16. This MOU shall be construed under the laws of India.

17. NOTICES BETWEEN JV PARTNERS

Notices shall be given in writing by fax confirmed by registered mail or commercial courier to the following fax numbers and addresses:

Lead Partner.	Other Partner
.....
.....
(Name & Address)	(Name & Address)

In witness whereof the parties have executed this MOU the day, month and year first before written.

M/s.....	M/s.....
.....
(Seal)	(Seal)

Witness

1..... (Name & Address)

2..... (Name & Address)

Form: JV/5

DRAFT FORMAT OF JOINT VENTURE AGREEMENT

M/s having its registered office at (hereinafter referred to as) acting as the Lead Partner of the first part,

and

M/shaving its registered office at (hereinafter referred to as) in the capacity of a Joint Partner of the other part.

The expressions of and shall wherever the context admits, mean and include their respective legal representatives, successors-in-interest and assigns

and shall collectively be referred to as “ the Parties” and individually as “ the Party”

WHEREAS:

Rail Infrastructure Development Company (Karnataka) Limited (K RIDE) [hereinafter referred to as “Employer”] has invited bids for ... “[Insert name of work].....” Vide LOA No.....awarded contract.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. The following documents shall be deemed to form and be read and construed as an integral part of this AGREEMENT.
 - i) Notice for Bid, and
 - ii) Bidding document
 - iii) Any Addendum/Corrigendum issued by Rail Infrastructure Development Company (Karnataka) Limited
 - iv) The bid submitted on our behalf jointly by the Lead Partner.
 - v) Letter of Acceptance issued by Rail Infrastructure Development Company (Karnataka) Ltd.
2. The `Parties` have studied the documents and LOA issued to enter into Joint Venture as under and have agreed to participate.
3. M/sshall be the lead member of the JV for all intents and purpose and shall represent the Joint Venture in its dealing with the Employer. For the purpose of execution, the parties agree to nominate as the leader duly authorized to sign and submit all documents and enter into correspondence with the Employer.

4. The 'Parties' have resolved that the distribution of share and responsibilities between the JV partners (**Bidder shall ensure that the JV partner who is qualifying minimum 70% of the EQC requirement of the key activity under Clause 2.3.1(b)(i), shall be assigned responsibility of execution of at least 50% of the key activity, duly indicating the Schedule/Bill Number of BOQ for such responsibilities, failing which the bid may be rejected**) is as under:-

(a) Lead Partner Share %

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) BOQ Schedule/Bill No. and %age execution assigned

(i)

(ii)

(iii)

(b) Joint Venture Partner Share.....%

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) BOQ Schedule/Bill No. and %age execution assigned

(i)

(ii)

(iii)

(c) Joint Venture Partner Share.....%

Responsibilities

(I) Key Activities and %age execution assigned

(i)

(II) *BOQ Schedule/Bill No. and %age execution assigned*

- (i)
- (ii)
- (iii)

Note: In case any Bill or items of a Bill are proposed to be executed by more than one JV partner then indicate the breakup of that Item/Bill no. for each JV partner.

5. JOINT AND SEVERAL RESPONSIBILITIES

The Parties undertake that they shall be jointly and severally liable to the Employer in the discharge of all the obligations and liabilities as per the contract with the Employer and for the performance of contract awarded to their JV.

6. ASSIGNMENT AND THIRD PARTIES

The parties shall co-operate throughout the entire period of this AGREEMENT on the basis of exclusivity and neither of the Parties shall make arrangement or enter into agreement either directly or indirectly with any other party or group of parties on matters relating to the Project except with prior written consent of the other party and the Employer.

7. EXECUTIVE AUTHORITY

The said Joint Venture through its authorized representative shall receive instructions, payments from the Employer. The management structure for the project shall be prepared by mutual consultations to enable completion of project to quality requirements within permitted cost and time.

8. GUARANTEES AND BONDS

The Performance Security and other Securities of a JV shall be in the name of the JV that submits the bid.

9. BID SUBMISSION

Each Party shall bear its own cost and expenses for preparation and submission of the bid and all costs until conclusion of a contract with the Employer for the Project. Common expenses shall be shared by both the parties in the ratio of their actual participation.

10. INDEMNITY

Each party hereto agrees to indemnify the other party against its respective parts in case of breach/default of the respective party of the contract works of any liabilities sustained by the Joint Venture.

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

12. DOCUMENTS & CONFIDENTIALITY

Each Party shall maintain in confidence and not use for any purpose related to the Project all commercial and technical information received or generated in the course of preparation and submission of the bid.

13. ARBITRATION

Any dispute, controversy or claim arising out of or relating to this agreement shall be settled in the first instance amicably between the parties. 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 Bangalorei.

14. VALIDITY

This Agreement shall remain in force till the defect liability period is over and Securities are released.

15. This AGREEMENT is drawn in number of copies with equal legal strength and status. One copy is held by M/s and the other by M/s. &M/s and a copy submitted with the Bid.

16. This AGREEMENT shall be construed under the laws of India.

17. NOTICES BETWEEN JV PARTNERS

Notices shall be given in writing by fax confirmed by registered mail or commercial courier to the following fax numbers and addresses:

Lead Partner.

Other Partner

.....

.....

.....

.....

(Name & Address)

(Name & Address)

IN WITNESS WHEREOF THE PARTIES, have executed this AGREEMENT the day, month and year first before written.

M/s.....

M/s.....

.....

.....

(Seal)

(Seal)

Witness

1.....(Name & Address)

2..... (Name & Address)

K RIDE

Bidders Qualification

To establish its qualifications to perform the contract in accordance with Section 3 (Evaluation and Qualification Criteria) the Bidder shall provide the information requested in the corresponding Information Sheets included hereunder.

Form ELI - 1: Bidder's Information Sheet

Bidder's Information	
Bidder's legal name	
Bidder's country of constitution	
Bidder's year of constitution	
Bidder's legal address in country of constitution	
Bidder's authorized representative (name, address, telephone numbers, fax numbers, e-mail address)	K RIDE

The bidder shall attach copies of the following original documents with the form:

1. In case of single entity, articles of incorporation or constitution of the legal entity named above, in accordance with ITB 4.1 and 4.2.
2. Authorization to represent the firm or JV named in above, in accordance with ITB 20.2.
3. In case of JV, MOU to form JV or JV agreement, in accordance with ITB 4.1.

SEAL AND SIGNATURE

Form ELI - 2: JV Information Sheet

Each member of a JV must fill in this form separately

JV / Specialist Subcontractor Information	
Bidder's legal name	
JV Partner's or Subcontractor's legal name	
JV Partner's or Subcontractor's country of constitution	
JV Partner's or Subcontractor's year of constitution	
JV Partner's or Subcontractor's legal address in country of constitution	
JV Partner's or Subcontractor's authorized representative information (name, address, telephone numbers, fax numbers, e-mail address)	

The bidder shall attach copies of the following original documents with the form:

1. Articles of incorporation or constitution of the legal entity named above, in accordance with ITB 4.1 and 4.2.
2. Authorization to represent the firm named above, in accordance with ITB 20.2.

SEAL AND SIGNATURE

Form FIN-1: Financial Situation

(Each Bidder or each member of a JV must fill in this form separately)

NAME OF BIDDER/JV PARTNER:

	Financial Data for Last 5 Years [Indian National Rupees]				
	Year 1:	Year 2:	Year 3:	Year 4:	Year 5:
1. Total Assets					
2. Current Assets					
3. Total Liabilities					
4. Current Liabilities					
5. Net Worth [= 1 – 3]					
6. Working Capital [= 2 - 4]					
7. Profit Before Tax (PBT)					

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 CA/Auditor)

Name of CA/Auditor: _____

Registration No: _____

(Seal)

1. The bidder shall attach copies of the following original documents with the form:

Copies of the audited balance sheets, including all related notes, and income statements for the last five years, as indicated above, complying with the following conditions.

- All such documents reflect the financial situation of the Bidder or partner to a JV, and not sister or parent companies.
- Historic financial statements must be audited by a certified accountant.
- Historic financial statements must be complete, including all notes to the financial statements.
- Historic financial statements must correspond to accounting periods already completed and audited (no statements for partial periods shall be requested or accepted).

2. Contents of this form should be certified by a Chartered Accountant/Auditor.

- 3.** In the event that the audited accounts for the latest concluded Financial Year are not available, the Bidder shall furnish information pertaining to the last five financial years after ignoring the latest concluded financial year. In case, the bidder submits audited financial information for the last six or more years, only the figures for the latest five years shall be considered for evaluation.

Form FIN-2: Annual Construction Turnover for the last 5 years

Each Bidder or each member of a JV must fill in this form separately:

NAME OF BIDDER/JV PARTNER:

Annual Turnover Data for the Last 5Years (Construction only)			
Year	Amount Currency	Exchange Rate	Indian National Rupees Equivalent
Average Annual Construction Turnover for last 3 years			

1. The information supplied shall be substantiated by data in the audited balance sheets and profit and loss accounts for the relevant years and submitted as attachments to form Fin-1 in respect of the bidder or all partners constituting the bidder.
2. Contents of this form should be certified by a Chartered Accountant/Auditor.
3. In the event that the audited accounts for the latest Financial Year are not available, the Bidder shall furnish information pertaining to last three financial years after ignoring the latest financial year. In case the bidder submits audited financial information for the last four or more years, only the figures for the latest three years shall be considered for evaluation.

SEAL AND SIGNATURE

Form FIN-3: Current Contract Commitments / Works in Progress

Bidders and each partner to a JV should provide information on their current commitments on all contract that have been awarded, or which a letter of intent or acceptance has been received, or for contracts approaching completion, but for which an unqualified, full completion certificate has yet to be issued.

Contract Commitments

SN	Description of work	Contract No. & date	Name & address of Employer, Tel./Fax/ Email	Value of Contract in INR	Stipulated Period of completion	Value of Balance work	Anticipated date of Completion
1							
2							
Total							

Note: Enclose Certificate(s) from Engineer(s) Incharge (not below the rank of Executive Engineer) for Value of outstanding work. In case it is not feasible to furnish certificate from all the units the bidder should record the following certificate on Fin 3:

"Certified that current commitments on all the contracts that have been awarded or for which a letter of intent or acceptance has been received or for the works in progress or the works approaching completion, value of outstanding work has been indicated in the above table correctly. It is further certified that if later on the employer discovers that information provided in the table is incorrect then the employer will treat our bid invalid and it will be liable for rejection"

SEAL AND SIGNATURE

Form EXP-2(a): Specific Construction Experience

Fill up one form per contract

Contract of Similar Size and Nature			
Contract No.		Contract Identification	
Award Date		Completion Date	
Role in Contract	<input type="checkbox"/> Contractor <input type="checkbox"/> <input type="checkbox"/> Subcontractor		
Total Contract Amount	INR		
If partner in a JV or subcontractor, specify participation in total contract amount	Percent of Total:	Amount: INR	
Employer's Name, Current Address and Current Telephone/Fax Number, E-mail			
Description of the similarity in accordance with Section 3			

The bidder shall attach a copy of the Certificate(s) issued by the employer in support of the information being furnished in each Exp (2a) form, failing which the claim of the bidder shall be liable to be rejected (in case of experience as a sub-contractor, the employer shall be the owner of the Project who has engaged the main Contractor).

SEAL AND SIGNATURE

Form EXP-2(b): Specific Construction Experience

Contract of Similar Size and Nature			
Contract No.		Contract Identification	
Award Date		Completion Date	
Role in Contract	<input type="checkbox"/> Contractor		<input type="checkbox"/> Subcontractor
Total Contract Amount	INR		
If partner in a JV or subcontractor, specify participation in total contract amount	Percent of Total:	Amount: INR	
Employer's Name, Current Address and Current Telephone/Fax Number, E-mail			
Description, quantity & period of execution of the key activities in accordance with Section 3			

Fill up one form per contract

Copy of Certificate(s) issued by the employer in support of the information being furnished above, shall be attached with each respective Exp (2b) form, as per detailed requirements indicated in note 6 below clause 2.3.1 of Section 3 failing which the claim of the bidder shall be liable to be rejected (in case of experience as a sub-contractor, the employer shall be the owner of the Project who has engaged the main Contractor).

SEAL AND SIGNATURE

EQC FORM NO.1

Clause No & Clause heading of Section 3	Details of value of work/quantity of activity and References (Folio No) of Documents through which criteria against each item is being met.
2 Qualification	
2.1.1 Conflict of Interest mentioned in ITB 4.3	
2.1.2 Share of partners	
2.1.3 Disqualification of Bidder	
2.2 Financial Status	
2.2.1 Historical Financial Performance	
2.2.2 Average Annual Construction Turnover	
2.2.3 Net Worth	
2.2.4 Bid Capacity	
2.3 Experience	
2.3.1 Specific Construction Experience (a) Contracts of Similar Size and Nature (I) Single Contract (II) Two Contracts (III) Three Contracts (b) Construction Experience in Key Activities (i) (a) Earth work - if applicable (b) Bridge work - if applicable	
2.4 Personnel Undertaking submitted	
2.5 Equipment Undertaking submitted	
2.6 Specialist sub-contractor undertaking submitted 1) General Electrical works - if applicable 2) SCADA- if applicable 3) TSS - if applicable	

FORM NO. 2**CHECKLIST FOR CLAUSES PERTAINING TO SUMMARY
REJECTION OF BID**

We, the undersigned, declare that we have read and understood the content of ITB clauses mentioned below. We also understand that our bid shall be summarily rejected in case we fail to comply the requirements of undermentioned clauses:

ITB Clause No Section 1	Reason for Summary Rejection
4.4	Non-submission of Affidavit
4.5	Non-submission of immediate information to the Employer in case Bidder ceases to fulfill eligibility in terms of ITB 4.3 & 4.4
14.2	Quoting more than one percentage for any schedule
14.9	Non-submission of Summary sheet of BOQ
16.4	Non-submission of the Letter of Bid (LB)
19.3	Bid not accompanied by an enforceable and compliant bid security

SEAL AND SIGNATURE OF THE BIDDER

--00--00--00--

**PART
II**

**Work's
Requirements**

**Section
5**

**Works/Employer's
Requirements**

Section 5	Works/Employers Requirements
------------------	-------------------------------------

-

This Section contains the specifications, the safety precautions and supplementary information that describe the Work to be executed.

I N D E X

	Description	Pages
1	Safety and Security	81-94
2	General Information and Scope of work	95
3	Specifications	95-117
4	Personnel	118-121
5	Equipment	122-125

Safety and Security at work

1.1 The works included in this contract are to be carried out close to the running tracks and public utilities, therefore, safety of running trains and the public is paramount. Therefore, all activities undertaken by the Contractor/his Sub-contractors shall ensure safety at all times. The contractor shall comply with the instructions issued by the Railway/ Engineer/Employer from time to time to ensure safe running of trains while carrying out works. The rates quoted by the Contractor shall be deemed to include all expenditure incurred in compliance with the same.

1.2 Before starting any excavation work adjacent to existing track, the contractor shall ensure that necessary permissions has been obtained and required precautions have been taken for doing such work in terms Joint Procedure Order (JPO). The penalties mentioned in the following JPO shall be levied on the contractor if such event occur. The JPO is reproduced below:

“JOINT PROCEDURE ORDER FOR UNDERTAKING DIGGING WORK IN THE VICINITY OF UNDERGROUND SIGNALING, ELECTRICAL AND 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 organization 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 Dept. Generally, these works are executed by contractors employed by these organizations.

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 200m 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 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 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 centre 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.
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 the 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 OFC 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 OFC or quad cable shall be laid close to 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/A or Dy.CEE/C 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 GC etc., to avoid possible damages in future. Such approvals 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 caused to OFC/Quad cable or Electrical 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 Signalling cable	Rs.1.0 Lakh
Only OFC	Rs.1.25 Lakh
Both OFC & Quad	Rs.1.5 Lakh
Electrical Cable	Rs.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 case 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.

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 damages to OFC, RailTel should be paid 5/6th 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 rail voltage low to ensure safety of personnel.

21. Above joint circular shall be applicable for construction as well as open line organization of Engineering, S&T and 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.

1.3. Working near running line

1.3.1 The contractor shall not allow any road vehicle belonging to him or his suppliers etc. to ply in railway land next to the running line. If for execution of certain works viz. earth work for parallel railway line and supply of ballast for new or existing rail line, gauge conversion etc, road vehicles are necessary to be used in railway land next to the railway line, the contractor shall apply to the Engineer for permission giving the type & no. of individual vehicles, names & license particulars of the drivers, location, duration & timings for such work/movement. The Railways/Employer/Engineer or his authorized representative will personally counsel, examine & certify, the road vehicle drivers, contractor's flag men & supervisor and will give written permission giving names of road vehicle drivers, contractor's flag men and supervisor to be deployed on the work, location, period and timing of the work. This permission will be subject to the following obligatory conditions:

- 1.3.2 Road vehicles can ply along the track after suitable cordoning of track with minimum distance of 6 meters from the centre of the nearest track. For working of machinery close to the running tracks or plying of road vehicles during night hours, the contractor shall apply to the Engineer in writing for permission, duly indicating the site details in a neat sketch and safety measures proposed to be taken. Subject to the approval of concerned Railway authorities, the Engineer or his authorized representative will communicate permission to the contractor/contractor's representative. The contractor and his men shall strictly adhere to the instructions given along with such permissions.
- 1.3.3 Nominated vehicles and drivers shall be utilized for work in the presence of at least one flag man and one supervisor certified for such work. In order to monitor the activities during night hours, additional staff may have to be posted based on the need of the individual site.
- 1.3.4. The Contractor' machinery, equipment and vehicles shall normally operate 6 m clear of track. Any movement/work at less than 6m and upto a minimum of 3.5m clear of track centre, shall be carried out only in the presence of a person (including any railway employee) authorized by the Engineer. No part of the road vehicle shall be allowed at less than 3.5m from track centre. Cost of such railway employee shall be borne by the Employer.
- 1.3.5 The Contractor's machinery and equipment like Cranes, Flash Butt Welders, Ballasting machinery, Compactors, Track Laying Systems etc. are required to operate close to the existing line carrying traffic. Contractor is fully responsible for operating these machineries without endangering the safety of the running line and traffic

1.3.6 Safety Fencing :

- (i)** Before commencing any work close to the running track, the Contractor shall provide safety fencing and obtain the specific permission of Engineer to commence the work in that stretch.
- (ii)** The fencing shall be for a as per relevant BOQ item.
- (iii)** The Contractor shall maintain the safety fencing in good working condition throughout the period till the work in a given stretch is completed.
- (iv)** The Contractor will be paid for providing safety fencing along the track as per the relevant item in the BOQ.

1.4. The contractor's special attention is drawn to Para 826 of Indian Railways Permanent Way Manual introduced under Advance Correction Slip no. 69 dated 23.05.2001, reproduced below which should invariably be complied with.

"826 Safe working of Contractors -- A large number of men and machinery are deployed by the contractors for track renewals, gauge conversions, doublings, bridge rebuilding etc. It is therefore essential that adequate safety measures are taken for safety of the trains as well as the work force.

The following measures should invariably be adopted:

- (a)** The contractor shall not start any work without the presence of Railway supervisor at site.
- (b)** Wherever the road vehicles and/or machinery are required to work in the close vicinity of railway line, the work shall be so carried out that there is no infringement to the railway's schedule of dimensions. For this purpose the area where road vehicles and/or Machinery are required to ply, shall be demarcated and acknowledged by the contractor. Special care shall be taken for turning/reversal of road vehicles/machinery without infringing the running track. Barricading shall be provided wherever justified and feasible as per site conditions.
- (c)** The "look out and whistle" caution orders shall be issued to the trains and speed restrictions imposed where considered necessary. Suitable flag men/detonators shall be provided where necessary for protection of trains.
- (d)** The supervisors/workmen should be counseled about safety measures. A competency certificate to the contractor's supervisor as per proforma annexed shall be issued by AEN which will be valid only for the work for which it has been issued.
- (e)** 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.
- (f)** Supplementary site-specific instructions, wherever considered necessary, shall be issued by the Engineer.

COMPETENCY CERTIFICATE

“Certified that Shri _____ P. Way supervisor of M/S _____ has been examined regarding P. Way working on _____ work. His knowledge has been found satisfactory and he is capable of supervising the work safely.

Authorized Representative / K RIDE

- 1.5.** The work of formation in banks and cuttings throughout the length of doubling is adjacent to track under running traffic. Many of the bridges on the proposed double line are to be constructed either as extensions or just adjacent to the existing bridges under running traffic. The work of Installation of Track throughout the length of doubling is adjacent to track under running traffic. The work of Installation of Track and Signals in the Station yards including alterations to the existing Track and Signals has to be done adjacent to or in replacement of the existing Track and Signals which are under running traffic. The contractor shall ensure that the safety of the running lines and running traffic is not endangered, because of his work.
- 1.6.** Any traffic/traction blocks, temporary speed restrictions and caution orders required in this connection shall also be got sanctioned from the Railway authorities well in advance, through the Engineer. The Railways may sanction the same for specific sites within the overall recovery time available in the Railway's time table. The contractor shall have to schedule his programme according to the convenience of the Railways. No claim from the contractor for any delay/inconvenience/loss on this account shall be entertained by the Employer.
- 1.7** The contractor shall provide at site at his own cost, all protection measures including exhibition and lighting of all Temporary Engineering Signals as per Railway rules, instructions and norms. All lights provided by the contractor shall be screened so as not to interfere with any signal light on the Railways or with any traffic or signal lights of any local or other authority.
- 1.8.** **Ancillary and Temporary works**
- (a)** The Contractor's proposals for erection of all ancillary and temporary works shall be in conformity with the proposals submitted along with the tender and modifications thereto as approved by the Engineer.
- (b)** The Contractor shall submit drawings, supporting design calculations where called for by the Engineer and other relevant details of all such works to the Engineer for approval at least one month before he desires to commence such works. Approval by the Engineer of any such proposal shall not relieve the contractor of his responsibility for the sufficiency of such works.

- (c)** The contractor shall, at his own cost, design and provide any temporary arrangements including relieving/service girders required in connection with the above said works and remove the same, when no longer required. These arrangements shall conform to Railway norms. The contractor shall obtain all necessary approvals and sanctions of the concerned Railway authorities including Commissioner of Railway Safety through the Engineer/Employer in advance and well in time.
- (d)** The contractor shall ensure and be entirely responsible for proper design, fabrication, provision and upkeep of all temporary arrangements and all associated activities so as not to endanger safety of any assets, running track, traffic and traveling public and for following all extent instructions, norms, practice and procedures laid down by Railway authorities in this respect, which may be ascertained from the Railways through the Engineer.
- (e)** If required, Railways may, in order to ensure the safety of the running track, post at site Regular Railway staff to watch the efficacy and safety of temporary arrangements and protection measures round the clock for the period the same exist in the running line and till the running line is restored back to normal. Railways may also supervise the insertion, maintenance and removal of the temporary arrangements. The cost of such staff shall be borne by the Employer.
- (f)** Notwithstanding the above, the contractor shall not, however, be relieved of his responsibility and obligation as aforesaid.
- (g)** Save as provided in Para 7 (e) above, the contractor shall bear the cost of complying with all safety requirements. No extra payment will be made for complying with the safety provisions under this chapter and the cost of all such elements to meet the safety requirements shall be deemed to be included in the Bill of Quantities.

1.9. The contractor remains fully responsible for ensuring safety. In case of any accident, the Contractor shall bear cost of all damages to his equipment and men and also damages to Railway and its passengers.

1.10 Suitable barricading to forewarn road vehicle driver shall be provided by the contractor. The luminous tape, strung on bamboo or steel poles can be considered for such barricading. Barricading arrangement should be got approved by the Engineer.

1.11 Indemnity by Contractor

The Contractor shall indemnify and save harmless the Railway/Employer/Engineer from and against all actions, suit proceedings, losses, costs, damages, claims, and demands of every nature and description brought or recovered against the Railways/Employer/Engineer by reason of any act or omission of the contractor, his agents or employees, in the execution of the works or in his guarding 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.

1.12. Damage to Railway Property or Life or Private Property

The contractor shall be responsible for all risks to the works and for the 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 of persons or property of others from whatsoever cause in connection with the works until they are taken over by the Employer and this although all reasonable and proper precautions may have been taken by the Contractor, and in case the Railway/Employer/Engineer shall be called upon to make good any costs, loss or damages, or to pay any compensation, including that payable under the provisions of 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 any 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/Employer/Engineer may incur in reference thereto, shall be charged to the contractor. The Railway/Employer/Engineer 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 expense shall not be called in question by the Contractor.

1.13. Safety of Public

- (i)** 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 pertaining to the work.
- (ii)** The Contractor shall provide effective barricading using G.I. corrugated sheets around foundation pits, trenches, erection sites, demolition sites etc., to prevent accidents and injuries to the public. He shall erect barricading duly leaving safe passage for the movement of the public as per the directions of Engineer.
- (iii)** No payment will be made for providing such barricading and the rates quoted by the Contractor shall be inclusive of such safety measures.

1.14. Reporting of Accidents

The Contractor shall report to the Engineer details of any accidents as soon as possible after its occurrence. In the case of any fatality or serious accident, the Contractor shall, in addition, notify the Engineer and the Employer immediately by the quickest available means.

1.15 Life-saving Appliances and First-aid Equipment: The Contractor shall provide and maintain upon the Works sufficient, proper and efficient life-saving appliances and first-aid equipment to the approval of the Engineer and in accordance with the requirements of ILO Convention No. 62. The appliances and equipment shall be

available for use at all time

1.16 Security Measure

- (a)** Security arrangements for the work shall be in accordance with general requirements and the contractor shall conform to such requirements and shall be held responsible for the action or inaction on the part of his staff, employees and the staff and employees of his subcontractors.
- (b)** Contractor's as well as Sub Contractor's employees and representatives shall wear identification Badges (cards), uniforms, helmets, gum boots and other safety/protection gadgets/accessories provided by the Contractor. Badges shall identify the Contractor and show the employee's name and number and shall be worn at all times while at site.
- (c)** All vehicles used by the contractor shall be clearly marked with the Contractor's name or identification mark.
- (d)** The contractor shall be responsible for security of works for the duration of the contract and shall provide and maintain continuously adequate security personnel to fulfill these obligations. The requirements of security measures shall include, but not be limited to, maintenance of Law and Order at site, provision of all lighting, guard, flagmen, and all other measures necessary for protection of works within the colonies, camps and elsewhere at site, all materials delivered to the site and all persons employed in connection with the works continuously throughout working and non-working periods including nights, Sundays and holidays, for the duration of the contract. However, at work sites in close proximity of traffic corridors where public and traffic are likely to come close to the work area, suitable barricading as proposed by contractor and approved by Engineer shall be provided.
- (e)** No separate payment will be made for providing security measures and will be deemed to be included in the rates quoted by the contractor.

- 1.17 Contractor will have to comply the instructions circulated for Safety on Worksites Specially Doubling Works being implemented on Indian Railways as per relevant letters and any subsequent instructions on this issue.

It is presumed that bidders have gone through the Indian Railway's policies including any subsequent instructions on this issue if any, before quoting the rates.

1.18 Ensuring Safety at work site

Ensuring safety at work site while carrying out of doubling works is of paramount importance.

Following measures must be ensured: -

1. Fencing as per specification laid down along the track at specified distance from centre line of existing track. The fencing should be maintained till the

track is handed over to Railways. Accordingly, at locations where it has been broken/stolen away, the same should be restored expeditiously.

2. Contractors to ensure patrolling by Cycle/ Motor Cycle to prevent damage to fencing and to rectify as soon as it is detected.
3. In the stretch where new formation is likely to be used by unauthorized vehicles and likely to create potential unsafe condition, lifting barriers under lock & key at points where contractor's vehicles are required to enter should be provided and the same should be manned to allow entry to only contractor's vehicles and prevent entry of unauthorized vehicles.
4. Other likely entry points on the new formation must be suitably blocked by providing physical obstructions by stacking sleepers or by cross trenches or by erecting fence to prevent entry of unauthorized vehicles. Frequent check should be exercised to ensure that unauthorized vehicles do not ply.
5. Reducing number and length of such stretches by providing cross barricades should be done.
6. PMC should be advised to educate his supervisor for each stretch to ensure Safety who should be well conversant safety instructions and should see that the same are not violated. PMC has to be made accountable for lapses on the safety aspects.
7. Periodical formal counseling of all contractor's staff and PMC officials regarding safety instructions and review violations coming to light and taking appropriate action.
8. Counseling of drivers and operators of machinery regarding safety aspect during routine inspection of PMC officials contractors Engineers.
9. All the drivers/machine operators should have competency certificate issued by PMC after examining their knowledge about safety. Only authorized drivers can ply within 6.6 m of the existing track will have to be proposed as found necessary.
10. Necessary caution orders to Drivers of trains wherever required in terms of Railway Board's instructions/PCE circulars.
11. In case work is required to be carried out within 3.5 M of existing running line, K RIDE should be advised well in time and requested to provide look out men

and Railway Supervisors for the site. At such locations close supervision must be ensured.

In terms of contract conditions, preventing entry of outsiders at the worksites is the responsibility of contractor and this has to be ensured.

1.19 Additional Conditions to Safety at Work Spot

To ensure safety at all the work sites all the time, a dedicated Safety officer duly trained as per the provisions of the contract shall be posted by the contractor for each project. Following works will in general be assigned to safety officer.

1. The Safety officer (in charge) shall be from the permanent rolls of the contractor. He will work under the administrative control of the Project Manager of the contractor.
2. The person from any sub-contractor deputed by the main contractor shall not be designated as Safety officer.
3. The Safety officer shall be overall in charge of the safety methods being undertaken at various work sites. He shall not be given any other task related to the project planning and execution.
4. The Safety officer should be well versed with the safety aspects related to worksites in the vicinity of running railway lines and should impart training to the officials assisting him.
5. The Safety officer shall be given suitable means of transport (depending on the requirement) by the contractor to approach all the work sites frequently and ensure that adequate precautions to ensure safety have been taken. Following items shall be specifically done by the Safety officer.
 - a) Ensuring the provision of the safety fencing. Any shortfall shall be made good immediately.
 - b) Availability of suitable lookout men at each working site. The lookout men shall be in possession of hooters, safety helmet and retro-reflective jacket to warn the site engineer/supervisor and operators/drivers of the equipments/vehicles working near the running track.
 - c) Arranging issuance of competency certificates by Employer/Engineer with the operator/driver of each equipment/vehicle before deputing for work.
 - d) Take assurance from the contractor officials at regular interval of complying with the safety instructions.

- e) Any safety violation to be advised to all concerned and remedial action taken thereof.
- 6. The Safety officer will frequently counsel the contractor engineers/supervisors/ operators/drivers/lookout men about safety provisions during his day to day inspections and keep a record of the same. The Safety officer will prepare a monthly report of the safety inspections carried out and remedial action taken thereof and send it to the Project Manager of the contractor and the employer/engineer.
- 7. The contractor should open new sites only after discussing the safety measures to be undertaken with his Safety officer and obtaining the permission from Employer/ Engineer.
- 8. It shall be the duty of the Project Manager and Safety officer of the contractor that the instructions contained in the agreement related to safety and the same issued by the Railway/Employer/Engineer from time to time are strictly complied with.

Based on the above, it is advised that a thorough review of the safety provisions may be undertaken and it should be ensured that competent safety officers are available at all the work spots.

GENERAL INFORMATION AND SCOPE OF WORK

2.0 SCOPE OF WORK

The proposed work is in connection with the doubling of track between Baiyyappanahalli and Hosur from Km 205/500 to 157/500 (including yards) in 2 packages

Package No. 1 – Baiyyappanahalli - Hosur section :– Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway.

Package No. 2 – Baiyyappanahalli – Hosur section : Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards *in Bangalore Division of South Western Railway.*

2.1 SPECIFICATIONS

2.1.1 TECHNICAL SPECIFICATION FOR TRACK WORKS

- 1) This Contract shall be governed by the Indian Railway's General Conditions of Contract, Indian Railways P.Way Manual, Indian Railway Track Manual, Schedule of Dimensions and the standard specifications for track works . In case of contradictions, the clauses under these Special Conditions shall prevail. All the latest correction slips for the above is also applicable.
- 2) The Tenderer in his own interest should visit the site of work with the concerned JE/SSE/AXEN or with their authorized representatives after fixing up an appointment with them in advance and ascertain the nature and quantum of work, site conditions, availability of approach roads, availability of labour, water, electricity, land for labour camps, availability of P.Way materials, accessories, speed restrictions, market rate for various raw materials transport etc. before quoting the rates for this tender.
- 3) The total period of the contract execution is basically a period of validity of the contract. It needs to be understood that the actual execution period for the work has to be much less. The contractor should be able to complete the P.Way works within a period of 3 months from the date of supply of major chunk of long rails.

- 4) During the core working period, i.e. after supply of long rails, the contractor should be able to mobilise adequate number of labour for various track activities till the section is finally commissioned and even beyond that for completing the remaining jobs if any and for removing / complying deficiencies noticed during joint inspections.
- 5) The contractor should be able to expeditiously link the Turnouts as soon as the Turnout sleepers are allotted. It is quite possible that supply of Turnout sleeper sets is completed only a month before the target date of commissioning. Thus, the contractor should mobilise adequate number of batches who can independently take up the job of linking of Turnouts.
- 6) During pre-NI/NI works, contractor should mobilize adequate number of labour apart from rail lorries, JCBs, Poclains , Cranes, etc.
- 7) Immediately after commissioning of section, the contractor should keep adequate labour at each yard, so that all leftover works and balance works are completed, speed restrictions are relaxed to normal speed within 15 days to 30 days from date of commissioning.
- 8) Contractor should mobilise the required resources to execute the work as per the bar chart attached to the tender document.
- 9) The Contractor shall not start any work on the track under traffic conditions without the presence of the Railway's supervisor at site. In case the contractor or his representative starts any work in the absence of the supervisor, it shall be treated as unauthorized and illegal tampering with the track and shall be liable for action under the Railway's Act.
- 10) No road vehicle/machines/road cranes should be allowed to work without safety barricading adjacent to the running track for carrying out works of doubling or any works adjacent to running tracks.
- 11) Barricading concrete posts if available at site along the track are to be used as protective fencing /barricading while carrying out track linking/ballasting works duly providing nylon rope, repainting the posts .This barricading shall be maintained in good condition throughout the contract period. No extra payment shall be paid for this.
- 12) If barricading is required to be provided in any stretch where no barricading posts were provided earlier, payment for providing barricading in such stretches only shall be made as per relevant item.
- 13) Dumping of ballast and spreading of ballast can be done only after carting of sleepers. The pace of dumping of ballast needs to be expeditious. Ballast required for the cribs and shoulders need to be dumped on the

sides so that after linking of track, the extra ballast dumped on the sides can be brought into the cribs and on the shoulders. Thus, any additional topping / carting of the ballast should generally be avoided after linking of the track.

- 14) The lifting of PSC sleepers once allotted needs to be done expeditiously within a short period as it effects the allotment of PSC sleepers further. The contractor should complete the transportation of PSC sleepers within a period specified by the Engineer in-charge. The contractor shall make adequate transportation arrangements on day to day basis to the extent of loading capacity of Sleeper Factories for transportation of PSC Sleepers.
- 15) The contractor should complete the transportation of Class-II / Service Rails within a period specified by the Engineer in-charge. Class-II / Service Rails will be made available generally at the loading points where trailer can reach., However, this may involve some leading, contractor should make arrangements for leading of Rails.
- 16) The progress of works in station yards should match with the progress of works in mid-section to complete all the required works for presenting the section for CRS inspection.
- 17) Mobilisation for execution of civil works should be inline with the mobilization of track linking works so that both the works should be completed at same time.
- 18) In case trains are detained at or on the approach of the work spot or at station due to the reason that the work spot is considered unsafe on account of bad workmanship by the contractor or the track parameters being unsatisfactory for safe passage of trains or due to contractor leaving the work unfinished or due to the work being delayed beyond the allotted time, due to inadequate labour, then, under such situations Railway is at liberty to impose a penalty on the contractor on this account. However, the total amount of penalty thus imposed during the entire currency of the contract shall not exceed 10% of the agreement value. The penalty thus determined by the Railway shall be final and binding on the contractor.
- 19) Further, in case train accident occurs at a work spot and the Enquiry Committee set up by the Railway Administration to investigate the cause of the accident or Commissioner of Railway Safety decides that the cause of the accident is due to the contractors negligence or due to poor workmanship and if the contractor is held responsible, the contract is liable to be terminated forthwith notwithstanding the provision of clause 62 of the GCC. In addition, the amount of damages as decided by the Accident Enquiry Committee/ Commissioner of Railway Safety is liable to be recovered from the contractor. This amount of damage will be over and above the penalty specified under relevant clause.

- 20) Traffic blocks if required to carry out certain track works will be arranged by the Railways. Actual availability of block would depend on flow of traffic and there may be variations in availability of block vis-a-vis those planned. The labour should be judiciously deployed for other activities wherever block planned is not available and no compensation is payable in case block planned is not available. No claim on such account shall be considered.
- 21) The Contractor shall proceed with the work in a systematic manner so as to ensure that the stretch of track under speed restriction and its duration are kept to a minimum. The decision of the Engineer in this respect shall be final and binding. The Engineer may regulate certain activity / item of work till the track is attended to restrict the length under speed restriction. No compensation is payable when such restrictions are imposed on the progress of certain activity / item of work.
- 22) The work shall be so carried out that there is no infringement to the Railway's Schedule of dimensions and it should be ensured that no loose materials are left near the track without watch and ward.
- 23) The K RIDE shall arrange for protection of track(s) by their staff. In addition, the Contractor shall arrange for "Lookout man" for protection to warn his workers of any approaching train. No compensation will be paid by K RIDE in case of injury or death to the Contractor's labour. The contractor shall indemnify K RIDE of any responsibility in this regard. The Contractor may obtain Group Insurance in respect of his workers.
- 24) At each site of work, the Contractor shall employ and post one technical supervisor who should have adequate experience in execution of track works and safety rules. The name, technical qualification and details of experience of the technical supervisor as employed shall be advised to the Engineer. If in the opinion of the Engineer, the Supervisor is not fit to be in-charge of the work, he shall be forthwith replaced. In this matter, the decision of the Engineer shall be final and binding on the contractor.
- 25) The Contractor's technical Supervisor shall be present at the site, at all times when the work is being executed. The Contractor shall employ adequate number of qualified & experienced workers to give consistent and desired progress every day. The labour strength is to be suitably maintained as desired to match with the desired progress/availability of materials for works etc.,
- 26) For executing the works, the contractor has to arrange his own tools, plant and equipment.

- 27) The contractor has to arrange the following p.way tools required for the work with operators in sufficient quantity depending upon the number of sites the work is taken up and also according to the labour force.
- i. Rail tongs
 - ii. Crow bar
 - iii. Spanners including box spanners
 - iv. Hammer
 - v. Beater
 - vi. Shovel
 - vii. Track lifting jack
 - viii. Gauge cum level
 - ix. Rail cutting machine with consumables including appropriate size of rail cutting blade.
 - x. Rail drilling machine with consumables including drill bits etc.,
 - xi. Wire brush ; Wire claws
 - xii. Painting brush
 - xiii. ERC extractor
- 28) However, K RIDE will issue at the depot (free) under acknowledgment, the jim crow as and when required and the contractor is responsible for collecting the same from the depot and return back the same at the depot under acknowledgment.
- 29) Contractor should mobilise 2 Nos of blacksmith batches per yard.
- 30) The contractor shall arrange safe custody of the materials supplied / hired to him. In case of loss of K RIDE materials or damage, the K RIDE will recover the cost of the lost material or penalt for damage as per Rules. Once the K RIDE materials are issued to the contractor, he shall not move the materials to other workspot. Any violation in this regard will be viewed seriously.
- 31) Loose materials / tools shall not be allowed to be scattered along the line and these materials shall always be neatly stacked and watched with contractor's watchmen.
- 32) Issue of materials to the contractor or his nominated representative will be on vouchers and the materials thus issued are to be accounted for by the contractor either in the track as fitted or as surplus materials having been returned to the K RIDE under proper acknowledgment. He shall be responsible for any shortage till the track is taken over by the Engineer-in-charge.
- 33) Similarly, whenever any p.way is to be dismantled the inventory of the existing p.way material shall be jointly taken and signed by both the

parties. Payment for dismantling item in the schedule will be considered only after handing over / reconciliation of the released materials.

- 34) Site Order Books, progress registers and materials issue registers shall be maintained at site and entries shall be recorded on day-to-day basis in the registers and signed jointly by K RIDE Supervisor and by the contractor or his authorized representative. All details of various stages of work, impose and removal of speed restrictions, measurement of track parameters, account of released materials, etc., shall be recorded therein.
- 35) The contractor shall always comply with the instructions / directives issued by the Engineer's representative from time to time. In the event of non-compliance with the instructions / directives, apart from and in addition to other remedies available to the K RIDE as specified hereinabove, the Engineer's representative may employ at the worksite, the required workers with necessary equipment as considered appropriate and adequate by him to provide the requisite conditions for the safe and unhampered movement of railway traffic. The decision of the Engineer's representative in regard to the need, appropriateness and adequacy of the deployment of the required workers with necessary equipment shall be intimated in writing by the Engineer's representative to the contractor, soon after such deployment and the charges for the same shall be payable by the contractor.
- 36) If the contractor persistently does not comply with the instructions / directive of the Engineer's representative, apart from and in addition to the remedies available to the K RIDE as specified hereinabove without prejudice to the K RIDE rights in this regard, the Engineer's Representatives which for the purpose of this contract shall also include the Inspector / Section Engineer, Junior Engineer of Civil Engineering Department appointed by the K RIDE, can suspend the contractor's work till the Engineer's representative is satisfied that the contractor has taken necessary steps to comply with the instructions / directives issued by the Engineer's representative. The decision of the Engineer's Representative in this regard shall be final, conclusive and binding on the contractor. The contractor shall not have any claim whatsoever against the K RIDE for such suspension of the work.
- 37) During such period of suspension of work, the contractor shall not in any manner attempt to carry out any work at the worksite. Any such attempt on the part of the contractor shall tantamount to tampering of the Railway track for which the contractor shall be liable for appropriate action under relevant provisions of the Railway's Act.
- 38) All items such as Rails, sleepers, cotters, Elastic Rail Clips, rubber pads, liners, fish plates, bolts, check blocks, bolts and nuts, keys, bearing

plates, plate screws, other fittings etc. will be supplied at the nearest construction stores depot unless otherwise expressly specified in the respective items of Annexure. The contractor has to lead the materials to the site of linking at his cost and the rate quoted shall include this.

- 39) Dip lorries to the extent available will be supplied by the K RIDE free of charge at the nearest construction stores depot and these shall be returned by the contractor at his own expenditure to the same depot as directed by the Engineer-in-charge.
- 40) For drilling holes in rails and cutting rails the contractor should make his own arrangements for using drilling and cutting machines, rail cutting blades, drill bits etc. The department will not supply any of these items. Cutting of rails and drilling of holes by JIM CROW OR GAS IS NOT PERMITTED unless mentioned otherwise in the items for dismantling of track.
- 41) The fish bolt holes drilled for running rails shall be invariably chamfered by proper tools as per standard specification.
- 42) No extra payment will be made for crossing the tracks, or for lifts/descends while unloading, leading and stacking the materials.
- 43) Permanent way materials should be handled carefully without causing any damages. If any damage is caused, due to negligence of contractor which make these materials unfit for use on track, or for shortages, the cost thereof will be recovered from the Contractor as per extant orders. Decision of the Engineer-in-charge regarding damage or shortage will be final and binding on the Contractor.
- 44) The cost of Permanent way materials when got broken in handling/transport, except for negligence of Contractor, will not be recovered, but broken ones should be handed over to the K RIDE depot as nominated already or as may be directed. Whether the breakages have occurred due to negligence of the Contractor or not will be decided by the Engineer-in-charge and his decision is final and binding on the Contractor.
- 45) Materials liable to breakage, or damage by being dropped or thrown, shall be unloaded carefully by hand or other suitable means. All materials shall, after unloading, be stacked sufficiently clear of the track or the road, as the case may be and in the former case, shall remain without any possibility of infringing the minimum fixed structure dimensions when work is done near opened yards/lines.
- 46) The entire work will be done under the strict guidance of the Engineer-in-charge or his authorised representative. The daily progress of the work will be watched and any suitable corrective measures as directed by the

Engineer-in-charge or his representative should be immediately carried out wherever necessary at no extra cost.

- 47) After each stage of lifting, in case the schedule involves lifting of track under traffic conditions, the ballast has to be properly packed and the level, gauge alignment and other track parameters are to be attended to ensure safe passage of trains.
- 48) Prior to commencement of work, the section Engineer-in-charge and the representative of the Contractor will jointly inspect the work spot and take note of missing fittings, if any. The contractor will be responsible for any further losses till the work is completed in this length. The cost of such fittings at K RIDE rates will be recovered from Contractor's bills.
- 49) Wherever rails are unloaded they should be handled and stacked properly. The rails should be made to rest on the bottom flange and not on the sides. Support points should be fairly in one level not more than 6m apart. This will avoid permanent kinks and the need for cropping and welding of such kinks.
- 50) The tenderer/ contractor shall arrange to provide the in-section gadget (gauge-cum-level etc.) as in PIE-Roorkee kit (PWI tool Kit) or similar for the purpose of department officials to inspect and to check the quality of the track linking. One set of such TOOL kit should be handed over to K RIDE after the completion of the work wherever the agreement value of the work exceeds Rs.25 lakhs.
- 51) Rails, check rails, fish bolts and nuts, PSC/ST/CST-9/Wooden sleepers, Elastic rail clips, rubber pads, fish plates, check blocks, bolts and nuts and all other P.Way materials shall be supplied by the K RIDE as mentioned in the schedule. These materials will have to be led by the contractor by head loads or any other approved means at his cost.
- 52) Rails and other permanent way materials including fittings shall be issued to the contractors progressively as the work proceeds taking care to see that the contractor shall have atleast one week's stocks in hand at any time.
- 53) In case certain items are not available contractor has to suitably stagger/ regulate the activities duly redeploying the labour for other activities and no compensation is payable due to non-availability of P.Way materials/ fittings.
- 54) Consumable stores like graphite grease, oil etc., of approved quality required for the work will be arranged by the contractor at his cost.

- 55) On new track and diversion, spreading 50mm stone ballast to 250mm cushion (thickness) has to be done first and then rolling of ballast with contractors rollers shall be carried out. Sleepers are to be assembled and laid over the ballast to correct spacing. Rails shall be connected by means of a pair of fish plates using in the first instance only with two fish bolts and nuts, one in each rail or alternately with welding gap with single bolt. Before fishing the rail ends the fishing edges of fish plates and bolts shall be lubricated with grease, graphite and oil as directed. Correct expansion gap according to the rail temperature at the time of laying as directed by the Inspector / Engineers shall be ensured between ends of rails by inserting the liners supplied by the K RIDE. Cut rails will have to be used on inside of curves and drilling of fresh bolt holes in these rails shall be done by the contractor.
- 56) Rails shall be laid in such a way that arrows on the web face, face the direction of traffic, where so directed.
- 57) Paint marks shall be made on the rails with contractor's yellow paint as directed by the Inspector / Engineer to indicate the spacing of sleepers to be adopted.
- 58) On the track with PSC sleepers, wooden block with A.C bearing plates with keys shall be inserted under rails at every fish plated joints one on either side of the joint at close interval as directed and the rails fastened to the A.C/M.S bearing plates with plate screws/ rail screws or spikes. In the event of K RIDE deciding not to use wooden blocks at the joints, PSC sleepers shall be provided at the joints. K RIDE wooden sleepers will be made available free of charge. Cutting & transportation & fixing is to be at contractor cost.
- 59) In the case of PSC sleepers, rails shall be laid on sleepers along with grooved rubber pads, fastening the rails to sleepers with elastic rail clips and grooved rubber pads GFN/Metal liners, shall be done by the contractor.
- 60) The track shall be lifted with crow bars and the sleepers thoroughly packed. The lifted portion of the track shall be properly eased out at both ends so as to achieve a longitudinal gradient not steeper than 1 in 360 degree and to the desired cross level as directed by Engineer-in-charge. Further lifting will also be done in similar manner until the track is lifted to correct rail levels as per level marks marked on the level pegs fixed along the alignment before the commencement of lift as directed by the Engineer-in-charge. At each stage, the alignment, gauge and cross levels will be checked and defects rectified.

- 61) The ballast shall be packed under the sleepers to the approved ballast cushion below each rail seat and 45cm on either side of the rails and the middle of the sleepers shall be packed loosely.
- 62) The alignment of the rails shall be finally corrected, the sleepers squared, the gauge adjusted as directed, cross levels checked, lifted and repacked wherever necessary.
- 63) The ballast section shall then be dressed to specified profile duly boxing the ballast as specified. Contractor shall ensure that sleeper top is visible while boxing.
- 64) Ballast section shall be uniform in height, width and side slopes and brought to standard section as directed by the Inspector with the quantity of ballast made available at site. No ballast shall be left in the cess, side slopes of bank or near toe of bank.
- 65) The initial packing and picking up sags after rolling by locomotive or otherwise is part of assembling and linking item in the schedule. Additional packings required, if any, will be decided by the Engineer-in-charge and executed under appropriate schedule items.
- 66) Any packing done earlier to rolling by locomotive/packing machine and rectification of defects developed subsequent to rolling shall be accounted as initial packing.
- 67) Wherever additional packing is ordered such item will be operated and paid only after the track is rolled with locomotive and the defects developed after rolling such as sags, cross level, alignment etc., are attended and rectified satisfactorily as certified by Engineer/PWI in-charge of the work.
- 68) Any sleepers which got shifted from its position or gone out of square shall be moved back and squared after loosening of the fastenings. The fastenings shall be tightened again after squaring. To correct all the above defects no extra payment is permissible.
- 69) The track shall be slewed to correct alignment by sighting along the rail head of the base rail. It should be ensured that track does not get lifted in the process of slewing.
- 70) Any defects developed in gauge and alignment shall be rectified. Re-gauging of PSC sleepers shall be done duly pushing the sleeper from ends under specific directions of the Inspector.
- 71) Any dip or low joint lifted correctly and packed duly packing the adjacent sleepers fully. After the base rail is thus packed for two or three rails

length the cross levels shall be checked and opposite rail lifted wherever necessary and sleepers under the rail seat packed fully.

72) For SWP track the joint and shoulder sleepers shall be repacked and cross levels adjusted.

73) WITHOUT THE USE OF TRACK MACHINES the following laying standard of track geometry measured in floating condition should be achieved by the Contractor after rolling/testing of track with the help of locomotives / track machines.

a.	Gauge	Sleeper to sleeper variation	2mm
b.	Expansion gap	Over average gap worked out by recording 20 successive gaps.	± 2mm
c.	Joints	Low joints not permitted.	-
		High joints not more than	+2mm
		Squareness of joints on straight.	±10mm
d.	Spacing of sleepers	With respect to theoretical spacing.	±20mm
e.	Cross level	To be recorded on every 4 th sleeper	±3mm
f.	Alignment	On straight on 10m chord	±2mm
		Variation over theoretical versines on curves of radius more than 600m (On 20 m chord)	5mm
		Variation over theoretical versines on curves of radius less than 600m (On 20 m chord)	10mm
g.	Longitudinal level	Variation with reference to approved longitudinal sections.	50mm

74) Gauge: Will be checked with standard gauge and should be 1676 mm on straight.

On curves: The gauge on curves shall be to the following standard:

On new lines gauge conversions, doublings and on lines where complete renewal or through sleeper renewal is carried out the track should be laid to a uniform gauge to the following standards.

Sl. No.	Radius in metres	Gauge
1	Straight including curves of radius upto 350m and more	-5mm to +3mm
2	For curves of radius less than 350m.	Upto +10mm

2.1.1 TECHNICAL SPECIFICATIONS FOR TRANSPORTATION OF P.WAY MATERIALS - SPECIAL CONDITIONS OF CONTRACT

1.0 The rails are to be handled carefully by hand or other suitable means without causing any damage and the contractor is solely responsible for the same while in his custody. Any loss or damage to the K RIDE materials will be recovered from the contractor's bills.

2.0 Whenever the rails are required to be pulled across the Railway tracks, the contractor has to arrange for lookout men to ensure safety of men & materials for which no extra rate will be paid. The work is to be done under traffic block under the supervision of K RIDE supervisors and contractor's competent supervisors.

3.0 Lookout men should be posted at the site of work by the contractor at his own cost to warn the labourers' of approaching trains, etc. If the contractor fails to do so, the K RIDE will arrange for lookout men and recover the cost from contractor's bills.

4.0 While working in the electrified sections all precautions as required to be taken in such sections while handling rails should be strictly followed by the contractor. Any loss or liability on account of non-observance of such precautions will be on contractor's account.

5.0 Break down to transport vehicles, if any, will be on contractor's account and contractor has to make alternate arrangements to maintain the progress to match the programme of work.

6.0 Accidents, if any, to his vehicles or to persons would be the responsibility of the contractor and K RIDE will not be responsible for any damage or compensation thereof.

7.0 The contractor must ensure the safety of labourers' engaged by him while crossing the track during the course of execution of work and the K RIDE will not be responsible for any injury sustained by the labourer or for any fatal accident and the contractor should bear all the loss & expenditure involved.

8.0 The contractor is deemed to adhere to the Workmen's Compensation Act, State Motor Vehicles Act, Railway Act, 1989 etc., and any infringement to the same should be at his own risk & cost.

9.0 The unloading work should be commenced immediately on placement of wagons in the yard and completed within the stipulated free time. Any demurrage if charged will be at the contractor's account.

10.0 Transporting work should be commenced on receipt of the acceptance letter and advise given for the transportation from different sources.

11.0 Traffic rules and rules for interstate movements should be strictly followed and the contractor should indemnify the K RIDE from any claim due to accidents & unforeseen incidents.

12.0 The rules & regulations governing placement of vehicles at the points for loading & unloading operations and transport regulations shall be strictly adhered to and non-observance thereof shall be at the sole cost & risk of the contractor. Contractor shall make his own arrangement to ascertain position of wagons to be loaded/unloaded duly keeping in touch with Station Master/Engineer-in-charge.

13.0 Rate for the work

The rate quoted shall be all inclusive covering rates for labour, transport, stacking, handling besides other charges/levies, imposed by local authorities or double handling in reasonably unavoidable cases during the course of execution.

14.0 The weight for payment will be assessed as per the theoretical weight and 5% will be reduced for wear & tear in the case of second hand materials. Wherever standard weight is not available, the payment will be based on weighment through authorised weigh bridge or sample weighment by the Engineer.

15.0 Location for unloading:-

All unloading/stacking shall be done in such a manner as not to cause infringement to moving dimensions of running train. In case materials are unloaded in midsection, the lead is calculated in block of 1 km. The value in excess of 500m will be rounded off to the next km., while less than 500m will be accounted to lower km.

The unloading of materials is to be done as directed by the Engineer-in-charge in the locations indicated with specific quantity for each location. In case the contractor unloads the materials in excess of required quantity at a particular location, the same is to be re-transported as directed by the Engineer-in-charge without any extra payment.

The unloading work may have to be coordinated with other contract agencies who will be executing work such as track linking, ballast collection, formation work, etc. There should be least interference for works by other agencies.

The distance for the lead to be reckoned will be through shortest practical motorable road which will be certified by Engineer-in-charge in advance, before actual commencement of the work. The actual route followed by contractor may be different but the lead will be paid as stated above, even if the route followed by the contractor is longer, as per certification of the Engineer-in-charge. The decision of the Engineer-in-charge shall be final & binding on the contractor.

2.1.3 Introduction of contract packages

A. Package 1

- i) The tendered work is part of the project for doubling of existing railway line between Baiyyappanahalli to Hosur project : Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards of Bangalore Division of South Western Railway. The track for doubling is proposed parallel to the existing track on the left/right side of existing single line.

It is proposed to take up this work, as it is important from the point of view of both passenger and freight traffic.

This work can be started immediately as major portion of land is available for execution of work.

ii) **Availability of Land :**

The major portion of the required land for the execution of works is available along the alignment. However, the contractor may have to take lease of the land temporarily for installation of his facilities like batching plant/ Casting Yard/ Site Work Shop etc. The bidders are advised to make detailed study and cater for such expenditure in the bid.

- i) **Approaches to the project site:** The land acquired for the project caters for construction and operation of the proposed line. The contractor shall plan for approach roads to various sites of work conducting detailed survey and should include the cost of inputs for any such approach roads in his bid for the work. However, in case any existing road outside railway land has to be utilized for transportation of materials to the site of work and in the process the road gets damaged or needs to be strengthened and the authority owning the said road submits demand to GM(Civil)/K RIDE to carry out some specific works in order to strengthen/repair the road, GM(Civil)/K RIDE shall get such

works executed through the existing contractor or any other agency and make payment for such work.

Bidders should find out the capacity of the quarries and accordingly plan procurement of coarse/fine aggregates either from the existing quarries or establish their own quarries and crushing arrangements

B Package 2

- i) The tendered work is part of the project for doubling of existing railway line between Baiyyappanahalli and Hosur project : Linking of track from Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards *in Bangalore Division of South Western Railway*. The track for doubling is proposed parallel to the existing track on the left/right side of existing single line.

It is proposed to take up this work as it is important from the point of view of both passenger and freight traffic.

This work can be started immediately as major portion of land is available for execution of work.

ii) **Availability of Land :**

The major portion of the required land for the execution of works is available along the alignment. However, the contractor may have to take lease of the land temporarily for installation of his facilities like batching plant/ Casting Yard/ Site Work Shop etc. The bidders are advised to make detailed study and cater for such expenditure in the bid.

- iii) **Approaches to the project site:** The land acquired for the project caters for construction and operation of the proposed line. The contractor shall plan for approach roads to various sites of work conducting detailed survey and should include the cost of inputs for any such approach roads in his bid for the work. However, in case any existing road outside railway land has to be utilized for transportation of materials to the site of work and in the process the road gets damaged or needs to be strengthened and the authority owning the said road submits demand to GM(Civil)/K RIDE to carry out some specific works in order to strengthen/repair the road, GM(Civil)/K RIDE shall get such works executed through the existing contractor or any other agency and make payment for such work.

Bidders should find out the capacity of the quarries and accordingly plan procurement of coarse/fine aggregates either from the existing quarries or establish their own quarries and crushing arrangements

2.2 It is the responsibility of the contractor to thoroughly examine the site of work and all constraints before submitting the bid(s).

2.3 The Nature of Work :

The works to be executed can broadly be grouped as under:

2.3.1 Civil

A. Other Activities:

1. Providing and maintaining office accommodation, equipment and vehicles for the use of the Employer and their Assistants and Staff during the contract and defect liability periods.
2. Setting out the line and level of alignment for the proposed doubling and establishing working bench marks and alignment references, taking the details from bench marks and alignment references established by the Employer/ other designated contractors.
3. For carrying out accurate survey work, survey control points shall be established along the railway line using high end survey equipment such as DGPS or Total Station connected with nearest GTS Bench Mark. Also reference pillars are to be established for relocation. This work is meant for maintaining & checking proper alignment of mid-section & bridges for which the contractor is solely responsible.
4. Every precaution has to be taken such that there shall be least disturbance to road traffic during transportation of construction materials to the site of work.
5. Making and supply of 'As Built' drawings for the new assets created.

2.4 Special stipulations/features:

2.4.1 to 2.4.5 deleted

2.4.6 Power & Traffic Block:

- (i) Track occupation may be granted at any time during day or night to suit convenience of traffic operations and will ordinarily be granted over a distance covered by one or two consecutive block sections. Work trains will normally be allowed to take advantage of block shadows. Normally the total durations of block on any section will be max. of 1.5 to 2.5 hours at a stretch in a day,

once or more than once. Block provided may be utilized for one or more work trains or track lorries or ladder trolleys to suit convenience of work.

- (ii) Blocks will not ordinarily be given for laying the feeders except where crossing of track is involved, which will have to be laid manually in general.
- (iii) Any traffic / power blocks, temporary speed restrictions and caution orders required in connection with execution of works by the contractor, shall be got sanctioned from the Railway authorities well in advance, through the Engineer. The Railways may sanction the same for specific sites within the overall recovery time available in the Railway time table. The contractor shall have to schedule his programme according to the convenience of the Railways. No claim from the contractor for any delay / inconvenience / loss on this account shall be entertained by the Employer / Engineer.
- (iv) The contractor shall undertake the work involving Railway track, Railway Electrification installations in co-ordination with the Engineer and Railways in accordance with the programme of work. Where traffic / power blocks are involved, the Contractor shall ensure that interruption to Railway operations, if any, is kept to the bare minimum level.
- (v) In order to minimize blocking of the track for work/material trains, the contractor shall consider the working conditions on the section and assess use of alternative method of construction on a part or whole of the work. He should submit clear proposal along with financial implication if any to the purchaser for such special method of saving of blocks that could be obtained along with reduction / redundancy of the facilities being provided by the Railway / K RIDE.
- (vi) The protection required for block working i.e. flagmen, flags etc. shall be provided by the contractor. Competency for the above shall, however, be given by the Railway authority. Protection of track by banner flags etc shall be done in accordance with General Rules of Indian Railway and Subsidiary Rules of the concerned zonal Railway where work is being carried out. Contractor shall provide Safety helmet, Safety belt and Safety Shoes to their staff while working at site.
- (vii) In case of theft/breakdown, the contractor shall restore the traffic in minimum possible time. Failure to do so shall attract suitable penalty.

2.4.7 Provisional Acceptance:

- i) Immediately after completion of works/such part of works, the Contractor shall certify and advise the Engineer in writing that the works are (i) complete (ii) ready for satisfactory commercial service and (iii) ready to be handed over. He will also place at the disposal of the Engineer the required staff for checking it and putting it into operation.

- ii) The test or tests as stipulated in approved Technical Specifications shall be carried out jointly by the Railway / Engineer and the contractor within a month after the receipt of the Contractor's notification as stated in sub-Para above.
- iii) The provisions contained in the sub clause 10 of GCC shall be followed for taking over of the installations.

2.4.8 Use of Rejected/Sub Standard Items/ Equipment:

In the event of such rejection as aforesaid, the Engineer shall, without prejudice to his other rights and remedies and in particular without prejudice to his rights under the clause just preceding, be entitled to the use of the rejected/substandard equipment/item for a time reasonably sufficient to enable him to obtain other replacement. During such period, if the rejected/substandard equipment/item is used commercially the Contractor shall not be entitled to the payment on energisation until such rejected equipment is rectified and/or replaced, but the Engineer shall not be entitled to claim any damages arising out of rejected/ substandard equipment/item in respect of such period.

2.4.9 deleted

2.4.10 Accountal and disposal of released materials:

- (i) The Contractor shall liaison with the Engineer to finalize the procedure for taking over of the whole or part of the section and for disposal of the released materials.
- (ii) All released materials shall be handed over to the authorized Railway Representative through the Engineer at the nearest OHE/PSI depot or places nominated by Railway/K RIDE.
- (iii) The material released on account of modifications/alterations shall be accounted by the contractor in the presence of the Engineer and the Railway Representative, except for the material permitted to be re-used by the Engineer. For this material, only erection cost shall be paid, under the appropriate item of the Schedule.
- (iv) If any shortfall of released material is noticed at the time of completion of the work, the contractor shall be liable to pay for the shortfall as per the prevailing rates or the same shall be recovered from the final bill of the contractor as per the extant policy of K RIDE.

2.5 CODES & SPECIFICATIONS

The works shall be carried out as per Standard Specifications of Indian Railways/South Western Railway/ K RIDE (as detailed by K RIDE), which can

be obtained on payment. Wherever reference is made in the Contract to specific standards and codes to be met by the goods and materials to be furnished and work performed or tested the provisions of the latest current edition or revision of the relevant standards and codes in effect shall apply, unless otherwise expressly stated in the Contract. Where such standards and codes are national or relate to a particular country or region, other authoritative standards which ensure an equal or higher quality than the standards and codes specified will be accepted subject to the Engineer's prior review and written approval. Differences between the standards specified and the proposed alternative standards must be fully described in writing by the Contractor and submitted to the Engineer at least 28 days prior to the date when the Contractor desires the Engineer's approval. In the event the Engineer determines that such proposed deviations do not ensure equal or higher quality, the Contractor shall comply with the standards specified in the documents.

All goods and materials to be incorporated in the goods be new, unused, and of the most recent or current models, and that they incorporate all recent improvements in design and materials unless provided for otherwise in the contract.

- (a) The Standard Specifications of Indian Railways/South Western Railway/K RIDE and the list of codes and manuals given in the annexure thereof shall be prime governing.
- (b) Where there is conflict between provisions in IRS & IS specifications, provisions in IRS specifications shall prevail.
- (c) Where there is no provision of specifications in IRS, provisions in IS specifications should be adopted. Where there are no provisions in IRS and IS Specifications, provisions in IRC Specifications should be followed.
- (d) For items not covered in IRS/IS/IRC specifications, BS-5400 Part 1 to 10 may also be considered.
- (e) The decision of Engineer shall be final and binding in the interpretation of the clause of the codes of practice and specifications of this tender and no claim whatsoever shall be entertained on this account from the Contractor.

2.6 SURVEY AND FIXING WORKING BENCH MARKS AND ALIGNMENT MARKERS.

2.6.1 The work of conducting survey and fixing bench marks and alignment markers before the start of any work on this tender is included in the works covered by the present Tender.

2.7 Bench marks :

- 2.7.1 All along the length of the proposed double line benchmarks have been set up by the Employer at intervals of about a kilometer. The details of these bench marks along with their reduced levels have been marked on the design drawings indicating the plan and 'L' section which form a part of the tender. The contractor along with the Engineer should verify the details of these bench marks in the first instance, soon after taking possession of the site. If any mistakes are detected in these details of these bench marks the same should be indicated to the Engineer. The mistakes detected should be corrected in consultation with the Engineer. These corrections should be got approved by the Engineer before starting of any other work.
- 2.7.2 The contractor shall then in presence of the Engineer establish working bench marks at short intervals, adequately connecting them to the reference bench marks set up by the Employer in the Project length. The working bench mark levels should be got approved from the Engineer. An up to date record of all bench marks including approved corrections if any, shall be maintained by the contractor and also the Engineer.
- 2.7.3 All levels taken for making out the longitudinal section and cross section should be related only to these working bench marks.
- 2.7.4 While doing the above mentioned work, the fact that similar work will have to be done once again on the completed earth work in formation for fixing up the longitudinal levels of the installed P. Way should be kept in view.

2.8 Alignment :

- 2.8.1 All along the length of the proposed double line at a intervals of about half a kilometer, alignment reference pillars have been set up the Employer; in addition five reference pillars have been erected for each of the curves to indicate the start & end of the over all length of the curve and its circular portion and apex, by the Employer. In the design drawings showing the plan and 'L' section, which forms part of the tender, the co-ordinates for these pillars have also been given. This has been done to facilitate setting of the alignment of the proposed line. The contractor along with the Engineer should verify the details of these alignment pillars, soon after taking possession of the site. If any mistakes are detected in these details, the same should be indicated to the Engineer before starting any other work. These detected mistakes should be corrected by the Contractor in consultation with the Engineer. These corrections should be got approved from the Engineer.
- 2.8.2 The contractor shall then, in presence of the Engineer, establish working alignment reference markers at shorter intervals, adequately connecting them to the reference pillars set up by the Employer in the Project length. The location of these subsidiary alignment markers should be got approved from the Engineer. An up to date record of all alignment pillars, and corrections, if any done, shall be maintained by the contractor and also the Engineer.

- 2.8.3 The alignment for the double line should be related only to these working bench marks.
- 2.8.4 While doing the above-mentioned work, the fact that similar work will have to be done once again on the completed earth work in formation for fixing up the alignment of the installed P. Way should be kept in view.
- 2.8.5 After the formation has been constructed, the centre line of track both in Block Sections and Yards should be re-fixed taking guidance from already set up alignment references. Similarly, the rail levels of track both in the block sections and the yards should also be fixed with reference markers. These will be used for installation of track.

2.9 Responsibility for establishing and maintaining working bench marks and alignment markers

- 2.9.1 The Engineer when necessary will provide the contractor with the data necessary for setting out of the centerline. All dimensions and levels shown on the drawing or mentioned in the documents forming part of or issued under the contract shall be verified by the contractor on the site; he shall immediately inform the Engineer of any apparent errors or discrepancies noticed in such dimensions or levels. In consultation with the Engineer, the noticed mistakes should be corrected. These corrections should have the approval of the Engineer.
- 2.9.2 The contractor will be entirely responsible for accurate setting out of the works and safeguarding all survey monuments, bench marks, alignment references etc. The work of setting out shall be deemed to be a part of the general works preparatory to the execution of work and no separate payment shall be made for the same
- 2.9.3 The above-mentioned points have been repeated in the respective sections dealing with specifications for different works for laying emphasis on these items.
- 2.9.4 The contractor will be entirely responsible for accurate setting out of the works and safeguarding all survey monuments, bench marks, alignment references etc. The work of setting out shall be deemed to be a part of the general works preparatory to the execution of work and no separate payment shall be made for the same.

2.10 Issue of materials by Employer :

- 2.10.1 The issue of materials by the Employer to contractor shall be governed by the following change.
- 2.10.2** The rails and other materials to be issued by the Employer to Contractor will be handed over at any convenient locations within Railway Land in the

contract section. The contractor should collect the same from these locations and transport them to the work site as found necessary. He shall use only mechanical means for handling of rails during all stages of work to avoid any damages to the rails. Leading will be paid separately as per relevant item of BOQ.

2.11 to 2.19 These provisions shall not apply

2.20 Interfacing And Integrations of Works :

- 2.20.1 As a part of provision of this tendered work providing of road bed viz., earthwork & bridges, are to be executed by one Agency only. The interfacing for the purpose of integration of works between the partners of JV, in case the work is awarded to a JV or between the Contractor and his sub-contractors, (if permitted) will arise. This has to be kept in view.
- 2.20.2 Land is available throughout the section for carrying out the works. However, if additional land is required in yards/mid-section, necessary arrangements will be made for acquiring the land without affecting the progress of work
- 2.20.3 This provisions shall not apply
- 2.20.4 The contractor shall take full responsibility in terms of organizing, managing, coordinating and administrating the interfacing of all components of works including all issues related to and arising out of such tasks and responsibility. The contractor shall interface with all concerned authorities and other contractors as required to complete the work satisfactorily within the stipulated period.
- 2.20.5 Under consideration and application of the above clause, the contractor shall and has also the obligation to liaise with the other contractors and Authorities to obtain all necessary technical information, all necessary information concerning organization of works, coordinating the works etc. which are necessary to assess, mitigate, take care of contractual obligations, risks, liabilities and whatsoever arising out of interfacing, engineering issues, organization of the works etc. The employer/engineer shall not be held liable in any way, throughout the preparation of the offer and/or execution of the works and/or maintenance period and/or defects liability period for any omissions, misunderstanding, negligence etc. arising out of interfacing, coordinating, organizing etc. of the works. The employer will not entertain any claim arising out of misunderstanding, miscommunication, omission, withholding of necessary/required information or whatsoever between the concerned contractors/Authorities concerning interfacing, organizing etc. of works. In case of any claim arising from any of the contractors, as aforesaid, referring to interfacing and/or interfacing related issues, the Employer will hold the concerned contractors liable for not taking care of their contractual obligation concerning interfacing, organizing, co-ordination etc. of the related works.
- 2.20.6 This provision shall not apply.

- 2.20.7 Needless to say that commissioning of this double line project requires close coordination among various agencies executing the works in this section, Engineer, Employer and the Railway authorities. The contractor shall therefore plan all his works requiring interfacing, like works in mid-section, station yards, with other agencies, meticulously, in consultation and coordination with all concerned parties, in advance, for expeditious execution, without causing any delay either to his works or those of others.
- 2.20.8 The contractor shall strictly adhere to the work plan made for works requiring interfacing. Any delay either on his part or on the part of other agencies and other bottlenecks that could affect the pace of works shall be informed to the Engineer in time so as to enable him to take corrective steps.
- 2.20.9 If, in the opinion of Engineer, any delay in execution of any part of the Project requiring interfacing is attributable to the failures of the contractor to take adequate steps for smooth execution of such works, then the Engineer shall have the right to take necessary steps to organize and streamline such works, including excluding the requisite portion of work from the scope of the Contractor and getting the same executed by other agencies, at the risk and cost of the contractor.
- 2.21 Damage to property :** The contractor shall organize all his activities so as not to cause any damage to the property of Railway or that of other agencies or any third party. In spite of taking all precautions, in the unfortunate event of any damage to the property, then the contractor shall not only indemnify the Employer of the claims made by the affected parties but also settle the matters with the affected parties as per law. If the nature of damage is one of that affecting the train movements or causing a safety hazard to the public, then the situation will be treated as an emergency and the Engineer reserves the right to take all necessary steps as deemed necessary to restore train operations or to remove the hazardous situation or to mitigate the damage, at the risk and cost of the contractor.
- 2.22 Survey Equipment :** The contractor should provide the survey equipment and other accessories as per the instructions of Engineer as and when required. He should also provide all necessary help as required by the Engineer for checking the works, whenever required.
- 2.23 Power Line Crossing :** This provision shall not apply
- 2.24** All power requirements for execution of works shall be arranged by the Contractor from his own resources. Subject to availability of power, the Employer/Engineer will recommend to the Railway Authorities for providing power connection. The Contractor shall bear the cost of installation and payment of necessary charges for providing such power connections as per the Terms and Conditions of the Railway.

3.0 & 4.0 deleted

5.0 Personnel

PACKAGE 1 - Baiyyappanahalli - Hosur section :- Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards

The Bidder shall deploy, as per the programme, the minimum number of personnel for the key positions with requisite qualification and experience as mentioned hereunder:-

S. No.	Position	Minimum No. of Personnel	Qualification	Minimum Experience In Similar Work [years]
1	Project Manager	1	Graduate/ Diploma in Civil Engineering	10 years, out of which 3 years in-charge of road/ Railway project (for Graduate). 16 years, out of which 3 years in-charge of road/ Railway project (for Diploma).
2	Civil Engineers For P-Way Works	1	Graduate/ Diploma in Civil Engg.	5 Years (for Graduate) 10 years for Diploma
3	Safety Officer	1	Preferably Graduate on any discipline.	5 years in-charge of Doubling Railway project

Note:

- (1) Project Manager is to be deployed within 30 days of issue of Letter of Acceptance. The programme for deployment of other personnel shall be conveyed by PMC/Employer and personnel shall be deployed within 30 days of the stated requirement. In case of failure to deploy any personnel within 30 days of the stated requirement, a penalty shall be imposed for each day of delay as under:
 - (a) Rs 2000/- per person per day for Project Manager.
 - (b) Rs 1000/- per person per day for Civil Engineers / Quality Officer
 - (c) Rs 500/- per person per day for other personnel.
- (2) On completion/likely completion of activities concerned to a 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 PMC/Employer only. In case demobilization is done without approval of PMC/Employer, the penalty mentioned in note (1) above, as relevant, shall be imposed for each day of absence of the personnel.
- (3) The professional qualification requirement can be relaxed by the concerned GM (Civil)/K RIDE in case of ex-Railwayman who has worked in Engineering department of Railway in a position of Gazetted officer for Sr Engineer (P Way) / Junior Engineer or above for Supervisor (P Way) and has relevant experience not less than that prescribed for minimum professional qualification.
- (4) The experience requirement can be relaxed by the concerned GM (Civil)/ K RIDE if he is satisfied with reasons put forth by the contractor for failure to deploy personnel with requisite qualification and experience and he also finds the proposed personnel otherwise suitable for the job.

PACKAGE 2 – Baiyyappanahalli – Hosur section : Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards

The Bidder shall deploy, as per the programme, the minimum number of personnel for the key positions with requisite qualification and experience as mentioned hereunder:-

S. No.	Position	Minimum No. of Personnel	Qualification	Minimum Experience In Similar Work [years]
1	Project Manager	1	Graduate/ Diploma in Civil Engineering	10 years, out of which 3 years in-charge of road/ Railway project (for Graduate). 16 years, out of which 3 years in-charge of road/ Railway project (for Diploma).
2	Civil Engineers For P-Way Works	1	Graduate/ Diploma in Civil Engg.	5 Years (for Graduate) 10 years for Diploma
3	Safety Officer	1	Preferably Graduate on any discipline.	5 years in-charge of Doubling Railway project

Note:

- (5) Project Manager is to be deployed within 30 days of issue of Letter of Acceptance. The programme for deployment of other personnel shall be conveyed by PMC/Employer and personnel shall be deployed within 30 days of the stated requirement. In case of failure to deploy any personnel within 30 days of the stated requirement, a penalty shall be imposed for each day of delay as under:
- (d) Rs 2000/- per person per day for Project Manager.
 - (e) Rs 1000/- per person per day for Civil Engineers / Quality Officer
 - (f) Rs 500/- per person per day for other personnel.
- (6) On completion/likely completion of activities concerned to a 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 PMC/Employer only. In case demobilization is done without approval of PMC/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 the concerned GM (Civil)/K RIDE in case of ex-Railwayman who has worked in Engineering department of Railway in a position of Gazetted officer for Sr Engineer (P Way) / Junior Engineer or above for Supervisor (P Way) and has relevant experience not less than that prescribed for minimum professional qualification.
- (8) The experience requirement can be relaxed by the concerned GM (Civil)/K RIDE if he is satisfied with reasons put forth by the contractor for failure to deploy personnel with requisite qualification and experience and he also finds the proposed personnel otherwise suitable for the job.

6.0

EQUIPMENT

PACKAGE 1 - Baiyyappanahalli - Hosur section :- Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards

The Bidder shall deploy, the minimum number of equipment for execution of the work as per the mutually agreed programme as mentioned hereunder:

S.No.	Equipment Type and Characteristics	Min. Number Required
Equipment type and characteristics for P-Way Works		
1	Auto levels	2 Nos.
2	Self propelled light duty tamper or Engine mounted off-track tamper (Engine mounted version) to RDSO Specification TM/SM/OTT/321 dated 28.01.09 or off track tampers (Power pack version) to RDSO specification TM/SM/OTT/320 dated 28.01.09 shall be used for packing.	1 no or 8 Nos.
3	Light weight lifting cum aligning machine	1 no
4	Rail Wheel Lorry	6Nos
5	Hydraulic rail tensor (Non-infringing type) 70 tonne capacity to RDSO Specification TM/SM/32 Dt.20/12/1991.	3 Nos.
6	Abrasive Rail cutter to RDSO Specification TM/SM/1 Rev.01 of 2012.	6 Nos.
7	Toe load measuring device (Mechanical) to RDSO Specification TM/SM/14 Rev.01 of 2005	2 nos
8	Electronic toe load measuring device to RDSO Specification TM/SM/ETLMD/218/Rev.02 upto 13/09/2012.	2 nos.
9	Hydraulic Track jack 15 Tonne cap (Non Infringing type) to RDSO Specification TM/SM/ /31 Dt.08/05/1996.	4 nos
10	Simplex Mechanical Track jack 15 Tonne Capacity.	6 nos
11	Light weight rail cum road trolley	2 nos
12	Light weight Push trolley	2 Nos
13	Powered Material Trolley to RDSO Specification TM/SM/33 Dt.06/06/1996.	6 Nos

14	Rail Drilling Machine to RDSO Specification TM/SM/3 Dated 24/04/1991.	4Nos
15	Box type gauge cum level (BG) along with sprit level to RDSO Specification TM-58 Dt.11.06.2001 for BG). TM-52 Dt.24.05.2000 for spirit level).	10 nos
16	Rail Thermometer (magnetic base type) TM-67 Dt.28.01.2002 (Rev 01 of 2010)	10nos

Note:

1. Any equipment not required further can be demobilized with the prior approval of the Engineer.

The records of mutually agreed programme of deployment as well as request for demobilisation of any equipment/plant and approval of the same should be maintained in a register.

2. Failure to deploy the above equipment as per mutually agreed programme shall attract penalty @ Rs.5,000/- per day of delay for each equipment.
3. The type of equipment specified can be changed by the Engineer depending upon suitability of the equipment as per site conditions with the approval of GM(Civil)/ K RIDE concerned subject to the following;
 - (i) The total rate of production/output of proposed number and type of equipment should be equal to or more than that of the number and type of equipment stipulated in the contract agreement and quality of work is not compromised in any way;
 - (ii) Eligibility and Qualification Criteria (EQC) in the bid document did not include any past experience criteria of execution of a key activity with the use of particular type of equipment proposed to be changed;
 - (iii) Higher rates for works were not justified in the estimate or BOQ on account of use of particular type of equipment proposed to be changed;
 - (iv) Financial implications due to change in type and number of equipment shall be prepared and signed by both the parties and placed on record. If any financial benefit is found to accrue to the contractor, the same shall be recoverable from the contractor's bills.
 - (v) If the equipment proposed to be changed is covered under penalty clause specified in note above then the applicable rate of penalty per equipment shall be modified in proportion to increase/decrease in number of equipment.

PACKAGE 2 - Baiyyappanahalli – Hosur section : Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards

The Bidder shall deploy, the minimum number of equipment for execution of the work as per the mutually agreed programme as mentioned hereunder:

S.No.	Equipment Type and Characteristics	Min. Number Required
Equipment type and characteristics for P-Way Works		
1	Auto levels	2 Nos.
2	Self propelled light duty tamper or Engine mounted off-track tamper (Engine mounted version) to RDSO Specification TM/SM/OTT/321 dated 28.01.09 or off track tampers (Power pack version) to RDSO specification TM/SM/OTT/320 dated 28.01.09 shall be used for packing.	1 no or 8 Nos.
3	Light weight lifting cum aligning machine	1 no
4	Rail Wheel Lorry	6Nos
5	Hydraulic rail tensor (Non-infringing type) 70 tonne capacity to RDSO Specification TM/SM/32 Dt.20/12/1991.	3 Nos.
6	Abrasive Rail cutter to RDSO Specification TM/SM/1 Rev.01 of 2012.	6 Nos.
7	Toe load measuring device (Mechanical) to RDSO Specification TM/SM/14 Rev.01 of 2005	2 nos
8	Electronic toe load measuring device to RDSO Specification TM/SM/ETLMD/218/Rev.02 upto 13/09/2012.	2 nos.
9	Hydraulic Track jack 15 Tonne cap (Non Infringing type) to RDSO Specification TM/SM/ /31 Dt.08/05/1996.	4 nos
10	Simplex Mechanical Track jack 15 Tonne Capacity.	6 nos
11	Light weight rail cum road trolley	2 nos
12	Light weight Push trolley	2 Nos
13	Powered Material Trolley to RDSO Specification TM/SM/33 Dt.06/06/1996.	6 Nos
14	Rail Drilling Machine to RDSO Specification TM/SM/3	4Nos

	Dated 24/04/1991.	
15	Box type gauge cum level (BG) along with spirit level to RDSO Specification TM-58 Dt.11.06.2001 for BG). TM-52 Dt.24.05.2000 for spirit level).	10 nos
16	Rail Thermometer (magnetic base type) TM-67 Dt.28.01.2002 (Rev 01 of 2010)	10nos

Note:

1. Any equipment not required further can be demobilized with the prior approval of the Engineer.

The records of mutually agreed programme of deployment as well as request for demobilisation of any equipment/plant and approval of the same should be maintained in a register.

2. Failure to deploy the above equipment as per mutually agreed programme shall attract penalty @ Rs.5,000/- per day of delay for each equipment.
3. The type of equipment specified can be changed by the Engineer depending upon suitability of the equipment as per site conditions with the approval of GM(Civil)/K RIDE concerned subject to the following;
 - (1) The total rate of production/output of proposed number and type of equipment should be equal to or more than that of the number and type of equipment stipulated in the contract agreement and quality of work is not compromised in any way;
 - (i) Eligibility and Qualification Criteria (EQC) in the bid document did not include any past experience criteria of execution of a key activity with the use of particular type of equipment proposed to be changed;
 - (ii) Higher rates for works were not justified in the estimate or BOQ on account of use of particular type of equipment proposed to be changed;
 - (iii) Financial implications due to change in type and number of equipment shall be prepared, signed by both the parties, and placed on record. If any financial benefit is found to accrue to the contractor, the same shall be recoverable from the contractor's bills.
 - (iv) If the equipment proposed to be changed is covered under penalty clause specified in note above then the applicable rate of penalty per equipment shall be modified in proportion to increase/decrease in number of equipment.

--00--00--00--

**PART
III**

**Conditions of
Contract and
Contract Forms**

**Section
6**

**General Conditions
of Contract (GCC)**

Section 6	General Conditions of Contract (GCC)
------------------	---

Table of Clauses

	Title	Page No
1	General Provisions	132-146
1.1	Definitions	132-138
1.2	Interpretation	139
1.3	Communications	139
1.4	Law and Language	140
1.5	Priority of Documents	140
1.6	Contract Agreement	140
1.7	Assignment	141
1.8	Care and Supply of Documents	141
1.9	Delayed Drawings or Instructions	142
1.10	Employer's Use of Contractor's Documents	143
1.11	Contractor's Use of Employer's Documents	143
1.12	Confidential Details	143
1.13	Compliance with Laws	144
1.14	Joint and Several Liability	145
1.15	Inspections by the Employer	146
2	The Employer	146-148
2.1	Right of Access to the Site	146
2.2	Permits, Licences or Approvals	147
2.3	Employer's Personnel	147
2.4	Employer's Financial Arrangements	147
2.5	Employer's Claims	148
3	The Engineer	149-152
3.1	Engineer's Duties and Authority	150
3.2	Delegation by the Engineer	151
3.3	Instructions of the Engineer	151
3.4	Replacement of the Engineer	152
3.5	Determinations	152

	Title	Page No
4	Contractor	153-176
4.1	Contractor's General Obligations	153-154
4.2	Performance Security	155-157
4.3	Contractor's Representative	158
4.4	Subcontractors	159-160
4.5	Assignment of Benefit of Subcontract	160
4.6	Co-operation	161
4.7	Setting Out	161
4.8	Safety Procedures	162-166
4.9	Quality Assurance	166
4.10	Site Data	167
4.11	Sufficiency of the Accepted Contract Amount	167
4.12	Unforeseeable Physical Conditions	168
4.13	Rights of Way and Facilities	168-169
4.14	Avoidance of Interference	169
4.15	Access Route	170
4.16	Transport of Goods	170
4.17	Contractor's Equipment	171-172
4.18	Protection of the Environment	172
4.19	Electricity, Water and Gas	172
4.20	Employer's Equipment and free issue material	173
4.21	Progress Report	174
4.22	Security of the Site	174
4.23	Contractor's Operations on Site	175
4.24	Fossils	176
5	Nominated Subcontractors	177-178
5.1	Definition of "nominated Subcontractor"	177
5.2	Objection to Nomination	177
5.3	Payments to nominated Subcontractors	177
5.4	Evidence of Payments	178
6	Staff and Labour	179-187
6.1	Engagement of Staff and Labour	179
6.2	Rates of Wages and Conditions of Labour	179-180
6.3	Persons in the Service of Employer	180

	Title	Page No
6.4	Labour Laws	181
6.5	Working Hours	181
6.6	Facilities for Staff and Labour	181
6.7	Health and Safety	182-183
6.8	Contractor's Superintendence	183
6.9	Contractor's Personnel	184
6.10	Records of Contractor's Personnel and Equipment	184
6.11	Disorderly Conduct	184
6.12	Foreign Personnel	185
6.13	Supply of Foodstuffs	185
6.14	Supply of Water	185
6.15	Measures against Insect and Pest Nuisance	185
6.16	Alcoholic Liquor or Drugs	185
6.17	Arms and Ammunition	186
6.18	Festivals and Religious Customs	186
6.19	Funeral Arrangements	186
6.20	Prohibition of Forced or Compulsory Labour	186
6.21	Prohibition of Harmful Child Labour	186
6.22	Employment Records of Workers	187
7	Plant, Materials and Workmanship	188-192
7.1	Manner of Execution	188
7.2	Samples	188
7.3	Inspection	189
7.4	Testing	190
7.5	Rejection	191
7.6	Remedial Work	191
7.7	Ownership of Plant and Materials	191
7.8	Royalties	191-192
8	Commencement, Delays and Suspension	192-199
8.1	Commencement of Works	192
8.2	Time for Completion	192
8.3	Programme	193
8.4	Extension of Time for Completion	194
8.5	Delays Caused by Authorities	194

	Title	Page No
8.6	Rate of Progress	195
8.7	Delay Damages	196
8.8	Suspension of Work	196
8.9	Consequences of Suspension	196
8.10	Payment for Plant and Materials in Event of Suspension	197
8.11	Prolonged Suspension	197
8.12	Resumption of Work	197
8.13	Bonus for early completion	198-199
9	Tests on Completion	199-201
9.1	Contractor's Obligations	199
9.2	Delayed Tests	199
9.3	Retesting	199
9.4	Failure to Pass Tests on Completion	200
9.5	Contractor's obligation	201
10	Employer's Taking Over	202-205
10.1	Taking Over of the Works and Sections	202
10.2	Taking Over of Parts of the Works	203
10.3	Interference with Tests on Completion	204
10.4	Surfaces requiring Reinstatement	205
11	Defects Liability	206-208
11.1	Completion of Outstanding Work and Remedying Defects	206
11.2	Cost of Remedying Defects	206
11.3	Extension of Defects Notification Period	206
11.4	Failure to Remedy Defects	207
11.5	Removal of Defective Work	207
11.6	Further Tests	207
11.7	Right of Access	207
11.8	Contractor to Search	208
11.9	Performance Certificate	208
11.10	Unfulfilled Obligations	208
11.11	Clearance of Site	208
12	Measurement and Evaluation	209-214
12.1	Works to be Measured	209
12.2	Method of Measurement	210

	Title	Page No
12.3	Evaluation	211-213
12.4	Omissions	214
13	Variations and Adjustments	215-225
13.1	Right to Vary	216
13.2	Value Engineering	216
13.3	Variation Procedure	216
13.4	Payment in Applicable Currencies	217
13.5	Provisional Sums	217
13.6	Day work	218
13.7	Adjustments for Changes in Legislation	218-219
13.8	Adjustments for Changes in Cost	220-225
14	Contract Price and Payment	226-239
14.1	The Contract Price	226
14.2	Advance Payment	227
14.3	Application for Interim Payment Certificates	229
14.4	Schedule of Payments	230
14.5	Plant and Materials intended for the Works	230-231
14.6	Issue of Interim Payment Certificates	232
14.7	Payment	232-236
14.8	Delayed Payment	236
14.9	Payment of Retention Money	237
14.10	Statement at Completion	237
14.11	Application for Final Payment Certificate	238
14.12	Discharge	238
14.13	Issue of Final Payment Certificate	238
14.14	Cessation of Employer's Liability	238
14.15	Currencies of Payment	239
15	Termination by Employer	240-245
15.1	Notice to Correct	241-242
15.2	Termination by Employer	243
15.3	Valuation at date of Termination	244
15.4	Payment after Termination	244
15.5	Employer's Entitlement to Termination for Convenience	245
15.6	Corrupt or Fraudulent Practices	245

	Title	Page No
16	DELETED	245
17	Risk and Responsibility	246-250
17.1	Indemnities	246
17.2	Contractor's Care of the Works	247
17.3	Employer's Risks	247
17.4	Consequences of Employer's Risks	248
17.5	Intellectual and Industrial Property Rights	249
17.6	Limitation of Liability	249
17.7	Use of Employer's Accommodation/Facilities	250
18	Insurance	251-255
18.1	General Requirements for Insurances	251-252
18.2	Insurance for Works and Contractor's Equipment	252-253
18.3	Insurance against Injury to Persons and Damage to Property	253-254
18.4	Insurance for Contractor's Personnel	255
19	Force Majeure	256
19.1	Payment and release in case of Optional Termination	257
20	Claims, Disputes and Arbitration	257-262
20.1	Contractor's Claims	258-259
20.2	Amicable Settlement	259-260
20.3	Arbitration	260-262
21	Jurisdiction of Courts	263
Appendix 1		264-266

General Conditions

1.	General Provisions
----	---------------------------

1.1 Definitions

In the Conditions of Contract (“these Conditions”), which include Special Conditions of Contract, Parts A and B, and these General Conditions, the following words and expressions shall have the meanings stated. Words indicating persons or parties include corporations and other legal entities, except where the context requires otherwise.

K RIDE

1.1.1 The Contract

- 1.1.1.1 “**Contract**” means the Contract Agreement, the Letter of Acceptance, the Letter of Bid, these Conditions, the Specification, the Drawings, the Schedules, and the further documents (if any) which are listed in the Contract Agreement or in the Letter of Acceptance.
- 1.1.1.2 “**Contract Agreement**” means the contract agreement (*if any*) referred to in Sub-Clause 1.6 [Contract Agreement].
- 1.1.1.3 “**Letter of Acceptance**” means the letter of formal acceptance, signed by the Employer, of the Letter of Bid, including any annexed memoranda comprising agreements between and signed by both Parties. If there is no such letter of acceptance, the expression “Letter of Acceptance” means the Contract Agreement and the date of issuing or receiving the Letter of Acceptance means the date of signing the Contract Agreement.
- 1.1.1.4 “**Letter of Bid**” means the document entitled letter of bid, which was completed by the Contractor and includes the signed offer to the Employer for the Works.
- 1.1.1.5 “**Specification**” means the document entitled specification, as included in the Contract, and any additions and modifications to the specification in accordance with the Contract. Such document specifies the Works.
- 1.1.1.6 “**Drawings**” means the drawings of the Works, as included in the **Contract**, and any additional and modified drawings issued by (or on behalf of) the Employer in accordance with the Contract.
- 1.1.1.7 “**Schedules**” means the document(s) entitled schedules, completed by the Contractor and submitted with the Letter of Bid, as included in the Contract. Such document may include the Bill of Quantities, data, lists, and schedules of rates and/or prices.
- 1.1.1.8 “**Bid/Tender**” means the Letter of Technical Bid **and** Letter of Price Bid and all other documents which the Contractor submitted with the Letter of Technical Bid and Letter of Price Bid , as included in the Contract.
- 1.1.1.9 “**Bill of Quantities**” and “**Daywork Schedule**” and “Schedule of Payment Currencies” mean the documents so named (if any) which are comprised in the Schedules.
- 1.1.1.10 “**Contract Data**” means the pages completed by the Employer entitled contract data which constitute Part A of the Special Conditions of Contract.
- 1.1.1.11 “**Employer’s Requirements**” means the document entitled ‘Employer’s Requirements’ as part of Works Requirements and as included in the Contract, and any additions and modifications to such document in accordance with the Contract. Such document specifies the purpose, scope, and/or design and/or other technical criteria, for the works.

1.1.2 Parties and Persons

- 1.1.2.1 **“Party”** means the Employer or the Contractor, as the context requires.
- 1.1.2.2 **“Employer”** means the person named as employer in the Contract Data and the legal successors in title to this person.
- 1.1.2.3 **“Contractor”** means the person(s) named as contractor in the Letter of Bid accepted by the Employer and the legal successors in title to this person(s).
- 1.1.2.4 **“Engineer”** means the person nominated by the Employer to act as the Engineer for the purposes of the Contract and named in the Contract Data, or other person appointed from time to time by the Employer and notified to the Contractor under Sub-Clause 3.4 [Replacement of the Engineer]. The person nominated to act as an engineer may be an employee of Rail Infrastructure Development Company (Karnataka) Ltd (K RIDE) or an employee of a Project Management Consultancy firm engaged by K RIDE for project management as per the discretion of the Employer.
- 1.1.2.5 **“Contractor’s Representative”** means the person named by the Contractor in the Contract or appointed from time to time by the Contractor under Sub-Clause 4.3 [Contractor’s Representative], who acts on behalf of the Contractor.
- 1.1.2.6 **“Employer’s Representative”** means the person named by the Employer in the Contract or appointed from time to time by the Employer who acts on behalf of the Employer.
- 1.1.2.7 **“Employer’s Personnel”** means the Engineer, the assistants referred to in Sub-Clause 3.2 [Delegation by the Engineer] and all other staff, labour and other employees of the Engineer and of the Employer; and any other personnel notified to the Contractor, by the Employer or the Engineer, as Employer’s Personnel.
- 1.1.2.8 **“Contractor’s Personnel”** means the Contractor’s Representative and all personnel whom the Contractor utilises on Site, who may include the staff, labour and other employees of the Contractor and of each Subcontractor; and any other personnel assisting the Contractor in the execution of the Works.
- 1.1.2.9 **“Subcontractor”** means any person named in the Contract as a subcontractor, or any person appointed as a subcontractor, for a part of the Works; and the legal successors in title to each of these persons.

1.1.3 Dates, Tests, Periods and Completion

- 1.1.3.1 “**Base Date**” means the date 28 days prior to the deadline for submission of bids.
- 1.1.3.2 “**Commencement Date**” means the date notified under Sub-Clause 8.1 [Commencement of Works].
- 1.1.3.3 “**Time for Completion**” means the time for completing the Works or a Section (as the case may be) under Sub-Clause 8.2 [Time for Completion], as stated in the Contract Data (with any extension under Sub-Clause 8.4 [Extension of Time for Completion]), calculated from the Commencement Date.
- 1.1.3.4 “**Tests on Completion**” means the tests which are specified in the Contract or agreed by both Parties or instructed as a Variation, and which are carried out under Clause 9 [Tests on Completion] before the Works or a Section (as the case may be) are taken over by the Employer.
- 1.1.3.5 “**Taking-Over Certificate**” means a certificate issued under Clause 10 [Employer’s Taking Over].
- 1.1.3.6 “**Tests after Completion**” means the tests (if any) which are specified in the Contract and which are carried out in accordance with the Specification after the Works or a Section (as the case may be) are taken over by the Employer.
- 1.1.3.7 “**Defects Notification Period**” means the period for notifying defects in the Works or a Section (as the case may be) under Sub-Clause 11.1 [Completion of Outstanding Work and Remedying Defects], as stated in the Contract Data (with any extension under Sub-Clause 11.3 [Extension of Defects Notification Period]), calculated from the date on which the Works or Section is completed as certified under Sub-Clause 10.1 [Taking Over of the Works and Sections].
- 1.1.3.8 “**Performance Certificate**” means the certificate issued under Sub-Clause 11.9 [Performance Certificate].
- 1.1.3.9 “**Day**” means any (working or non-working) calendar day from 00:00 hrs. to 24:00 hrs.
- 1.1.3.10 “**Months**” means any calendar month of the Gregorian calendar year.
- 1.1.3.11 “**Year**” means 365 days
- 1.1.3.12 “**Time Periods**” Any reference to time period commencing “from” the specified day or date “till” or “until” a specified day shall include both such days.
- 1.1.3.13 Any reference to “**Time**” shall be according to Indian Standard Time (IST).

1.1.4 Money and Payments

- 1.1.4.1 “**Accepted Contract Amount**” means the amount accepted in the Letter of Acceptance for the execution and completion of the Works and the remedying of any defects. In the Letter of Acceptance, the Accepted Contract Amount shall have two components i.e. (i) the base amount excluding GST (ii) GST component (calculated at the rate for works contract service as per GST Laws).
- 1.1.4.2 “**Contract Price**” means the price defined in Sub-Clause 14.1 [The Contract Price], and includes adjustments in accordance with the Contract.
- 1.1.4.3 “**Cost**” means all expenditure reasonably incurred (or to be incurred) by the Contractor, whether on or off the Site, including overhead and similar charges, but does not include profit.
- 1.1.4.4 “**Final Payment Certificate**” means the payment certificate issued under Sub-Clause 14.13 [Issue of Final Payment Certificate].
- 1.1.4.5 “**Final Statement**” means the statement defined in Sub-Clause 14.11 [Application for Final Payment Certificate].
- 1.1.4.6 “**Foreign Currency**” means a currency in which part (or all) of the Contract Price is payable, but not the Local Currency.
- 1.1.4.7 “**Interim Payment Certificate**” means a payment certificate issued under Clause 14 [Contract Price and Payment], other than the Final Payment Certificate.
- 1.1.4.8 “**Local Currency**” means the currency in Indian Rupees.
- 1.1.4.9 “**Payment Certificate**” means a payment certificate issued under Clause 14 [Contract Price and Payment].
- 1.1.4.10 “**Provisional Sum**” means a sum (if any) which is specified in the Contract as a provisional sum, for the execution of any part of the Works or for the supply of Plant, Materials or services under Sub-Clause 13.5 [Provisional Sums].
- 1.1.4.11 “**Retention Money**” means the accumulated retention moneys which the Employer retains under Sub-Clause 14.3 [Application for Interim Payment Certificates] and pays under Sub-Clause 14.9 [Payment of Retention Money].
- 1.1.4.12 “**Statement**” means a statement submitted by the Contractor as part of an application, under Clause 14 [Contract Price and Payment], for a payment certificate.

1.1.5 Works and Goods

- 1.1.5.1 **“Contractor’s Equipment”** means all apparatus, machinery, vehicles and other things required for the execution and completion of the Works and the remedying of any defects. However, Contractor’s Equipment excludes Temporary Works, Employer’s Equipment (if any), Plant, Materials and any other things intended to form or forming part of the Permanent Works.
- 1.1.5.2 **“Goods”** means Contractor’s Equipment, Materials, Plant and Temporary Works, or any of them as appropriate.
- 1.1.5.3 **“Materials”** means things of all kinds (other than Plant) intended to form or forming part of the Permanent Works, including the supply-only materials (if any) to be supplied by the Contractor under the Contract.
- 1.1.5.4 **“Permanent Works”** means the permanent works to be executed by the Contractor under the Contract.
- 1.1.5.5 **“Plant”** means the apparatus, machinery and vehicles intended to form or forming part of the Permanent Works.
- 1.1.5.6 **“Section”** means a part of the Works specified in the Contract Data as a Section (if any).
- 1.1.5.7 **“Temporary Works”** means all temporary works of every kind (other than Contractor’s Equipment) required on Site for the execution and completion of the Permanent Works and the remedying of any defects.
- 1.1.5.8 **“Works”** mean the Permanent Works and the Temporary Works, or either of them as appropriate.

1.1.6 Other Definitions

- 1.1.6.1 **“Contractor’s Documents”** means the calculations, computer programs and other software, drawings, manuals, models and other documents of a technical nature (if any) supplied by the Contractor under the Contract.
- 1.1.6.2 **“Country”** means India, the country in which the Site (or most of it) is located, where the Permanent Works are to be executed.
- 1.1.6.3 **“Employer’s Equipment”** means the apparatus, machinery and vehicles (if any) made available by the Employer for the use of the Contractor in the execution of the Works, as stated in the Specification; but does not include Plant which has not been taken over by the Employer.
- 1.1.6.4 **“Force Majeure”** is defined in Clause 19 [Force Majeure].
- 1.1.6.5 **“Laws”** means all national (or state) legislation, statutes, ordinances and other laws, and regulations and by-laws of any legally constituted public authority.
- 1.1.6.6 **“Performance Security”** means the security (or securities, if any) under Sub-Clause 4.2 [Performance Security].
- 1.1.6.7 **“Site”** means the places where the Permanent Works are to be executed and to which Plant and Materials are to be delivered, and any other places as may be specified in the Contract as forming part of the Site.
- 1.1.6.8 **“Unforeseeable”** means not reasonably foreseeable and against which adequate preventive precautions could not reasonably be taken by an experienced contractor by the date for submission of the Bid.
- 1.1.6.9 **“Variation”** means any change to the Works, which is instructed or approved as a variation under Clause 13 [Variations and Adjustments].
- 1.1.6.10 **“Railway”** means a railway, or any portion of a railway for public carriage of passengers and goods as defined in the Railways ACT 1989. Any reference to railway means the Indian Railways and the respective Zonal Railway

1.2 Interpretation

In the Contract, except where the context requires otherwise:

- (a) words indicating one gender include all genders;
- (b) words indicating the singular also include the plural and words indicating the plural also include the singular;
- (c) provisions including the word “agree,” “agreed” or “agreement” require the agreement to be recorded in writing;
- (d) “written” or “in writing” means hand-written, type-written, printed or electronically made, and resulting in a permanent record; and
- (e) the word “tender” is synonymous with “bid”, and “tenderer” with “bidder” and the words “tender documents” with “bidding documents”

The marginal words and other headings shall not be taken into consideration in the interpretation of these Conditions.

In these Conditions, provisions including the expression "Cost plus profit" require this profit to be one twentieth (5%) of this Cost unless otherwise indicated in the Contract Data.

1.3 Communications

Wherever these Conditions provide for the giving or issuing of approvals, certificates, consents, determinations, notices, requests and discharges, these communications shall be:

- (a) in writing and delivered by hand (against receipt), sent by mail or courier, or transmitted using any of the agreed systems of electronic transmission as stated in the Contract Data; and
- (b) delivered, sent or transmitted to the address for the recipient’s communications as stated in the Contract Data. However:
 - (i) if the recipient gives notice of another address, communications shall thereafter be delivered accordingly; and
 - (ii) if the recipient has not stated otherwise when requesting an approval or consent, it may be sent to the address from which the request was issued.

Approvals, certificates, consents and determinations shall not be unreasonably withheld or delayed. When a certificate is issued to a Party, the certifier shall send a copy to the other Party. When a notice is issued to a Party, by the other Party or the Engineer, a copy shall be sent to the Engineer or the other Party, as the case may be.

1.4 Law and Language

The Contract shall be governed by the law of the country or other jurisdiction stated in the Contract Data.

The ruling language of the Contract shall be that stated in the Contract Data.

The language for communications shall be that stated in the Contract Data. If no language is stated there, the language for communications shall be the ruling language of the Contract.

1.5 Priority of Documents

The documents forming the Contract are to be taken as mutually explanatory of one another. For the purposes of interpretation, the priority of the documents shall be in accordance with the following sequence:

- (a) the Contract Agreement (if any),
- (b) the Letter of Acceptance,
- (c) the Letter of bid,
- (d) the Schedules (including Priced Bill of Quantities),
- (e) Special Conditions of Contract:
 - (i) Part A – Contract Data
 - (ii) Part B - Specific Provisions
- (f) the General Conditions of Contract
- (g) Works/Employer's Requirements,
- (h) the Drawings,
- (i) any other documents forming part of the Contract.

If an ambiguity or discrepancy is found in the documents, the Engineer shall issue any necessary clarification or instruction.

1.6 Contract Agreement

The Parties shall enter into a Contract Agreement within 28 days after the Contractor receives the Letter of Acceptance, unless they agree otherwise. The Contract Agreement shall be based upon the form annexed to the Special Conditions of Contract. The costs of stamp duties and similar charges (if any) imposed by law in connection with entry into the Contract Agreement shall be borne by the Employer.

1.7 Assignment

Neither Party shall assign the whole or any part of the Contract or any benefit or interest in or under the Contract. However, either Party:

- (a) may assign the whole or any part with the prior agreement of the other Party, at the sole discretion of such other Party, and
- (b) may, as security in favour of a bank or financial institution, assign its right to any moneys due, or to become due, under the Contract.

1.8 Care and Supply of Documents

The Specification and Drawings shall be in the custody and care of the Employer. Unless otherwise stated in the Contract, two copies of the Contract and of each subsequent Drawing shall be supplied to the Contractor, who may make or request further copies at the cost of the Contractor.

Each of the Contractor's Documents shall be in the custody and care of the Contractor, unless and until taken over by the Employer. Unless otherwise stated in the Contract, the Contractor shall supply to the Engineer six copies of each of the Contractor's Documents.

The Contractor shall keep, on the Site, a copy of the Contract, publications named in the Specification, the Contractor's Documents (if any), the Drawings and Variations and other communications given under the Contract. The Employer's Personnel shall have the right of access to all these documents at all reasonable times.

If a Party becomes aware of an error or defect in a document which was prepared for use in executing the Works, the Party shall promptly give notice to the other Party of such error or defect.

1.9 Delayed Drawings or Instructions

The Contractor shall give notice to the Engineer whenever the Works are likely to be delayed or disrupted if any necessary drawing or instruction is not issued to the Contractor within a particular time, which shall be reasonable. The notice shall include details of the

necessary drawing or instruction, details of why and by when it should be issued, and details of the nature and amount of the delay or disruption likely to be suffered if it is late.

If the Contractor suffers delay and/or incurs Cost as a result of a failure of the Engineer to issue the notified drawing or instruction within a time which is reasonable and is specified in the notice with supporting details, the Contractor shall give a further notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost , which shall be included in the Contract Price.

After receiving this further notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

However, if and to the extent that the Engineer's failure was caused by any error or delay by the Contractor, including an error in, or delay in the submission of, any of the Contractor's Documents, the Contractor shall not be entitled to such extension of time, Cost or profit

1.10 Employer's Use of Contractor's Documents

As between the Parties, the Contractor shall retain the copyright and other intellectual property rights in the Contractor's Documents and other design documents made by (or on behalf of) the Contractor.

The Contractor shall be deemed (by signing the Contract) to give to the Employer a non-terminable transferable non-exclusive royalty-free licence to copy, use and communicate the Contractor's Documents, including making and using modifications of them. This licence shall:

- (a) apply throughout the actual or intended working life (whichever is longer) of the relevant parts of the Works,
- (b) entitle any person in proper possession of the relevant part of the Works to copy, use and communicate the Contractor's Documents for the purposes of completing, operating, maintaining, altering, adjusting, repairing and demolishing the Works, and
- (c) in the case of Contractor's Documents which are in the form of computer programs and other software, permit their use on any computer on the Site and other places as envisaged by the Contract, including replacements of any computers supplied by the Contractor.

The Contractor's Documents and other design documents made by (or on behalf of) the Contractor shall not, without the Contractor's consent, be used, copied or communicated to a third party by (or on behalf of) the Employer for purposes other than those permitted under this Sub-Clause.

1.11 Contractor's Use of Employer's Documents

As between the Parties, the Employer shall retain the copyright and other intellectual property rights in the Specification, the Drawings and other documents made by (or on behalf of) the Employer. The Contractor may, at his cost, copy, use, and obtain communication of these documents for the purposes of the Contract. They shall not, without the Employer's consent, be copied, used or communicated to a third party by the Contractor, except as necessary for the purposes of the Contract.

1.12 Confidential Details

The Contractor shall disclose all such confidential and other information as the Engineer may reasonably require in order to verify the Contractor's compliance with the Contract.

The Contractor shall treat the details of the Contract as private and confidential, except to the extent necessary to carry out the Contractor's obligations under the Contract or to comply with applicable Laws. The Contractor shall not publish or disclose any particulars of the Works without the previous agreement of the Employer. However, the Contractor shall be permitted to disclose any publicly available information, or information otherwise required to establish his qualifications to compete for other projects.

1.13 Compliance with Laws

The Contractor shall, in performing the Contract, comply with applicable Laws. Unless otherwise stated in the Special Conditions of Contract:

- (a) the Employer shall have obtained (or shall obtain) the planning, zoning or similar permission for the Permanent Works, and any other permissions described in the Specification as having been (or being) obtained by the Employer; and the Employer shall indemnify and hold the Contractor harmless against and from the consequences of any failure to do so; and
- (b) the Contractor shall give all notices, pay all taxes, duties and fees, and obtain all permits, licences and approvals, as required by the Laws in relation to the execution and completion of the Works and the remedying of any defects; and the Contractor shall indemnify and hold the Employer harmless against and from the consequences of any failure to do so.

K RIDE

1.14 Joint and Several Liability

If the Contractor constitutes (under applicable Laws) a joint venture of two or more persons/firms:

- (a) these persons shall be deemed to be jointly and severally liable to the Employer for the performance of the Contract;
- (b) these persons shall notify the Employer of their leader who shall have authority to bind the Contractor and each of these persons; and
- (c) the Contractor shall not alter its composition or legal status without the prior consent of the Employer.
- (d) In the event of default by any partner of joint venture, on or after achieving 25% of the financial progress (excluding advance if any) the lead partner or remaining partner(s), in case the defaulting partner is the lead partner, shall notify the Employer within twenty eight (28) days of the occurrence and within Fifty six (56) days of the said notification, the lead partner or remaining partner(s), who are not the defaulting partner, shall assign the works of the defaulting partner, to equally competent party with prior consent of the Employer. For this purpose the term “equally competent party” shall mean as under:

“The new JV partner replacing the defaulting partner should meet the EQC requirement of package/combination of packages which was met by the defaulting partner on the basis of which the original tender was awarded.”

The replacement of any defaulting partner, with the new partner shall be subject to the condition that the new partner has to submit additional performance security equal to 10% of balance cost of work of the JV partner being replaced. The performance security submitted by the defaulting partner shall also continue with **K RIDE** till satisfactory completion of the work.

- e) Notwithstanding the consent of the Employer for change in composition or legal status of the joint venture the partners shall continue to be jointly and severally liable to the Employer.
- f) The joint venture shall enter into a joint venture agreement incorporating the provisions of sub-paras (a) to (e) based upon the form annexed to the Conditions of Contract. The JV agreement shall indicate precisely the specific role of all members of the JV in respect of planning, design, construction equipment, key personnel, work execution, and financing of the project. The authority to sign the agreement shall be evidenced by approved legal instruments.

Notwithstanding the contents of the sub-clauses above, if the performance of any JV partner is not found satisfactory by the Employer, in respect of the responsibilities assigned to him as per JV agreement which is a part of this agreement, the Employer may issue notice of such default to the said JV partner or the JV (depending upon reasons of default) and declare the said JV partner or the JV as Poor Performer. The issue of such notice shall automatically debar the JV partner or JV as the case may be from participating in any **K RIDE** tender from the date of issue of notice of default.

1.15 Inspections by the Employer

The Contractor shall permit the Employer and/or persons appointed by the Employer to inspect the Site and/or the Contractor's records relating to the performance of the Contract.

2	The Employer
---	--------------

2.1 Right of Access to the Site

The Employer shall give the Contractor right of access to, and possession of, all parts of the Site within the time (or times) stated in the Contract Data. The right and possession may not be exclusive to the Contractor. If, under the Contract, the Employer is required to give (to the Contractor) possession of any foundation, structure, plant or means of access, the Employer shall do so in the time and manner stated in the Specification. However, the Employer may withhold any such right or possession until the Performance Security has been received.

If no such time is stated in the Contract Data, the Employer shall give the Contractor right of access to, and possession of, the Site within such times as may be required to enable the Contractor to proceed in accordance with the programme submitted under Sub-Clause 8.3 [Programme].

If the Contractor suffers delay as a result of a failure by the Employer to give any such right or possession within such time, the Contractor shall give notice to the Engineer and shall be entitled to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) new rates in terms of clause 12.3.1 (c) .

After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

However, if and to the extent that the Employer's failure was caused by any error or delay by the Contractor, including an error in, or delay in the submission of, any of the Contractor's Documents, the Contractor shall not be entitled to such extension of time or new rates.

2.2 Permits, Licenses or Approvals

The Employer shall (where he is in a position to do so) provide reasonable assistance to the Contractor at the request of the Contractor:

- (a) by obtaining copies of the Laws of the Country which are relevant to the Contract but are not readily available, and
- (b) for the Contractor's applications for any permits, licences or approvals required by the Laws of the Country:
 - (i) which the Contractor is required to obtain under Sub-Clause 1.13 [Compliance with Laws],
 - (ii) for the delivery of Goods, including clearance through customs, and
 - (iii) for the export of Contractor's Equipment when it is removed from the Site.

2.3 Employer's Personnel

The Employer shall be responsible for ensuring that the Employer's Personnel and the Employer's other contractors on the Site:

- (a) co-operate with the Contractor's efforts under Sub-Clause 4.6 [Co-operation], and
- (b) take actions similar to those which the Contractor is required to take under subparagraphs (a), (b) and (c) of Sub-Clause 4.8 [Safety Procedures] and under Sub-Clause 4.18 [Protection of the Environment].

2.4 Employer's Financial Arrangements

The Employer has sourced the funds to finance the project

2.5 Employer's Claims

If the Employer considers himself to be entitled to any payment under any Clause of these Conditions or otherwise in connection with the Contract, and/or to any extension of the Defects Notification Period, the Employer or the Engineer shall give notice and particulars to the Contractor. However, notice is not required for payments due under Sub-Clause 4.19 [Electricity, Water and Gas], under Sub-Clause 4.20 [Employer's Equipment and Free-Issue Material], or for other services requested by the Contractor.

The notice shall be given as soon as practicable after the Employer became aware, or should have become aware, of the event or circumstances giving rise to the claim. A notice relating to any extension of the Defects Notification Period shall be given before the expiry of such period.

The particulars shall specify the Clause or other basis of the claim, and shall include substantiation of the amount and/or extension to which the Employer considers himself to be entitled in connection with the Contract. The Engineer shall then proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine (i) the amount (if any) which the Employer is entitled to be paid by the Contractor, and/or (ii) the extension (if any) of the Defects Notification Period in accordance with Sub-Clause 11.3 [Extension of Defects Notification Period].

This amount may be included as a deduction in the Contract Price and Payment Certificates. The Employer shall only be entitled to set off against or make any deduction from an amount certified in a Payment Certificate, or to otherwise claim against the Contractor, in accordance with this Sub-Clause.

3	The Engineer
---	--------------

3.1 Engineer's Duties and Authority

The Employer shall appoint the Engineer who shall carry out the duties assigned to him in the Contract. The Engineer's staff shall include suitably qualified engineers and other professionals who are competent to carry out these duties.

The Engineer shall have no authority to amend the Contract.

The Engineer may exercise the authority attributable to the Engineer as specified in or necessarily to be implied from the Contract.

However, the Engineer shall obtain the specific approval of the Employer before taking action under the following Sub-Clauses of these Conditions:

- (a) Sub-Clause 4.12-Unforeseeable Physical Conditions: Agreeing or determining an extension of time and/or additional cost.
- (b) Sub-Clause 8.4-Extension of Time for Completion: Agreeing or determining extension of time.
- (c) Sub-Clause 11.9-Performance Certificate: Issue of Performance Certificate.
- (d) Sub-Clause 13.1-Instructing a Variation: Except,
 - i) in an emergency situation as determined by the Engineer and as amplified in sub-paras (h) and (i) below, or
 - ii) for other situations, if the variation in quantity of any item does not exceed 25% of the stipulated quantity in the agreement, the variation in quantity in such item does not result in increase in excess of 0.1% of contract price and variation in quantity in such item does not result in cumulative variation in contract price in excess of 2%.
- (e) Sub-Clause 13.3-Variation Procedure: Approving a proposal for Variation submitted by the Contractor in accordance with Sub Clause 13.1 or 13.2.
- (f) Sub-Clause 13.4-Payment in applicable Currencies: Specifying the amount payable in each of the applicable currencies for a Variation.
- (g) Clause 20.1: Contractor Claims for extension of time and/or additional payment.
- (h) Notwithstanding the obligation, as set out above, to obtain approval, if, in the opinion of the Engineer, an emergency occurs affecting the safety of life or of the Works or of adjoining property, he may, without relieving the Contractor of any of his duties and responsibility under the Contract, instruct the Contractor to execute all such work or to do all such things as may, in the opinion of the Engineer, be necessary to abate or reduce the risk. The Contractor shall forthwith comply, despite the absence of

approval of the Employer, with any such instruction of the Engineer. The Engineer shall determine an addition to the Contract Price, in respect of such instruction, in accordance with Clause 13 and shall notify the Contractor accordingly, with a copy to the Employer.

- (i) In case the emergency mentioned in above Sub-para occurs on account of failure of Contractor, by way of not adhering to the approved scheme of work or not taking adequate safety precautions or by any other reason attributable to the contractor, then
no additional amounts shall be paid to the Contractor for attending to such emergencies and the Contractor shall be liable for Employer's claims.
- (j) Sub-clause 4.4 regarding deployment of Sub-Contractors.

3.2 Delegation by the Engineer

The Engineer may from time to time assign duties and delegate authority to assistants, and may also revoke such assignment or delegation. These assistants may include a resident engineer, and/or independent inspectors appointed to inspect and/or test items of Plant and/or Materials. The assignment, delegation or revocation shall be in writing and shall not take effect until copies have been received by both Parties.

However, unless otherwise agreed by both Parties, the Engineer shall not delegate the authority to determine any matter in accordance with Sub-Clause 3.5 [Determinations].

Assistants shall be suitably qualified persons, who are competent to carry out these duties and exercise this authority, and who are fluent in the language for communications defined in Sub-Clause 1.4 [Law and Language].

Each assistant, to whom duties have been assigned or authority has been delegated, shall only be authorised to issue instructions to the Contractor to the extent defined by the delegation. Any approval, check, certificate, consent, examination, inspection, instruction, notice, proposal, request, test, or similar act by an assistant, in accordance with the delegation, shall have the same effect as though the act had been an act of the Engineer. However:

- (a) any failure to disapprove any work, Plant or Materials shall not constitute approval, and shall therefore not prejudice the right of the Engineer to reject the work, Plant or Materials;
- (b) if the Contractor questions any determination or instruction of an assistant, the Contractor may refer the matter to the Engineer, who shall promptly confirm, reverse or vary the determination or instruction.

3.3 Instructions of the Engineer

The Engineer may issue to the Contractor (at any time) instructions and additional or modified Drawings which may be necessary for the execution of the Works and the remedying of any defects, all in accordance with the Contract. The Contractor shall only take instructions from the Engineer, or from an assistant to whom the appropriate authority has been delegated under this Clause. If an instruction constitutes a Variation, Clause 13 [Variations and Adjustments] shall apply.

The Contractor shall comply with the instructions given by the Engineer or delegated assistant, on any matter related to the Contract. Whenever practicable, their instructions shall be given in writing. If the Engineer or a delegated assistant,

- (a) gives an oral instruction and
- (b) receives a written confirmation of the instruction, from (or on behalf of) the Contractor, within two working days after giving the instruction, and
- (c) does not reply by issuing a written rejection and/or instruction within two working days after receiving the confirmation,
- (d) then the confirmation shall constitute the written instruction of the Engineer or delegated assistant (as the case may be).

3.4 Replacement of the Engineer

Notwithstanding Sub-Clause 3.1, if the Employer intends to replace the Engineer, the Employer shall, not less than 21 days before the intended date of replacement, give notice to the Contractor of the name, address and relevant experience of the replacement Engineer.

3.5 Determinations

Whenever these Conditions provide that the Engineer shall proceed in accordance with this Sub-Clause 3.5 to agree or determine any matter, the Engineer shall consult with each Party in an endeavour to reach agreement. If agreement is not achieved, the Engineer shall make a fair determination in accordance with the Contract, taking due regard of all relevant circumstances.

The Engineer shall give notice to both Parties of each agreement or determination, with supporting particulars. Each Party shall give effect to each agreement or determination unless and until revised under Clause 20 [Claims, Disputes and Arbitration].

K RIDE

4	The Contractor
---	----------------

4.1 Contractor's General Obligations

The Contractor shall design (to the extent specified in the Contract), execute and complete the Works in accordance with the Contract and with the Engineer's instructions, and shall remedy any defects in the Works.

The Contractor shall provide the Plant and Contractor's Documents specified in the Contract, and all Contractor's Personnel, Goods, consumables and other things and services, whether of a temporary or permanent nature, required in and for this design, execution, completion and remedying of defects.

All equipment, and material, to be incorporated in or required for the Works shall be procured from approved sources as stipulated in the Contract.

The Contractor shall be responsible for the adequacy, stability and safety of all Site operations and of all methods of construction. Except to the extent specified in the Contract, the Contractor (i) shall be responsible for all Contractor's Documents, Temporary Works, and such design of each item of Plant and Materials as is required for the item to be in accordance with the Contract, and (ii) shall not otherwise be responsible for the design or specification of the Permanent Works.

The Contractor shall, whenever required by the Engineer, submit details of the arrangements and methods which the Contractor proposes to adopt for the execution of the Works. No significant alteration to these arrangements and methods shall be made without this having previously been notified to the Engineer.

On completion of the works, the contractor shall arrange to furnish to the Employer two (2) bound sets of all "As Built" drawings for every component of the Works at his own cost, all such copies being on Polyester film of quality to be approved by the Engineer or his Representative. The Taking – over Certificate of the Works, as per the provisions of Clause 10.1 herein, shall not be issued by the Engineer in the event of the Contractor's failure to furnish the aforesaid "As Built" drawings for the entire works.

If the Contract specifies that the Contractor shall design any part of the Permanent Works, then unless otherwise stated in the Special Conditions of Contract:

- (a) the Contractor shall submit to the Engineer the Contractor's Documents for this part in accordance with the procedures specified in the Contract;
- (b) these Contractor's Documents shall be in accordance with the Specification and Drawings, shall be written in the language for communications defined in Sub-Clause 1.4 [Law and Language], and shall include additional information required by the Engineer to add to the Drawings for co-ordination of each Party's designs;
- (c) the Contractor shall be responsible for this part and it shall, when the Works are

completed, be fit for such purposes for which the part is intended as are specified in the Contract; and

- (d) prior to the commencement of the Tests on Completion, the Contractor shall submit to the Engineer the “as-built” documents and operation and maintenance manuals in accordance with the Specification and in sufficient detail for the Employer to operate, maintain, dismantle, reassemble, adjust and repair this part of the Works. Such part shall not be considered to be completed for the purposes of taking-over under Sub-Clause 10.1 [Taking Over of the Works and Sections] until these documents and manuals have been submitted to the Engineer.

K RIDE

4.2 Performance Security

The Contractor shall obtain (at his cost) a Performance Security and an additional Performance Security, if any in terms of ITB 35.5, for proper performance of the contract, for the amount, currencies and validity period for Performance Security stated in the Contract Data. If an amount is not stated in the Contract Data, this Sub-Clause shall not apply.

The Contractor shall deliver the Performance Security and additional Performance Security, if any, to the Employer within 28 days after receiving the Letter of Acceptance, and shall send a copy to the Engineer. The Performance Security/additional Performance Security shall be issued by an entity and from within a country (or other jurisdiction) approved by the Employer, and shall be in the form as given in Section 8 (Contract Forms) or in another form specifically approved by the Employer.

The Performance Security/additional Performance Security shall be, at the Contractor's option, in any of the following forms:

- (i) An unconditional Bank guarantee in the prescribed format
- (ii) A Pay Order / Demand Draft drawn on a Scheduled / Nationalized Bank in India in favour of "Rail Infrastructure Development Company (Karnataka) Ltd" payable at Bangalore
- (iii) FDR in favour of "Rail Infrastructure Development Company (Karnataka) Ltd." (free from any encumbrance).
- (iv) A deposit of cash or online bank transfer to K RIDE account

The bank guarantee shall be from a bank having minimum net-worth of over INR 500 million from the specified banks as under:

- (i) a Schedule Bank in India, or
- (ii) a Foreign Bank having their operations in India, or
- (iii) a Foreign Bank which does not have operations in India is required to provide a counter-guarantee by State Bank of India,

In case the contractor is a JV,"the Performance Security/additional Performance Security, if any in terms of ITB 35.5, shall be submitted by each JV Partner separately on behalf of the JV in favour of K RIDE in proportion of their respective percentage share specified in the JV Agreement. The additional Performance Security shall be submitted by the partner(s) responsible for execution of schedule(s) (as per JV agreement) against which additional Performance Security is required to be submitted in terms of ITB 35.5. However,

Submission of Performance Guarantee Security by individual partners on behalf of the JV shall in no way dilute their Joint & Several responsibility. The Employer shall be entitled to recover the amount of Bank Guarantees individually and all the Partners jointly at its discretion."

The Contractor shall ensure that the Performance Security/additional Performance

Security is valid and enforceable until the Contractor has executed and completed the Works and remedied defects, if any. If the contractor does not complete the work for any reasons whatsoever, the terms of the Performance Security/ additional Performance Security specify its expiry date, and the Contractor has not become entitled to receive the Performance Certificate by the date 28 days prior to the expiry date, the Contractor shall be bound to extend the validity of the Performance Security/additional Performance Security until the Works have been completed and any defects have been remedied.

The Guarantees shall be unconditional and irrevocable. The Employer shall return the Performance Security to the Contractor within 21 days after receiving a copy of the Performance Certificate or passing of the Final Payment Certificate whichever is later. However, on completion of specified section(s) and successful passage of defect liability period for such section(s) along with execution of any leftover works at the time of completion of such section(s), the contractor shall be entitled for release of 90% of the proportionate Performance Security calculated as specified in Contract Data subject to the condition that Engineer certifies that no recoveries are pending in the contract. In case Engineer points out amount to be recovered then the contractor shall be entitled for release of 90% of the proportionate Performance Security calculated as specified in Contract Data minus the amount to be recovered.

The Employer shall return additional Performance Security submitted in terms of ITB 35.5 as per the following;

- (a) If the contractor submits an application stating that all the works against the particular schedule(s)/bill(s) for which additional Performance Security was submitted in terms of ITB 35.5 have been completed in all respect, then the Employer, on being satisfied with the claim of the contractor, shall return the full additional Performance Security against the particular schedule(s). Decision of the Employer regarding completion of works against a particular schedule/bill shall be final and binding on the contractor.
- (b) If the contractor submits an application stating that majority of the works (physical progress being not less than 90%) against the particular schedule(s)/bill(s) for which additional Performance Security was submitted in terms of ITB 35.5 have been completed and execution of balance works is held up for reasons not attributable to the Contractor, then the Employer, on being satisfied with the claim of the contractor, shall return 75% of the amount of additional Performance Security against the particular schedule(s). The balance amount of additional Performance Security shall however be returned only after completion of the works against the particular schedule(s)/bill(s) for which additional Performance Security was submitted in terms of ITB 35.5, in all respects to the satisfaction of the Employer. Decision of the Employer regarding completion of works against a particular schedule/bill shall be final and binding on the contractor.

Without limitation to the provisions of the rest of this Sub-Clause, whenever the Engineer determines an addition or a reduction to the Contract Price as a result of a change in cost and/or legislation or as a result of a Variation amounting to more than 25 percent of the portion of the Contract Price payable in a specific currency, the Contractor shall at the Engineer's request promptly submit Performance Guarantee @ 10% of the increased amount over the original contract price in a specific currency. On the other hand if the value of contract price decreases by more than 25% of the original contract price payable

in a specific currency, Performance Guarantee @ 10% of the decrease in contract price from the original contract price in a specific currency shall be returned to the contractor, on his request.

Wherever the contract is terminated under Clause 15.2, the Performance Guarantee shall be encashed by the Employer:

- i) in full including additional performance guarantee amount, if any, taken in terms of sub clause 35.5 of ITB and not due for release on the date of issue of termination letter in terms of this clause, in case of termination of the contract as a whole; Or
- ii) at the discretion of the Employer it may be encashed in part/parts proportionate to the Contract price of the bill/schedule to which the terminated part of work belongs i.e $P=(A \times B) \div C$ where

P=Proportionate Bank Guarantee Amount.

A=Contract price of the particular bill/schedule to which the terminated part of work belongs.

B=Performance Guarantee amount in terms of GCC sub clause 4.2.

C=Total Contract price.

Plus additional performance Guarantee amount, if any, taken in terms of sub clause 35.5 of ITB and not due for release on the date of issue of termination letter in terms of this clause against this particular bill/schedule to which the terminated part of the work belongs, in case of termination in part/parts.

The balance work should be got done separately, and independently by K RIDE without risk and cost of the original contractor. The original 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 would be debarred from participating in the tender for the balance work either in his/her individual capacity or as a partner of any other JV/partnership firm.

In case the contractor fails to perform the contract or any JV partner fails to perform its obligations under the JV agreement, which is a part of this agreement, the Employer may issue notice of such default to the said JV partner or the JV (depending upon reasons of default) and declare the said JV partner or the JV as Poor Performer. The issue of such notice shall automatically debar the JV partner or JV, as the case may be, from participating in any K RIDE tender from the date of issue of notice of default. The relevant performance security including additional performance security, if any, in terms of sub clauses 35.5 of ITB submitted by the Contractor or submitted on behalf of JV partner to the extent not due for release at the time of contemplation of such action shall be encashed and forfeited either fully or in proportion of the percentage share of that partner in the JV agreement, as the case may be.

4.3 Contractor's Representative

The Contractor shall appoint the Contractor's Representative and shall give him all authority necessary, including financial powers, to act on the Contractor's behalf under the Contract.

Unless the Contractor's Representative is named in the Contract, the Contractor shall, prior to the Commencement Date, submit to the Engineer for consent the name and particulars of the person the Contractor proposes to appoint as Contractor's Representative. If consent is withheld or subsequently revoked, or if the appointed person fails to act as Contractor's Representative, the Contractor shall similarly submit the name and particulars of another suitable person for such appointment.

The Contractor shall not, without the prior consent of the Engineer, revoke the appointment of the Contractor's Representative or appoint a replacement.

The whole time of the Contractor's Representative shall be given to directing the Contractor's performance of the Contract. If the Contractor's Representative is to be temporarily absent from the Site during the execution of the Works, a suitable replacement person shall be appointed, subject to the Engineer's prior consent, and the Engineer shall be notified accordingly.

The Contractor's Representative shall, on behalf of the Contractor, receive instructions under Sub-Clause 3.3 [Instructions of the Engineer].

The Contractor's Representative may delegate any powers, functions and authority to any competent person, and may at any time revoke the delegation. Any delegation or revocation shall not take effect until the Engineer has received prior notice signed by the Contractor's Representative, naming the person and specifying the powers, functions and authority being delegated or revoked.

The Contractor's Representative shall be fluent in the language for communications defined in Sub-Clause 1.4 [Law and Language]. If the Contractor's Representative's delegates are not fluent in the said language, the Contractor shall make competent interpreters available during all working hours in a number deemed sufficient by the Engineer.

The Contractor shall depute his Representative to attend all the review meetings notified by the Engineer

4.4 Sub-contractors

The Contractor shall not subcontract the whole of the Works. The Contractor shall be responsible for the acts or defaults of any Subcontractor, his agents or employees, as if they were the acts or defaults of the Contractor.

Unless otherwise stated in the Special Conditions of Contract:

- (a) the Contractor shall not be required to obtain consent to suppliers solely of Materials, or to a subcontract for which the Subcontractor is named in the Contract or as specifically provided in the Contract data or value of any subcontract for Works, or the aggregate value of such sub-contracts with any Subcontractor, does not exceed 5% (five per cent) of the Contract Price provided that such works are not for the key activities in terms of clause 2.6 of section 3 (Evaluation and Qualification Criteria) which are to be executed by specialist subcontractor(s);
- (b) the prior consent of the Engineer shall be obtained to other proposed Subcontractors and/or suppliers. While submitting his proposal in this regard, the Contractor shall ensure that;
 - (i) total value of Works requiring such consent for subcontracting shall not be more than 70% (seventy per cent) of the Contract Price;
 - (ii) the proposed subcontractor must have executed works of 40% of value of the proposed subcontract through a single contract during last seven years; and
 - (iii) No banning/blacklisting/declaration as poor performer by K RIDE is in force on the proposed subcontractor (on the date of grant of consent by the Engineer);
 - (iv) No contract of the proposed subcontractor has been terminated by K RIDE during the last two years (to be reckoned from the date of grant of consent by the Engineer);
 - (v) the Contractor shall submit the proposal for subcontracting with the name, particulars and the relevant experience of the proposed subcontractor;
- (c) the Contractor shall give the Engineer not less than 28 days' notice of the intended date of the commencement of each Subcontractor's work, and of the commencement of such work on the Site;
- (d) each subcontract shall include provisions which would entitle the Employer to require the subcontract to be assigned to the Employer under Sub-Clause 4.5 [Assignment of Benefit of Subcontract] (if or when applicable) or in the event of termination under Sub-Clause 15.2 [Termination by Employer]; and
- (e) On getting consent from the Engineer, the Contractor shall provide to the Engineer copy of the agreement entered with such subcontractor.

The Contractor shall ensure that the requirements imposed on the Contractor by Sub-Clause 1.12 [Confidential Details] apply equally to each Subcontractor.

Where practicable, the Contractor shall give fair and reasonable opportunity for contractors from the Country to be appointed as Subcontractors.

The Contractor shall endeavour to resolve all matters and payments amicably and speedily with the sub-contractors.

The Contractor shall indemnify and hold the Employer harmless against and from any

claim of subcontractors or suppliers of the materials.

The Contractor shall release payment to the Sub-contractors/Suppliers promptly and shall endeavour to resolve all issues amicably and speedily with the Sub-contractors/Suppliers, so that the execution of work is not affected in any manner whatsoever.

In case a Sub-contractor/Supplier represents to the Engineer in writing with supporting documents, stating that he has not received payment due as per the agreement/work or purchase order for the works executed by such Sub-contractor or supplies made by such Supplier, which have been covered in previous Payment Certificates and the Engineer finds such representation having merit, the Engineer, before issuing next Payment Certificate, may forward a copy of the representation to the Contractor requesting the Contractor to supply reasonable evidence that the amount stated to be outstanding by the Sub-contractor/Supplier for the works executed or supplies made, which have been covered in previous Payment Certificates has been paid and if not, why the same is not payable. The Engineer may recommend to make payment to the Sub-contractor/Supplier unless the Contractor submits reasonable evidence to the Engineer:

- (i) that the amount claimed has been paid, or
- (ii) satisfying the Engineer in writing that the Contractor is entitled to withhold or that the amount is not payable.

On the recommendation of the Engineer, the Employer may (at his sole discretion) directly pay to the Sub-contractor/Supplier the amount due for and on behalf of the Contractor, part or all of such amounts previously certified (less applicable deductions) as are found due to the Sub-contractor/Supplier by the Engineer. The Employer shall adjust the amount paid directly to the Sub-contractor/Supplier from any amount due by it to the Contractor. The Contractor shall repay the amount, in case no amount is found due by the Employer to the Contractor.

That the payment by Employer, on behalf of the Contractor to its Sub-contractor/Supplier, shall not alter any terms of agreement between the Employer and the Contractor and nor the same shall result in any privity of contract between the Employer and the Sub-contractor/Supplier.

4.5 Assignment of Benefit of Subcontract

If a Subcontractor's obligations extend beyond the expiry date of the relevant Defects Notification Period and the Engineer, prior to this date, instructs the Contractor to assign the benefit of such obligations to the Employer, then the Contractor shall do so. Unless otherwise stated in the assignment, the Contractor shall have no liability to the Employer for the work carried out by the Subcontractor after the assignment takes effect.

4.6 Co-operation

The Contractor shall, as specified in the Contract or as instructed by the Engineer, allow appropriate opportunities for carrying out work to:

- (a) the Employer's Personnel,
- (b) any other contractors employed by the Employer, and
- (c) the personnel of any legally constituted public authorities,

who may be employed in the execution on or near the Site of any work not included in the Contract.

Any such instruction shall constitute a Variation if and to the extent that it causes the Contractor to incur Unforeseeable Cost. Services for these personnel and other contractors may include the use of Contractor's Equipment, Temporary Works or access arrangements which are the responsibility of the Contractor.

If, under the Contract, the Employer is required to give to the Contractor possession of any foundation, structure, plant or means of access in accordance with Contractor's Documents, the Contractor shall submit such documents to the Engineer in the time and manner stated in the Specification.

4.7 Setting Out

The Contractor shall set out the Works in relation to original points, lines and levels of reference specified in the Contract or notified by the Engineer. The Contractor shall be responsible for the correct positioning of all parts of the Works, and shall rectify any error in the positions, levels, dimensions or alignment of the works, notifying the Engineer within 28 days of the date of commencement

In the event of such discrepancy arising during the course of the work, for which Employer's documents are handed over after the date of commencement, the contractor shall seek clarifications within 14 days of receipt of such documents

The Employer shall be responsible for any errors in these specified or notified items of reference, but the Contractor shall use reasonable efforts to verify their accuracy before they are used.

Contractor shall promptly notify the Employer and the Engineer of any error, omission, fault, or any other defect in the design, drawing or specifications for the works, which he discovers when reviewing the Contract Documents, and in the process of execution of the Works. The contractor shall be responsible to ensure correlation in various drawings and bill of quantities, before commencement and execution of work. In case of any discrepancy the contractor shall bring it to notice of the Engineer for clarification within 28 days of the issue of Letter of Acceptance. In the event of such discrepancy arising during the course of the work, for which drawings are given after the date of issue of Letter of Acceptance, the contractor shall seek clarifications within 14 days of receipt of such drawings.

4.8 Safety Procedures

The Contractor shall follow the provisions laid down in (Special Conditions of Contract), Chapter 1. (Safety and Security) of Section 5 (Works/Employers Requirements) and shall:

- (a) comply with all applicable safety regulations,
- (b) take care for the safety of all persons entitled to be on the Site,
- (c) use reasonable efforts to keep the Site and Works clear of unnecessary obstruction so as to avoid danger to these persons,
- (d) provide fencing, lighting, guarding and watching of the Works until completion and taking over under Clause 10 [Employer's Taking Over], and
- (e) provide any Temporary Works (including roadways, footways, guards and fences) which may be necessary, because of the execution of the Works, for the use and protection of the public and of owners and occupiers of adjacent land.

Additional Safety Precautions

- (1) The Contractor shall comply with all the precautions as required for the safety of the workmen by the I.L.O Convention No.62 as far as they are applicable to the Contract. The Contractor shall provide all necessary safety appliances; such as safety goggles, helmets, masks, etc to the workmen and the staff.
- (2) Suitable scaffolds shall be provided for workmen for all work that cannot safely be done from the ground, or from solid construction except for such short period work as can be done safely from ladders. When a ladder is used, an extra labourer shall be engaged for holding the ladder and if the ladder is used for carrying materials as well, suitable foot-holds and hand-holds shall be provided on the ladder, which shall be given an inclination not steeper than 1/4 to 1 (1/4 horizontal in 1 vertical)
- (3) Scaffolding or staging more than 3.25 metres above the ground or floor, swung or suspended from an overhead support or erected with stationary support, shall have a guard rail properly attached, bolted, braced and otherwise secured at least 1 metre high above the floor or platform of such scaffolding or staging and extending along the entire length of the outside and ends thereof with only such openings as maybe necessary for the delivery of materials. Such scaffolding or staging shall be so fastened as to prevent it from swaying in from the support or structure.
- (4) Working platforms, gangways and stairways shall be so constructed that they do not sag unduly or unequally, and if the height of any platform or gangway or stairway is more than 3.25 metres above ground level or floor level, it shall have closely spaced boards, have adequate width and be suitably provided with guard rails as described in (3) above.
- (5) Every opening in the floor of a structure or in a working platform shall be provided with suitable means to prevent fall of persons or materials by providing suitable fencing or railing with a minimum height of one metre.
- (6) Safe means of access and egress shall be provided to all working platforms and other working places. Every ladder shall be securely fixed. No portable single

ladder shall be over 9 metres in length. The width between side rails in a rung ladder shall in no case be less than 30 cm for ladders up to and including 3 metres in length. For longer ladders the width shall be increased at least 6 mm for each additional 30 cm of length. Spacing of steps shall be uniform and shall not exceed 30 cm.

- (7) Adequate precautions shall be taken to prevent danger from electrical equipment. Adequate safety measures shall be taken when any work is undertaken near any live highly charged electric wire. Necessary shutdown may be arranged, where and whenever essential. All rules in force in this connection shall be fully complied with. The Contractor shall ensure all precautions to prevent any accidents due to electrocution or otherwise.
- (8) No materials on any of the sites shall be so stacked or placed as to cause danger or inconvenience to any person or the public. The Contractor shall provide all necessary fencing and lights to protect the public from accidents and shall be bound to bear the expenses of defending every suit, action or other proceedings at law that may be brought by any person for injury sustained owing to neglect of the above precautions and to pay any damages and costs which may be awarded in any such suit, action or proceedings to any such person or which may with the consent of the Contractor be paid to compromise any claim by any such person.
- (9) Excavation and Trenching : All trenches, 1.5 metres or more in depth, shall at all times be supplied with at least one ladder for each 20 metres in length or fraction thereof, Ladders shall be extended from the bottom of the trench to at least 1 metre above the surface of the ground. The sides of a trench, which is 1.5 metres or more in depth shall be stepped back to provide a suitable slope, or be securely held by timber bracing so as to avoid the danger of side collapse. Excavated material shall not be placed within 1.5 metres of the edge of any trench or half the depth of the trench, whichever is more. Excavation shall be made from the top to the bottom. Under no circumstances shall undermining or undercutting be done.
- (10) Demolition : Before any demolition work is commenced and also during the process of the work :
 - (a) All roads and open areas adjacent to the work site shall either be closed or suitably protected.
 - (b) No electric cable or apparatus, which is liable to be a source of danger other than a cable or apparatus used by operators, shall remain electrically charged:
 - (c) All practical steps shall be taken to prevent danger to persons employed by the Employer, from risk of fire or explosion, or flooding. No floor, roof or other part of a building shall be so overloaded with debris or materials as to render it unsafe.
- (11) All necessary personal safety equipment as considered adequate by the Engineer shall be available for use of persons employed on the site and maintained in a condition suitable for immediate use; and the Contractor shall take adequate steps to ensure proper use of such equipment by those concerned.

- (a) Workers employed on mixing asphaltic materials, cement, lime mortars, concrete etc. shall be provided with protective footwear and protective goggles.
 - (b) Those engaged in handling any material, which is injurious to the eyes, shall be provided with protective goggles.
 - (c) Those engaged in welding works shall be provided with welder's protective eye-shield.
 - (d) Stone breakers shall be provided with protective goggles and protective clothing and seated at sufficiently safe intervals.
 - (e) When workers are employed in sewers and manhole, which are in use, the contractor shall ensure that manhole covers are open and manholes are ventilated at least for an hour before workers are allowed to go into them. Manholes so open shall be cordoned off with suitable railing and provide warning signals or boards to prevent accidents to the public.
- (12) The Contractor shall not employ men below the age of 18 years and women, on the work of painting with products containing lead in any form. Whenever men above the age of 18 years are employed on the work of lead painting, the following precautions shall be taken:
- (a) No paint containing lead or lead products shall be used except in the form of paste or ready made paint.
 - (b) Suitable face masks shall be supplied for use by workers when paint is applied in the form of spray or a surface having lead paint dry rubbed and scrapped.
 - (c) Overalls shall be supplied by the Contractor to workmen and adequate facilities shall be provided to enable workers to wash during and at the close of any day's work.
- 13) When work is performed near any place where there is risk of drowning all necessary equipment shall be provided and kept ready for use and all necessary steps taken for prompt first aid treatment of all injuries likely to be sustained during the course of the work.
- (14) Use of hoisting machines and tackle including their attachments, anchorage and supports shall conform to the following:
- (a) (i) These shall be of good mechanical construction, sound material and adequate strength and free from patent defects and shall be kept in good working order, be regularly inspected and properly maintained.
 - (ii) Every rope used in hoisting or lowering materials or as a means of suspension shall be of durable quality and adequate strength, and free from defects

- (b) Every crane driver or hoisting appliance operator shall be properly qualified and no person under the age of 21 shall be in charge of any hoisting machine including scaffold equipment. Only trained men over the age of 21 shall be permitted to give signals to such plant and appliance operators.
 - (c) For every hoisting machine and every chain hook, shackle, swivel and pulley block used in hoisting, lowering or as means of suspension, safe working load shall be ascertained by adequate means. Every hoisting machine and all gear referred to above shall be plainly marked with safe working load. In case of a hoisting machine or a variable safe working load, each safe working load and conditions under which it is applicable shall be clearly indicated. No part of any machine or any gear referred to in the paragraph above shall be loaded beyond safe working load except for the purpose of testing.
 - (d) In case of the Employer's machine, safe working load shall be notified by the Engineer or his Representative. As regards Contractor's machines, the Contractor shall notify safe working load of each machine to the Engineer or his Representative, whenever he brings it to the site of work and get it verified by him.
- (15) Motors, gearing, transmission, electric wiring and other dangerous parts of hoisting appliances shall be provided with efficient safeguards; hoisting appliances shall be provided with such means as will reduce the risk of accident during descent of load to the minimum. Adequate precautions shall be taken to reduce to the minimum risk of any part of a suspended load becoming accidentally displaced. When workers are employed on electrical installations, which are already energised, insulating mats, working apparel such as gloves, sleeves and boots, as may be necessary, shall be provided. Workers shall not wear any rings, watches and carry keys or other materials which are good conductor of electricity.
- (16) All scaffolds, ladders and other safety devices mentioned or described herein shall be maintained in a safe condition and no scaffold, ladder or equipment shall be altered or removed while it is in use. Adequate washing facilities shall be provided at or near places of work.
- (17) These safety provisions shall be brought to the notice of all concerned by displaying on a notice board at a prominent place at the work location. Persons responsible for ensuring compliance with the Safety Code shall be named therein by the Contractor.
- (18) To ensure effective enforcement of the rules and regulations relating to safety precautions, arrangements made by the contractor shall be open to inspection by the Engineer or his Representative.
- (19) Notwithstanding anything contained in conditions (1) to (17) above, the Contractor shall at its own costs, remain liable to comply with the provisions of all acts, rules, regulations, and bylaws for the time being in force in India and applicable in this

matter.

- (20) For work carried out in the vicinity of any wharf or quay, the Contractor shall abide by all the provisions of the Dock Workers (Safety, Health and Welfare) Scheme, 1961.
- (21) The Contractor shall at his own expense provide protective safety Equipment like gloves and footwear for all labour engaged on concrete mixing work and all other types of working involving the use of tar, cement, etc. to the satisfaction of the Engineer or his Representative, and on his failure to do so, the employer shall be entitled to provide the same and recover the cost from the Contractor.
- (22) The Contractor shall be responsible for observance, by the sub-contractors, of the foregoing provisions.
- (23) All construction labour at all time shall use personal protective equipment like, safety shoes, helmets and reflective jackets in all activities at site. This shall be ensured without fail on each work site. Failing to comply with this, provision shall attract penalty of Rs. 500/- per occasion per staff.

4.8.1

Notwithstanding with any other provision, the Contractor shall have to pay penalty for damage to Railway cable in terms of clause C 15 of the JPO as given in para 1.2 of Chapter 1. (Safety and Security) of Section 5 (Works/Employers Requirements) and shall also indemnify the Employer against any losses, damages to property or life in terms of para 1.11 and 1.12 of the chapter 1. (Safety and Security) of Section 5 (Works/Employers Requirements).

4.9 Quality Assurance

The Contractor shall institute a quality assurance system to demonstrate compliance with the requirements of the Contract. The system shall be in accordance with the details stated in the Contract. The Engineer shall be entitled to audit any aspect of the system.

Details of all procedures and compliance documents shall be submitted to the Engineer for information before each design and execution stage is commenced. When any document of a technical nature is issued to the Engineer, evidence of the prior approval by the Contractor himself shall be apparent on the document itself.

Compliance with the quality assurance system shall not relieve the Contractor of any of his duties, obligations or responsibilities under the Contract.

4.10 Site Data

The Employer shall have made available to the Contractor for his information, prior to the Base Date, all relevant data in the Employer's possession on sub-surface and hydrological conditions at the Site, including environmental aspects. The Employer shall similarly make available to the Contractor all such data which come into the Employer's possession after the Base Date. The Contractor shall be responsible for interpreting all such data.

To the extent which was practicable (taking account of cost and time), the Contractor shall be deemed to have obtained all necessary information as to risks, contingencies and other circumstances which may influence or affect the Bid or Works. To the same extent, the Contractor shall be deemed to have inspected and examined the Site, its surroundings, the above data and other available information, and to have been satisfied before submitting the Bid as to all relevant matters, including (without limitation):

- (a) the form and nature of the Site, including sub-surface conditions,
- (b) the hydrological and climatic conditions,
- (c) the extent and nature of the work and Goods necessary for the execution and completion of the Works and the remedying of any defects,
- (d) the Laws, procedures and labour practices of the Country, and
- (e) the Contractor's requirements for access, accommodation, facilities, personnel, power, transport, water and other services.
- (f) Data made available by the Employer in accordance with the preceding paragraph shall be deemed to include data listed elsewhere in the contract as open for inspection at the address stipulated in the Contract.

4.11 Sufficiency of the Accepted Contract Amount

The Contractor shall be deemed to:

- (a) have satisfied himself as to the correctness and sufficiency of the Accepted Contract Amount, and
- (b) have based the Accepted Contract Amount on the data, interpretations, necessary information, inspections, examinations and satisfaction as to all relevant matters referred to in Sub-Clause 4.10 [Site Data].

Unless otherwise stated in the Contract, the Accepted Contract Amount covers all the Contractor's obligations under the Contract (including those under Provisional Sums, if any) and all things necessary for the proper execution and completion of the Works and the remedying of any defects.

4.12 Unforeseeable Physical Conditions

In this Sub-Clause, “physical conditions” means natural physical conditions and man-made and other physical obstructions and pollutants, which the Contractor encounters at the Site when executing the Works, including sub-surface and hydrological conditions but excluding climatic conditions.

If the Contractor encounters adverse physical conditions which he considers to have been Unforeseeable, the Contractor shall give notice to the Engineer as soon as practicable.

This notice shall describe the physical conditions, so that they can be inspected by the Engineer, and shall set out the reasons why the Contractor considers them to be Unforeseeable. The Contractor shall continue executing the Works, using such proper and reasonable measures as are appropriate for the physical conditions, and shall comply with any instructions which the Engineer may give. If an instruction constitutes a Variation, Clause 13 [Variations and Adjustments] shall apply.

If and to the extent that the Contractor encounters physical conditions which are Unforeseeable, gives such a notice, and suffers delay and/or incurs Cost due to these conditions, the Contractor shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price.

After receiving such notice and inspecting and/or investigating these physical conditions, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine (i) whether and (if so) to what extent these physical conditions were Unforeseeable, and (ii) the matters described in sub-paragraphs (a) and (b) above related to this extent.

However, before additional Cost is finally agreed or determined under sub-paragraph (ii), the Engineer may also review whether other physical conditions in similar parts of the Works (if any) were more favourable than could reasonably have been foreseen when the Contractor submitted the Bid. If and to the extent that these more favourable conditions were encountered, the Engineer may proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine the reductions in Cost which were due to these conditions, which may be included (as deductions) in the Contract Price and Payment Certificates. However, the net effect of all adjustments under sub-paragraph (b) and all these reductions, for all the physical conditions encountered in similar parts of the Works, shall not result in a net reduction in the Contract Price.

The Engineer may take account of any evidence of the physical conditions foreseen by the Contractor when submitting the Bid, which may be made available by the Contractor, but shall not be bound by any such evidence.

4.13 Rights of Way and Facilities

The Contractor shall bear all costs and charges for special and/or temporary rights-of-way which he may require, including those for access to the Site. The Contractor shall also obtain, at his risk and cost, any additional facilities outside the Site which he may require for the purposes of the Works.

In case any operation connected with traffic necessitates diversion, obstruction or closure of any road, railway or any other right of way, the approval of the Engineer and the concerned authorities shall be obtained well in advance by the Contractor.

Provided that if it is found necessary for the Contractor to move one or more loads of heavy constructional plants and equipment, materials or Pre-constructed units or parts of units of work over roads, highways, bridges on which such oversized and overweight items that are not normally to be moved, the contractor shall obtain prior permission from the concerned authorities.

Payments for complying with the requirements, if any, for protection or strengthening of the roads, highways or bridges shall be made by the contractor and such expenses shall be deemed to be included in his quoted contract price.

4.14 Avoidance of Interference

The Contractor shall not interfere unnecessarily or improperly with:

- (a) the convenience of the public, or
- (b) the access to and use and occupation of all roads and footpaths, irrespective of whether they are public or in the possession of the Employer or of others or
- (c) Passenger amenities at stations and station platforms.

The Contractor shall indemnify and hold the Employer harmless against and from all damages, losses and expenses (including legal fees and expenses) resulting from any such unnecessary or improper interference.

4.15 Access Route

The Contractor shall be deemed to have been satisfied as to the suitability and availability of access routes to the Site. The Contractor shall use reasonable efforts to prevent any road or bridge from being damaged by the Contractor's traffic or by the Contractor's Personnel. These efforts shall include the proper use of appropriate vehicles and routes.

Except as otherwise stated in these Conditions:

- (a) the Contractor shall (as between the Parties) be responsible for any maintenance which may be required for his use of access routes;
- (b) the Contractor shall provide all necessary signs or directions along access routes, and shall obtain any permission which may be required from the relevant authorities for his use of routes, signs and directions;
- (c) the Employer shall not be responsible for any claims which may arise from the use or otherwise of any access route;

- (d) the Employer does not guarantee the suitability or availability of particular access routes; and
- (e) Costs due to non-suitability or non-availability, for the use required by the Contractor, of access routes shall be borne by the Contractor.

4.16 Transport of Goods

Unless otherwise stated in the Special Conditions of Contract:

- (a) the Contractor shall give the Engineer not less than 21 days' notice of the date on which any Plant or a major item of other Goods will be delivered to the Site;
- (b) the Contractor shall be responsible for packing, loading, transporting, receiving, unloading, storing and protecting all Goods and other things required for the Works; and
- (c) the Contractor shall indemnify and hold the Employer harmless against and from all damages, losses and expenses (including legal fees and expenses) resulting from the transport of Goods, and shall negotiate and pay all claims arising from their transport.

4.17 Contractor's Equipment

The Contractor shall be responsible for all Contractors' Equipment. When brought on to the Site, Contractor's Equipment shall be deemed to be exclusively intended for the execution of the Works. The Contractor shall not remove from the Site any major items of Contractor's Equipment without the consent of the Engineer. However, consent shall not be required for vehicles transporting Goods or Contractor's Personnel off Site.

In the event of Contractor imports any equipment the following shall apply”

- (a) **Custom Clearance:** The Employer will assist the contractor, when required by furnishing letters of recommendation for obtaining expeditious clearance through customs of constructional plants, material and other things required for the works and then for re-export, if any. The following publications, may be referred to by the contractor for guidance about custom regulations etc :
- (i) Import & export policy, together with amendments, if any, published by Govt. of India, Ministry of Commerce..
 - (j) Hand Book of Procedures, together with amendments, if any, Volume 1 and 2 published by Ministry of Commerce.
 - (iii) Customs Tariff, together with amendments, if any published by Central Customs.

The Contractor shall be responsible to follow the latest rules and regulations without any liability of the Employer.

- (c) **Re-export of contractors equipment:** The contractor shall obtain all the relevant information regarding procedure for the import and subsequent re-export of his equipment and materials from the Chief Controller of Imports and Exports, Bangalore, and shall inform himself and keep himself informed on the details of custom charges and draw-back regulations as applicable to the items of Constructional plant. The contractor shall provide the necessary guarantee/bonds where these are required by the customs notwithstanding that import licenses may be granted in the name of Employer.
- (c) Notwithstanding the provisions mentioned above, Contractor's Equipment, including essential spare parts therefore, imported by the Contractor for the sole purpose of executing the Contract shall be temporarily exempt from the payment of import duties and taxes upon initial importation, provided the Contractor shall post with the customs authorities at the port of entry an approved export bond or bank guarantee, valid until the Time for Completion plus six months, in an amount equal to the full import duties and taxes which would be payable on the assessed imported value of such Contractor's Equipment and spare parts, and **callable** in the event the Contractor's Equipment is not exported from the Country on completion of the Contract. A copy of the **bond** or bank guarantee endorsed by the custom authorities shall be provided by the Contractor to the Employer upon the importation of individual items of Contractor's Equipment and spare parts. Upon export of individual items of Contractor's Equipment or spare parts, or upon the completion of the Contract, Contractor shall prepare for approval by the customs authority the authorities, an assessment of the residual value of the Contractor's Equipment and spare parts to be exported based on the depreciation scale(s) and other criteria used by the customs authorities for such purposes under the provisions of the applicable Laws. Import duties and taxes shall be due and payable to the customs

authorities by the Contractor on (a) the difference between the initial imported value and the residual value of the contractor's equipment and spare parts to be exported and (b) on the initial imported value that contractor's equipment and spare parts remaining in the Country after completion of the Contract. Upon payment of such dues within 28 days of being invoiced, the bond or bank guarantee shall be reduced or released accordingly; otherwise the security shall be called in the full amount remaining in the Country.

- (d) **Conditions of hire of the contractor's equipment:** A certified copy of the agreement in respect of any item of Equipment held by contractor under any agreement for hire or hire purchase thereof, shall be supplied to the Engineer/Employer."

4.18 Protection of the Environment

The Contractor shall take all reasonable steps to protect the environment (both on and off the Site) and to limit damage and nuisance to people and property resulting from pollution, noise and other results of his operations.

The Contractor shall ensure that emissions, surface discharges and effluent from the Contractor's activities shall not exceed the values stated in the Specification or prescribed by applicable Laws.

K RIDE

4.19 Electricity, Water and Gas

The Contractor shall, except as stated below, be responsible for the provision of all power, water and other services he may require.

The Contractor shall be entitled to use for the purposes of the Works such supplies of electricity, water, gas and other services as may be available on the Site and of which details and prices are given in the Specification. The Contractor shall, at his risk and cost, provide any apparatus necessary for his use of these services and for measuring the quantities consumed.

The quantities consumed and the amounts due (at these prices) for such services shall be agreed or determined by the Engineer in accordance with Sub-Clause 2.5 [Employer's Claims] and Sub-Clause 3.5 [Determinations]. The Contractor shall pay these amounts to the Employer.

4.20 Employer's, Equipment and Free-Issue Material

The Employer shall make the Employer's Equipment (if any) available for the use of the Contractor in the execution of the Works in accordance with the details, arrangements and prices stated in the Specification. Unless otherwise stated in the Specification:

- (a) the Employer shall be responsible for the Employer's Equipment, except that
- (b) the Contractor shall be responsible for each item of Employer's Equipment whilst any of the Contractor's Personnel is operating it, driving it, directing it or in possession or control of it.

The appropriate quantities and the amounts due (at such stated prices) for the use of Employer's Equipment shall be agreed or determined by the Engineer in accordance with Sub-Clause 2.5 [Employer's Claims] and Sub-Clause 3.5 [Determinations]. The Contractor shall pay these amounts to the Employer.

The Employer shall supply, free of charge, the "free-issue materials" (if any) in accordance with the details stated in the Contract data.

The Employer shall, at his risk and cost, provide these materials at the time and place specified in the Contract. The Contractor shall then visually inspect them, and shall promptly give notice to the Engineer of any shortage, defect or default in these materials. Unless otherwise agreed by both Parties, the Employer shall immediately rectify the notified shortage, defect or default.

In case materials are handed over, in accordance with the procedure prescribed by the Engineer, after proper measurement and accounted for, the contractor shall be solely liable for any shortage, damage, defect or default in such material, and shall indemnify the Employer until the final account of materials is made by the Contractor on completion of the work.

4.21 Progress Reports

Unless otherwise stated in the Special Conditions of Contract, monthly progress reports shall be prepared by the Contractor and submitted to the Engineer in six copies. The first report shall cover the period up to the end of the first calendar month following the Commencement Date. Reports shall be submitted monthly thereafter, each within 7 days after the last day of the period to which it relates.

Reporting shall continue until the Contractor has completed all work which is known to be outstanding at the completion date stated in the Taking-Over Certificate for the Works.

Each report shall include:

- i. charts and detailed descriptions of progress, including each stage of design (if any), Contractor's Documents, procurement, manufacture, delivery to Site, construction, erection and testing; and including these stages for work by each nominated Subcontractor (as defined in Clause 5 [Nominated Subcontractors]), photographs showing the status of manufacture and of progress on the Site; for the manufacture of each main item of Plant and Materials, the name of the manufacturer, manufacture location, percentage progress, and the actual or expected dates of:
 - (i) commencement of manufacture,
 - (ii) Contractor's inspections,
 - (iii) tests, and
 - (iv) shipment and arrival at the Site;
- the details described in Sub-Clause 6.10 [Records of Contractor's Personnel and Equipment];
- copies of quality assurance documents, test results and certificates of Materials;
- list of notices given under Sub-Clause 2.5 [Employer's Claims] and notices given under Sub-Clause 20.1 [Contractor's Claims];
- safety statistics, including details of any hazardous incidents and activities relating to environmental aspects and public relations; and
- comparisons of actual and planned progress of all activities, with details of any events or circumstances which may jeopardise the completion in accordance with the Contract, and the measures being (or to be) adopted to overcome delays.

4.22 Security of the Site

Unless otherwise stated in the Special Conditions of Contract:

- (a) the Contractor shall be responsible for keeping unauthorised persons off the Site, and
- (b) authorised persons shall be limited to the Contractor's Personnel and the Employer's Personnel; and to any other personnel notified to the Contractor, by the Employer or the Engineer, as authorised personnel of the Employer's other contractors on the Site.

4.23 Contractor's Operations on Site

The Contractor shall confine his operations to the Site, and to any additional areas which may be obtained by the Contractor and agreed by the Engineer as working areas. The Contractor shall take all necessary precautions to keep Contractor's Equipment and Contractor's Personnel within the Site and these additional areas, and to keep them off adjacent land.

During the execution of the Works, the Contractor shall keep the Site free from all unnecessary obstruction, and shall store or dispose of any Contractor's Equipment or surplus materials. The Contractor shall clear away and remove from the Site any wreckage, rubbish and Temporary Works which are no longer required.

Upon the issue of a Taking-Over Certificate, the Contractor shall clear away and remove, from that part of the Site and Works to which the Taking-Over Certificate refers, all Contractor's Equipment, surplus material, wreckage, rubbish and Temporary Works. The Contractor shall leave that part of the Site and the Works in a clean and safe condition.

However, the Contractor may retain on Site, during the Defects Notification Period, such Goods as are required for the Contractor to fulfill obligations under the Contract.

K RIDE

4.24 Fossils

All fossils, coins, articles of value or antiquity, and structures and other remains or items of geological or archaeological interest found on the Site shall be placed under the care and authority of the Employer. The Contractor shall take reasonable precautions to prevent Contractor's Personnel or other persons from removing or damaging any of these findings.

The Contractor shall, upon discovery of any such finding, promptly give notice to the Engineer, who shall issue instructions for dealing with it. If the Contractor suffers delay and/or incurs Cost from complying with the instructions, the Contractor shall give a further notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price.

After receiving this further notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

K RIDE

5	Nominated Subcontractors
---	--------------------------

5.1 Definition of nominated Subcontractor

In the Contract, “nominated Subcontractor” means a Subcontractor:

- (a) who is stated in the Contract as being a nominated Subcontractor, or
- (b) whom the Engineer, under Clause 13 [Variations and Adjustments], instructs the Contractor to employ as a Subcontractor.

5.2 Objection to Nomination

The Contractor shall not be under any obligation to employ a nominated Subcontractor against whom the Contractor raises reasonable objection by notice to the Engineer as soon as practicable, with supporting particulars. An objection shall be deemed reasonable if it arises from (among other things) any of the following matters, unless the Employer agrees to indemnify the Contractor against and from the consequences of the matter:

- (a) there are reasons to believe that the Subcontractor does not have sufficient competence, resources or financial strength;
- (b) the subcontract does not specify that the nominated Subcontractor shall indemnify the Contractor against and from any negligence or misuse of Goods by the nominated Subcontractor, his agents and employees; or
- (c) the subcontract does not specify that, for the subcontracted work (including design, if any), the nominated Subcontractor shall:
 - (i) undertake to the Contractor such obligations and liabilities as will enable the Contractor to discharge his obligations and liabilities under the Contract, and
 - (ii) indemnify the Contractor against and from all obligations and liabilities arising under or in connection with the Contract and from the consequences of any failure by the Subcontractor to perform these obligations or to fulfil these liabilities.

5.3 Payments to nominated Subcontractors

The Contractor shall pay to the nominated Subcontractor the amounts which the Engineer certifies to be due in accordance with the subcontract. These amounts plus other charges shall be included in the Contract Price in accordance with sub-paragraph (b) of Sub-Clause 13.5 [Provisional Sums], except as stated in Sub-Clause 5.4 [Evidence of Payments].

5.4 Evidence of Payments

Before issuing a Payment Certificate which includes an amount payable to a nominated Subcontractor, the Engineer may request the Contractor to supply reasonable evidence that the nominated Subcontractor has received (Within 7 days of receipt of previous payment by the contractor) all amounts due in accordance with previous Payment Certificates, less applicable deductions for retention or otherwise. Unless the Contractor:

- (a) submits this reasonable evidence to the Engineer, or
- (b)
 - (i) satisfies the Engineer in writing that the Contractor is reasonably entitled to withhold or refuse to pay these amounts, and
 - (ii) submits to the Engineer reasonable evidence that the nominated Subcontractor has been notified of the Contractor's entitlement,

then the Employer may (at his sole discretion) pay, direct to the nominated Subcontractor, part or all of such amounts previously certified (less applicable deductions) as are due to the nominated Subcontractor and for which the Contractor has failed to submit the evidence described in sub-paragraphs (a) or (b) above. The Contractor shall then repay, to the Employer, the amount which the nominated Subcontractor was directly paid by the Employer.

K RIDE

6	Staff and Labour
---	------------------

6.1 Engagement of Staff and Labour

Except as otherwise stated in the Specification, the Contractor shall make arrangements for the engagement of all staff and labour, local or otherwise, and for their payment, housing, feeding and transport.

The Contractor is encouraged, to the extent practicable and reasonable, to employ staff and labor with appropriate qualifications and experience from sources within the Country.

6.2 Rates of Wages and Conditions of Labour

The Contractor shall pay rates of wages, and observe conditions of labour, which are not lower than those established for the trade or industry where the work is carried out. If no established rates or conditions are applicable, the Contractor shall pay rates of wages and observe conditions which are not lower than the general level of wages and conditions observed locally by employers whose trade or industry is similar to that of the Contractor.

If the Employer is obliged to provide amenities or arrange payment of wages to contract labour employed by the contractor either directly or through sub contractor under the contract on account of failures on the part the contractor to provide the amenities and / or arrange payment of wages to the contract labour as required of him under the provision of the said act / rules made there under, the Engineer/Employer shall be at liberty without prejudice to the rights of Engineer/Employer under Section 20(2) and 21(4) of the contract labour (Regulation and Abolition) Act 1970 to recover the whole or part of the expenditure so incurred on the wages so paid by the Engineer/Employer/Railway from the security deposit and/or from any sum or sums due to the contractor whether under this contract or any other contract.

The Contractor shall inform the Contractor's Personnel about their liability to pay personal income taxes in the Country in respect of such of their salaries, wages, allowances, and any benefits as are subject to taxes under the Laws of the Country for the time being in force, and the Contractor shall perform such duties in regard to such deductions thereof as may be imposed on him by such Laws.

The Contractor shall keep the Employer indemnified in case any action is taken against the Employer by the competent authority on account of contravention of any of the provisions of any Act or rules made there-under, regulation or notifications including amendment. If the Employer is caused to pay or reimburse, such amounts as may be necessary to cause or observe, or for non-observance of the provisions stipulated in the notifications/bye laws/Acts/Rules/ regulations including amendments, if any, on the part of the Contractor, the Engineer/Employer shall have the right to deduct any money due to the contractor including his amount of performance security. The Employer/Engineer shall also have right to recover from the Contractor any sum required or estimated to be required for making good the loss or damage suffered by the Employer.

The employees of the Contractor and the Sub-Contractor in no case shall be treated as the employees of the Employer at any point of time.

The Contractor shall duly comply with the provisions of the Apprentices Act 1961 (III of 1961), the rules made there under and the orders that may be issued from time to time under the said Act and the said Rules and on his failure or neglect to do so he shall be subject to all liabilities provide by the said Act and said Rules.

The Contractor and his Sub Contractors shall comply with all applicable Labour Laws, and should not employ Child Labour for construction and maintenance activities. The Contractor shall provide appropriate facilities for children in Construction Camp sites.

The Contractors shall not differentiate wages between men and women for work of equal value.

6.3 Persons in the Service of Employer

The Contractor shall not recruit, or attempt to recruit, staff and labour from amongst persons in the service of the Employer or the Engineer.

6.4 Labour Laws

The Contractor shall comply with all the relevant labour Laws applicable to the Contractor's Personnel, including Laws relating to their employment, health, safety, welfare, immigration, and emigration, and shall allow them all their legal rights. The contractor and his sub-contractors shall be responsible to ensure at his own cost, compliance 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 sub-contractors or petty contractors on the works which shall include all the acts listed in Appendix – 1 but not limited to the same.

The Contractor shall require his employees to obey all applicable Laws, including those concerning safety at work.

During continuance of the Contract, the Contractor and his Sub-Contractors shall abide at all times by all existing labour enactments and rules made thereunder, regulations, notifications and bye laws of the State or Central government or local authority and any other labour laws (including rules), regulations, bye laws that may be passed or notification that may be issued under any labour law in future either by the State or the Central Government or the local authority. Salient features of some of the major labour laws that are applicable to construction industry are given in Appendix 1 to these Conditions of Contract.

6.5 Working Hours

No work shall be carried out on the Site on locally recognised days of rest, or outside the normal working hours stated in the Contract Data, unless:

- (a) otherwise stated in the Contract,
- (b) the Engineer gives consent, or
- (c) the work is unavoidable, or necessary for the protection of life or property or for the safety of the Works, in which case the Contractor shall immediately advise the Engineer.

6.6 Facilities for Staff and Labour

Except as otherwise stated in the Specification, the Contractor shall provide and maintain all necessary accommodation and welfare facilities for the Contractor's Personnel. The Contractor shall also provide facilities for the Employer's Personnel as stated in the Specification.

The Contractor shall not permit any of the Contractor's Personnel to maintain any temporary or permanent living quarters within the structures forming part of the Permanent Works.

6.7 Health and Safety

The Contractor shall at all times take all reasonable precautions to maintain the health and safety of the Contractor's Personnel. In collaboration with local health authorities, the Contractor shall ensure that medical staff, first aid facilities, sick bay and a standing arrangement for ambulance service are available at a phone call at all times at the Site and at any accommodation for Contractor's and Employer's Personnel, and that suitable arrangements are made for all necessary welfare and hygiene requirements and for the prevention of epidemics.

In the event of any outbreak of illness of an epidemic nature, the Contractor shall comply with and carry out such regulations, orders and requirements as may be made by the Government or the local medical or sanitary authorities, for the purpose of dealing with and overcoming the same. The Contractor shall appoint an accident prevention officer at the Site, responsible for maintaining safety and protection against accidents. This person shall be qualified for this responsibility, and shall have the authority to issue instructions and take protective measures to prevent accidents. Throughout the execution of the Works, the Contractor shall provide whatever is required by this person to exercise this responsibility and authority.

The Contractor shall send, to the Engineer, details of any accident as soon as practicable after its occurrence.

HIV-AIDS Prevention. The Contractor shall conduct an HIV-AIDS awareness programme via an approved service provider, and shall undertake such other measures as are specified in this Contract to reduce the risk of the transfer of the HIV virus between and among the Contractor's Personnel and the local community, to promote early diagnosis and to assist affected individuals.

Epidemics

In the event of any outbreak of illness of an epidemic nature, the Contractor shall comply with and carry out such regulations, orders and requirements as may be made by the Government or the local medical or sanitary authorities, for the purpose of dealing with and overcoming the same.

Records of Safety and Health

The Contractor shall maintain such records and make such reports concerning safety, health and welfare of persons and damage to property as the Engineer may from time to time prescribe.

Submission of Returns: :

The contractor shall be responsible for timely submission of all returns and statements to the concerned authorities in full compliance of all rules, bye-laws and regulations for the time being in force.

The Contractor shall throughout the contract (including the Defects Notification Period): (i) conduct Information, Education and Consultation Communication (IEC) campaigns, at least every other month, addressed to all the Site staff and labor (including all the Contractor's employees, all Sub-Contractors and Consultants' employees, and all truck drivers and crew making deliveries to Site for construction activities) and to the immediate local communities, concerning the risks, dangers and impact, and appropriate avoidance behavior with respect to of Sexually Transmitted Diseases (STD)—or Sexually

Transmitted Infections (STI) in general and HIV/AIDS in particular; (ii) provide male or female condoms for all Site staff and labor as appropriate; and (iii) provide for STI and HIV/AIDS screening, diagnosis, counseling and referral to a dedicated national STI and HIV/AIDS program, (unless otherwise agreed) of all Site staff and labor.

The Contractor shall include in the program to be submitted for the execution of the Works under Sub-Clause 8.3 an alleviation program for Site staff and labour and their families in respect of Sexually Transmitted Infections (STI) and Sexually Transmitted Diseases (STD) including HIV/AIDS. The STI, STD and HIV/AIDS alleviation program shall indicate when, how and at what cost the Contractor plans to satisfy the requirements of this Sub-Clause and the related specification. For each component, the program shall detail the resources to be provided or utilized and any related sub-contracting proposed. The program shall also include provision of a detailed cost estimate with supporting documentation. Payment to the Contractor for preparation and implementation this program shall not exceed the Provisional Sum dedicated for this purpose.

6.8 Contractor's Superintendence

Throughout the execution of the Works, and as long thereafter as is necessary to fulfil the Contractor's obligations, the Contractor shall provide all necessary superintendence to plan, arrange, direct, manage, inspect and test the work.

Superintendence shall be given by a sufficient number of persons having adequate knowledge of the language for communications (defined in Sub-Clause 1.4 [Law and Language]) and of the operations to be carried out (including the methods and techniques required, the hazards likely to be encountered and methods of preventing accidents), for the satisfactory and safe execution of the Works.

The Contractor shall employ the key personnel named in the Schedule of Personnel as referred to in the Contract Data to carry out the functions stated in the Schedule or other personnel approved by the Engineer. The Engineer will approve any proposed replacement of key personnel only if their qualifications, abilities and relevant experience are substantially equal to or better than those of the personnel listed in the Schedule.

The Contractor shall not employ any retired government Gazetted officer, who has either not completed one year after the date of retirement, or has not obtained permission to employment with the Contractor.

6.9 Contractor's Personnel

The Contractor's Personnel shall be appropriately qualified, skilled and experienced in their respective trades or occupations. The Engineer may require the Contractor to remove (or cause to be removed) any person employed on the Site or Works, including the Contractor's Representative if applicable, who:

- (a) persists in any misconduct or lack of care,
- (b) carries out duties incompetently or negligently,
- (c) fails to conform with any provisions of the Contract, or
- (d) persists in any conduct which is prejudicial to safety, health, or the protection of the environment.

If the Engineer asks the Contractor to remove a person who is a member of the Contractor's staff or his work force stating the reasons, the Contractor shall ensure that the person leaves the Site within seven (7) days and has no further connection with the work in the Contract. The replacement person shall be appointed within fourteen (14) days of the notification by the Engineer.

A reasonable proportion of the Contractor's Superintending Staff shall have a working knowledge of the English language or the Contractor shall have available on site at all times a sufficient number of competent interpreters to ensure the proper transmission of instructions and information. If appropriate, the Contractor shall then appoint (or cause to be appointed) a suitable replacement person.

6.10 Records of Contractor's Personnel and Equipment

The Contractor shall submit, to the Engineer, details showing the number of each class of Contractor's Personnel and of each type of Contractor's Equipment on the Site. Details shall be submitted each calendar month, in a form approved by the Engineer, until the Contractor has completed all work which is known to be outstanding at the completion date stated in the Taking-Over Certificate for the Works.

6.11 Disorderly Conduct

The Contractor shall at all times take all reasonable precautions to prevent any unlawful, riotous or disorderly conduct by or amongst the Contractor's Personnel, and to preserve peace and protection of persons and property on and near the Site.

6.12 Foreign Personnel

The Contractor may bring in to the country any foreign personnel who are necessary for the execution of the Works to the extent allowed by the applicable Laws. The Contractor shall ensure that these personnel are provided with the required residence visas and work permits. The Employer will, without any financial liability, if requested by the Contractor, use his best endeavours in a timely and expeditious manner to assist the Contractor in obtaining any local, state, national, or government permission required for bringing in the Contractor's personnel.

The Contractor shall be responsible for the return of these personnel to the place where they were recruited or to their domicile. In the event of the death in the Country of any of these personnel or members of their families, the Contractor shall similarly be responsible for making the appropriate arrangements for their return or burial. Contractor shall also be responsible for any legal liabilities during their stay.

6.13 Supply of Foodstuffs

The Contractor shall arrange for the provision of a sufficient supply of suitable food as may be stated in the Specification at reasonable prices for the Contractor's Personnel for the purposes of or in connection with the Contract.

6.14 Supply of Water

The Contractor shall, having regard to local conditions, provide on the Site an adequate supply of drinking and other water for the use of the Contractor's Personnel.

6.15 Measures against Insect and Pest Nuisance

The Contractor shall at all times take the necessary precautions to protect the Contractor's Personnel employed on the Site from insect and pest nuisance, and to reduce their danger to health. The Contractor shall comply with all the regulations of the local health authorities, including use of appropriate insecticide.

The Contractor shall provide his staff and labour with suitable prophylactics for the prevention of malaria, and take steps to prevent the formation of stagnant pools of water. He shall comply with all the regulations of the local health authorities in these respects and shall in particular arrange to spray thoroughly with approved insecticides all buildings erected on the site such treatment shall be carried out at least once a year or as instructed by the Engineer. The Contractor shall warn his staff and labour of the dangers of diseases like Malaria, Filaria and other contagious diseases etc. and also Scorpions, Snakes, Wild animals etc. and preventive actions required to be taken by the labour and staff.

6.16 Alcoholic Liquor or Drugs

The Contractor shall not, otherwise than in accordance with the Laws of the Country, import, sell, give barter or otherwise dispose of any alcoholic liquor or drugs, or permit or allow importation, sale, gift barter or disposal thereto by Contractor's Personnel.

6.17 Arms and Ammunition

The Contractor shall not give, barter, or otherwise dispose of, to any person, any arms or ammunition of any kind, or allow Contractor's Personnel to do so.

6.18 Festivals and Religious Customs

The Contractor shall respect the Country's recognized festivals, days of rest and religious or other customs.

6.19 Funeral Arrangements

The Contractor shall be responsible, to the extent required by local regulations, for making any funeral arrangements for any of his local employees who may die while engaged upon the Works.

6.20 Prohibition of Forced or Compulsory Labour

The contractor shall not employ "forced or compulsory labour" in any form. "Forced or compulsory labour" consists of all work or service, not voluntarily performed, that is extracted from an individual under threat of force or penalty.

6.21 Prohibition of Harmful Child Labour

The Contractor shall not employ any child to perform any work that is economically exploitative, or is likely to be hazardous to, or to interfere with, the child's education, or to be harmful to the child's health or physical, mental, spiritual, moral, or social development.

6.22 Employment Records of Workers

The Contractor shall keep complete and accurate records of the employment of labour at the Site. The records shall include the names, ages, genders, hours worked and wages paid to all workers. These records shall be summarized on a monthly basis and shall be available for inspection by the Engineer during normal working hours. These records shall be included in the details to be submitted by the Contractor under Sub-Clause 6.10 [Records of Contractor's Personnel and Equipment].

- (j) In addition to the above, the Contractor shall register his firm/company etc. on website 'www.shramikkalyan.indianrailways.gov.in' and upload requisite details of labour and their payment in this portal. These details shall be available in public domain. The Registration/ updation on 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. Employer/Engineer shall approve the contractor's registration in the portal within 7 days of receipt of such request.
 - (b) Contractor once approved by any Employer/Engineer, can create password with login ID (PAN No.) for subsequent use of portal for all LoAs issued in his favour.
 - (c) The contractor once registered on the portal, shall provide details of his Letter of Acceptances (LoA) / Contract Agreements on shramikkalyan portal within 15 days of issue of any LoA for approval of concerned Employer/Engineer. Employer/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 Employer/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 'Interim Payment Certificate' or 'Final Payment Certificate' 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."

7	Plant, Materials and Workmanship
----------	---

7.1 Manner of Execution

The Contractor shall carry out the manufacture of Plant, the production and manufacture of Materials, and all other execution of the Works:

- (a) in the manner (if any) specified in the Contract,
- (b) in a proper workmanlike and careful manner, in accordance with recognised good practice, and
- (c) with properly equipped facilities and non-hazardous Materials, except as otherwise specified in the Contract.

7.2 Samples

The Contractor shall submit the following samples of Materials, and relevant information, to the Engineer for consent prior to using the Materials in or for the Works:

- (a) manufacturer's standard samples of Materials and samples specified in the Contract, all at the Contractor's cost, and
- (b) additional samples instructed by the Engineer as a Variation.

Each sample shall be labelled as to origin and intended use in the Works.

7.3 Inspection

The Employer's Personnel shall at all reasonable times:

- (a) have full access to all parts of the Site and to all places from which natural Materials are being obtained, and
- (b) during production, manufacture and construction (at the Site and elsewhere), be entitled to examine, inspect, measure and test the materials and workmanship, and to check the progress of manufacture of Plant and production and manufacture of Materials.

The Contractor shall give the Employer's Personnel full opportunity to carry out these activities, including providing access, facilities, permissions and safety equipment. No such activity shall relieve the Contractor from any obligation or responsibility.

The Contractor shall give notice to the Engineer whenever any work is ready and before it is covered up, put out of sight, or packaged for storage or transport. The Engineer shall then either carry out the examination, inspection, measurement or testing without unreasonable delay, or promptly give notice to the Contractor that the Engineer does not require to do so. If the Contractor fails to give the notice, he shall, if and when required by the Engineer, uncover the work and thereafter reinstate and make good, all at the Contractor's cost.

K RIDE

7.4 Testing

This Sub-Clause shall apply to all tests specified in the Contract, other than the Tests after Completion (if any).

The Contractor shall provide all apparatus, assistance, documents and other information, electricity, equipment, fuel, consumables, instruments, labour, materials, and suitably qualified and experienced staff, as are necessary to carry out the specified tests efficiently. The Contractor shall agree, with the Engineer, the time and place for the specified testing of any Plant, Materials and other parts of the Works.

The Engineer may, under Clause 13 [Variations and Adjustments], vary the location or details of specified tests, or instruct the Contractor to carry out additional tests. If these varied or additional tests show that the tested Plant, Materials or workmanship is not in accordance with the Contract, the cost of carrying out this Variation shall be borne by the Contractor, notwithstanding other provisions of the Contract.

The Engineer shall give the Contractor not less than 24 hours' notice of the Engineer's intention to attend the tests. If the Engineer does not attend at the time and place agreed, the Contractor may proceed with the tests, unless otherwise instructed by the Engineer, and the tests shall then be deemed to have been made in the Engineer's presence.

If the Contractor suffers delay and/or incurs Cost from complying with these instructions or as a result of a delay for which the Employer is responsible, the Contractor shall give notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price.

After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

The Contractor shall promptly forward to the Engineer duly certified reports of the tests. When the specified tests have been passed, the Engineer shall endorse the Contractor's test certificate, or issue a certificate to him, to that effect. If the Engineer has not attended the tests, he shall be deemed to have accepted the readings as accurate.

7.5 Rejection

If, as a result of an examination, inspection, measurement or testing, any Plant, Materials or workmanship is found to be defective or otherwise not in accordance with the Contract, the Engineer may reject the Plant, Materials or workmanship by giving notice to the Contractor, with reasons. The Contractor shall then promptly make good the defect and ensure that the rejected item complies with the Contract.

If the Engineer requires this Plant, Materials or workmanship to be retested, the tests shall be repeated under the same terms and conditions. If the rejection and retesting cause the Employer to incur additional costs, the Contractor shall subject to Sub-Clause 2.5 [Employer's Claims] pay these costs to the Employer.

7.6 Remedial Work

Notwithstanding any previous test or certification, the Engineer may instruct the Contractor to:

- (a) remove from the Site and replace any Plant or Materials which is not in accordance with the Contract,
- (b) remove and re-execute any other work which is not in accordance with the Contract, and
- (c) execute any work which is urgently required for the safety of the Works, whether because of an accident, unforeseeable event or otherwise.

The Contractor shall comply with the instruction within a reasonable time, which shall be the time (if any) specified in the instruction, or immediately if urgency is specified under sub-paragraph (c).

If the Contractor fails to comply with the instruction, the Employer shall be entitled to employ and pay other persons to carry out the work. Except to the extent that the Contractor would have been entitled to payment for the work, the Contractor shall subject to Sub-Clause 2.5 [Employer's Claims] pay to the Employer all costs arising from this failure.

7.7 Ownership of Plant and Materials

Each item of Plant and Materials shall, to the extent consistent with the Laws of the Country, become the property of the Employer at whichever is the earlier of the following times, free from liens and other encumbrances:

- (a) when it is delivered to the Site;
- (b) when the Contractor is entitled to payment of the value of the Plant and Materials under Sub-Clause 8.10 [Payment for Plant and Materials in Event of Suspension].

Unless otherwise stated in the Specification, the Contractor shall pay all royalties, rents and other payments for:

- (a) natural Materials obtained from outside the Site, and
- (b) the disposal of material from demolitions and excavations and of other surplus material (whether natural or man-made), except to the extent that disposal areas within the Site are specified in the Contract.

8	Commencement, Delay and Suspension
----------	---

8.1 Commencement of Works

The Engineer shall give the Contractor not less than 7 days' notice of the Commencement Date. Unless otherwise stated in the Special Conditions of Contract, the Commencement Date shall be within the number of days after the Contractor receives the Letter of Acceptance as specified in Contract Data.

The Contractor shall commence the execution of the Works as soon as is reasonably practicable after the Commencement Date, and shall then proceed with the Works with due expedition and without delay.

8.2 Time for Completion

The Contractor shall complete the whole of the Works, and each Section (if any), within the Time for Completion for the Works or Section (as the case may be), including:

- (a) achieving the passing of the Tests on Completion, and
- (b) completing all work which is stated in the Contract as being required for whole of the Works or Section(s) to be considered to be completed for the purposes of taking-over under Sub-Clause 10.1 [Taking Over of the Works and Sections].
- (c) The date of completion for works described in this sub-clause, shall be the earliest of the following :
 - (i) The date CRS recommends opening of the Section(s) for public carriage of passengers to Central Government, for speeds of not less than 75% of the designed operating speeds or,
 - (ii) The date CRS authorises the Railway Administration for opening of Section(s), subject to sanction of the Central Government for speeds of not less than 75% of the designed operating speeds, or,
 - (iii) The date CRS authorizes/sanctions opening of Section(s) without inspection.

8.3 Programme

The Contractor shall submit a detailed time programme to the Engineer within 28 days after receiving the notice under Sub-Clause 8.1 [*Commencement of Works*]. The program shall include the physical and Financial Progress vis-à-vis program and forecast cash flow adopting Project Management Software Primavera/Sure Track/MS Project or as mutually agreed. 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 or with the Contractor's obligations. Each programme shall include:

- (a) the order in which the Contractor intends to carry out the Works, including the anticipated timing of each stage of design (if any), Contractor's Documents, procurement, manufacture of Plant, delivery to Site, construction, erection and testing,
- (b) each of these stages for work by each nominated Subcontractor (as defined in Clause 5 [Nominated Subcontractors]),
- (c) the sequence and timing of inspections and tests specified in the Contract, and
- (d) a supporting report which includes:
 - (i) a general description of the methods which the Contractor intends to adopt, and of the major stages, in the execution of the Works, and
 - (ii) details showing the Contractor's reasonable estimate of the number of each class of Contractor's Personnel and of each type of Contractor's 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 Employer's Personnel shall be entitled to rely upon the programme when planning their activities.

The Contractor shall promptly give notice to the Engineer of specific probable future events or circumstances which may adversely affect the work, increase the Contract Price or delay the execution of the Works. The Engineer may require the Contractor to submit an estimate of the anticipated effect of the future event or circumstances, and/or a proposal under Sub-Clause 13.3 [Variation Procedure].

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.

8.4 Extension of Time for Completion

The Contractor shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to an extension of the Time for Completion if and to the extent that completion for the purposes of Sub-Clause 10.1 [Taking-Over of the Works and Sections] is or will be delayed by any of the following causes:

- (a) a Variation (unless an adjustment to the Time for Completion has been agreed under Sub-Clause 13.3 [Variation Procedure]) or other substantial change in the quantity of an item of work included in the Contract,
- (b) a cause of delay giving an entitlement to extension of time under a Sub-Clause of these Conditions,
- (c) exceptionally adverse climatic conditions,
- (d) Unforeseeable shortages in the availability of personnel or Goods caused by epidemic or governmental actions, or
- (e) any delay, impediment or prevention caused by or attributable to the Employer, the Employer's Personnel, or the Employer's other contractors.

If the Contractor considers himself to be entitled to an extension of the Time for Completion, the Contractor shall give notice to the Engineer in accordance with Sub-Clause 20.1 [Contractor's Claims]. When determining each extension of time under Sub-Clause 20.1, the Engineer shall review previous determinations and may increase, but shall not decrease, the total extension of time.

8.5 Delays Caused by Authorities

If the following conditions apply, namely:

- (a) the Contractor has diligently followed the procedures laid down by the relevant legally constituted public authorities in the Country,
- (b) these authorities delay or disrupt the Contractor's work, and
- (c) the delay or disruption was Unforeseeable,

then this delay or disruption will be considered as a cause of delay under sub-paragraph (b) of Sub-Clause 8.4 [Extension of Time for Completion].

8.6 Rate of Progress

If, at any time:

- (a) actual progress is too slow to complete within the Time for Completion, and/or
- (b) progress has fallen (or will fall) behind the current programme under Sub-Clause 8.3 [Programme],

other than as a result of a cause listed in Sub-Clause 8.4 [Extension of Time for Completion], then the Engineer may instruct the Contractor to submit, under Sub-Clause 8.3 [Programme], a revised programme and supporting report describing the revised methods which the Contractor proposes to adopt in order to expedite progress and complete within the Time for Completion.

Unless the Engineer notifies otherwise, the Contractor shall adopt these revised methods, which may require increases in the working hours and/or in the numbers of Contractor's Personnel and/or Goods, at the risk and cost of the Contractor. If these revised methods cause the Employer to incur additional costs, the Contractor shall subject to Sub-Clause 2.5 [Employer's Claims] pay these costs to the Employer, in addition to delay damages (if any) under Sub-Clause 8.7 below.

K RIDE

8.7 Extension of Time for Completion with Delay Damages

If the Contractor fails to comply with Sub-Clause 8.2 [Time for Completion for entire work or for specified section wise completion period], and he is not entitled to an extension of time under sub clause 8.4 then the employer may grant extension of time with delay damage in such case, the Contractor shall subject to Sub-Clause 2.5 [Employer's Claims] pay delay damages to the Employer for this default. These delay damages shall be the sum stated in the Contract Data, which shall be paid for every day which shall elapse between the relevant Time for Completion and the date stated in the Taking-Over Certificate. However, the total amount due under this Sub-Clause shall not exceed the maximum amount of delay damages (if any) stated in the Contract Data.

Further, if the contractor fails to achieve physical/financial targets as per the agreed programme for a consecutive period of 3 months without any valid reasons, other than attributable to the contractor, a provisional recovery of delay damages shall be made from the next interim payment certificate @ 1/10th of the sum of delay damages stated in the contract data, for the entire period of 3 months. Such recovery shall continue from the further interim payment certificates till the contractor is able to make good the shortfall and achieve the cumulative targets as per agreed programme. On achieving the cumulative progress targets as per agreed programme, the entire amount recovered till that month, shall be refunded to the contractor in the next interim payment certificate. In case the contractor is unable to make good the shortfall and achieve the cumulative targets resulting in delay in completion of the project, then the provisional recoveries made shall be adjusted against the delay damages to be finally imposed on the contractor.

These delay damages shall be the only damages due from the Contractor for such default, other than in the event of termination under Sub-Clause 15.2 [Termination by Employer] prior to completion of the Works. These damages shall not relieve the Contractor from his obligation to complete the Works, or from any other duties, obligations or responsibilities which he may have under the Contract.

8.8 Suspension of Work

The Engineer may at any time instruct the Contractor to suspend progress of part or all of the Works. During such suspension, the Contractor shall protect, store and secure such part or the Works against any deterioration, loss or damage.

The Engineer may also notify the cause for the suspension. If and to the extent that the cause is notified and is the responsibility of the Contractor, the following Sub-Clauses 8.9, 8.10 and 8.11 shall not apply.

8.9 Consequences of Suspension

If the Contractor suffers delay and/or incurs Cost from complying with the Engineer's instructions under Sub-Clause 8.8 [Suspension of Work] and/or from resuming the work, the Contractor shall give notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price.

After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

The Contractor shall not be entitled to an extension of time for, or to payment of the Cost incurred in, making good the consequences of the Contractor's faulty design, workmanship or materials, or of the Contractor's failure to protect, store or secure in accordance with Sub-Clause 8.8 [Suspension of Work].

8.10 Payment for Plant and Materials in Event of Suspension

The Contractor shall be entitled to payment of the value (as at the date of suspension) of Plant and/or Materials, if:

- (a) the work on Plant or delivery of Plant and/or Materials has been suspended for more than 28 days,
- (b) the Contractor has marked the Plant and/or Materials as the Employer's property in accordance with the Engineer's instructions, and
- (c) Such materials or plant is received at site.

8.11 Prolonged Suspension

If the suspension under Sub-Clause 8.8 [Suspension of Work] has continued for more than 84 days, the Contractor may request the Engineer's permission to proceed. If the Engineer does not give permission within 28 days after being requested to do so, the Contractor may, by giving notice to the Engineer, treat the suspension as an omission under Clause 13 [Variations and Adjustments] of the affected part of the Works. If the suspension affects the whole of the Works, the Contractor may give notice of termination under Sub-Clause 16.2 [Termination by Contractor].

8.12 Resumption of Work

After the permission or instruction to proceed is given, the Contractor and the Engineer shall jointly examine the Works and the Plant and Materials affected by the suspension. The Contractor shall make good any deterioration or defect in or loss of the Works or Plant or Materials, which has occurred during the suspension.

K RIDE

8.13 Bonus for early completion:

If the Contractor achieves completion of the whole of the Works or any section(s) prior to the intended Completion Date prescribed in Contract data (Extension of time pursuant to Clause 8.4 or any other clause of these conditions will not be considered), the Employer shall pay to the Contractor a sum stated in the Contract data as bonus for early completion, for every calendar month which shall elapse between the date of completion of all items of works as stipulated in the contract, including variations ordered by the Engineer and the time prescribed in Clause 8.2. However, on handing over of the particular section for construction of OHE foundations after completing formation, turfing, side drains & protection works for the section excluding station yards but including buildings required for commissioning of the section, the section shall be considered to be substantially completed for the purposes of first stage bonus payment.

If General Manager of the Zonal Railway has signed application for opening of the section(s), such section(s) shall be treated as substantially completed on the date 45 days after the date of signing the application for the purposes of second stage bonus under this clause subject to the conditions that: -

- a) In case the CRS has authorized the opening of the section(s) within 45 days from the date of signing the application, then date of authorization shall be the date of completion.
- b) In case the CRS has not authorized opening of the section(s) after having come for inspection within 45 days from the date of signing the application, then the section(s) shall not be treated as substantially completed for the purposes of bonus under this clause.

For the purpose of calculating bonus payments, the time given in the Bid for completion of the whole works or any section(s) is fixed and unless otherwise agreed, no adjustment of the time by reasons of granting an extension of time pursuant to clause 8.4 or any other

clause of these conditions will be allowed. Any period falling short of completed month shall be ignored for the purpose of computing the period relevant for the payment of bonus.

If the Contractor achieves completion of the whole of the Works or any section(s) prior to the intended Completion Date prescribed in Contract data (Extension of time pursuant to Clause 8.4 or any other clause of these conditions will not be considered), the Employer shall pay to the Contractor a sum stated in the Contract data as bonus for early completion, for every calendar month which shall elapse between the date of completion of all items of works as stipulated in the contract, including variations ordered by the Engineer and the time prescribed in Clause 8.2. However, on completion of all PSC girder/slab bridges including protection works and successful passing of load testing but excluding linking of track, and on completion of all steel girder bridges, if any, including protection works but excluding load testing and linking of track on steel girder bridges, the section shall be considered to be substantially completed for the purposes of bonus payment under this clause. In case the particular section involves construction of steel bridges, the payment of bonus shall only be done on successful passing of load testing of steel bridges but the bonus is to be calculated from the date of substantial completion as defined above.

For the purpose of calculating bonus payments, the time given in the Bid for completion of the whole works or any section(s) is fixed and unless otherwise agreed, no adjustment of

the time by reasons of granting an extension of time pursuant to clause 8.4 or any other clause of these conditions will be allowed. Any period falling short of completed month shall be ignored for the purpose of computing the period relevant for the payment of bonus.

9	Tests on Completion
---	---------------------

9.1 Contractor's Obligations

The Contractor shall carry out the Tests on Completion in accordance with this Clause and Sub-Clause 7.4 [Testing], after providing the documents in accordance with subparagraph (d) of Sub-Clause 4.1 [Contractor's General Obligations].

The Contractor shall give to the Engineer not less than 21 days' notice of the date after which the Contractor will be ready to carry out each of the Tests on Completion. Unless otherwise agreed, Tests on Completion shall be carried out within 14 days after this date, on such day or days as the Engineer shall instruct.

In considering the results of the Tests on Completion, the Engineer shall make allowances for the effect of any use of the Works by the Employer on the performance or other characteristics of the Works. As soon as the Works, or a Section, have passed any Tests on Completion, the Contractor shall submit a certified report of the results of these Tests to the Engineer.

9.2 Delayed Tests

If the Tests on Completion are being unduly delayed by the Employer, Sub-Clause 7.4 [Testing] (fifth paragraph) and/or Sub-Clause 10.3 [Interference with Tests on Completion] shall be applicable.

If the Tests on Completion are being unduly delayed by the Contractor, the Engineer may by notice require the Contractor to carry out the Tests within 21 days after receiving the notice. The Contractor shall carry out the Tests on such day or days within that period as the Contractor may fix and of which he shall give notice to the Engineer.

If the Contractor fails to carry out the Tests on Completion within the period of 21 days, the Employer's Personnel may proceed with the Tests at the risk and cost of the Contractor. The Tests on Completion shall then be deemed to have been carried out in the presence of the Contractor and the results of the Tests shall be accepted as accurate.

9.3 Retesting

If the Works, or a Section, fail to pass the Tests on Completion, Sub-Clause 7.5 [Rejection] shall apply, and the Engineer or the Contractor may require the failed Tests, and Tests on Completion on any related work, to be repeated under the same terms and conditions.

9.4 Failure to Pass Tests on Completion

If the Works, or a Section, fail to pass the Tests on Completion repeated under Sub-Clause 9.3 [Retesting], the Engineer shall be entitled to:

- (a) order further repetition of Tests on Completion under Sub-Clause 9.3;
- (b) if the failure deprives the Employer of substantially the whole benefit of the Works or Section, reject the Works or Section (as the case may be), in which event the Employer shall have the same remedies as are provided in sub-paragraph (c) of Sub-Clause 11.4 [Failure to Remedy Defects]; or
- (c) issue a Taking-Over Certificate, if the Employer so requests.

In the event of sub-paragraph (c), the Contractor shall proceed in accordance with all other obligations under the Contract, and the Contract Price shall be reduced by such amount as shall be appropriate to cover the reduced value to the Employer as a result of this failure. Unless the relevant reduction for this failure is stated (or its method of calculation is defined) in the Contract, the Employer may require the reduction to be (i) agreed by both Parties (in full satisfaction of this failure only) and paid before this Taking-Over Certificate is issued, or (ii) determined and paid under Sub-Clause 2.5 [Employer's Claims] and Sub-Clause 3.5 [Determinations].

K RIDE

9.5 Contractor's obligations

Notwithstanding the provisions of sub-clauses 4.1, 9.1 to 9.4 the provisions in subsequent sub-clauses shall apply for works of Permanent Way, signaling and telecommunication and railway electrification excluding General Electrical Services.

- (a) The Contractor shall be responsible for the execution of temporary and/or permanent works which may require the prior sanction/approval of Commissioner of Railway Safety (CRS) in accordance with extant rules for "The Railways opening for Public Carriage of Passengers" was amended from time to time. And applicable as and when the works are undertaken. The Contractor shall initiate the process for approval at least **63** (sixty three) days prior to undertaking such works which require the approval of Commissioner of Railway Safety (CRS) and furnish draft documentation to the Engineer.
- (b) The Contractor shall ensure that existing services and operations for public carriage of passengers or goods, are not affected except those, which are essentially required to be regulated for execution of works. Such items of works shall be planned and coordinated through the Engineer.
- (c) Prior to the commencement of commercial operations of passenger traffic :
 - (i) The Contractor may have to operate locomotives, track machines and any other rolling stock for track tamping, trial runs, etc. for which track, signaling or OHE works must comply with the specifications.
 - (ii) The Employer may permit freight train operations to Railway after certification by the authorized person of Zonal Railway
 - (iii) The Contractor shall be responsible for maintaining the facilities ensuring safety of operations under (i) & (ii) above as per specifications.

10	Employer's Taking Over
----	------------------------

10.1 Taking Over of the Works and Sections

Except as stated in Sub-Clause 9.4 [Failure to Pass Tests on Completion], the Works shall be taken over by the Employer/Railway when (i) the Works have been completed in accordance with the Contract, including the matters described in Sub-Clause 8.2 [Time for Completion] and except as allowed in sub-paragraph (a) below, and (ii) a Taking-Over Certificate for the Works has been issued, or is deemed to have been issued in accordance with this Sub-Clause.

The Contractor may apply by notice to the Engineer for a Taking-Over Certificate not earlier than 14 days before the Works will, in the Contractor's opinion, be complete and ready for taking over. If the Works are divided into Sections, the Contractor may similarly apply for a Taking-Over Certificate for each Section.

In case the works are to be taken over in accordance with sub-clause 9.5, the completed works shall be taken over by the Zonal Railway with the procedure specified by the Engineer.

The Engineer shall, within 28 days after receiving the Contractor's application:

- (a) issue the Taking-Over Certificate to the Contractor, stating the date on which the Works or Section were completed in accordance with the Contract, except for any minor outstanding work and defects which will not substantially affect the use of the Works or Section for their intended purpose (either until or whilst this work is completed and these defects are remedied); or
- (b) reject the application, giving reasons and specifying the work required to be done by the Contractor to enable the Taking-Over Certificate to be issued. The Contractor shall then complete this work before issuing a further notice under this Sub-Clause.

If the Engineer fails either to issue the Taking-Over Certificate or to reject the Contractor's application within the period of 28 days, and if the Works or Section (as the case may be) are substantially in accordance with the Contract, the Taking-Over Certificate shall be deemed to have been issued on the last day of that period.

10.2 Taking Over of Parts of the Works

The Engineer may, at the sole discretion of the Employer, issue a Taking-Over Certificate for any part of the Permanent Works.

The Employer shall not use any part of the Works (other than as a temporary measure which is either specified in the Contract or agreed by both Parties) unless and until the Engineer has issued a Taking-Over Certificate for this part. However, if the Employer does use any part of the Works before the Taking-Over Certificate is issued:

- (a) the part which is used shall be deemed to have been taken over as from the date on which it is used,
- (b) the Contractor shall cease to be liable for the care of such part as from this date, when responsibility shall pass to the Employer, and
- (c) if requested by the Contractor, the Engineer shall issue a Taking-Over Certificate for this part.

After the Engineer has issued a Taking-Over Certificate for a part of the Works, the Contractor shall be given the earliest opportunity to take such steps as may be necessary to carry out any outstanding Tests on Completion. The Contractor shall carry out these Tests on Completion as soon as practicable before the expiry date of the relevant Defects Notification Period.

If the Contractor incurs Cost as a result of the Employer taking over and/or using a part of the Works, other than such use as is specified in the Contract or agreed by the Contractor, the Contractor shall (i) give notice to the Engineer and (ii) be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to payment of any such Cost, which shall be included in the Contract Price. After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine this Cost and profit.

If a Taking-Over Certificate has been issued for a part of the Works (other than a Section), the delay damages thereafter for completion of the remainder of the Works shall be reduced. Similarly, the delay damages for the remainder of the Section (if any) in which this part is included shall also be reduced. For any period of delay after the date stated in this Taking-Over Certificate, the proportional reduction in these delay damages shall be calculated as the proportion which the value of the part so certified bears to the value of the Works or Section (as the case may be) as a whole. The Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these proportions. The provisions of this paragraph shall only apply to the daily rate of delay damages under Sub-Clause 8.7 [Delay Damages], and shall not affect the maximum amount of these damages.

10.3 Interference with Tests on Completion

If the Contractor is prevented, for more than 14 days, from carrying out the Tests on Completion by a cause for which the Employer/Engineer/other Contractors of the Employer, are responsible, the Employer shall be deemed to have taken over the Works or Section (as the case may be) on the date when the Tests on Completion would otherwise have been completed.

The Engineer shall then issue a Taking-Over Certificate accordingly, and the Contractor shall carry out the Tests on Completion as soon as practicable, before the expiry date of the Defects Notification Period. The Engineer shall require the Tests on Completion to be carried out by giving 14 days' notice and in accordance with the relevant provisions of the Contract.

If the Contractor suffers delay and/or incurs Cost as a result of this delay in carrying out the Tests on Completion, the Contractor shall give notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price.

After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

10.4 Surfaces Requiring Reinstatement

Except as otherwise stated in a Taking-Over Certificate, a certificate for a Section or part of the Works shall not be deemed to certify completion of any ground or other surfaces requiring reinstatement.

K RIDE

11	Defects Liability
----	-------------------

11.1 Completion of Outstanding Work and Remedying Defects

In order that the Works and Contractor's Documents, and each Section, shall be in the condition required by the Contract (fair wear and tear excepted) by the expiry date of the relevant Defects Notification Period or as soon as practicable thereafter, the Contractor shall:

- (a) complete any work which is outstanding on the date stated in a Taking-Over Certificate, within such reasonable time as is instructed by the Engineer, and
- (b) execute all work required to remedy defects or damage, as may be notified by (or on behalf of) the Employer on or before the expiry date of the Defects Notification Period for the Works or Section (as the case may be).

If a defect appears or damage occurs, the Contractor shall be notified accordingly, by (or on behalf of) the Employer.

11.2 Cost of Remedying Defects

All work referred to in sub-paragraph (b) of Sub-Clause 11.1 [Completion of Outstanding Work and Remedying Defects] shall be executed at the risk and cost of the Contractor, if and to the extent that the work is attributable to:

- (a) any design for which the Contractor is responsible,
- (b) Plant, Materials or workmanship not being in accordance with the Contract, or
- (c) failure by the Contractor to comply with any other obligation.

If and to the extent that such work is attributable to any other cause, the Contractor shall be notified promptly by (or on behalf of) the Employer, and Sub-Clause 13.3 [Variation Procedure] shall apply

11.3 Extension of Defects Notification Period

The Employer shall be entitled subject to Sub-Clause 2.5 [Employer's Claims] to an extension of the Defects Notification Period for the Works or a Section if and to the extent that the Works, Section or a major item of Plant (as the case may be, and after taking over) cannot be used for the purposes for which they are intended by reason of a defect or damage. However, a Defects Notification Period shall not be extended by more than two years.

If delivery and/or erection of Plant and/or Materials was suspended under Sub-Clause 8.8 [Suspension of Work] or Sub-Clause 16.1 [Contractor's Entitlement to Suspend Work], the Contractor's obligations under this Clause shall not apply to any defects or damage occurring more than two years after the Defects Notification Period for the Plant and/or Materials would otherwise have expired.

11.4 Failure to Remedy Defects

If the Contractor fails to remedy any defect or damage within a reasonable time, a date may be fixed by (or on behalf of) the Employer, on or by which the defect or damage is to be remedied. The Contractor shall be given reasonable notice of this date.

If the Contractor fails to remedy the defect or damage by this notified date and this remedial work was to be executed at the cost of the Contractor under Sub-Clause 11.2 [Cost of Remedying Defects], the Employer may (at his option):

- (a) Carry out the work himself or by others, in a reasonable manner and at the Contractor's cost, but the Contractor shall have no responsibility for this work; and the Contractor shall subject to Sub-Clause 2.5 [Employer's Claims] pay to the Employer the costs reasonably incurred by the Employer in remedying the defect or damage;
- (b) require the Engineer to agree or determine a reasonable reduction in the Contract Price in accordance with Sub-Clause 3.5 [Determinations]; or
- (c) if the defect or damage deprives the Employer of substantially the whole benefit of the Works or any major part of the Works, terminate the Contract as a whole, or in respect of such major part which cannot be put to the intended use. Without prejudice to any other rights, under the Contract or otherwise, the Employer shall then be entitled to recover all sums paid for the Works or for such part (as the case may be), plus financing costs and the cost of dismantling the same, clearing the Site and returning Plant and Materials to the Contractor.

11.5 Removal of Defective Work

If the defect or damage cannot be remedied expeditiously on the Site and the Employer gives consent, the Contractor may remove from the Site for the purposes of repair such items of Plant as are defective or damaged. This consent may require the Contractor to increase the amount of the Performance Security by the full replacement cost of these items, or to provide other appropriate security.

11.6 Further Tests

If the work of remedying of any defect or damage may affect the performance of the Works, the Engineer may require the repetition of any of the tests described in the Contract. The requirement shall be made by notice within 28 days after the defect or damage is remedied.

These tests shall be carried out in accordance with the terms applicable to the previous tests, except that they shall be carried out at the risk and cost of the Party liable, under Sub-Clause 11.2 [Cost of Remedying Defects], for the cost of the remedial work.

11.7 Right of Access

Until the Performance Certificate has been issued, the Contractor shall have such right of access to the Works as is reasonably required in order to comply with this Clause, except as may be inconsistent with the Employer's reasonable security restrictions.

11.8 Contractor to Search

The Contractor shall, if required by the Engineer, search for the cause of any defect, under the direction of the Engineer. Unless the defect is to be remedied at the cost of the Contractor under Sub-Clause 11.2 [Cost of Remedying Defects], the Cost of the search shall be agreed or determined by the Engineer in accordance with Sub-Clause 3.5 [Determinations] and shall be included in the Contract Price.

11.9 Performance Certificate

Performance of the Contractor's obligations shall not be considered to have been completed until the Employer has issued the Performance Certificate to the Contractor, stating the date on which the Contractor completed his obligations under the Contract.

The Employer shall issue the Performance Certificate within 28 days after the latest of the expiry dates of the Defects Notification Periods, or as soon thereafter as the Contractor has supplied all the Contractor's Documents and completed and tested all the Works, including remedying any defects.

Only the Performance Certificate shall be deemed to constitute acceptance of the Works.

11.10 Unfulfilled Obligations

After the Performance Certificate has been issued, each Party shall remain liable for the fulfilment of any obligation which remains unperformed at that time. For the purposes of determining the nature and extent of unperformed obligations, the Contract shall be deemed to remain in force.

11.11 Clearance of Site

Upon receiving the Performance Certificate, the Contractor shall remove any remaining Contractor's Equipment, surplus material, wreckage, rubbish and Temporary Works from the Site.

If all these items have not been removed within 28 days after the Employer receives a copy of the Performance Certificate, the Employer may sell or otherwise dispose of any remaining items. The Employer shall be entitled to be paid the costs incurred in connection with, or attributable to, such sale or disposal and restoring the Site.

Any balance of the moneys from the sale shall be paid to the Contractor. If these moneys are less than the Employer's costs, the Contractor shall pay the outstanding balance to the Employer.

12	Measurement and Evaluation
----	----------------------------

12.1 Works to be Measured

The Works shall be measured, and valued for payment, in accordance with this Clause.

Whenever the Engineer requires any part of the Works to be measured, reasonable notice shall be given to the Contractor's Representative, who shall:

- (a) promptly either attend or send another qualified representative to assist the Engineer in making the measurement, and
- (b) supply any particulars requested by the Engineer.

If the Contractor fails to attend or send a representative, the measurement made by (or on behalf of) the Engineer shall be accepted as accurate.

Except as otherwise stated in the Contract, wherever any Permanent Works are to be measured from records, these shall be prepared by the Engineer. The Contractor shall, as and when requested, attend to examine and agree the records with the Engineer, and shall sign the same when agreed. If the Contractor does not attend, the records shall be accepted as accurate.

If the Contractor examines and disagrees the records, and/or does not sign them as agreed, then the Contractor shall give notice to the Engineer of the respects in which the records are asserted to be inaccurate. After receiving this notice, the Engineer shall review the records and either confirm or vary them. If the Contractor does not so give notice to the Engineer within 14 days after being requested to examine the records, they shall be accepted as accurate.

12.2 Method of Measurement

Except as otherwise stated in the Contract and notwithstanding local practice:

- (a) measurement shall be made of the net actual quantity of each item of the Permanent Works, and
- (b) the method of measurement shall be in accordance with the Bill of Quantities or other applicable Schedules.

K RIDE

12.3 Evaluation

Except as otherwise stated in the contract, the Engineer shall proceed in accordance with sub clause 3.5 (Determinations) to agree or determine the contract price by evaluating each item of work, applying the measurement agreed or determined in accordance with the above sub clause 12.1 and 12.2 and the appropriate rate or price for the item.

For each item of work, the appropriate rate or price for the item shall be the rate or price specified for such item in the contract or, if there is no such item, specified for similar work.

12.3.1

However, a new rate or price shall be appropriate for an item of work if :

- (a) all the following conditions are met for existing item of the contract:
- (i) the measured quantity of the item is increased by more than 50% from the quantity of this item in the Bill of Quantities or the Schedule,
 - (ii) this increase in quantity multiplied by specified rate for this item in the Bill of Quantities or the Schedule, exceeds 0.25% of the Accepted Contract Amount,
 - (iii) this item is not specified in the contract as a “fixed rate item”.

Note: New rates in case of increase in quantity of the agreement items shall be applicable to the increase in quantities beyond the quantities required to meet conditions specified under 12.3.1 (a) (i) & (ii) above.

OR

- (b) (i) the work is instructed under clause 13[Variations and Adjustments],
- (ii) no rate or price is specified in the contract for this item, and
- (iii) no specified rate or price is appropriate because the item of work is not of similar character, or is not executed under similar conditions, as any item in the contract.

OR

- (c) On passage of original completion period stipulated in the contract, if site in some stretches has not been handed over for execution of the work due to any of the reasons mentioned below:
- (i) non acquisition of land,
 - (ii) non availability of forest/wild life clearances,
 - (iii) non removal of encroachments, delay in shifting of utilities (to be shifted by other agencies) and
 - (iv) non handing over of the sites by other agencies/authorities

and the contractor otherwise has been executing the works satisfactorily on other sites, as certified by the Engineer, the contractor shall be entitled for new rates for

the items and quantities of work which could not be executed in the stretches still to be handed over. In case the progress is not satisfactory, the contractor shall not be entitled for new rates and the Employer shall have the option either to continue the work in these stretches through the same agency or get it executed through other means.

In case of entitlement for new rates, if the contractor is not willing to take up the work in these stretches, he will have the option to say so in writing or if no agreement is reached on new rates, the remaining works of such stretches shall be excluded from the scope of the contract through a variation statement. In such a case the contractor shall not be entitled for any claim or compensation on this account. The employer shall get the remaining works on these stretches executed through other means.

12.3.2

- (i) Each new rate or price for item(s) as described in sub paragraph 12.3.1 (a) & (c) above shall be derived from an assessment of the reasonable cost of executing the

work with an additional element of 15% towards overheads and profit of the Contractor.

- (ii) Each new rate or price for item(s) as described in sub paragraph 12.3.1 (b) above shall be derived from an assessment of the reasonable cost of executing the work with an additional element of 15% towards overheads and profit of the Contractor, subject to the condition that such item(s) as described in sub paragraph 12.3.1 (b) above is/are not available in the “Standard Bill of Quantities of K RIDE”.

- (iii) In case item(s) as described in sub paragraph 12.3.1 (b) above is/are available in the “Standard Bill of Quantities of K RIDE (updated upto 28 days prior to deadline for submission of bids)”, new rate or price for such items shall be the rate as available in the “Standard Bill of Quantities of K RIDE (updated upto 28 days prior to deadline for submission of bids)”, modified by the percentage above/below accepted in this contract for the respective schedule and also price variation shall be applicable in the same manner as applicable to items specified in the contract.

- (iv) The assessment of reasonable cost of executing the work (except over heads and profit which shall be 15%) shall be arrived at based on the prevailing rates and by taking guidance from the following documents. The priority of the documents shall be in accordance with the following sequence:

- a) Analysis of Unified SOR of Indian Railway;
- b) Analysis issued by MORTH;
- c) Schedule of Rates issued by CPWD;
- d) Market analysis.

- (v) If the final rate decided by the competent authority as per **K RIDE** SOP is not acceptable to the contractor, the contractor will be bound to execute the work at the rates as decided by the competent authority of **K RIDE** but he may refer the dispute in rate for settlement as per provisions of clause 20 of General Conditions of Contract. Until such time as an appropriate rate or price is agreed or determined, the Engineer shall make the Interim payment at the rate of 80% of the rate proposed by him and accepted by the Project Director (concerned GM(Civil) in charge of the project).

12.3.3

Until such time as an appropriate rate or price is agreed or determined, the Engineer shall make the Interim payment at the rate of 80% of the rate proposed by him and accepted by the Project Director (concerned GM(Civil) in charge of the project).

K RIDE

12.4 Omissions

Whenever the omission of any work forms part (or all) of a Variation, the value of which has not been agreed, if:

- (a) the Contractor will incur (or has incurred) cost which, if the work had not been omitted, would have been deemed to be covered by a sum forming part of the Accepted Contract Amount;
- (b) the omission of the work will result (or has resulted) in this sum not forming part of the Contract Price; and
- (c) this cost is not deemed to be included in the evaluation of any substituted work;

then the Contractor shall give notice to the Engineer accordingly, with supporting particulars. Upon receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine this cost, which shall be included in the Contract Price.

K RIDE

13	Variations and Adjustments
----	----------------------------

13.1 Right to Vary

Variations may be initiated by the Employer at any time prior to issuing the Taking-Over Certificate for the Works, either by an instruction or by making a request to the Contractor to submit a proposal.

The Contractor shall execute and be bound by each Variation till the price does not exceed 50% of the agreemental value as specified in letter of acceptance / original agreement. For variation beyond the above the contractor shall be bound to execute, unless the Contractor promptly gives notice to the Engineer stating (with supporting particulars) that the Contractor cannot readily obtain the Goods required for the Variation. Upon receiving this notice, the Engineer shall cancel, confirm or vary the instruction.

Each Variation may include:

- (a) changes to the quantities of any item of work included in the Contract,
- (b) changes to the quality and other characteristics of any item of work,
- (c) changes to the levels, positions and/or dimensions of any part of the Works,
- (d) omission of any work unless it is to be carried out by others,
- (e) any additional work, Plant, Materials or services necessary for the Permanent Works, including any associated Tests on Completion, boreholes and other testing and exploratory work, or
- (f) changes to the sequence or timing of the execution of the Works.

The Contractor shall not make any alteration and/or modification of the Permanent Works, unless and until the Engineer instructs or approves a Variation.

13.2 Value Engineering

The Contractor may, at any time, submit to the Engineer a written proposal which (in the Contractor's opinion) will, if adopted, (i) accelerate completion, (ii) reduce the cost to the Employer of executing, maintaining or operating the Works, (iii) improve the efficiency or value to the Employer of the completed Works, or (iv) otherwise be of benefit to the Employer.

The proposal shall be prepared at the cost of the Contractor and shall include the items listed in Sub-Clause 13.3 [Variation Procedure].

If a proposal, which is approved by the Engineer, includes a change in the design of part of the Permanent Works, then unless otherwise agreed by both Parties:

- (a) the Contractor shall design this part,
- (b) sub-paragraphs (a) to (d) of Sub-Clause 4.1 [Contractor's General Obligations] shall apply, and
- (c) if this change results in a reduction in the contract value of this part, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine a fee, which shall be included in the Contract Price. This fee shall be half (50%) of the difference between the following amounts:
 - (i) such reduction in contract value, resulting from the change, excluding adjustments under Sub-Clause 13.7 [Adjustments for Changes in Legislation] and Sub-Clause 13.8 [Adjustments for Changes in Cost], and
 - (ii) the reduction (if any) in the value to the Employer of the varied works, taking account of any reductions in quality, anticipated life or operational efficiencies.

However, if amount (i) is less than amount (ii), there shall not be a fee.

13.3 Variation Procedure

If the Engineer requests a proposal, prior to instructing a Variation, the Contractor shall respond in writing as soon as practicable, either by giving reasons why he cannot comply (if this is the case) or by submitting:

- (a) a description of the proposed work to be performed and a programme for its execution,
- (b) the Contractor's proposal for any necessary modifications to the programme according to Sub-Clause 8.3 [Programme] and to the Time for Completion, and
- (c) the evaluation of the Variation shall be as specified in Clause 12.3 Evaluation.

The Engineer shall, as soon as practicable after receiving such proposal (under Sub-Clause 13.2 [Value Engineering] or otherwise), respond with approval, disapproval or comments. The Contractor shall not delay any work whilst awaiting a response.

Each instruction to execute a Variation, with any requirements for the recording of Costs, shall be issued by the Engineer to the Contractor, who shall acknowledge receipt.

Each Variation shall be evaluated in accordance with Clause 12 [Measurement and Evaluation], unless the Engineer instructs or approves otherwise in accordance with this Clause.

13.4 Payment in Applicable Currencies

If the Contract provides for payment of the Contract Price in more than one currency, then whenever an adjustment is agreed, approved or determined as stated above, the amount payable in each of the applicable currencies shall be specified. For this purpose, reference shall be made to the actual or expected currency proportions of the Cost of the varied work, and to the proportions of various currencies specified for payment of the Contract Price.

13.5 Provisional Sums

Each Provisional Sum shall only be used, in whole or in part, in accordance with the Engineer's instructions, and the Contract Price shall be adjusted accordingly. The total sum paid to the Contractor shall include only such amounts, for the work, supplies or services to which the Provisional Sum relates, as the Engineer shall have instructed. For each Provisional Sum, the Engineer may instruct:

- (a) work to be executed (including Plant, Materials or services to be supplied) by the Contractor and valued under Sub-Clause 13.3 [Variation Procedure]; and/or
- (b) Plant, Materials or services to be purchased by the Contractor, from a nominated Subcontractor (as defined in Clause 5 [Nominated Subcontractors]) or otherwise; and for which these shall be included in the Contract Price:
 - (i) the actual amounts paid (or due to be paid) by the Contractor, and
 - (ii) a sum for overhead charges and profit, calculated as a percentage of these actual amounts by applying the relevant percentage rate (if any) stated in the appropriate Schedule. If there is no such rate, the percentage rate stated in the Contract Data shall be applied.

The Contractor shall, when required by the Engineer, produce quotations, invoices, vouchers and accounts or receipts in substantiation.

13.6 Day work

For work of a minor or incidental nature, the Engineer may instruct that a Variation shall be executed on a daywork basis. The work shall then be valued in accordance with the Daywork Schedule included in the Contract, and the following procedure shall apply. If a Daywork Schedule is not included in the Contract, this Sub-Clause shall not apply.

Before ordering Goods for the work, the Contractor shall submit quotations to the Engineer. When applying for payment, the Contractor shall submit invoices, vouchers and accounts or receipts for any Goods.

Except for any items for which the Daywork Schedule specifies that payment is not due, the Contractor shall deliver each day to the Engineer accurate statements in duplicate which shall include the following details of the resources used in executing the previous day's work:

- (a) the names, occupations and time of Contractor's Personnel,
- (b) the identification, type and time of Contractor's Equipment and Temporary Works, and
- (c) the quantities and types of Plant and Materials used.

One copy of each statement will, if correct, or when agreed, be signed by the Engineer and returned to the Contractor. The Contractor shall then submit priced statements of these resources to the Engineer, prior to their inclusion in the next Statement under Sub-Clause 14.3 [Application for Interim Payment Certificates]

13.7 Adjustments for Changes in Legislation

Contract Price shall be adjusted to take account of any increase or decrease in Cost resulting from a change in the Laws of the Country (including the introduction of new Laws and the repeal or modification of existing Laws) or in the judicial or official governmental interpretation of such Laws, made after the Base Date, which affect the Contractor in the performance of obligations under the Contract.

If the Contractor suffers (or will suffer) delay and/or incurs (or will incur) additional Cost as a result of these changes in the Laws or in such interpretations, made after the Base Date, the Contractor shall give notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price

After receiving this notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

In case there is a decrease in cost as a result of changes of Law by Legislation after the Base Date, the Engineer shall proceed in accordance with Sub Clause 3.5 (determination) to agree or determine these matters without waiting for Contractor's / Employer's Notice.

Notwithstanding the foregoing, the Contractor shall not be entitled to such an extension of time if the same shall already have been taken into account in determining an extension and such Cost shall not be separately paid if the same shall already have been taken into account in the indexing of any inputs to the table of adjustment data in accordance with the provisions of Sub-Clause 13.8.

K RIDE

13.8 Adjustment for changes in cost.

Price Variation Clause (PVC):

46A.1 Applicability: Price Variation Clause (PVC) shall be applicable only in those contracts where tender conditions specifically permit it. Materials supplied free of cost by Railway to the Contractors and any extra **NS** item(s) included in subsequent variation falling outside the purview of the Schedule of Items of tender shall fall outside the purview of Price Variation Clause. If, in any case, accepted offer includes some specific payment to be made to consultants or some materials supplied by Railway free or at fixed rate, such payments shall be excluded from the gross value of the work for the purpose of payment/recovery of price variation.

46A.2 Base Month: The Base Month for 'Price Variation Clause' shall be taken as month 28 days prior to opening of tender including extensions, if any, unless otherwise stated elsewhere. The quarter for applicability of PVC shall commence from the month following 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:
 (a) Payment/recovery for increase/decrease in GST on works contract or imposition/removal of any tax/cess on Works Contract as per Clause 37,
 (b) Payment/recovery for overall market situation as per Price Variation Clause given hereunder.

46A.4 Adjustment for variation in prices of material, labour, fuel, explosives, detonators, steel, concreting, ferrous, non-ferrous, insulators, zinc and cement shall be determined in the manner prescribed.

46A.5 Components of various items in a contract on which variation in prices be admissible, shall be Material, Labour, Fuel, Explosives & Detonators, Steel, Cement, Concreting, Ferrous, Non-ferrous, Insulator, Zinc, Erection etc. However, for fixed components, no price variations shall be admissible.

46A.6 The percentages of labour component, material component, fuel component etc. in various types of Engineering contracts shall be as under:

S. No	Component	E/Work & Minor Bridges Contracts, Ballast Supply Contracts, Tunneling Contracts (without explosive)	Tunneling Contracts (with explosives)	Major and Important Bridges Contracts	Building Contracts	Permanent Way linking Contracts (Manual)	Other Works Contracts
.							

1	Labour Component	20	20	20	40	50	20
2	Other Material Components	10	15	30	35	5	20
3	Plant Machinery & Spares	30	15	20	5	15	30
4	Fuel & Lubricants Component	25	15	15	5	15	15
5	Fixed Component*	15	15	15	15	15	15
6	Detonators & Explosive Component	-	20	-	-	-	-

* It shall not be considered for any price variation.

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

$$(i) \quad L = \frac{W \times (LQ - LB) \times LC}{LB \quad 100}$$

$$(ii) \quad M = \frac{W \times (MQ - MB) \times MC}{MB \quad 100}$$

$$(iii) \quad F = \frac{W \times (FQ - FB) \times FC}{FB \quad 100}$$

$$(iv) \quad E = \frac{W \times (EQ - EB) \times EC}{EB \quad 100}$$

$$(v) \quad PM = \frac{W \times (PMQ - PMB) \times PMC}{PMB \quad 100}$$

$$(vi) \quad S = SW \times \frac{(SQ - SB)}{SB}$$

$$(vii) \quad C = CV \times (CQ - CB) / CB$$

For Railway Electrification Works:

$$(viii) \quad T = [(CS - CO) / CO \times 0.4136] \times TC$$

$$(ix) \quad R = [(RT - RO) / RO + (ZT - ZO) / ZO \times 0.06] \times RC$$

- (x) $N = [(PT - PO) / PO] \times NC$
 (xi) $Z = [(ZT - ZO) / ZO] \times ZC$
 (xii) $I = [(IT - IO) / IT] \times 85$

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 Manufacture of machinery for mining, Quarrying and Construction
 S Amount of price variation in Steel
 C Amount of price variation in Cement
 T Amount of price variation in Concreting
 R Amount of price variation in Ferrous Items
 N Amount of price variation in Non-Ferrous Items
 Z Amount of price variation in Zinc
 I Amount of price variation in Insulator
 Lc% of Labour Component
 Mc% of Material Component
 Fc% of Fuel Component
 Ec% of Explosive Component
 PMc% of Manufacture of machinery for mining, Quarrying and Construction Component
 Tc% of Concreting Component
 Rc % of Ferrous Component

 Nc % of Non-Ferrous Component
 Zc% of Zinc Component
 W Gross value of work done by Contractor as per on-account bill(s) excluding cost of materials supplied by Railway at fixed price, minus the price values of cement and steel. This will also exclude specific payment, if any, to be made to the consultants engaged by Contractors (such payment shall be indicated in the Contractor's offer)
 LB Consumer Price Index for Industrial Workers - All India: Published in R.B.I. Bulletin for the base period
 LQ 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

MBWholesale Price Index: All commodities – as published in the R.B.I. Bulletin for the base period

MQWholesale 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

FBWholesale Price Index for the group Fuel & Power as published in the R.B.I. Bulletin for the base period

FQIndex Number of Wholesale Price Index – By Groups and Sub-Groups for the group Fuel & Power as published in the R.B.I. Bulletin for the average price index of the 3 months of the quarter under consideration

EBIndex 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.

EQ 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 average price index of 3 months of the quarter under consideration.

PMB Index number of Monthly Whole Sale Price Index for the category 'k. Manufacture of machinery for mining, quarrying and construction' under (R) MANUFACTURE OF MACHINERY AND EQUIPMENT, published by Office of Economic Adviser, Govt. of India, Ministry of Commerce & Industry, Department of Industrial Policy & Promotion (DIPP), for the base period.

PMQ Index number of Monthly Whole Sale Price Index for the category 'k. Manufacture of machinery for mining, quarrying and construction' under (R) MANUFACTURE OF MACHINERY AND EQUIPMENT, published by Office of Economic Adviser, 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.

SwGross value of steel supplied by the Contractor as per the 'on-account' bill for the month under consideration

SBIndex number of Monthly Whole Sale Price Index for the relevant category of mild steel item as mentioned in Clause 46A.9, published by Office of Economic Adviser, Govt. of India, Ministry of Commerce & Industry, Department of Industrial Policy & Promotion (DIPP); for the base period.

SQIndex number of Monthly Whole Sale Price Index for the relevant category of mild steel item as mentioned in Clause 46A.9, published by Office of Economic Adviser, Govt. of India, Ministry of Commerce & Industry, Department of Industrial Policy & Promotion (DIPP); for the average price index of the 3 months of the quarter under consideration.

CvValue of Cement supplied by Contractor as per on account bill in the quarter under

consideration

CBIndex No. of Wholesale Price Index of sub-group Cement, Lime & Plaster as published in RBI Bulletin for the base period

CQNo. 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

CSRBI wholesale price index for Cement, Lime & Plaster for the month which is six months prior to date of casting of foundation

Co RBI wholesale price index for Cement, Lime & Plaster for the month which is one month prior to date of opening of tender

R_TIEEMA price index for Iron & Steel for the month which is two months prior to date of inspection of material.

ROIEEMA price index for Iron & Steel for the month which is one month prior to date of opening of tender.

PTIEEMA price index for Copper wire bar for the month which is two months prior to date of inspection of material.

POIEEMA price index for Copper wire bar for the month which is one month prior to date of opening of tender.

ZTIEEMA price index for Zinc for the month which is two months prior to date of inspection of material

ZoIEEMA price index for Zinc for the month which is one month prior to date of opening of tender

IT RBI wholesale price index for the sub-group "other Portland and Ceramic product" for the month which is two months prior to date of inspection of material

IO RBI wholesale price index for the sub-group "other Portland and Ceramic product" for the month which is one month prior to date of opening of tender

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: Relevant categories of steel for the purpose of operating Price Variation formula as mentioned in this Clause shall be as under:

SL	Category of Steel Supplied in Railway Work	Category of Steel Items as mentioned in Office of Economic Adviser, Govt. of India, Ministry of Commerce & Industry Department of Industrial Policy & Promotion (DIPP).
1.	Reinforcement bars and	'MS Bright Bars' individual commodity of group

	other rounds	item (d) Mild Steel-Long Products under (N) MANUFACTURE OF BASIC METAL.
2.	All types and sizes of angles, channels and joists	'Angles, Channels, Sections, Steel' individual commodity of group item (d) Mild Steel-Long Products under (N) MANUFACTURE OF BASIC METAL.
3.	All types and sizes of plates	'e. Mild Steel – Flat Products' of (N) MANUFACTURER OF BASIC METAL
4	Any other section of steel not covered in the above categories and excluding HTS	Average of price for the 3 categories covered under SL 1, 2 & 3 above

46A.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 17-A of the Standard General Conditions of Contract. However, where extension of time has been granted due to Contractor's failure under Clause 17-B 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 17-A, the price adjustment for the period of extension granted under Clause 17-B 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 17-A 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 17-A, as the case may be; then the lower indices shall be adopted for the price adjustment for the period of extension under Clause 17-B of the Standard General Conditions of Contract.

14	The Contract Price
----	--------------------

14.1 The Contract Price

Unless otherwise stated in the Special Conditions of Contract:

- (a) the Contract Price shall be agreed or determined under Sub-Clause 12.3 [Evaluation] and be subject to adjustments in accordance with the Contract;
- (b) the Contractor shall pay all taxes, duties and fees required to be paid by him under the Contract, and the Contract Price shall not be adjusted for any of these costs except as stated in Sub-Clause 13.7 [Adjustments for Changes in Legislation];
- (c) any quantities which may be set out in the Bill of Quantities or other Schedule are estimated quantities and are not to be taken as the actual and final quantities:
 - (i) of the Works which the Contractor is required to execute, or
 - (ii) for the purposes of Clause 12 [Measurement and Evaluation]; and
- (d) the Contractor shall submit to the Engineer, within 28 days after the Commencement Date, a proposed breakdown of each lump sum price in the Schedules, if applicable. The Engineer may take account of the breakdown when preparing Payment Certificates, but shall not be bound by it.
- (e) It may be noted that in the event of the Contractor not making the due payments stated in sub-clause (b) above, and the concerned party puts up a claim with the Employer / Engineer, then the Employer / Engineer may make such payments and deduct the same from the sums due to the Contractor.

14.2 Advance Payment

14.2.1 Mobilization Advance

The Employer shall make payment, as an Interest bearing advance for mobilization, when the Contractor submits a guarantee in accordance with this Sub-Clause. The total advance payment, the number and timing of instalments (if more than one), and the applicable currencies and proportions, shall be as stated in the Contract Data.

Unless and until the Employer receives this guarantee, or if the total advance payment is not stated in the Contract Data, this Sub-Clause shall not apply.

The Engineer shall issue an interim payment certificate for the first installment of mobilisation advance after receiving an application for advance payment (under sub clause 14.3 [Application for Interim Payment Certificates]) and after the Employer receives (i) the Performance Security in accordance with Sub-Clause 4.2 [Performance Security] and (ii) a guarantee in amounts and currencies equal to the advance payment plus 10%. The next installment shall be released only when the contractor submits statement of having utilized the previous installment of mobilization advance and the Employer is satisfied that the utilization has been done in purposeful manner.

14.2.2 Advance against Plant and Machinery

Interest bearing advance against plant and machinery, is payable for procurement of plant, equipment and machinery to be utilized specifically for the subject works, provided the same have reached the site along with purchase order and the invoices against a guarantee in amounts and currencies equal to the advance payment plus 10%. The total advance payment under this sub-clause, including the applicable currencies and proportions, shall be as stated in the Contract Data.

All such plant, equipment and machinery shall be used only for executing the works under this Contract. No such plant, equipment and machinery shall be removed from the site, unless advance equivalent to the advance against such machinery has been fully repaid and prior permission of the Engineer has been obtained.

The Engineer shall decide whether a particular plant, equipment or machinery is actually required to execute the work. No advance is payable against items identified as unnecessary. The plant and machinery admissible for advance payment and its valuation shall be done by the Engineer on following considerations;

- (i) New items : 80% of purchase price
- (ii) Used or Second hand items : Not to be considered
- (iii) New Items valued at less than Rs. 10,00,000 each : Not to be considered.

14.2.3 Guarantees

Advances as mentioned in sub-clauses 14.2.1 & 14.2.2 above, shall be payable against acceptable Bank Guarantees from banks as specified in clause 4.2. The guarantees shall be in the form as given in Section 8 (Contract Forms) or in another form approved by the Employer. The Contractor shall ensure that the guarantees are valid and enforceable until the advance amount paid as has been repaid, but its amount may be progressively reduced by the amount repaid by the Contractor as indicated in the Payment Certificates. If the terms of the guarantee specify its expiry date, and the advance payment has not been repaid by the date 28 days prior to the expiry date, the

Contractor shall extend the validity of the guarantee until the advance payment has been repaid.

14.2.4 Recovery of Advances

Unless stated otherwise in the Contract Data, the advance payment shall be repaid through percentage deductions from the interim payments determined by the Engineer in accordance with Sub-Clause 14.6 [Issue of Interim Payment Certificates], as follows:

- (a) deductions shall commence in the next interim Payment Certificate following that in which the total of all certified interim payments (excluding the advance payment) exceeds 5 percent of the Accepted Contract Amount less Provisional Sums or passage of six months from the date of release of first advance payment, whichever is earlier; and
- (b) deductions shall be made for accrued interest on the advance up to the month and advance at the rate stated in the Contract Data of the amount of each Interim Payment Certificate (excluding the advance payment and deductions and repayments of retention) in the currencies and proportions of the advance payment until such time as the advance payment and accrued interest has been repaid; provided that the advance payment and accrued interest shall be completely repaid prior to the time when 80 percent of the Accepted Contract Amount has been certified for payment. If the amount of interim payment certificate is not sufficient for recovery of accrued interest or in the opinion of the Employer satisfactory progress is not being achieved by the contractor, then the contractor will have to deposit the accrued interest and return the mobilisation advance in part or in full as demanded by the Employer, failing which Employer shall have the right to encash the Bank Guarantee(s)

The contractor shall always have the option to start repayment earlier and/or to complete the repayment earlier than the due date.

If the advance payment has not been repaid prior to the issue of the Taking-Over Certificate for the Works or prior to termination under Clause 15 [Termination by Employer], Clause 16 [Suspension and Termination by Contractor] or Clause 19 [Force Majeure] (as the case may be), the whole of the balance then outstanding shall immediately become due and payable by the Contractor to the Employer.

14.2.5 Advances to be Used only for this Work

The advances shall be used by the Contractor strictly 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 one go without demur.

Employer retains the right for any other remedy prescribed for breach of Contract in this regard.

The Contractor, if required by the Engineer shall provide the details of utilisation of Mobilisation advance.

14.3 Application for Interim Payment Certificates

The Contractor shall submit a Statement in six copies to the Engineer in accordance with the payment procedure specified by the Engineer, after the end of each month, in a form approved by the Engineer, showing in detail the amounts to which the Contractor considers himself to be entitled, together with supporting documents which shall include the report on the progress during this month in accordance with Sub-Clause 4.21 [Progress Reports] and Record Measurement Sheets.

The Statement shall include the following items, as applicable, which shall be expressed in the various currencies in which the Contract Price is payable, in the sequence listed:

- (a) the estimated contract value of the Works executed and the Contractor's Documents produced up to the end of the month (including Variations but excluding items described in sub-paragraphs (b) to (g) below);
- (b) any amounts to be added and deducted for changes in legislation and changes in cost, in accordance with Sub-Clause 13.7 [Adjustments for Changes in Legislation] and Sub-Clause 13.8 [Adjustments for Changes in Cost];
- (c) any amount to be deducted for retention, calculated by applying the percentage of retention stated in the Contract Data to the total of the above amounts, until the amount so retained by the Employer reaches the limit of Retention Money (if any) stated in the Contract Data;
- (d) Any amounts to be added and deducted for the advance payments and repayments in accordance with sub clause 14.2 [Advance Payment];
- (e) any amounts to be added and deducted for Plant and Materials in accordance with Sub-Clause 14.5 [Plant and Materials intended for the Works];
- (f) any other additions or deductions which may have become due under the Contract or otherwise, including those under Clause 20 [Claims, Disputes and Arbitration]; and
- (g) the deduction of amounts certified in all previous Payment Certificates.
- (h) for invoicing as per GST Laws, the estimated contract value of the Works executed in terms of (a) above and any amounts added or deducted as per (b), (e) to (g) above is to be broken up in two components i.e. (i) the base amount excluding GST (ii) GST component (calculated at the rate for works contract service as per GST Laws).
- (i) Statement of interim payments certificates should be submitted by the Contractor to the Engineer by the 7th day of each month for the work executed upto the end of the previous month.
- (j) An amount to be deducted for the payments to be made to different Departments towards payments liable to be made by the Contractor.

14.4 Schedule of Payments

If the Contract includes a schedule of payments specifying the instalments in which the Contract Price will be paid, then unless otherwise stated in this schedule:

- (a) the instalments quoted in this schedule of payments shall be the estimated contract values for the purposes of sub-paragraph (a) of Sub-Clause 14.3 [Application for Interim Payment Certificates];
- (b) Sub-Clause 14.5 [Plant and Materials intended for the Works] shall not apply; and
- (c) if these instalments are not defined by reference to the actual progress achieved in executing the Works, and if actual progress is found to be less than that on which this schedule of payments was based, then the Engineer may proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine revised instalments, which shall take account of the extent to which progress is less than that on which the instalments were previously based.

If the Contract does not include a schedule of payments, the Contractor shall submit non-binding estimates of the payments which he expects to become due during each quarterly period. The first estimate shall be submitted within 42 days after the Commencement Date. Revised estimates shall be submitted at quarterly intervals, until the Taking-Over Certificate has been issued for the Works.

14.5 Plant and Materials intended for the Works

If this Sub-Clause applies, Interim Payment Certificates shall include, under sub-paragraph (e) of Sub-Clause 14.3:

- (k) an amount for Plant and Materials which have been sent to the Site for incorporation in the Permanent Works, and
- (ii) a reduction when the contract value of such Plant and Materials is included as part of the Permanent Works under sub-paragraph (a) of Sub-Clause 14.3 [Application for Interim Payment Certificates].

If the lists referred to in sub-paragraphs (b)(i) or (c)(i) below are not included in the Contract Data, this Sub-Clause shall not apply.

The Engineer shall determine and certify each addition if the following conditions are satisfied:

(a) the Contractor has:

- (i) kept satisfactory records (including the orders, receipts, Costs and use of Plant and Materials) which are available for inspection, and
- (ii) submitted a statement of the Cost of acquiring and delivering the Plant and Materials to the Site, supported by satisfactory evidence;

and either:

(b) the relevant Plant and Materials:

- (i) are those listed in the Schedules for payment when shipped,
- (ii) have been shipped to the Country, en route to the Site, in accordance with the Contract; and
- (iii) are described in a clean shipped bill of lading or other evidence of shipment, which has been submitted to the Engineer together with evidence of payment of freight and insurance, any other documents reasonably required, and a bank guarantee in a form and issued by an entity approved by the Employer in amounts and currencies equal to the amount due under this Sub-Clause: this guarantee may be in a similar form to the form referred to in Sub-Clause 14.2 [Advance Payment] and shall be valid until the Plant and Materials are properly stored on Site and protected against loss, damage or deterioration;

or

(c) the relevant Plant and Materials:

- (i) are those listed in the Schedules for payment when delivered to the Site,
- (ii) the original 'Invoice' and the original 'Inspection Certificate' by the approved Inspection agency marked 'for payment' is furnished with the Application for IPC [sub-Clause 14.3].
- (iii) have been delivered to and are properly stored on the Site, are protected against loss, damage or deterioration, and appear to be in accordance with the Contract.

The additional amount to be certified shall be the equivalent of eighty percent of the Engineer's determination of the cost of the Plant and Materials (including delivery to Site), taking account of the documents mentioned in this Sub-Clause and of the contract value of the Plant and Materials. The amount shall be certified on receipt of an Indemnity Bond for the stated amount in the Form approved by the Employer.

The currencies for this additional amount shall be the same as those in which payment will become due when the contract value is included under sub-paragraph (a) of Sub-Clause 14.3 [Application for Interim Payment Certificates]. At that time, the Payment Certificate shall include the applicable reduction which shall be equivalent to, and in the same currencies and proportions as, this additional amount for the relevant Plant and Materials.

14.6 Issue of Interim Payment Certificates

No amount will be certified or paid until the employer has received and approved the performance security. Thereafter, the Engineer shall within two days after receiving a statement and supporting documents (including Contractor's certificate in terms of Sub-Clause 6.22 (ii)), issue to the Employer a provisional interim payment certificate which shall state the amount which the Engineer determines to be due after preliminary check as per K RIDE's procedure order. After this the Engineer shall, within 28 days after receiving a statement and supporting documents, issue to the employer an Interim Payment Certificate which shall state the amount which the Engineer fairly determines to be due, with supporting particulars.

However, prior to issuing the Taking-Over Certificate for the Works, the Engineer shall not be bound to issue the Interim Payment Certificate in an amount which would (after retention and other deductions) be less than the minimum amount of Interim Payment Certificates (if any) stated in the Contract Data. In this event, the Engineer shall give notice to the Contractor accordingly.

An Interim Payment Certificate shall not be withheld for any other reason, although:

- (a) if anything supplied or work done by the Contractor is not in accordance with the Contract, the cost of rectification or replacement may be withheld until rectification or replacement has been completed; and/or
- (b) if the Contractor was or is failing to perform any work or obligation in accordance with the Contract, and had been so notified by the Engineer, the value of this work or obligation may be withheld until the work or obligation has been performed.

The Engineer may in any Payment Certificate make any correction or modification that should properly be made to any previous Payment Certificate. A Payment Certificate shall not be deemed to indicate the Engineer's acceptance, approval, consent or satisfaction.

14.7 Payment

The Employer shall pay to the Contractor:

- (a) the first instalment of the advance payment within 42 days after issuing the Letter of Acceptance or within 21 days after receiving the documents in accordance with Sub-Clause 4.2 [Performance Security] and Sub-Clause 14.2 [Advance Payment], whichever is later;
- (b) (i) After preliminary scrutiny and certifications by the Engineer, payment of 70% of the certified net payment due (after recoveries and deductions), shall be made by the Employer within 10 days of receiving a statement and supporting documents by the Engineer subject to the condition that last interim payment certificate has been settled after detailed check. In the event of the contractor submitting bills based on false measurements, Project Director should issue a written warning to him to the effect that the facility of 70% payment without detailed check will be withdrawn in future. If the contractor repeats the misconduct this facility should be withdrawn.
 - (iii) The amount certified in each Interim Payment Certificate within 56 days after the Engineer receives the Statement and supporting documents. Any discrepancy shall be rectified in the next payment to the Contractor; and
- (c) the amount certified in the Final Payment Certificate within 56 days after the Employer receives this Payment Certificate or, the undisputed amount shown in the

Final Statement, within 56 days after the date of notification of the suspension in accordance with Sub-Clause 16.2.

Payment of the amount due, unless specified in the Contract Data, shall be made in INR into the bank account, nominated by the Contractor except for the Contract where the Contractor has opted for payment through Letter of Credit (LC) arrangement. In such a case, the procedure for payment shall be as prescribed in clause 14.7.1 below.

K RIDE

- (d) the amount certified in the Final Payment Certificate within 56 days after the Employer receives this Payment Certificate or, the undisputed amount shown in the Final Statement, within 56 days after the date of notification of the suspension in accordance with Sub-Clause 16.2.

Payment of the amount due, unless specified in the Contract Data, shall be made in INR into the bank account, nominated by the Contractor except for the Contract where the Contractor has opted for payment through Letter of Credit (LC) arrangement. In such a case, the procedure for payment shall be as prescribed in clause 14.7.1 below.

However, in case of JV, direct payment to individual JV partners shall be made on joint certification (about the net amounts payable to individual partners) by the authorized representative of the JV and concerned respective authorized representative of individual JV partners, after making requisite recoveries/deductions from the gross payment. In case of any dispute regarding the net amounts payable to individual partners, the Engineer shall decide the same on the basis of the execution of items of works under Schedules/Bills indicated in the JV agreement as the responsibility of execution of each JV partner. Payment to individual JV partners shall be treated as payment made to the JV. The said payment shall not alter any obligation of the JV and its individual Partners under the Agreement and their obligations under the agreement shall remain joint and several.

A foreign company (either single entity or JV partner), shall have to submit proof of having opened their project office in India before any payment (including advance payment) is released to such a company. The required proof here shall be a copy of the report containing information as per format prescribed by Reserve Bank of India submitted to the Director General of Police (DGP) of the state concerned in which project office has been established.

14.7.1

Procedure for payment through LC:

- (i) The LC shall be a sight LC.
- (ii) The contractor shall select his Advising/Negotiating bank for LC. The incidental cost towards issue of LC and its operation thereof shall be borne by the contractor.
- (iii) The Employer's Bank and its nodal branch for issue of LCs based on requests received from Employer Accounts Units shall be as indicated in the Contract Data. The Branch office of the Employer's Bank, where the Employer Accounts Office has its Account, as indicated in the Contract Data, 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 present incidental cost @ 0.15% per annum of LC value or any increase/decrease by the banks for issue of LC and operation thereof shall be borne by the contractor and shall be recovered from his Interim Payment Certificates.

- (iv) 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 finalized by the engineer in consultation with the contractor on the basis of expected progress of work.
- (v) The LC terms and conditions shall inter-alia indemnify and save harmless the Employer from and against all losses, claims and demands of every nature and description brought or recovered against the Employer 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 Employer on this account shall be considered as reasonable compensation and paid by contractor.
- (vi) The LC terms and conditions shall inter-alia provide that Employer will issue a Document of Authorisation (in the format decided in consultation with the Employer's Bank) after passing the Interim Payment Certificate for completed work, to enable contractor to claim the authorized amount from their bank.
- (vii) The acceptable, agreed upon document for payments to be released under the LC shall be the Document of Authorisation.
- (viii) The Document of Authorisation shall be issued by Employer Accounts Office against each Interim Payment Certificate passed by Employers.
- (ix) On issuance of document of Authorisation, a copy of Document of Authorization shall be sent to the contractor. A copy of Document of Authorisation shall also be sent by Employer Accounts Office to Employer's bank.
- (x) On receipt of Document of Authorization, the contractor shall 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 Authorization, Bill of Exchange and Payment Certificate.
- (xi) The payment against LC shall be subject to verification from Employer's Bank .
- (xii) The contractor's bank (advising bank) shall submit the documents to the Employer's Bank .
- (xiii) The Employer's bank (Issuing Bank) shall, after verifying the claim so received w.r.t. the Document of Authorisation received from Employer Accounts Office release the payment to contractor's bank (advising bank) for crediting the same to contractor's account.
- (xiv) Any number of Interim Payment Certificates can be dealt within one LC, provided the sum total of payments to contractor is within the amount for which LC has been opened.

- (xv) The LC shall be closed after the release of Final Payment certificate including PVC amount, if any, to the contractor.
- (xvi) In case of JV, LC shall be opened in the name of JV and option of direct payment to individual JV partners through LC shall not be permissible.

14.8 Delayed Payment

If the Contractor does not receive payment in accordance with Sub-Clause 14.7 [Payment], the Contractor shall be entitled to receive interest compounded monthly on the amount unpaid during the period of delay. This period shall be deemed to commence on the date for payment specified in Sub-Clause 14.7 [Payment], irrespective (in the case of its sub-paragraph (b)) of the date on which any Interim Payment Certificate is issued.

Unless otherwise stated in the Special Conditions of Contract, the interest amount be calculated at the annual rate of seven percent.

The Contractor shall be entitled to this payment without formal notice or certification, and without prejudice to any other right or remedy.

14.9 Payment of Retention Money

The Retention Money shall be certified and paid with the final payment certificate or bank guarantee against retention money shall be released, after making required adjustments for recovery for shortage/excess materials, if any **(except those quantities which become surplus due to change in planning/scheme by K RIDE in case the recovery for surplus/excess materials is still balance after adjusting the amount payable in the final payment certificate.**

The contractor shall be entitled to substitute a bank guarantee in the form approved by the Employer with the retention money amount recovered upto the date of request. Such substitution shall be permissible maximum upto 3 times. The Bank Guarantee shall be valid upto end of Defect Liability Period. In case of extension of date of completion of contract, the Contractor shall extend the validity of the Bank Guarantee(s) until the revised end of Defect Liability Period.

Wherever the contract is terminated under Clause 15.2, the Retention Money shall be forfeited and the balance work should be got done separately.

14.10 Statement at Completion

Within 84 days after receiving the Taking-Over Certificate for the Works, the Contractor shall submit to the Engineer six copies of a Statement at completion with supporting documents, in accordance with Sub-Clause 14.3 [Application for Interim Payment Certificates], showing:

- (a) the value of all work done in accordance with the Contract up to the date stated in the Taking-Over Certificate for the Works,
- (b) any further sums which the Contractor considers to be due, and
- (c) an estimate of any other amounts which the Contractor considers will become due to him under the Contract. Estimated amounts shall be shown separately in this Statement at completion.

The Engineer shall then certify in accordance with Sub-Clause 14.6 [Issue of Interim Payment Certificates].

Within 56 days after receiving the Performance Certificate, the Contractor shall submit, to the Engineer, six copies of a draft final statement as per procedure prescribed by the Engineer, with supporting documents showing in detail in a form approved by the Engineer:

14.11 Application for Final Payment Certificate

Within 56 days after receiving the Performance Certificate, the Contractor shall submit, to the Engineer, six copies of a draft final statement as per procedure prescribed by the Engineer, with supporting documents (including Contractor's certificate in terms of Sub-Clause 6.22 (ii)) showing in detail in a form approved by the Engineer:

- (a) the value of all work done in accordance with the Contract, and
- (b) any further sums which the Contractor considers to be due to him under the Contract or otherwise.

If the Engineer disagrees with or cannot verify any part of the draft final statement, as per procedure prescribed by the Engineer the Contractor shall submit such further information as the Engineer may reasonably require and shall make such changes in the draft as may be agreed between them. The Contractor shall then prepare and submit to the Engineer the final statement as agreed. This agreed statement is referred to in these Conditions as the "Final Statement".

However if, following discussions between the Engineer and the Contractor and any changes to the draft final statement which are agreed, it becomes evident that a dispute exists, the Engineer shall deliver to the Employer (with a copy to the Contractor) an Interim Payment Certificate for the agreed parts of the draft final statement. Thereafter, if the dispute is finally resolved under Sub-Clause 20.3 [Obtaining Dispute Board's Decision] or Sub-Clause 20.2 [Amicable Settlement], the Contractor shall then prepare and submit to the Employer (with a copy to the Engineer) a Final Statement.

14.12 Discharge

When submitting the Final Statement, the Contractor shall submit a discharge which confirms that the total of the Final Statement represents full and final settlement of all moneys due to the Contractor under or in connection with the Contract. This discharge may state that it becomes effective when the Contractor has received the Performance Security and the outstanding balance of this total, in which event the discharge shall be effective on such date.

14.13 Issue of Final Payment Certificate

Within 28 days after receiving the Final Statement and discharge in accordance with Sub-Clause 14.11 [Application for Final Payment Certificate] and Sub-Clause 14.12 [Discharge], the Engineer shall issue, to the Employer, the Final Payment Certificate which shall state:

- (a) the amount which he fairly determines is finally due, and
- (b) after giving credit to the Employer for all amounts previously paid by the Employer and for all sums to which the Employer is entitled, the balance (if any) due from the Employer to the Contractor or from the Contractor to the Employer, as the case may be.

If the Contractor has not applied for a Final Payment Certificate in accordance with Sub-Clause 14.11 [Application for Final Payment Certificate] and Sub-Clause 14.12 [Discharge], the Engineer shall request the Contractor to do so. If the Contractor fails to submit an application within a period of 28 days, the Engineer shall issue the Final Payment Certificate for such amount as he fairly determines to be due.

14.14 Cessation of Employer's Liability

The Employer shall not be liable to the Contractor for any matter or thing under or in connection with the Contract or execution of the Works, except to the extent that the Contractor shall have included an amount expressly for it:

- (a) in the Final Statement and also
- (b) (except for matters or things arising after the issue of the Taking-Over Certificate for the Works) in the Statement at completion described in Sub-Clause 14.10 [Statement at Completion].

However, this Sub-Clause shall not limit the Employer's liability under his indemnification obligations, or the Employer's liability in any case of fraud, deliberate default or reckless misconduct by the Employer

14.15 Currencies of Payment

The Contract Price shall be paid in Indian Rupees (INR).

K RIDE

15	Termination by Employer
----	-------------------------

K RIDE

15.1 Notice to Correct

If the Contractor fails to carry out any obligation under the Contract as mentioned below, but not limited to, the Engineer/ Employer may serve the contractor with a 14 days notice in writing calling upon the contractor to make good the failure and to remedy it. If the contractor;

- (a) fails to comply with Sub-Clause 4.2 [Performance Security],
- (b) abandons the Works or otherwise plainly demonstrates the intention not to continue performance of his obligations under the Contract,
- (c) without reasonable excuse fails to:
 - (i) proceed with the Works in accordance with Clause 8 [Commencement, Delays and Suspension], or
 - (ii) comply with a notice issued under Sub-Clause 7.5 [Rejection] or Sub-Clause 7.6 [Remedial Work], within 28 days after receiving it, or
 - (iii) adhere to the agreed programme of work / activity on the critical path, by a margin of 10% of the stipulated period, or
 - (iv) take steps to deploy competent and adequate number of personnel, and equipment to achieve progress as per agreed programme or
 - (v) adhere to the instructions of Engineers/Employer persistently or
 - (vi) comply any provision of the contract or
 - (vii) provide the Engineer/Employer or their representative proper facilities for inspecting the works or any part thereof as required, under Clause 7.3 (Inspection) and 7.4 (Testing).
- (d) subcontracts the whole or major part of the Works or assigns the Contract without prior written consent of the Employer.,

If the contractor does not, within 14 days of receipt of notice under this sub-clause, proceed to make good his default in so far as the same is capable of being made good and carry on the work of complying with such direction as contained in the notice under sub clause 15.1, to the entire satisfaction of the Engineer/Employer, the Employer shall be entitled to take action under sub-clause 15.1.1 or 15.1.2 or 15.2 below.

15.1.1

In case of contractor's repeated failure to adhere to the agreed program, and whereas the contractor has been served with a Notice to Correct under Clause 15.1 of GCC, if the contractor approaches **K RIDE** with a revised program with specific monthly physical and financial targets along with the proposal to deploy matching inputs in the form of manpower and other resources to the satisfaction of the Employer, then the Employer may consider whether to proceed with termination of the contract under Clause 15.2 of GCC or to continue with the contract. However, the request to continue with the contract shall only be considered if the contractor supports his earnestness to adhere to the revised program by submitting additional Performance Security in the form of Bank

Guarantee(s) of specified number and value as decided by the Employer (total value of which will not exceed 10% of the contract price). The encashment of these additional Bank Guarantee(s) shall be linked with the non achievement of agreed physical/financial targets agreed upon by the Contractor and the Employer.

15.1.2

In case the contractor's failure is limited to only some of the works, and in response to Notice to Correct under Clause 15.1 of GCC, the contractor approaches the Employer that such works may be offloaded from him and got executed through another agency and additional cost incurred, if any, should be recovered from his dues, the Employer, on being convinced that the anticipated additional cost for such works will not be substantial and can be recovered from the dues of the contractor and that such offloading will help in improving the overall progress of the project, may agree to such offloading without any repercussion on the performance security and/or additional bank guarantees, if any, submitted by the contractor. However, the Employer will not be under any compulsion to agree to such a request. The Contractor shall be informed of the LOA issued to other agency(ies) for such works.

In case the contractor does not approach the employer for offloading but the Employer is convinced that:

- (i) offloading of some works will help in improving the progress of the project;
- (ii) termination/part termination of the contract at this stage will not be in the interest of the project;
- (iii) the anticipated additional cost for such works will not be substantial and can be recovered from the dues of the contractor;

The Employer may issue 7 days notice to the Contractor stating the resources required to be deployed against each work. If the contractor fails to deploy the required resources as indicated in the notice, the employer shall offload such works and proceed with getting the works executed through other agency(ies). The Contractor shall be informed of the LOA issued to other agency(ies) for such works.

Offloading under the sub clause 15.1.2 shall be without any repercussion on the performance security and/or additional bank guarantees, if any, submitted by the contractor. The Contractor would have no future claim on this account and the extra expenditure so incurred, if any, by the Employer in getting the offloaded work done, shall be recovered from subsequent payment certificates or any other dues of the contractor.

15.2 Termination by Employer

The Employer shall be entitled to terminate the Contract as a whole or any part or parts (as may be specified in the Notice of Termination under any of the above Sub-Clause issue) if the Contractor:

- (a) fails to comply with the directions contained in the notice under Sub-Clause 15.1 [Notice to Correct],
- (b) becomes bankrupt or insolvent, goes into liquidation, has a receiving or administration order made against it by Court or Statutory Authority him, compounds with his creditors, or carries on business under a receiver, trustee or manager for the benefit of his creditors, or if any act is done or event occurs which (under applicable Laws) has a similar effect to any of these acts or events, or
- (c) gives or offers to give (directly or indirectly) to any person any bribe, gift, gratuity, commission or other thing of value, as an inducement or reward:
 - (i) for doing or forbearing to do any action in relation to the Contract, or
 - (ii) for showing or forbearing to show favour or disfavour to any person in relation to the Contract,

or if any of the Contractor's Personnel, agents or Subcontractors gives or offers to give (directly or indirectly) to any person any such inducement or reward as is described in this sub-paragraph (c). However, lawful inducements and rewards to Contractor's Personnel shall not entitle termination

In any of these events or circumstances, the Employer may, by Notice Terminate the contract with immediate effect.

The Employer's election to terminate the Contract shall not prejudice any other rights of the Employer, under the Contract or otherwise.

The Contractor shall remove all his plants and machinery from the site then leave the Site and deliver any required Goods, all Contractors' Documents, and other design documents made by or for him, to the Engineer within 7 days from the issue of Notice of Termination, failing which Delay Damages as prescribed for delay in completion of works shall be imposed as per provision of clause 8.7. However, the Contractor shall use his best efforts to comply immediately with any reasonable instructions included in the notice of Termination (i) for the assignment of any subcontract, and (ii) for the protection of life or property or for the safety of the Works.

After termination, the Employer may complete the Works and/or arrange for any other entities to do so. The Employer and these entities may then use any Goods, Contractor's Documents and other design documents made by or on behalf of the Contractor for completing the work.

15.3 Valuation at Date of Termination

As soon as practicable after a notice of termination under Sub-Clause 15.2 [Termination by Employer] has taken effect, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine the value of the Works, Goods and Contractor's Documents, and any other sums due to the Contractor for work executed in accordance with the Contract. For this purpose, the contractor shall be notified the date for witnessing of measurements and handing over of the materials for which contractor has already been paid. In case the contractor fails to attend or send a representative even after such notice, the Engineer shall ex parte proceed with measurements of the works executed and taking over of plants and materials etc. for which payment has already been made to the contractor, which shall be treated as final.

15.4 Payment after Termination

After a notice of termination under Sub-Clause 15.2 [Termination by Employer] has taken effect, the Employer may:

- (a) proceed in accordance with Sub-Clause 2.5 [Employer's Claims],
- (b) encash the Performance Guarantee and forfeit the Performance

Security:

- i) In full including additional Performance Guarantee amount if any taken in terms of sub clause 35.5 of ITB and not due for release on the date of issue of termination letter, in case of termination of the contract as a whole; Or
- ii) in part/parts proportionate to the contract price of the bill/schedule to which the terminated part of work belongs i.e.

$P = (A \times B) \div C$ where,

P = Proportionate Bank Guarantee Amount

A = Contract Price of the particular bill/schedule to which the terminated part of work belongs

B = Performance Guarantee amount in terms of GCC sub clause 4.2

C = Total Contract Price

Plus additional Performance Guarantee amount if any taken in terms of sub clause 35.5 of ITB and not due for release on the date of issue of termination letter against that particular bill/Schedule to which the terminated part of the work belongs in case of termination in part/parts.

- (c) release any payment due to the contractor for works executed prior to termination and evaluation under clause 15.3 (valuation at date of termination, however, if by this time the Contractor has failed to make a payment due to the Employer, the same will be deducted from the payment due and any balance remaining shall then be paid to the Contractor.)

15.5 Employer's Entitlement to Termination for Convenience

The Employer shall be entitled to terminate the Contract, at any time for the Employer's convenience, by giving notice of such termination to the Contractor. The termination shall take effect 28 days after the later of the dates on which the Contractor receives this notice or the Employer returns the Performance Security. The Employer shall not terminate the Contract under this Sub-Clause in order to execute the Works himself or to arrange for the Works to be executed by another contractor or to avoid a termination of the Contract by the Contractor under Clause 16.2 [Termination by Contractor].

After this termination, the Contractor shall proceed in accordance with Sub-Clause 16.3 [Cessation of Work and Removal of Contractor's Equipment] and shall be paid in accordance with Sub-Clause 19.1 [Payment and Release in case of Optional Termination].

15.6 Corrupt or Fraudulent Practices

If the Employer determines that the Contractor has engaged in corrupt, fraudulent, collusive or coercive practices, in competing for or in executing the Contract, then the Employer may, after giving 14 days' notice to the Contractor, terminate the Contractor's employment under the Contract and expel him from the Site, and the provisions of Clause 15 shall apply as if such expulsion had been made under Sub-Clause 15.2.

For the purposes of this Sub-Clause:

- (a) *"corrupt practice" means the offering, giving, receiving of soliciting of anything of value to influence the action of a public official in the procurement process or in the Contract execution.*
- (b) *"fraudulent practice" means a misrepresentation of facts in order to influence a procurement process or the execution of the Contract to the detriment of the Employer, and includes collusive practice among Bidders (prior to or after bid submission) designed to establish bid prices at artificial non-competitive levels and to deprive the Employer of the benefits of free and open competition.*
- (c) *"collusive practice" means a scheme or arrangement between two or more bidders, with or without the knowledge of the Employer, designed to establish bid prices at artificial, noncompetitive levels.*
- (d) *"coercive practice" means harming or threatening to harm, directly or indirectly, persons or their property to influence their participation in the procurement process or affect the execution of a contract.*

16	Deleted
----	---------

17	Risk and Responsibility
----	-------------------------

17.1 Indemnities

The Contractor shall indemnify and hold harmless the Employer, the Employer's Personnel, and their respective agents, against and from all claims, damages, losses and expenses (including legal fees and expenses) in respect of:

- (a) bodily injury, sickness, disease or death, of any person including railway user whatsoever arising out of or in the course of or by reason of the Contractor's design (if any), the execution and completion of the Works and the remedying of any defects, unless attributable to any negligence, wilful act or breach of the Contract by the Employer, the Employer's Personnel, or any of their respective agents, and
- (b) damage to or loss of any property, real or personal (other than the Works), to the extent that such damage or loss arises out of or in the course of or by reason of the Contractor's design (if any), the execution and completion of the Works and the remedying of any defects, unless and to the extent that any such damage or loss is attributable to any negligence, wilful act or breach of the Contract by the Employer, the Employer's Personnel, their respective agents, or anyone directly or indirectly employed by any of them.

The Employer shall indemnify and hold harmless the Contractor, the Contractor's Personnel, and their respective agents, against and from all claims, damages, losses and expenses (including legal fees and expenses) in respect of (1) bodily injury, sickness, disease or death, which is attributable to any negligence, wilful act or breach of the Contract by the Employer, the Employer's Personnel, or any of their respective agents, and (2) the matters for which liability may be excluded from insurance cover, as described in sub-paragraphs (d)(i), (ii) and (iii) of Sub-Clause 18.3 [Insurance Against Injury to Persons and Damage to Property].

17.2 Contractor's Care of the Works

The Contractor shall take full responsibility for the care of the Works and Goods from the Commencement Date until the Taking-Over Certificate is issued (or is deemed to be issued under Sub-Clause 10.1 [Taking Over of the Works and Sections]) for the Works, when responsibility for the care of the Works shall pass to the Employer. If a Taking-Over Certificate is issued (or is so deemed to be issued) for any Section or part of the Works, responsibility for the care of the Section or part shall then pass to the Employer.

After responsibility has accordingly passed to the Employer, the Contractor shall take responsibility for the care of any work which is outstanding on the date stated in a Taking-Over Certificate, until this outstanding work has been completed.

If any loss or damage happens to the Works, Goods or Contractor's Documents during the period when the Contractor is responsible for their care, from any cause not listed in Sub-Clause 17.3 [Employer's Risks], the Contractor shall rectify the loss or damage at the Contractor's risk and cost, so that the Works, Goods and Contractor's Documents conform with the Contract.

The Contractor shall be liable for any loss or damage caused by any actions performed by the Contractor after a Taking-Over Certificate has been issued. The Contractor shall also be liable for any loss or damage which occurs after a Taking-Over Certificate has been issued and which arose from a previous event for which the Contractor was liable.

17.3 Employer's Risks

The risks referred to in Sub-Clause 17.4 below, insofar as they directly affect the execution of the works in the Country, are:

- (a) war, hostilities (whether war be declared or not), invasion, act of foreign enemies,
- (b) rebellion, terrorism, sabotage by persons other than the Contractor's Personnel, revolution, insurrection, military or usurped power, or civil war, within the Country,
- (c) riot, commotion or disorder within the Country by persons other than the Contractor's Personnel,
- (d) munitions of war, explosive materials, ionising radiation or contamination by radio-activity, within the Country, except as may be attributable to the Contractor's use of such munitions, explosives, radiation or radio-activity,
- (e) pressure waves caused by aircraft or other aerial devices travelling at sonic or supersonic speeds,
- (f) use or occupation by the Employer of any part of the Permanent Works, except as may be specified in the Contract,
- (g) design of any part of the Works by the Employer's Personnel or by others for whom the Employer is responsible, and
- (h) any operation of the forces of nature which is Unforeseeable or against which an experienced contractor could not reasonably have been expected to have taken adequate preventative precautions.

17.4 Consequences of Employer's Risks

If and to the extent that any of the risks listed in Sub-Clause 17.3 above results in loss or damage to the Works, Goods or Contractor's Documents, the Contractor shall promptly give notice to the Engineer and shall rectify this loss or damage to the extent required by the Engineer.

If the Contractor suffers delay and/or incurs Cost from rectifying this loss or damage, the Contractor shall give a further notice to the Engineer and shall be entitled subject to Sub-Clause 20.1 [Contractor's Claims] to:

- (a) an extension of time for any such delay, if completion is or will be delayed, under Sub-Clause 8.4 [Extension of Time for Completion], and
- (b) payment of any such Cost, which shall be included in the Contract Price. In the case of sub-paragraphs (f) and (g) of Sub-Clause 17.3 [Employer's Risks], Cost shall be payable.

After receiving this further notice, the Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine these matters.

K RIDE

17.5 Intellectual and Industrial Property Rights

In this Sub-Clause, “infringement” means an infringement (or alleged infringement) of any patent, registered design, copyright, trade mark, trade name, trade secret or other intellectual or industrial property right relating to the Works; and “claim” means a claim (or proceedings pursuing a claim) alleging an infringement.

Whenever a Party does not give notice to the other Party of any claim within 28 days of receiving the claim, the first Party shall be deemed to have waived any right to indemnity under this Sub-Clause.

The Employer shall indemnify and hold the Contractor harmless against and from any claim alleging an infringement which is or was:

- (a) an unavoidable result of the Contractor’s compliance with the Contract, or
- (b) a result of any Works being used by the Employer:
 - (i) for a purpose other than that indicated by, or reasonably to be inferred from, the Contract, or
 - (ii) in conjunction with any thing not supplied by the Contractor, unless such use was disclosed to the Contractor prior to the Base Date or is stated in the Contract.

The Contractor shall indemnify and hold the Employer harmless against and from any other claim which arises out of or in relation to (i) the manufacture, use, sale or import of any Goods, or (ii) any design for which the Contractor is responsible.

If a Party is entitled to be indemnified under this Sub-Clause, the indemnifying Party may (at its cost) conduct negotiations for the settlement of the claim, and any litigation or arbitration which may arise from it. The other Party shall, at the request and cost of the indemnifying Party, assist in contesting the claim. This other Party (and its Personnel) shall not make any admission which might be prejudicial to the indemnifying Party, unless the indemnifying Party failed to take over the conduct of any negotiations, litigation or arbitration upon being requested to do so by such other Party.

17.6 Limitation of Liability

Neither Party shall be liable to the other Party for loss of use of any Works, loss of profit, loss of any contract or for any indirect or consequential loss or damage which may be suffered by the other Party in connection with the Contract, provided that this exclusion shall not apply to any obligation of the Contractor to pay Delay Damages to the Employer under Sub-Clause 8.7 [Delay Damages].

The total liability of the Contractor to the Employer, under or in connection with the Contract other than under Sub-Clause 4.19 [Electricity, Water and Gas], Sub-Clause 4.20 [Employer’s Equipment and Free-Issue Material], Sub-Clause 17.1 [Indemnities] and Sub-Clause 17.5 [Intellectual and Industrial Property Rights], shall not exceed the sum as specified in the Contract Data or if nothing is specified in the Contract Data, the accepted Contract Amount.

This Sub-Clause shall not limit liability in any case of fraud, deliberate default or reckless misconduct by the defaulting Party.

17.7 Use of Employer's Accommodation/ Facilities

The Contractor shall take full responsibility for the care of the Employer provided accommodation and facilities, if any, as detailed in the Specification, from the respective dates of hand-over to the Contractor until cessation of occupation (where hand-over or cessation of occupation may take place after the date stated in the Taking-Over Certificate for the Works).

If any loss or damage happens to any of the above items while the Contractor is responsible for their care arising from any cause whatsoever other than those for which the Employer is liable, the Contractor shall, at his own cost, rectify the loss or damage to the satisfaction of the Engineer.

K RIDE

18	Insurance
----	-----------

18.1 General Requirements for Insurances

In this Clause, “insuring Party” means, for each type of insurance, the Party responsible for effecting and maintaining the insurance specified in the relevant Sub-Clause.

Wherever the Contractor is the insuring Party, each insurance shall be effected with insurers and in terms approved by the Employer. These terms shall be consistent with any terms agreed by both Parties before the date of the Letter of Acceptance. This agreement of terms shall take precedence over the provisions of this Clause.

If a policy is required to indemnify joint insured, the cover shall apply separately to each insured as though a separate policy had been issued for each of the joint insured. If a policy indemnifies additional joint insured, namely in addition to the insured specified in this Clause, (i) the Contractor shall act under the policy on behalf of these additional joint insured except that the Employer shall act for Employer’s Personnel, (ii) additional joint insured shall not be entitled to receive payments directly from the insurer or to have any other direct dealings with the insurer, and (iii) the insuring Party shall require all additional joint insured to comply with the conditions stipulated in the policy.

Each policy insuring against loss or damage shall provide for payments to be made in the currencies required to rectify the loss or damage. Payments received from insurers shall be used for the rectification of the loss or damage.

The relevant insuring Party shall, within the respective periods stated in the Contract Data (calculated from the Commencement Date), submit to the other Party:

- (a) evidence that the insurances described in this Clause have been effected, and
- (b) copies of the policies for the insurances described in Sub-Clause 18.2 [Insurance for Works and Contractor’s Equipment] and Sub-Clause 18.3 [Insurance against Injury to Persons and Damage to Property].
- (c) If the contractor fails to submit evidence and copies of the policies as mentioned in (a) & (b) above to prove that the policies have been obtained within the period specified in the contract data, and submits the same later on and from the submitted

evidence it is found that the policies have not been obtained within the period specified, the Employer shall recover double the cost of the premium for the period the policies have been delayed.

When each premium is paid, the insuring Party shall submit evidence of payment to the other Party. Whenever evidence or policies are submitted, the insuring Party shall also give notice to the Engineer.

Each Party shall comply with the conditions stipulated in each of the insurance policies. The insuring Party shall keep the insurers informed of any relevant changes to the execution of the Works and ensure that insurance is maintained in accordance with this Clause.

Neither Party shall make any material alteration to the terms of any insurance without the prior approval of the other Party. If an insurer makes (or attempts to make) any alteration, the Party first notified by the insurer shall promptly give notice to the other Party.

If the insuring Party fails to effect and keep in force any of the insurances it is required to effect and maintain under the Contract, or fails to provide satisfactory evidence and copies of policies in accordance with this Sub-Clause, the other Party may (at its option and without prejudice to any other right or remedy) effect insurance for the relevant coverage and pay the premiums due. The insuring Party shall pay double the amount of these premiums to the other Party, and the Contract Price shall be adjusted accordingly.

Nothing in this Clause limits the obligations, liabilities or responsibilities of the Contractor or the Employer, under the other terms of the Contract or otherwise. Any amounts not insured or not recovered from the insurers shall be borne by the Contractor and/or the Employer in accordance with these obligations, liabilities or responsibilities. However, if the insuring Party fails to effect and keep in force an insurance which is available and which it is required to effect and maintain under the Contract, and the other Party neither approves the omission nor effects insurance for the coverage relevant to this default, any moneys which should have been recoverable under this insurance shall be paid by the insuring Party.

Payments by one Party to the other Party shall be subject to Sub-Clause 2.5 [Employer's Claims] or Sub-Clause 20.1 [Contractor's Claims], as applicable.

The Contractor shall be entitled to place all insurance relating to the Contract (including, but not limited to the insurance referred to Clause 18) with insurers from any eligible source country.

18.2 Insurance for Works and Contractor's Equipment

The Contractor shall insure the Works, Plant, Materials, including those issued by the Employer and Contractor's Documents for not less than the full reinstatement cost including the costs of demolition, removal of debris and professional fees and profit, subject to a maximum value indicated in Contract Data.. This insurance shall be effective from the date by which the evidence is to be submitted under sub-paragraph (a) of Sub-Clause 18.1 [General Requirements for Insurances], until the date of issue of the Taking-Over Certificate for the Works.

The insuring Party shall maintain this insurance to provide cover until the date of issue of the Performance Certificate, for loss or damage for which the Contractor is liable arising

from a cause occurring prior to the issue of the Taking-Over Certificate, and for loss or damage caused by the Contractor in the course of any other operations (including those under Clause 11 [Defects Liability]).

The insuring Party shall insure the Contractor's Equipment for not less than the full replacement value, including delivery to Site. For each item of Contractor's Equipment, the insurance shall be effective while it is being transported to the Site and until it is no longer required as Contractor's Equipment.

Unless otherwise stated in the Special Conditions of Contract, insurances under this Sub-Clause:

- (a) shall be effected and maintained by the Contractor as insuring Party,
- (b) shall be in the joint names of the Parties, who shall be jointly entitled to receive payments from the insurers, payments being held or allocated between the Parties for the sole purpose of rectifying the loss or damage,
- (c) shall cover all loss and damage from any cause not listed in Sub-Clause 17.3 [Employer's Risks],
- (d) shall also cover loss or damage to a part of the Works which is attributable to the use or occupation by the Employer of another part of the Works, and loss or damage from the risks listed in sub-paragraphs (c), (g) and (h) of Sub-Clause 17.3 [Employer's Risks], excluding (in each case) risks which are not insurable at commercially reasonable terms, with deductibles per occurrence of not more than the amount stated in the Contract Data (if an amount is not so stated, this sub-paragraph (d) shall not apply), and
- (e) may however exclude loss of, damage to, and reinstatement of:
 - i) part of the Works which is in a defective condition due to a defect in its design, materials or workmanship (but cover shall include any other parts which are lost or damaged as a direct result of this defective condition and not as described in sub-paragraph (ii) below),
 - ii) a part of the Works which is lost or damaged in order to reinstate any other part of the Works if this other part is in a defective condition due to a defect in its design, materials or workmanship,
 - iii) a part of the Works which has been taken over by the Employer, except to the extent that the Contractor is liable for the loss or damage, and
 - iv) Goods while they are not in the Country, subject to Sub-Clause 14.5 [Plant and Materials intended for the Works].

If, more than one year after the Base Date, the cover described in sub-paragraph (d) above ceases to be available at commercially reasonable terms, the Contractor shall (as insuring Party) give notice to the Employer, with supporting particulars. The Employer shall then (i) be entitled subject to Sub-Clause 2.5 [Employer's Claims] to payment of an amount equivalent to such commercially reasonable terms as the Contractor should have expected to have paid for such cover, and (ii) be deemed, unless he obtains the cover at commercially reasonable terms, to have approved the omission under Sub-Clause 18.1 [General Requirements for Insurances].

18.3 Insurance against injury to Persons and Damage to Property

The insuring Party shall insure against each Party's liability for any loss, damage, death

or bodily injury which may occur to any physical property (except things insured under Sub-Clause 18.2 [Insurance for Works and Contractor's Equipment]) or to any person (except persons insured under Sub-Clause 18.4 [Insurance for Contractor's Personnel]), which may arise out of the Contractor's performance of the Contract and occurring before the issue of the Performance Certificate.

This insurance shall be for a limit per occurrence of not less than the amount stated in the Contract Data, with no limit on the number of occurrences. If an amount is not stated in the Contract Data, this Sub-Clause shall not apply.

Unless otherwise stated in the Special Conditions of Contract, the insurances specified in this Sub-Clause:

- (a) shall be effected and maintained by the Contractor as insuring Party,
- (b) shall be in the joint names of the Parties,
- (c) shall be extended to cover liability for all loss and damage to the Employer's property including Railways Property (except things insured under Sub-Clause 18.2) arising out of the Contractor's performance of the Contract, and
- (d) may however exclude liability to the extent that it arises from:
 - (i) the Employer's right to have the Permanent Works executed on, over, under, in or through any land, and to occupy this land for the Permanent Works,
 - (ii) damage which is an unavoidable result of the Contractor's obligations to execute the Works and remedy any defects, and
 - (iii) a cause listed in Sub-Clause 17.3 [Employer's Risks], except to the extent that cover is available at commercially reasonable terms.

18.4 Insurance for Contractor's Personnel

The Contractor shall abide by the provisions of ESIC Act, 1948 (extended from time to time) to take care of insurance against liability for claims, damages, losses and expenses (including legal fees and expenses) arising from injury, sickness or disease. In addition the contractor shall also maintain insurance against liability for claim of death of any person employed by the Contractor or any other of the Contractor's Personnel.

The Employer and the Engineer shall also be indemnified under the policy of insurance, except that this insurance may exclude losses and claims to the extent that they arise from any act or neglect of the Employer or of the Employer's Personnel.

The insurance shall be maintained in full force and effect during the whole time that these personnel are assisting in the execution of the Works. For a Subcontractor's employees, the insurance may be effected by the Subcontractor, but the Contractor shall be responsible for compliance with this Clause.

K RIDE

19	Force Majeure
----	---------------

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, 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 14 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 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 continuous period exceeding 84 days, either party may at its option terminate the contract by giving notice to the other party.

K RIDE

19.1 Payment and Release in case of Optional Termination

Upon such termination, the Engineer shall determine the value of the work done and issue a Payment Certificate which shall include :

- (a) The amounts payable for any work carried out for which a price is stated in the contract;
- (b) The Cost of Plant and Materials ordered for the Works which have been delivered to the Contractor, or of which the contractor is liable to accept delivery; this Plant and materials shall become the property of (and be at the risk of) the Employer when paid for by the Employer, the Contractor shall place the same at the Employer's disposal;
- (c) Other Costs or liabilities supported by necessary documentary evidence which in the circumstances were reasonably and necessarily incurred by the Contractor in the expectation of completing the Works as per mutually agreed programme.
- (d) the Cost of removal of Temporary Works and Contractor's Equipment from the Site and the return of these items to the Contractor's works in his country (or to any other destination at no greater cost).

K RIDE

20.1 Contractor's Claims

If the Contractor considers himself to be entitled to any extension of the Time for Completion and/or any additional payment, under any Clause of these Conditions or otherwise in connection with the Contract, the Contractor shall give notice to the Engineer, describing the event or circumstance giving rise to the claim. The notice shall be given as soon as practicable, and not later than 28 days after the Contractor became aware, or should have become aware, of the event or circumstance.

If the Contractor fails to give notice of a claim within such period of 28 days, the Time for Completion shall not be extended, the Contractor shall not be entitled to additional payment, and the Employer shall be discharged from all liability in connection with the claim. Otherwise, the following provisions of this Sub-Clause shall apply.

The Contractor shall also submit any other notices which are required by the Contract, and supporting particulars for the claim, all as relevant to such event or circumstance.

The Contractor shall keep such contemporary records as may be necessary to substantiate any claim, either on the Site or at another location acceptable to the Engineer. Without admitting the Employer's liability, the Engineer may, after receiving any notice under this Sub-Clause, monitor the record-keeping and/or instruct the Contractor to keep further contemporary records. The Contractor shall permit the Engineer to inspect all these records, and shall (if instructed) submit copies to the Engineer.

Within 42 days after the Contractor became aware (or should have become aware) of the event or circumstance giving rise to the claim, or within such other period as may be proposed by the Contractor and approved by the Engineer, the Contractor shall send to the Engineer a fully detailed claim which includes full supporting particulars of the basis of the claim and of the extension of time and/or additional payment claimed. If the event or circumstance giving rise to the claim has a continuing effect:

- (a) this fully detailed claim shall be considered as interim;
- (b) the Contractor shall send further interim claims at monthly intervals, giving the accumulated delay and/or amount claimed, and such further particulars as the Engineer may reasonably require; and
- (c) the Contractor shall send a final claim within 28 days after the end of the effects resulting from the event or circumstance, or within such other period as may be proposed by the Contractor and approved by the Engineer.

Within 42 days after receiving a claim or any further particulars supporting a previous claim, or within such other period as may be proposed by the Engineer and approved by the Contractor, the Engineer shall respond with approval, or with disapproval and detailed comments. He may also request any necessary further particulars, but shall nevertheless give his response on the principles of the claim within such time.

Each Payment Certificate shall include such amounts for any claim as have been reasonably substantiated as due under the relevant provision of the Contract. Unless and until the particulars supplied are sufficient to substantiate the whole of the claim, the Contractor shall only be entitled to payment for such part of the claim as he has been able to substantiate.

The Engineer shall proceed in accordance with Sub-Clause 3.5 [Determinations] to agree or determine (i) the extension (if any) of the Time for Completion (before or after its expiry) in accordance with Sub-Clause 8.4 [Extension of Time for Completion], and/or (ii)

the additional payment (if any) to which the Contractor is entitled under the Contract.

The requirements of this Sub-Clause are in addition to those of any other Sub-Clause which may apply to a claim. If the Contractor fails to comply with this or another Sub-Clause in relation to any claim, any extension of time and/or additional payment shall take account of the extent (if any) to which the failure has prevented or prejudiced proper investigation of the claim, unless the claim is excluded under the second paragraph of this Sub-Clause.

K RIDE

20.2 Amicable Settlement

In case any dispute between the Engineer and the Contractor for which claim has already been made by the contractor, remains unresolved, the Contractor shall, then, give notice of dissatisfaction and intention to commence arbitration to the Employer duly specifying the subject of the dispute or difference as also the amount of claim item wise. The Parties shall make attempts to settle the dispute amicably before the commencement of arbitration as per procedure by KRIDE. However, unless both Parties agree otherwise, demand for arbitration may be made by the contractor after ninety days from the day on which a notice of dissatisfaction and intention to commence arbitration was given, even if no attempt at amicable settlement has been made.

Procedure for Amicable Settlement in contracts

1. Amicable Settlement Committee at senior management level shall make an attempt to resolve the issues/disputes within 90 days of request by the contractor.
2. The committee shall comprise of the following:-
 - (i) GM /K RIDE directly in-charge of the project;
 - (ii) Concerned finance officer, and
 - (iii) GM /K RIDE (in the same order) directly in-charge of the project of other discipline(s) in case the issues involve other discipline(s) of the engineering
3. Whenever the contractor submits a request for amicable settlement, MD/K RIDE should forward the same to concerned GM /K RIDE(in the same order) directly in-charge of the project. GM /K RIDE on receipt of the same shall issue a note to the concerned finance officer and concerned GM/K RIDE of other discipline in case the issues involved other discipline(s) of engineering, about the request for amicable settlement to be dealt by them and fix a date in consultation with them for a hearing. The date should then be communicated to the MD/K RIDE, GM/ /K RIDE of other department (if the issues involved their department) and contractor for presenting their case before the Amicable Settlement Committee.
4. This being an additional workload like arbitration, the Committee members shall be paid fee by KRIDE at the rates payable to the Arbitrators of KRIDE.

20.3 Arbitration

Any dispute, in respect of which amicable settlement has not been reached, arising between the Employer and the Domestic or Foreign Contractor related to any matter arising out of or connected with this contract, then the contractor shall be entitled to demand in writing that the dispute or difference be referred to arbitration.

Only such dispute(s) or difference(s) in respect of which the demand had been made for amicable settlement under GCC 20.2 but could not be settled, shall be referred to arbitration subject to the condition that cumulative amount of claims in the contract is not exceeding 20% of the contract price. In case the cumulative amount of claims exceeds 20% of the contract price, arbitration clause will not be applicable.

The Arbitration proceedings shall commence from the day, a written and duly quantified demand for arbitration is received by Managing Director, Rail Infrastructure Development Company (Karnataka) Limited, Bangalore /K RIDE).

The disputes so referred to arbitration shall be settled in accordance with the Indian Arbitration & Conciliation Act, 1996 and any statutory modification or re-enactment thereof.

Further, it is agreed between the parties as under:

K RIDE

20.3.1

Number of Arbitrators: The arbitral tribunal shall consist of three arbitrators.

20.3.2

Procedure for Appointment of Arbitrators: The arbitrators shall be appointed as per following procedure:

- (a) The Contractor, while invoking demand for arbitration, shall submit to **MD/K RIDE**, claims duly quantified along with name and contact details of his nominee arbitrator. Thereafter, he Employer will nominate his nominee arbitrator within a period of 30 days from receipt of such demand from the Contractor and will issue letter of appointment to both the arbitrators appointed by the parties with a copy to the Contractor.
- (b) The third Arbitrator shall be chosen by the two Arbitrators so appointed by the parties and shall act as Presiding Arbitrator. In case of failure of the two Arbitrators appointed by the parties to reach upon consensus within a period of 30 days from the appointment of the Arbitrators subsequently appointed, then, upon the request of either or both parties, the Presiding Arbitrator shall be appointed by the Managing Director, Rail Infrastructure Development Company (Karnataka) Limited, Bangalore.
- (c) 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 concerned GM/K RIDE fails to act without undue delay, the MD/K RIDE shall appoint new arbitrator/arbitrators to act in his/their place except in case of new Presiding Arbitrator who shall be chosen following the same procedure as mentioned in para (b) above. 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).

20.3.3

Qualification and Experience of Arbitrators (to be appointed as per sub-clause 20.3.2 above): The contract being of specialized nature requiring knowledge and experience of dealing with construction contracts, the arbitrators to be appointed shall have minimum qualification and experience as under:

Arbitrator shall be;

a working/retired officer (not below E-9 grade and above in a PSU with which K RIDE has no business relationship) of any discipline of Engineering or Accounts/Finance department, having experience in Contract Management of construction contracts; or

a retired officer (retired not below the HAG level) of any Engineering/Accounts Services of Central Government, having experience in Contract Management of construction contracts; or a retired officer who should have retired more than 3 years previously from the date of appointment as Arbitrator (retired not below E-9 grade in K RIDE or a PSU with which K RIDE has a business relationship) of any Engineering discipline or Accounts

department, having experience in Contract Management of construction contracts.

20.3.4

No person other than the persons appointed as per above procedure and having above qualification and experience shall act as Arbitrator. In case any person having the qualification and experience other than that mentioned above is nominated as arbitrator, the arbitration clause shall cease to exist and shall not be applicable.

No new claim, except as otherwise mutually agreed by the Parties, shall be added during proceedings by either party. However, a party may amend or supplement the original claim or defence thereof during the course of arbitration proceedings subject to acceptance by Tribunal having due regard to the delay in making it.

20.3.5

Neither party shall be limited in the proceedings before such arbitrators to the evidence nor did arguments previously put before during amicable settlement.

20.3.6

The reference to arbitration may proceed, notwithstanding that the Works shall not then be or be alleged to be complete, provided always that the obligations of the Employer, the Engineer and the Contractor shall not be altered by the reason of the arbitration being conducted during the progress of the Works. Neither party shall be entitled to suspend the Works, nor shall payment to the Contractor be withheld on account of such proceedings

20.3.7

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 Employer/Engineer that the final bill is ready for signature of the contractor(s), he/they will be deemed to have waived his/their claim(s) and the Employer shall be discharged and released of all liabilities under the contract in respect of these claims.

20.3.8

Arbitration proceedings shall be held at Bangalore, India or at a place where GM(CIVIL)/K RIDE's (dealing the contract) office is located, and the language of the arbitration proceedings and that of all documents and communications between the parties shall be in English.

20.3.9

The Arbitral Tribunal should record day to day proceedings. The proceedings shall normally be conducted on the basis of documents and written statements.

All arbitration awards shall be in writing and shall state item wise, the sum and detailed reasons upon which it is based.

20.3.10

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.

A party may apply for correction 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 specific point of award to tribunal within 60 days of the receipt of award.

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.

20.3.11

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.

20.3.12

The fees and other charges of the conciliator/arbitrators shall be as per the fee structure fixed by the employer as amended from time to time irrespective of the fact whether the Arbitrator(s) is/are appointed by the parties or by the Court of law unless specifically directed by Hon'ble Court otherwise on the matter, and shall be shared equally by the Employer and the Contractor. However, the expenses incurred by each party in connection with the preparation, presentation will be borne by itself

21. Jurisdiction of courts

The Contract Agreement shall be subject to exclusive jurisdiction of Courts as indicated in the Contract Data.

APPENDIX 1

SALIENT FEATURES OF SOME MAJOR LABOUR LAWS APPLICABLE TO ESTABLISHMENTS ENGAGED IN BUILDING AND OTHER CONSTRUCTION WORK

(The laws as current on the date of bid opening will apply)

- a) **Workmen Compensation Act 1923:** The Act provides for compensation in case of injury by accident arising out of and during the course of employment.
- b) **Payment of Gratuity Act 1972:** Gratuity is payable to an employee under the Act on satisfaction of certain conditions on separation if an employee has completed 5 years service or more or on death the rate of 15 days wages for every completed year of service. The Act is applicable to all establishments employing 10 or more employees.
- c) **Employees P.F. and Miscellaneous Provision Act 1952 (since amended):** The Act Provides for monthly contributions by the employer plus workers @ 10% or 8.33%. The benefits payable under the Act are :
 - (i) Pension or family pension on retirement or death, as the case may be.
 - (ii) Deposit linked insurance on the death in harness of the worker.
 - (iii) payment of P.F. accumulation on retirement/death etc.
- d) **Maternity Benefit Act 1951:** The Act provides for leave and some other benefits to women employees in case of confinement or miscarriage etc.
- e) **Contract Labour (Regulation & Abolition) Act 1970:** The Act provides for certain welfare measures to be provided by the Contractor to contract labour and in case the Contractor fails to provide, the same are required to be provided, by the Principal Employer by Law. The Principal Employer is required to take Certificate of Registration and the Contractor is required to take license from the designated Officer. The Act is applicable to the establishments or Contractor of Principal Employer if they employ 20 or more contract labour.
- f) **Minimum Wages Act 1948:** The Employer is supposed to pay not less than the Minimum Wages fixed by appropriate Government as per provisions of the Act if the employment is a scheduled employment. Construction of Buildings, Roads, Runways are scheduled employments.
- g) **Payment of Wages Act 1936:** It lays down as to by what date the wages are to be paid, when it will be paid and what deductions can be made from the wages of the workers.
- h) **Equal Remuneration Act 1979:** The Act provides for payment of equal wages for work of equal nature to Male and Female workers and for not making discrimination against Female employees in the matters of transfers, training and promotions etc.

-
- i) **Payment of Bonus Act 1965:** The Act is applicable to all establishments employing 20 or more employees. The Act provides for payments of annual bonus subject to a minimum of 8.33% of wages and maximum of 20% of wages to employees drawing Rs.3500/-per month or less. The bonus to be paid to employees getting Rs.2500/- per month or above upto Rs.3500/- per month shall be worked out by taking wages as Rs.2500/-per month only. The Act does not apply to certain establishments. The newly set-up establishments are exempted for five years in certain circumstances. Some of the State Governments have reduced the employment size from 20 to 10 for the purpose of applicability of this Act.
- j) **Industrial Disputes Act 1947:** The Act lays down the machinery and procedure for resolution of Industrial disputes, in what situations a strike or lock-out becomes illegal and what are the requirements for laying off or retrenching the employees or closing down the establishment.
- k) **Industrial Employment (Standing Orders) Act 1946:** It is applicable to all establishments employing 100 or more workmen (employment size reduced by some of the States and Central Government to 50). The Act provides for laying down rules governing the conditions of employment by the Employer on matters provided in the Act and get the same certified by the designated Authority.
- l) **Trade Unions Act 1926:** The Act lays down the procedure for registration of trade unions of workmen and employers. The Trade Unions registered under the Act have been given certain immunities from civil and criminal liabilities.
- m) **Child Labour (Prohibition & Regulation) Act 1986:**The Act prohibits employment of children below 14 years of age in certain occupations and processes and provides for regulation of employment of children in all other occupations and processes. Employment of Child Labour is prohibited in Building and Construction Industry.
- n) **Inter-State Migrant workmen's (Regulation of Employment & Conditions of Service) Act 1979:** The Act is applicable to an establishment which employs 5 or more inter-state migrant workmen through an intermediary (who has recruited workmen in one state for employment in the establishment situated in another state). The Inter-State migrant workmen, in an establishment to which this Act becomes applicable, are required to be provided certain facilities such as housing, medical aid, travelling expenses from home upto the establishment and back, etc.
- o) **The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act 1996 and the Cess Act of 1996:** All the establishments who carry on any building or other construction work and employs 10 or more workers are covered under this Act. All such establishments are required to pay cess at the rate not exceeding 2% of the cost of construction as may be modified by the Government. The Employer of the establishment is required to provide safety measures at the Building or construction work and other welfare measures, such as Canteens, First-Aid facilities, Ambulance, Housing accommodations for workers near the work place etc. The Employer to whom the Act applies has to obtain a registration

certificate from the Registering Officer appointed by the Government.

As per Central Government's Notification No.S.O.2899 dated 26.09.1996 under this act, the cess shall be levied @1% of cost of construction works which shall be deducted from each bill of the payment due to the contractor.

- p) **Factories Act 1948:** The Act lays down the procedure for approval at plans before setting up a factory, health and safety provisions, welfare provisions, working hours, annual earned leave and rendering information regarding accidents or dangerous occurrences to designated authorities. It is applicable to premises employing 10 persons or more with aid of power or 20 or more persons without the aid of power engaged in manufacturing process.
- q) **The Employees State Insurance Act, 1948 (Act No. 34 of 1948) (Provisions as extended from time to time):**An Act to provide for certain benefits to employees in case of sickness, maternity and 'employment injury' and to make provision for certain other matters in relation thereto.

--00--00--00--

**Section
7**

**Special Conditions
of Contract (SCC)**

Section 7**Contract Data****Common to all Packages**

The following Special Conditions of Contract (SCC) shall supplement the General Conditions of Contract (GCC). Whenever there is a conflict, the provisions herein shall prevail over those in the GCC.

Conditions	Reference to GCC	Data
Employer's name and address	1.1.2.2 & 1.3	Rail Infrastructure Development Company (Karnataka) Limited (A Joint venture of GoK and MoR) MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052 Tele: 91-80-22370582 Fax: 91-80-22370581
Employer's Representative	1.1.2.6	General Manager (Civil), Rail Infrastructure Development Company (Karnataka) Limited MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052 Tele: 91-80-22370582 Fax: 91-80-22370581 E – Mail: md@kride.in
Engineer's name and address	1.1.2.4 & 1.3 (b)	<i>Will be notified later</i>
Defects Notification Period	1.1.3.7	180 days.
Electronic transmission systems	1.3 (a)	Not permitted
Address for Communication to Employer	1.3 (b)	General Manager (Civil), Rail Infrastructure Development Company (Karnataka) Limited MSIL House, 7th Floor, #36, Cunningham Road Bangalore – 560052 Tele: 91-80-22370582 Fax: 91-80-22370581 E – Mail: md@kride.in
Governing Law	1.4	The Laws of Republic of India
Ruling language	1.4	English
Language for communications	1.4	English

Conditions	Reference to GCC	Data
Time for access to Site (after the date of commencement)	2.1	Starting from the Date of Commencement, the section will be progressively handed over in 90 days.
Performance Security	4.2 & 11.9	<p>(a) The Performance Security shall be for an amount of 10% (Ten percent) of the Accepted Contract Amount and in the same currency(ies) of the Accepted Contract amount in the prescribed form for the stated amount valid for a period of 28 days beyond issue of performance certificate. The contractor shall have the following options;</p> <p>(i) to submit full performance security for an amount equal to 10% of the contract price;</p> <p style="text-align: center;">or</p> <p>(ii) to submit part performance security for an amount equal to 5% of the contract price and the balance performance security shall be recovered from interim payment certificates @ 10% of the bill amount starting from 1st bill till it reaches full Performance Security. The contractor shall not be entitled to any interest on the amounts so recovered. However, the contractor shall be entitled for release of recovered amount of performance security against submission of bank guarantee of an equivalent amount, maximum three times during the contract.</p> <p>(b) Additional Performance Security, if any, shall be for an amount as determined by Employer in terms of ITB 35.5 and informed through letter of award and in the same currency(ies) of the Accepted Contract amount in the prescribed form valid for a period of 28 days beyond issue of performance certificate.</p>
Normal working hours	6.5	Sunrise to Sunset (This may be modified to suit the work requirements).
Commencement of works	8.1	Within fifteen (15) days from the date Contractor receives Letter of acceptance.
Maximum amount of delay damages	8.7	10% (ten percent) of the Contract Price.

Conditions	Reference to GCC	Data				
Amount of bonus for early completion	8.13	1% of the Contract Price per month (part of the month to be excluded) for substantial completion of work.				
Maximum limit of bonus	8.13	5% of Contract Price.				
State Capital Applicable		Bangalore				
Mobilization advance payment	14.2.1	Comprises of the percentage of Accepted Contract Amount payable in the currencies and proportions in which the Accepted Contract Amount is payable and in installments as mentioned below; <table border="1" data-bbox="794 719 1460 891"> <thead> <tr> <th>Mobilisation Advance</th> <th>Installments</th> </tr> </thead> <tbody> <tr> <td>As per request of the Contractor subject to a maximum of 5%</td> <td>Two Equal</td> </tr> </tbody> </table>	Mobilisation Advance	Installments	As per request of the Contractor subject to a maximum of 5%	Two Equal
Mobilisation Advance	Installments					
As per request of the Contractor subject to a maximum of 5%	Two Equal					
Timing of Mobilization Advance Payment	14.2.1	First Installment within 21 (Twenty one) days from the date of receipt of guarantee acceptable to Employer. Second Installment shall be released only when the contractor submits statement of having utilized the First Installment of mobilization Advance and the Employer is satisfied that the utilization has been done in purposeful manner. This shall be released within 21 days from the date of receipt of guarantee acceptable to the Employer.				
Advance Payment against Plant and Machinery	14.2.2	The total advance for Plant and Machinery shall be limited to 5% of the Contract price. Each time advance shall be paid within 21 days from the date of receipt of guarantee acceptable to the Employer subject to the fulfillment of other conditions of the sub-clause.				
Interest on Advance Payment	14.2.1 & 14.2.2	At the rate of 8.95% simple interest per annum on reducing balances.				

Conditions	Reference to GCC	Data
Repayment rate of Advance payment	14.2.4	<p>13.5% (Thirteen and half percent) of the amount of each payment if the advance taken is 10% of the contract price.</p> <p>20% (Twenty percent) of the amount of each payment if the advance taken is 15% of the contract price.</p> <p>If the total advance taken is less, the rate of recovery shall be proportionate.</p> <p>In case further advance is taken under sub-clause 14.2.1 and/or 14.2.2, after repayment has already been started, the Repayment Rate (R%) shall be revised in the next payment certificate as per following formula;</p> <p style="text-align: center;">$R = \frac{A \times 100}{80 - \% \text{ financial progress till previous payment certificate}}$</p> <p>Where 'A' is total outstanding Advance as a percentage of Contract Price.</p> <p>If the Contractor returns part of the advance amount on his own or on the instructions of the Employer or in the event that the Contractor has failed to deposit the advance amount as per demand of the Employer and the Employer has subsequently encashed the Bank Guarantee(s), then the rate of recovery shall be suitably reworked considering the balance amount of advance due to be recovered and to ensure that the complete recovery of advance and accrued interest is made within 80% of the financial progress.</p>
Percentage of Retention Money	14.3	<p>Retention money shall be deducted @ 2% of the total value of 'exclusive supply items' of BOQ</p> <ol style="list-style-type: none"> i. against which last installment of stage payment is included in the interim payment certificate for items having stage payment condition; ii. full payment against items (not having any stage payment condition) included in the interim payment certificate. <p>It is clarified that retention money is not applicable to advance payment under clause 14.5(c).</p>
Limit of Retention Money	14.3	2% of the Contract Price
Plant and Materials	14.5 (b)	Not applicable

Conditions	Reference to GCC	Data
	14.5(c) (i)	Plant and materials when delivered at site are : 1.Cement 2. Reinforcement steel 3. Bridge bearings 4. Pre-stressed cables (High Tensile steel) 5. SSI 6. Axle counter
Employers' Bank details for LC (a) Nodal Branch (b) Issuance/ reimbursing branch for LC	14.7.1	 (a) IDBI Bank, 11, First Cross, Gandhinagar, P B No. 9931, Bangalore 560009 IFSC Code – IBKL0000551 (b) Should be indicated later
Maximum Total Liability of the Contractor	17.6	Accepted Contract Amount
Periods for submission of insurance: a) evidence of insurance b) relevant policies	18.1	a) 14 days b) 28 days
Maximum amount of deductibles for insurance of Employer's risks.	18.2 (d)	NIL
Minimum amount of insurance by the Contractor for Works and Contractor's Plant and Materials including loss or damage to equipment.	18.2	100 (hundred) percent of Contract price
Minimum amount of insurance by the Contractor for Third party insurance including damage to Other Property and personal injury or death insurance for: a) for other people, and b) for Contractor's Employees.	18.3	Rs.2 (two) crores per occurrence without any limit for number of occurrences.
Jurisdiction of Courts	21	Bangalore

--00--00--00--

Section 8

Contract Forms

Section 8	Contract Forms
------------------	-----------------------

This Section contains forms which, once completed, will form part of the Contract. The forms for Performance Security and Advance Payment Security, when required, shall only be completed by the successful Bidder after contract award.

All italicized text is for guidance how to prepare the various forms and shall be deleted from the final documents.

Table of Forms

Title	Form No	Page No
Form of Contract Performance Security	Form No. COF/3	273-275
Form of additional Performance Security	--	276-278
Advance Payment Security	--	279-282
Indemnity bond for the safe custody of the plant and materials supplied by the contractor	--	283-286
Form of Bank Guarantee For Release of Balance Retention Money	--	287-289

**FORM OF CONTRACT PERFORMANCE
SECURITY (BANK GUARANTEE)**
[Refer Clause 41 of Instructions to Bidders]

(On non-judicial stamp paper of the appropriate value in accordance with stamp Act.
The stamp paper to be in the name of Executing Bank).

From:

Name and Address of the Bank.....

.....

To:

The Managing Director,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road,
Bangalore – 560052

WHEREAS, Rail Infrastructure Development Company (Karnataka) Limited, hereinafter called the **Employer**, acting through **[Insert Designation and address of the Employer's Representative]**, has accepted the bid of **[Insert Name and address of the Contractor]**, hereinafter called the **Contractor**, for the work of **[Insert Name of Work]**, vide Notification of Award No. **[Insert Notification of Award No.]**.

AND

WHEREAS, the contractor is required to furnish Performance Security for the sum of **[Insert Value of Performance Security required]**, in the form of bank guarantee, being a condition precedent to the signing of the contract agreement.

WHEREAS, **[Insert Name of the Bank]**, with its Branch **[Address]** having its Headquarters office at **[Address]**, hereinafter called the **Bank**, acting through **[Designation(s) of the authorised person of the Bank]**, have, at the request of the **[Insert name of the JV partner]**, a JV partner on behalf of the contractor, agreed to give guarantee for performance security and 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 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 the Employer the full amount in the sum of **[Insert Value of Performance Security required]** as above stated.
- 2 The Bank undertakes to immediately pay on presentation of demand by the Employer any amount up to and including aforementioned full amount

- without any demur, reservation or recourse. Any such demand made by the Employer on the Bank 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 Employer of Bank..
- 3 On payment of any amount less than aforementioned full amount, as per demand of the Employer, the guarantee shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Employer.
 - 4 The Bank shall pay the amount as demanded immediately on presentation of the demand by Employer without any reference to the contractor and without the Employer being required to show grounds or give reasons for its demand or the amount demanded.
 5. The Bank Guarantee shall be unconditional and irrevocable.
 - 6 The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Contractor.
 - 7 The Bank 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 Employer and the Contractor, will in any way release us from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification to the Bank.
 - 8 This guarantee is valid and effective from the date of its issue, which is ***[insert date of issue]***. The guarantee and our obligations under it will expire on ***[Insert the date twenty eight days after the expected end of defect liability period]***. All demands for payment under the guarantee must be received by us on or before that date.
 - 9 The Bank agrees that the Employers 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 Employer or the guarantee is released by Employer before the Expiry date.
 - 10 The Bank agrees that its obligation to pay any amount demanded by the Employer before the expiry of this guarantee will continue until the amount demanded has been paid in full.
 - 11 The expressions Bank and Employer herein before used shall include their respective successors and assigns.
 - 12 The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the employer. This guarantee

is subject to the Uniform Rules for Demand Guarantees, ICC Publication No. 758.

- 13 The Guarantee shall be in addition to and without prejudice to any other security Guarantee (s) of the contractor in favour of the Employer available with the Employer. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Employer.

Date

Place.....

.....

[Signature of Authorised person of Bank]

.....
[Name in Block letters]

.....
[Designation]

.....
[P/Attorney] No.

.....
Bank's Seal

[P/Attorney] No.....

Witness:

1. *Signature*
Name & Address & Seal
2. *Signature*
Name & address & Seal

Note :

1. *All italicized text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.*
2. *In case the guarantee is issued by a foreign Bank, which does not have operations in India, the said bank shall have to provide a counter-guarantee by State Bank of India.*
3. *case the Contractor is a JV, the Performance Security is required to be furnished on behalf of the JV in favour of the Employer by the JV Partners in proportion of of their respective percentage share specified in the JV Agreement. The percentage share of M/s [Insert Name of the JV Partner] in the JV is [Fill share % in the JV] percent. All the Bank Guarantee of JV Partners are liable to be encashed cumulatively.*

**FORM OF ADDITIONAL PERFORMANCE SECURITY
(BANK GUARANTEE)**

[Refer Clause 35.5 of Instructions to Bidders]

*(On non-judicial stamp paper of the appropriate value in accordance with stamp Act.
The stamp paper to be in the name of Executing Bank)*

From:

Name and Address of the Bank.....

.....

To:

The Managing Director,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore – 560052

WHEREAS, Rail Infrastructure Development Company (Karnataka) Limited, hereinafter called the **Employer**, acting through **[Insert Designation and address of the Employer's Representative]**, has accepted the bid of **[Insert Name and address of the Contractor]**, hereinafter called the **Contractor**, for the work of **[Insert Name of Work]**, vide Notification of Award No. **[Insert Notification of Award No.]**.

AND

WHEREAS, the contractor is required to furnish additional Performance Security for the sum of **[Insert Value of additional Performance Security required]**, in the form of bank guarantee, being a condition precedent to the signing of the contract agreement.

WHEREAS, **[Insert Name of the Bank]**, with its Branch **[Address]** having its Headquarters office at **[Address]**, hereinafter called the **Bank**, acting through **[Designation(s) of the authorised person of the Bank]**, have, at the request of the [Insert name of the JV partner], a JV partner on behalf of the contractor, agreed to give guarantee for 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 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 the Employer the full amount in the sum of **[Insert Value of additional Performance Security required]** as above stated.
- 2 The Bank undertakes to immediately pay on presentation of demand by the Employer any amount up to and including aforementioned full amount without any demur, reservation or recourse. Any such demand made by the Employer on the Bank 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 Employer of Bank.

- 3 On payment of any amount less than aforementioned full amount, as per demand of the Employer, the guarantee shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Employer.
- 4 The Bank shall pay the amount as demanded immediately on presentation of the demand by Employer without any reference to the contractor and without the Employer being required to show grounds or give reasons for its demand or the amount demanded.
- 5 The Bank Guarantee shall be unconditional and irrevocable.
- 6 The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Contractor.
- 7 The Bank 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 Employer and the Contractor, will in any way release us from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification to the Bank.
- 8 This guarantee is valid and effective from the date of its issue, which is ***[insert date of issue]***. The guarantee and our obligations under it will expire on ***[Insert the date twenty eight days after the expected end of defect liability period]***. All demands for payment under the guarantee must be received by us on or before that date.
- 9 The Bank agrees that the Employers 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 Employer or the guarantee is released by Employer before the Expiry date.
- 10 The Bank agrees that its obligation to pay any amount demanded by the Employer before the expiry of this guarantee will continue until the amount demanded has been paid in full.
- 11 The expressions Bank and Employer herein before used shall include their respective successors and assigns.

- 12 The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the employer. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No. 758.
- 13 The Guarantee shall be in addition to and without prejudice to any other security Guarantee(s) of the contractor in favour of the Employer available with the Employer. The Bank, under this Guarantee, shall be deemed as Principal Debtor of the Employer.

Date
Place.....

.....
[Signature of Authorised person of Bank]

.....
[Name in Block letters]

.....
[Designation]

.....
[P/Attorney] No.

.....
Bank's Seal

.....
[P/Attorney] No.....

Witness:

1. *Signature*
Name & Address & Seal

2. *Signature*
Name & address & Seal

Note :

- 1 *All italicized text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.*
- 2 *In case the guarantee is issued by a foreign Bank, which does not have operations in India, the said bank shall have to provide a counter-guarantee by State Bank of India.*
- 3 *The Bank Guarantee should be duly attested by Notary public with notarial stamp of appropriate value affixed thereon.*
- 4 *In case the Contractor is a JV, the additional Performance Security is required to be furnished on behalf of the JV in favour of the Employer by the JV Partner(s) who is responsible for execution of schedule(s) (as per JV agreement) against which additional Performance Security is required to be submitted in terms of ITB 35.5. All the Bank Guarantee of JV Partners are liable to be encashed cumulatively.*

Advance Payment Security

[Refer Clause 14.2 of GCC]

*(On non-judicial stamp paper of appropriate value in accordance with stamp Act.
The stamp paper to be in the name of Executing Bank)*

From

[Name and Address of the Bank]

To

The Managing Director,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore – 560052

Beneficiary: Rail Infrastructure Development Company (Karnataka) Limited.

Guarantee No.: [.....reference number of the guarantee.....] **Dated:** [.....]

WHEREAS, Rail Infrastructure Development Company (Karnataka) Limited (**hereinafter called the Employer**) has entered into Contract No. [...reference number of the Contract....] dated [.....] for the execution of [name of the contract] (**hereinafter called the Contract**) with [...name of the Contractor....] (**hereinafter called the Contractor**).

WHEREAS, according to the Conditions of the Contract, an advance payment is admissible to the contractor against submission of bank guarantee(s).

At the request of the Contractor, we [...name of the Bank....] with our branch at [...address....], having our Head Office at [...address....] (**hereinafter called the Bank**) have, at the request of [.....Insert name of the JV partner.....], a JV partner on behalf of the Contractor, agreed to give the said guarantee as hereinafter contained:

1. KNOW ALL MEN by these present that I/We the undersigned [...Insert name(s) of authorized representative(s) 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 guarantees to pay the Employer the sum of Rs.[....value in figure....](Rupees [...value in words....] **only(hereinafter called the Full Amount)**).

2. The Bank undertakes to immediately pay to the Employer, without any demur, reservation or recourse, any amount up to and including aforementioned full amount upon first written demand/demands from the Employer.
3. On payment of any amount less than aforementioned full amount, as per demand of the Employer, the guarantee shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Employer.
4. The Bank shall pay the amount so demanded without any reference to the contractor and without the Employer being required to show grounds or give reasons for its demand or the amount demanded.
5. The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank, the Contractor or the Employer.
6. The Bank agrees that no change, addition, modification to the terms of the Contract Agreement or to any document, which have been or may be made between the Employer and the Contractor, will in any way release us from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification to the Bank.
7. This guarantee is valid and effective from the date of it's issue, which is [*....date of issue....*]. The guarantee and our obligations under it will expire on dated[*....Please refer note 4 & 5....*]. All demands for payment under the guarantee must be received by us on or before that date.
8. The Bank agrees that the Employer's 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 continue until either the aforementioned full amount is paid to the Employer or the guarantee validity period expires.
9. The Bank agrees that it's obligation to pay any amount demanded by the Employer before the expiry of this guarantee will continue until the amount demanded has been paid in full.
10. The expressions Bank and Employer herein before used shall include their respective successors and assigns.

11. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the employer. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No. 758.

Dated[.....]

Place[.....]

.....
(Signature of the Authorized Person of the Bank)

.....
(Name in Block Letters)

.....
(Designation)

.....
(Bank's Seal)

.....
(Authorization No.)

Witness:

1.
Signature, Name & Address

2.
Signature, Name & Address

Note:

1. *All italicized text in brackets [...text....] is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.*
2. *In case the guarantee is issued by a foreign Bank, the said bank shall have operations in India and should be issued by Indian operations branch of the said bank.*
3. *The Bank Guarantee should be duly attested by Notary Public with notarial stamps of appropriate value affixed thereon.*
4. **Mobilization Advance under GCC 14.2.1:**

(a) For Single Entity

For each Installment of Advance, two Bank Guarantees of equal amounts (each equal to half of the first installment of advance plus 10%) shall be furnished. Each Bank Guarantee shall be valid for the stipulated completion period of the contract.

OR

(b) For JV

For each Installment of Advance, individual JV partner shall furnish Bank Guarantee equal to his share in the installment of Advance plus 10%. Each Bank Guarantee shall be valid for the stipulated completion period of the contract.

5. Advance against Plant and Machinery under GCC 14.2.2:

(a) For Single Entity

For each Installment of Advance, a Bank Guarantee equal to the installment of advance plus 10% shall be furnished. The Bank Guarantee shall be valid for the stipulated completion period of the contract.

OR

(b) For JV

For each Installment of Advance, individual JV partner shall furnish a Bank Guarantee equal to his share in the installment of advance plus 10%. Each Bank Guarantee shall be valid for the stipulated completion period of the contract.

**INDEMNITY BOND FOR THE SAFE CUSTODY OF THE PLANT
AND MATERIALS SUPPLIED BY THE CONTRACTOR**

[Refer Clause 14.5 of GCC]

(To be executed on Non-Judicial Stamp Paper of Appropriate Value and notarised)

THIS INDEMNITY BOND made on this _____ day of _____ 20____
by _____ (*insert the name of the Contractor and its registered address*) (hereinafter
called “the Contractor”) which expression shall where the context do admits or implies be
deemed to include its executors, administrators and assigns, in favour of the Rail
Infrastructure Development Company (Karnataka) Limited, MSIL House, 7th Floor, #36,
Cunningham Road, Bangalore – 560052 (hereinafter called “K RIDE”) on the other part.

WHEREAS by an Agreement/Letter of Acceptance No. _____ dated _____
(hereinafter called “the said agreement”), the Contractor has agreed to execute the
_____ (*Name of Work*) (hereinafter called “the Works”) .

AND WHEREAS the Contractor has submitted to K RIDE/ the Engineer for payment on
plants & materials procured by him and brought to the site of the Works or his workshop
for use in the Works.

AND WHEREAS K RIDE/ the Engineer has agreed to make advance/stage payment to
the Contractor the total sum of Rs. _____ (*in Figures*) [Rupees
_____ (*in Words*) in Interim Payment Certificate (IPC)
No. _____, the quantities and other particulars of which are detailed in this IPC
for the said works signed by the Contractor on _____ for the Plant and Materials
brought by the Contractor to site of the works or his workshop. Brief details are also
mentioned in schedule 1 appended hereto.

NOW THIS INDEMNITY BOND WITNESS that in pursuance of the said agreement and
in consideration of the sum of Rs. _____ (*in Figures*)
_____ (*in Words*) on or before the execution of these presents to be
paid to the Contractor by K RIDE so aforesaid, the Contractor doth hereby covenant and
agree with K RIDE and declare as follows: -

1. That the said sum of Rs. _____ (*In Figures*) _____ (*in Words*) to be paid by K RIDE to the Contractor as aforesaid shall be utilized by the Contractor in or towards the execution of the said works and for no other purpose whatsoever.
2. That the Plant and Materials detailed in the said IPC which have been offered to and accepted by K RIDE/ the Engineer, are absolutely the Contractor's own property and free from encumbrances of any kind and the Contractor will not make any application for or receive any further payment on the Plant and Materials which are not absolutely his own property and free from encumbrances of any kind, the Contractor indemnifies the K RIDE against all claims on any Plant and Materials in respect of which payment is to be made to him as aforesaid.
3. That the Contractor undertakes that the Plant and Materials shall be used exclusively for the performance / execution of the Contract strictly in accordance with the terms and conditions of the Contract and no part of the Plant and Materials shall be utilized for any other work or purpose whatsoever.
4. That the Contractor is obliged and shall remain absolutely responsible for the safe transit / protection and custody of the Plant and Materials against all risks whatsoever including acts of the God till the Plant and Materials are duly incorporated in the works, commissioned and are taken over by K RIDE/Railway (including surplus Plant and Materials, if required as instructed by K RIDE/ the Engineer) in accordance with the terms of the Contract. The Contractor undertakes to keep K RIDE harmless against any loss or damage that may be caused to the Plant and Materials.
5. That the said Plant and Materials shall not on any account be removed from the site of the works except with the written permission of K RIDE/ the Engineer. Further, K RIDE/ the Engineer shall always be free at all times to take possession of the materials in whatever form the materials may be in, if in its opinion, the Plant and Materials are likely to be endangered, mis-utilized or converted to uses other than those specified in the Contract, by any acts or omission or commission on the part of the Contractor or any other person or on account of any reason whatsoever and the Contractor binds himself and undertakes to comply with the directions of demand of K RIDE to return the Plant and Materials without any demur or reservation.

6. That the said plant and materials shall, at all times, be open to inspection by K RIDE/ the Engineer or any authorized representative. In the event of the said material or any part thereof at any time being found to be in lesser quantity than for which payment has been released or the same has been stolen, destroyed or damaged or becoming deteriorated, the Contractor will forthwith replace the same or repair and make good the same as required by K RIDE/ the Engineer.
7. That making payment does not mean that Plant and Materials are of required specifications and quality or that whole of the quantity brought to site by Contractor will be used in the work. The Contractor is fully responsible for the materials to conform to required quality and specification and if at any time K RIDE/ the Engineer do not find the material satisfactory, the Contractor at his own cost would replace these. K RIDE/ the Engineer would be at liberty to recover cost of these from any dues of the Contractor. Also any Plant and Materials which are in excess of what is finally required under the contract would be the Contractor's property without any liability on K RIDE/ the Engineer who would recover the cost of this from the Contractor.
8. That this Indemnity Bond is irrevocable. If at any time, any loss or damage occurs to the Plant and Materials or the same or any part thereof is mis-utilized in any manner whatsoever, then the Contractor hereby agrees that the decision of K RIDE/ the Engineer as to assessment of loss or damage to the Plant and Materials shall be final and binding on the Contractor. The Contractor binds itself and undertakes to replace the lost and/or damaged Plant and Materials at its own cost and/or shall pay the amount of loss to K RIDE without any demur, reservation or protest. This is without prejudice to any other right or remedy that may be available to K RIDE/ the Engineer against the Contractor under the Contract or under this Indemnity Bond.
9. That if the Contractor shall at any time make any default in the performance or observance in any respect of any of the terms and provisions of the said agreement or of those presents, the total amount of the payment shall immediately on the happening of such default be recovered by K RIDE/ the Engineer from any dues of Contractor. It is also clearly understood by the Contractor that non-observance of the obligations under this Indemnity Bond by the Contractor shall inter-alia constitute a criminal breach of trust on the part of the Contractor for all intents and purpose including legal / penal consequences.

10. IN WITNESS WHEREOF, the Contractor has hereunto set its hand through its authorized representative, the day, month and year first above mentioned.

11. SCHEDULE 1

Particulars of the Plant and Materials	Quantity	Value of the Plant and Materials

Signed, Sealed and Delivered by the said Contractor

(Contractor's Name)

Dated:

(AUTHORISED SIGNATORY)

Place:

SEAL OF COMPANY

IN THE PRESENCE OF:

WITNESS: SIGNATURE _____

NAME: _____

ADDRESS : _____

Note:

The contractor has the option to submit the Indemnity Bond to cover all the items and quantities of Plant and Materials of stage payment or to submit indemnity bond each time the stage payment is to be taken or Plant and Materials advance is to be taken.

**FORM OF BANK GUARANTEE FOR RELEASE
OF BALANCE RETENTION MONEY**

*(On non-judicial stamp paper of the appropriate value in accordance with stamp Act.
The stamp paper to be in the name of Executing Bank).*

From:

.....
.....*Name and Address of the Bank*.....
.....

To:

The Managing Director,
Rail Infrastructure Development Company (Karnataka) Limited,
MSIL House, 7th Floor,
#36, Cunningham Road
Bangalore – 560052.

- a) WHEREAS, Rail Infrastructure Development Company (Karnataka) Limited, (hereinafter called the **Employer**), acting through **[Insert Designation and address of the Employer's Representative]**, has entered into a contract with **[Insert Name and address of the Contractor's Representative]**, (hereinafter called the **Contractor**), for the work of **[Insert Name of Work]**, vide Notification of Award No. **[Insert Notification of Award No.]**.
- b) WHEREAS as per conditions of contract Employer has deducted an amount of RS **[Insert Amount deducted as retention money]** towards retention money till date, and WHEREAS now the contractor has requested the Employer for releasing the said amount on submission of a bank guarantee of equivalent amount which has been accepted by the Employer. ****

OR

WHEREAS as per conditions of contract Employer has deducted an amount of RS **[Insert Amount deducted as retention money]** towards retention money till date, out of a total amount of Rs **[Insert total Amount of retention money deductible as specified in the contract]** which is due to be deducted as retention money as per Contract agreement and WHEREAS now the Contractor has requested the Employer to accept a bank guarantee of the equivalent amount of the total retention money due as per contract agreement so that the amount already deducted may be released in favour of the contractor and that no further deduction towards retention money will be made in future which has been accepted by the Employer. ****

-
- c) WHEREAS, **[Insert Name of the Bank]**, with its Branch **[Address]** having its Headquarters office at **[Address]**, hereinafter called the **Bank**, acting through **[Designation(s) of the authorised person of the Bank]**, have, at the request of the contractor, agreed to give guarantee as hereinafter contained:
1. KNOW ALL MEN 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 the Employer to pay the full amount in the sum of **[Insert Value of the Bank Guarantee being submitted]** as above stated.
 2. The Bank undertakes to immediately pay to the Employer any amount up to and including aforementioned full amount upon written order/orders from the Employer without any demur, reservation or recourse.
 3. On payment of any amount less than aforementioned full amount, as per demand of the Employer, the guarantee shall remain valid for the balance amount i.e. the aforementioned full amount less the payment made to the Employer.
 4. The Bank shall pay the amount so demanded without any reference to the contractor and without the Employer being required to show grounds or give reasons for its demand or the amount demanded.
 5. The guarantee hereinbefore shall not be affected by any change in the constitution of the Bank or in the constitution of the Contractor.
 6. The Bank 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 Employer and the Contractor, will in any way release us from the liability under this guarantee; and the Bank, hereby, waives any requirement for notice of any such change, addition or modification to the Bank.
 7. This guarantee is valid and effective from the date of its issue, which is **[insert date of issue]**. The guarantee and our obligations under it will expire on **[Insert the date twenty eight days after the expected end of defect liability period.]**. All demands for payment under the guarantee must be received by us on or before that date.
 8. The Bank agrees that the Employers 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 continue

until either the aforementioned full amount is paid to the Employer or the guarantee expires.

- 9. The Bank agrees that it's obligation to pay any amount demanded by the Employer before the expiry of this guarantee will continue until the amount demanded has been paid in full.
- 10. The expressions Bank and Employer herein before used shall include their respective successors and assigns.
- 11. The Bank hereby undertakes not to revoke the guarantee during its currency, except with the previous consent in writing of the employer. This guarantee is subject to the Uniform Rules for Demand Guarantees, ICC Publication No. 758.

Date

Place.....

.....
[Signature of Authorised person of Bank]

.....
[Name in Block letters]

.....
[Designation]

.....
.....[Address].....

Witness :

- 1. *Signature*
Name & Address & Seal
- 2. *Signature*
Name & address & Seal

Bank's Seal
Authorisation No.....

Note :

- 1) *All italicized text is for guidance on how to prepare this bank guarantee and shall be deleted from the final document.*
- 2) *In case the guarantee is issued by a foreign Bank, the said bank shall have operations in India and should be countersigned by Indian operations branch of the said bank.*
- 3) *The Bank Guarantee should be duly attested by Notary public with notarial stamps of appropriate value affixed thereon.*
- 4) ***** strike out whichever is not applicable.*

--00--00--00--

Section 9

Bill of Quantities

Section 9	Bill of Quantities
------------------	---------------------------

INDEX

	Description	Page No
1.	Package 1	290-342
2.	Package 2	343-395

Price Proposal

Package 1

Baiyyappanahalli - Hosur: Doubling of track

BYPL "A" Pannel - HSRA Doubling Project - Linking of
BG track between Km.205/500 and Km.182/300 including
Belandur road & Heelalige yards in Bangalore Division of

South Western Railway.

**Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur
Doubling Project – Linking of BG track between Km.205/500
and Km.182/300 including Belandur road & Heelalige yards in
Bangalore Division of South Western Railway**

SUMMARY OF BILLS OF QUANTITIES

PARRTICULERS	DEPARTMENT VALUE (Rs.)
Schedule "P"	32461393.00
Schedule "Q"	8697754.00
Schedule "R"	25258295.00
Schedule "K"	2843171.50
Schedule "J"	936800.00
Total	70197413.50

Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway

SCHEDULE 'R' OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWTR-001	<p>Transportation of BG mono-block PSC track sleepers of 60 kg / 52 kg track / LC sleepers / bridge approach sleepers / slack gauge sleepers from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p style="text-align: center;">Notes</p> <p>1. This item has 3 sub-items. For sub-item (a), the unit is 'per sleeper' and as such the rate does not depend upon the distance. Sub-item (b) and sub-item (c) are for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for the number of sleepers transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b). For payment in sub-item (c), both sub-item (a) and sub-item (b) will be paid. For payment in sub-item (c), sub-item (a) will be paid for the number of sleepers transported, a quantity of 50 km will be considered for sub-item (b) and the lead over and above 100 km will be considered for arriving at the quantity of sub-item (c);</p> <p>2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor;</p> <p>3. In case of transportation of sleepers from sleeper factory, loading of sleepers will be normally done by the factory. If the sleepers are not loaded by the factory or if they are to be transported from any other location, arrangement for loading them has to be done by the contractor. Loading, if done by the contractor, will be paid separately in the relevant sub-item of the schedule;</p> <p>4. Manual loading (if loading is done by the contractor) and manual unloading are not permitted.</p> <p>5. Sleepers shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on formation;</p> <p>6. In case of any damage to sleepers while loading (if loading is done by the contractor) / unloading / stacking them, the cost of damaged materials, as decided by the Engineer-in-Charge, will be recovered.</p>				
	PWTR-001 a	--do-- for a lead from more than 0 km and less than 50 km	per sleeper	96	5000	480000
	PWTR-001 b	--do-- extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1.	per sleeper per KM	1.3	250000	325000
	PWTR-001 c	--do-- extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per note no. 1.	per sleeper per km	0.65	1750000	1137500

SCHEDULE 'R' OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
2	PWTR-001a1	<p>Transportation of BG mono-block PSC wide base sleepers for track / LC / bridge approach / slack gauge sleepers from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid-section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid-section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations / as directed by the Engineer-in-Charge and as per the note(s) below:</p> <p>NOTES:</p> <p>1. This item has 3 sub-items. For sub-item (a), the unit is 'per sleeper' and as such the rate does not depend upon the distance. Sub-item (b) and sub-item (c) are for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for the number of sleepers transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b). For payment in sub-item (c), both sub-item (a) and sub-item (b) will be paid. For payment in sub-item (c), sub-item (a) will be paid for the number of sleepers transported, a quantity of 50 km will be considered for sub-item (b) and the lead over and above 100 km will be considered for arriving at the quantity of sub-item (c);</p> <p>2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor;</p> <p>3. In case of transportation of sleepers from sleeper factory, loading of sleepers will be normally done by the factory. If the sleepers are not loaded by the factory or if they are to be transported from any other location, arrangement for loading them has to be done by the contractor. Loading, if done by the contractor, will be paid separately in the relevant sub-item of the schedule;</p> <p>4. Manual loading (if loading is done by the contractor) and manual unloading are not permitted.</p> <p>5. Sleepers shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on formation;</p> <p>6. In case of any damage to sleepers while loading (if loading is done by the contractor) / unloading / stacking them, the cost of damaged materials, as decided by the Engineer-in-Charge, will be recovered.</p> <p>a. for a lead from more than 0 km and less than 50 km</p>	per sleeper per km	118.19	38000	4491220
	PWTR-001b1	b. extra over sub-item (001a1) for a lead from more than 50 km to less than 100 km as per note no. 1	per sleeper per km	1.6	1800000	2880000
	PWTR-001c1	c. extra over sub-item (001a1) and sub-item (001b1) for a lead more than 100 km as per note no. 1.	per sleeper per KM	0.8	12600000	10080000

SCHEDULE "R" OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
3	PWTR-002	Transportation of BG mono-block Special PSC sleepers for points and crossings / switch expansion joints from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.				
	PWTR-002 a	--do-- for a lead from more than 0 km and less than 50 km	per tonne per km	25	60000	1500000
	PWTR-002 b	--do- extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1.	per tonne per km	6	60000	360000
	PWTR-002 c	----do- extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per note no. 1.	per tonne per km	1.95	423500	825825
4	PWTR-003	Transportation of P Way fittings, fastenings and other materials like fish plates, fish bolts and nuts, ER clips, liners, wooden sleepers, fittings of guard rail, cement concrete slabs, level crossing slabs from anywhere in India including collecting small quantities of materials from various scattered locations in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road vehicle including handling, re-handling including multiple loading and multiple unloading (away from running track) as required, stacking / arranging them in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations as directed by the Engineer-in- Notes: 1. This item has 2 sub-items . For sub-item (a), the unit is 'MT' and as such the rate does not depend upon the distance. Sub-item (b) is for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for weight of materials transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b); 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor; 3. In case of any damage to materials while loading / unloading / stacking / arranging them, the cost of damaged materials, as decided by the Engineer-in-Charge, will be recovered .				
	PWTR-003 a	--do-- for a lead from more than 0 km and less than 50 km	MT	900	750	675000
	PWTR-003 b	--do- extra over sub-item (a) for a lead from more than 50 km as per note no. 1.	per tonne per KM	3.3	37500	123750

SCHEDULE "R" OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
5	PWTR-004	<p>Transportation of class I / class II Rails (of any section) up to 13 m (other than guard rails and cut rails less than 2 m long) from anywhere in India including collecting small quantities of rails from various scattered locations in mid section / yards / LCs / any other location over Indian Railways including collection of rails from along the railway alignment and moving to nearest road approach point for further transportation (by the same contractor or by a different contractor as decided by the Engineer-in-Charge) as directed to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including handling, re-handling, multiple loading and multiple unloading as required using road crane or any other mechanical means only (manual loading / manual unloading is <u>not permitted</u> at any stage of multiple loading / multiple unloading) away from running track, stacking / arranging them in a systematic and countable manner on the formation at specified location(s) in yard / mid section / P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables. loading. unloading with all incidental charges and Notes:</p> <p>1. This item has 2 sub-items. For sub-item (a), the unit is 'MT' and as such the rate does not depend upon the distance. Sub-item (b) is for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for weight of materials transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b);</p> <p>2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor;</p> <p>3. Manual loading and manual unloading are not permitted at any stage of multiple loading / multiple unloading i.e. while collecting the rails from scattered locations etc;</p> <p>4. Rails shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on formation;</p> <p>5. In case of any damage to rails while loading / unloading / stacking them, the cost of damaged rails, as decided by the Engineer-in-Charge, will be recovered;</p> <p>6. Calculation of weight of Class II rails, if any, will be made @ 5% lesser weight per m than the standard weight per m.</p>				
	PWTR-004 a	--do-- for a lead from more than 0 km and less than 50 km	per tonne per Km	13.4	100000	1340000
	PWTR-004 b	--do- extra over sub-item (a) for a lead from more than 100 km as per note no. 1.	per tonne per Km	5.2	200000	1040000

No. Of items Five Only	Schedule "R" Departmental Value	25258295
	Tender's / Contractor's Percentage	
	Total	

Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWBL-001	<p>(i) Unloading 52 kg / 60 kg single rails / 2-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane and;</p> <p>(ii) Stacking the rails (in case of single rails only). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	metric tonne	121	3000	363000
2	PWBL-002	<p>Unloading of 52 kg / 60 kg long rail panels – 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>3. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	metric tonne	206	3200	659200
3	PWBL-003	<p>(i) Trucking / Transportation of Rails of any section /size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and;</p> <p>(ii) Stacking the rails.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rails shall be neatly and properly stacked in a countable manner;</p> <p>2. The rails may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this;</p> <p>3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p>	metric tonne	260	450	117000

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
4	PWBL-004	<p>(i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and,</p> <p>(ii) Stacking the sleepers; All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	each sleeper	65	8000	520000
5	PWBL-005	<p>Lateral shifting of 60 kg / 52 kg 3-rail panels from one side to other side of</p> <p>Notes: 1. The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge; 2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	metric tonne	82	1500	123000
6	PWBL-006	<p>Lateral shifting of 60 kg / 52 kg 5-rail panels / 10-rail panels / 20-rail panels from one side to other side of running line under rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractor's personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge;</p> <p>2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	metric tonne	110	1500	165000
7	PWBL-007	<p>(i) Rail renewal under rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and;</p> <p>(ii) Stacking the released rail(s) at the specified location(s) up to a lead of 1 (one) km.</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rate includes transporting, leading and stacking of the released rail(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.; The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same; The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; Lead of rails (new or released) beyond 1 (one) km shall be paid separately; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	track meter	104	2500	260000
8	PWBL-008	<p>(i) Sleeper renewal under rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Safely disposing the muck generated outside Railway boundaries with all lead;</p> <p>(iii) Kutchka packing to ensure correct alignment and cross level to make track fit for running traffic at least for a speed of 20 (twenty) kmph and;</p> <p>(iv) Stacking the released sleeper(s) at specified location(s) up to a lead of 1 (one) km.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of released sleeper(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The limit of 1 km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>3. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same;</p> <p>4. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	each sleeper	130	8000	1040000
9	PWBL-009a	<p>(i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turn out under rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railway's rubber pads, fittings and fastenings duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Stacking the released rails, released sleepers etc.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes testing the point with the signalling staff duly adjusting various gaps, clearances, throw of switch etc. till the finer requirements of gaps, clearances, spacing(s) etc. are fully achieved to the satisfaction of Engineer-in-Charge;</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>2. The rate includes correction of fabrication defects of components, fittings and alteration to tie plates, spherical washers, etc. which may become necessary at site;</p> <p>3. Cutting of rails and drilling of holes shall be paid separately under relevant items;</p> <p>4. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same;</p> <p>5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>6. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>7. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>8. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>9. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
	PWBL-009b	---do-- for 1 in 12 Turn Out	set	66693	9	600237
	PWBL-009c	---do-- for 1 in 8.5 Turn Out	set	58625	2	117250
	PWBL-009d	--do-- for 1 in 8.5 Trap Switch	set	253843	5	1269215
10	PWBL-010	<p>(i) Providing Cut and Connection to existing track under rail traffic block during day / night duly cutting the existing track (running line) of 60 kg / 52 kg / 90R rails, drilling holes, connecting it to already laid adjacent track (running line / non-running line), laterally slewing and re-slewing back and forth (if necessary) any number of times both the tracks of required lengths to form smooth alignment till the formation of exact reverse curve and continuity without any kinks, adjusting the sleeper spacing and cross level of both the tracks as per the requirement, dumping back the removed ballast and spreading to provide the required cushion under the tracks, levelling of track;</p> <p>(ii) Kutcha packing of the entire realigned portion along with five approach sleepers on either end duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Removal of released rails, sleepers, fittings etc. from the site and keeping them at a safe distance to clear any infringement to tracks and transportation of released fittings to the specified P Way depot.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractor's personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note:</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The work involves cutting the running line and connecting it to the adjacent running line / non-running line duly performing all the operations as detailed above and any associated linking of new track. Payment for linking of new track will be made separately under the relevant item;</p> <p>2. After completion of work in block, the work shall be continued and the track shall be packed to permit normal speed in stages as directed. Payment for the same will be made separately under the relevant items;</p> <p>3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	number	44000	10	440000
11	PWBL-011	<p>(i) Insertion of Railway's Glued Joint set 60 kg /52 kg on BG track / Points and Crossing under rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and;</p> <p>(ii) Transportation of released rails to the nominated location(s).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transportation of released rails to nominated locations(s) as directed by the Engineer-in-Charge and stacking them neatly and properly in a countable manner;</p> <p>2. Each set comprises of two glued joints on opposite rails;</p> <p>3. Cutting of rails and drilling of holes shall be paid separately under the relevant items;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p>	set	936	150	140400

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
12	PWBL-012	<p>De-stressing of LWR / CWR under rail traffic block at the desired rail temperature duly carrying out all the operations contained in LWR manual with contractor's hydraulic rail tensor, contractor's skilled personnel (sufficient in number so as to easily handle the entire length of track to be de-stressed), tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. If the rail temperature at the time of carrying out de-stressing operation is not within the specified limit, the operation may not be carried out at that time / on that day. No compensation shall be paid for postponement for a few hours / total cancellation of the programme for whatsoever reason;</p> <p>2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter	25	3000	75000
13	PWBL-013	<p>(i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under rail traffic block during day / night with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard – on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement;</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		(ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms); (iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and; (iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The limit of 1 (one) km of lead does not apply to yards. The rate includes any lead within the yard limit; Cutting of rails, drilling of holes and dismantling of track, if executed, shall be paid separately; One set of SEJ consists of both LH & RH rails and all other components / parts; SEJs and track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same; The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; SEJ sleepers shall be made available at the nearest station yard / LC / any other location and the contractor has to lead the same to the site of work with a maximum lead of 1 (one) km. Any lead exceeding 1 (one) km (for other than yard limit) for transportation of sleepers (not SEJs, fittings and fastenings) shall be paid separately; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	set	7150	20	143000
14	PWBL-014	<p>Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only under rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rail shall be cut true to vertical; The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is broken; 				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	number	127	1500	190500
15	PWBL-015	<p>(i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail under rail traffic block during day / night with contractor's rail drilling machine and contractor's drill bits and;</p> <p>(ii) Chamfering the drilled hole properly with a chamfering tool.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.</p>	number	74.1	6000	444600
16	PWBL-016	<p>Cutting rails of any section using gas flame under rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.</p>	number	91	1100	100100
17	PWBL-017	<p>(i) Re-grading the existing track under rail traffic block during day / night to the required level and grade with moorum / ballast already dumped by lifting / lowering the track in stages, not more than 75mm at each time (the rate is for one lift of 75 mm), including one round of packing at each stage of lifting as per IRPWM, providing the required ramp in and ramp out and providing longitudinal level;</p> <p>(ii) Repacking the track to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph;</p> <p>(iii) Subsequent continual picking up of sags / slacks and continual attending to misalignment / cross level defects after passage of train(s) till the passage of 10 (ten) trains and;</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iv) Boxing of moorum / ballast to standard profile specified. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate is for one lift of 75 mm. For each subsequent lift of 75 mm, if any, another payment shall be made; 2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter per one lift of 75mm each	97.5	4000	390000
18	PWBL-018	<p>(i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density under rail traffic block during day / night duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed and;</p> <p>(ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work; 4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p>	track meter	80	1500	120000

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
19	PWBL-020	<p>(i) Dismantling existing BG points and crossing 1 in 12 (one in twelve) on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed;</p> <p>(ii) Linking normal track between the then switch and the then crossing and;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutchra packing for safe movement of train;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	15400	2	30800

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
20	PWBL-021	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed;</p> <p>(ii) Linking normal track between the then switch and the then crossing and;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	11550	2	23100

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
21	PWBL-022	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) trap switch on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed;</p> <p>(ii) Linking normal track between the then switch and the then crossing and ;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work; The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	set	4928	2	9856

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
22	PWBL-023	<p>(i) Lateral Slewing of existing or newly linked BG track up to 1 (one) metre on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment, spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph;</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track metre	210	1000	210000
23	PWBL-024	<p>(i) Lateral Slewing of existing or newly linked BG track more than 1 (one) metre and up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p>	track metre	237	200	47400

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
24	PWBL-026	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 12 (one in twelve) up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	29250	2	58500

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
25	PWBL-027	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 8.5 (one in eight and a half) up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	21938	2	43876
26	PWBL-028	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 8.5 (one in eight and a half) trap switch up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	set	9360	2	18720

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				

SCHEDULE "R" OF TRACK LINKING WORKS (During Traffic)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
27	PWBL-029	<p>(i) Salvaging by scooping out existing old ballast mixed with muck, dust, vegetation etc. from the existing track under rail traffic block during day / night duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractor's 25mm sieve;</p> <p>(ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and;</p> <p>(iii) Safely disposing the muck generated outside Railway boundary.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work;</p> <p>2 Payment shall be done as per stack measurement without deduction for any voids;</p> <p>3 The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>4 Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>5 The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>6 No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	cum	163	6000	978000
No. Of items TwentySeven Only			Schedule "Q" Departmental Value		8697754	
			Tender's / Contractor's Percentage			
			Total			

Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)						
SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWNB-001	<p>(i) Unloading 52 kg / 60 kg single rails / 2-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane and;</p> <p>(ii) Stacking the rails (in case of single rails only). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>7. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.</p>	metric tonne	93	3240	301320
2	PWNB -002	<p>Unloading 52 kg / 60 kg long rail panels – 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>3. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.</p>	metric tonne	159	3300	524700

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
3	PWNB -003	<p>(i) Unloading 60 kg / 52 kg BG PSC sleepers - normal / SEJ / LC / Bridge sleepers from contractor's road vehicles with contractor's crane or by any other approved mechanical means on the formation (as per the requirement of Railway) sufficiently away from the running track without obstructing / infringing the works under construction and / or proposed to be constructed and without blocking the path of road vehicles moving in connection with the works during day / night and;</p> <p>(ii) Stacking the sleepers at specified location(s).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this.</p>	number	36	3000	108000
4	PWNB -004	<p>(i) Trucking / Transportation of Rails of any section /size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under non-traffic condition / without rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and;</p> <p>(ii) Stacking the rails.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rails shall be neatly and properly stacked in a countable manner; 2. The rails may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	metric tonne	200	250	50000
5	PWNB -005	<p>(i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under non traffic condition / without rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and,</p> <p>(ii) Stacking the sleepers;</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	each sleeper	50	4331	216550

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
6	PWNB -008	Pulling 20 rail panels (of 60 kg / 52kg rails) on ground without rail traffic block during day / night duly lifting and keeping over the rollers and pulling with sufficient number of rail tongues with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	metric tonne per meter	2	3600	7200
7	PWNB -009	(i) Setting out centre line for alignment of track in straight without rail traffic block using contractor's total station equipment and; (ii) Providing centre line reference marks at every 50 (fifty) metres interval on contractor's wooden pegs with contractor's enamel paint of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	track km	5500	20	110000
8	PWNB -010	(i) Setting out centre line for alignment of track in curve without rail traffic block using contractor's total station equipment and; (ii) Providing centre line reference marks at every 10 (ten) metres interval on contractor's wooden pegs with contractor's enamel paint of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	track km	6000	5	30000
9	PWNB -011a	(i) Leading and dumping of Railway's stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage – 1 i.e. dumping of ballast shall be done in two phases – a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without deduction for any voids; 6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.	cum	68	42000	60000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
	PWNB - 011 c	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead of 150 m	cum	12	47000	564000
	PWNB - 011 d	For dumping of ballast on track for lead more than 150 m and up to 750 m	cum	118	30000	3540000
	PWNB - 011 e	For boxing to sectional profile for a lead more than 150 m and up to 750 m	cum	34	30000	1020000
	PWNB - 011 f	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead more than 150 m and up to 750 m	cum	12	30000	360000
	PWNB - 011 g	For dumping of ballast on track for lead more than 750 m and up to 5000 m	cum	126	10000	1260000
	PWNB - 011 h	For boxing to sectional profile for a lead more than 750 m and up to 5000 m	cum	34	10000	340000
	PWNB - 011 i	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead more than 750 m and up to 5000 m	cum	12	10000	120000
10	PWNB - 012 a	<p>(i) Leading up to a lead of 1 (one) km Railway's stone ballast from ballast stacks on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed;</p> <p>(ii) Loading into railway wagon(s) of any type during day / night using JCB or any other approved mechanized means without rail traffic block;</p> <p>(iii) Unloading during day / night without rail traffic block on the formation at station yard / mid-section in banks / cuttings / bridges / tunnels etc. on mainline / loop line;</p> <p>(iv) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and;</p> <p>(v) Boxing of ballast to standard sectional profile.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. This item consists of 2 stages of payment as mentioned in the sub-items. Stage - 1 is for leading and loading and stage - 2 is for unloading, spreading and boxing of ballast;</p> <p>2. Payment shall be done as per stack measurement without deduction for any voids;</p> <p>3. Stack wise prior written permission of Dy.CE-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>6. The agency has to arrange machinery and sufficient personnel for loading and / or unloading of ballast at short notice and even for short duration and for lesser quantity;</p> <p>7. The ballast shall be unloaded in such a way as to not infringe the moving dimensions. The rate includes shifting of ballast away from running line (after the ballast has been unloaded) required to clear infringement to the moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>8. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.</p> <p>Leading and loading of ballast into wagons</p>	cum	55	10000	550000
	PWNB - 012 b	Unloading of ballast from wagons and spreading at proper places and boxing to the required ballast profile	cum	38	10000	380000
11	PWNB - 013	Shifting by Leading and re-stacking of Railway's stone ballast from existing ballast stack(s) to specified new location(s) and clearing of existing stack(s) fully up to a lead of 1 (one) km with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s)				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. Payment shall be done as per stack measurement of re-stacked ballast without deduction for any voids;</p> <p>2. Stack wise prior written permission of Dy.CE-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway;</p> <p>3. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.</p>				
12	PWNB -014	<p>Rolling of ballast dumped on the formation without rail traffic block in yards/ mid section on main line / loop line/turnout for track in straight / on curve on formation / ballasted deck bridge with contractor's smooth wheeled power roller of 8 ton - 10 ton capacity with sufficient number of passes (minimum 6 to 8) to form consolidated ballast bed of 180 mm – 220mm thickness to a width of 4m symmetrical to the centre line of alignment to correct line and level duly providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <p>1. The rate is inclusive of providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation;</p> <p>2. The rate is inclusive of redistribution and levelling of excess ballast while rolling to obtain uniform plane cambered surface.</p>	track meter	19	27000	513000
13	PWNB -015	<p>(i) Salvaging by scooping out the existing old ballast mixed with muck, dust, vegetation etc. from the existing track without rail traffic block duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractor's 25mm sieve;</p> <p>(ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and;</p> <p>(iii) Safely disposing the muck generated outside Railway boundary with all lead.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <p>1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work;</p> <p>2 Payment shall be done as per stack measurement without deduction for any voids.</p>	cum	125	1000	125000
14	PWNB - 016 a	<p>(i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends;</p> <p>(ii) Kutch packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and;</p> <p>(iii) Boxing of disturbed ballast to standard sectional profile.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges,</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		Notes: 1. The payment is made in 4 stages one after another as given below in the same order . Payment shall not be made for a subsequent stage without paying for a previous stage; 2. Payment for stage -4 shall be made only after transporting the surplus / released fittings to the depot and stacking the surplus / released rails and sleepers at the specified location(s) in the specified yard as directed by the Engineer-in-Charge; 3. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; 4. The contractor has to lead the rails and sleepers stacked along side the formation. Any lead beyond 1 (one) km for rails and sleepers shall be paid separately; 5. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; 6. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / depot. No additional payment shall be made for the same; 7. Lateral shifting of rails involving crossing of running track shall be paid under the relevant item as applicable; 8. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the <u>safety of rail traffic passing on adjacent line(s) & personnel.</u> Stage – 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing	meter			
	PWNB - 016 b	Stage – 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutchra packing for passing trains at least at 20 (twenty) kmph	track meter	61	24000	1464000
	PWNB - 016 c	Stage – 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling	track meter	20	24000	480000
	PWNB - 016 d	stage – 4: Clearing the site (subject to note no. 2)	track meter	20	24000	480000
15	PWNB - 017 a	(i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends; (ii) Kutchra packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and; (iii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The payment is made in 4 stages one after another as given below in the same order . Payment shall not be made for a subsequent stage without paying for a previous stage; 2. Payment for stage -4 shall be made only after transporting the surplus / released fittings to the depot and stacking the surplus / released rails and sleepers at the specified location in the yard as directed by the Engineer-in-Charge; 3. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; 4. The contractor has to lead the rails and sleepers stacked along side the formation. Any lead beyond 1 (one) km for rails and sleepers shall be paid separately; 5. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; 6. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional	track meter	92	2000	184000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		7. Lateral shifting of rails involving crossing of running track shall be paid under the relevant item as applicable; 8. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.				
		Stage – 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing				
	PWNB - 017 b	Stage – 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutcha packing for passing trains at least at 20 (twenty) kmph	track meter	55	2000	110000
	PWNB - 017 c	Stage – 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling	track meter	18	2000	36000
	PWNB - 017 d	Stage – 4: Clearing the site (subject to note no. 2)	track meter	18	2000	36000
16	PWNB -018	(i) Rail renewal for non running line / without rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates and bolts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and; (ii) Stacking the released rail(s) at the specified location(s) up to a lead of 1 (one) km. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below. Notes: 1. The rate includes transporting, leading and stacking of the released rail(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.; 2. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; 3. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; 4. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same; 5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; 6. Lead of rails (new or released) beyond 1 (one) km shall be paid separately; 7. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.	track meter	80	24000	1920000
17	PWNB -019	(i) Sleeper renewal for non running lines / without rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates and bolts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms); (ii) Safely disposing the muck generated outside Railway boundaries with all lead; (iii) Kutcha packing to ensure correct alignment and cross level to make				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of released sleeper(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item;</p> <p>3. The limit of 1 km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>4. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same;</p> <p>5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>6. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	each sleeper	100	2000	200000
18	PWNB - 020 a	<p>(i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turnouts under non traffic condition / without rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railway's rubber pads, fittings and fastenings duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Stacking the released rails, released sleepers etc.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes testing the point with the signalling staff duly adjusting various gaps, clearances, throw of switch etc. till the finer requirements of gaps, clearances, spacing(s) etc. are fully achieved to the satisfaction of Engineer-in-Charge;</p> <p>2. The rate includes correction of fabrication defects of components, fittings and alteration to tie plates, spherical washers, etc. which may become necessary at site;</p> <p>3. The rate includes greasing of ERCs and inner sides of MCI inserts;</p> <p>4. Cutting of rails and drilling of holes shall be paid separately under relevant items;</p> <p>5. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same;</p> <p>6. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner.</p>				
	PWNB - 020 b	for 1 in 12 (one in twelve) Turnout	set	53355	1	53355
	PWNB - 020 c	for 1 in 8.5 (one in eight and a half) Turnout	set	46900	3	140700
	PWNB - 020 d	for 1 in 8.5 (one in eight and a half) Trap Switch	set	20310	2	40620

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
19	PWNB - 021 a	(i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Second round of packing shall be paid only after paying for first round of packing. For sleeper density 1660 per km – for first round of packing	track meter	35	24000	840000
	PWNB - 021 b	For sleeper density 1660 per km – for second round of packing	track meter	26.25	24000	630000
	PWNB - 021 c	For sleeper density 1540 per km –for first round of packing	track meter	32.5	3500	113750
	PWNB - 021 d	For sleeper density 1540 per km –for second round of packing	track meter	24.4	3500	85400
20	PWNB - 022 a	(i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and; (ii) Boxing of disturbed ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note:				
	PWNB - 022 c	First round of packing for 1 in 12 (one in twelve) turnout	set	4333	14	60662
	PWNB - 022 d	Second round of packing for 1 in 12 (one in twelve) turnout	set	2500	14	35000
	PWNB - 022 e	First round of packing for 1 in 8.5 (one in eight and a half) turnout	set	3250	3	9750
	PWNB - 022 f	Second round of packing for 1 in 8.5 (one in eight and a half) turnout	set	1875	3	5625
	PWNB - 022 g	First round of packing for 1 in 8.5 (one in eight and a half) Trap switch	set	1387	2	2774
	PWNB - 022 h	Second round of packing for 1 in 8.5 (one in eight and a half) Trap switch	set	800	2	1600
	21	PWNB -023	(i) Insertion of Railway's Glued Joint set 60 kg /52 kg on BG track / Points and Crossing without rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and; (ii) Transportation of released rails to the nominated location(s).			

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate includes transportation of released rails to nominated locations(s) as directed by the Engineer-in-Charge and stacking them neatly and properly in a countable manner; 2. Each set comprises of two glued joints on opposite rails; 3. Cutting of rails and drilling of holes shall be paid separately under the relevant items.</p>	set	720	180	129600
22	PWNB -024	<p>De-stressing of LWR / CWR under non traffic condition / without rail traffic block at the desired rail temperature duly carrying out all the operations contained in LWR manual with contractor's hydraulic rail tensor, contractor's skilled personnel (sufficient in number so as to easily handle the entire length of track to be de-stressed), tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. If the rail temperature at the time of carrying out de-stressing operation is not within the specified limit, the operation may not be carried out at that time / on that day. No compensation shall be paid for postponement for a few hours / total cancellation of the programme for whatsoever reason; 2. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within a reasonable period of time is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the operation as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme.</p>	track meter	19	21000	399000
23	PWNB -025	<p>(i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under non traffic condition / without rail traffic block with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard – on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement;</p> <p>(ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The limit of 1 (one) km of lead does not apply to yards. The rate includes any lead within the yard limit; 2. Cutting of rails, drilling of holes and dismantling of track, if executed, shall be paid separately; 3. One set of SEJ consists of both LH & RH rails and all other components</p>	set	5500	30	165000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>4. SEJs and track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same;</p> <p>5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>6. SEJ sleepers shall be made available at the nearest station yard / LC / any other location and the contractor has to lead the same to the site of work with a maximum lead of 1 (one) km. Any lead exceeding 1 (one) km (for other than yard limit) for transportation of sleepers (not SEJs, fittings and fastenings) shall be paid separately;</p> <p>7. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>				
24	PWNB -026	<p>Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only without rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rail shall be cut true to vertical; 2. The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is broken.</p>	number	98	1800	176400
25	PWNB -027	<p>(i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail without rail traffic block during day / night with contractor's rail drilling machine and contractor's drill bits and;</p> <p>(ii) Chamfering the drilled hole properly with a chamfering tool.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.</p>	number	57	9000	513000
26	PWNB -028	<p>Cutting rails of any section using gas flame without rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.</p>	number	70	4000	280000
27	PWNB -029	<p>Drilling of 18 mm / 22 mm dia. holes in PSC Sleepers at correct location using proper template with contractor's drilling machine and contractor's drill bits without rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	102	300	30600
28	PWNB -030	<p>(i) Fixing guard rails on bridges with 60 kg / 52 kg / 90R rails (supplied by Railways) as per the provisions of IRPWM without rail traffic block during day / night including cutting and bending of rails with all fittings and fastenings and drilling of holes in PSC sleepers (if necessary) with contractor's drilling machine and contractor's drill bits;</p> <p>(ii) Fixing Railway's wooden nose blocks at the ends of guard rails on either end of the bridge including fixing pin expansion bolts and nuts. M S</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Drilling of holes in sleepers (if executed) shall be paid separately.	track meter	333	300	99900
29	PWNB -031	Fabricating and fixing of 60 kg / 52 kg / 90R check rails for level crossing / trolley path (including bending into shape and cutting the bottom flanges of rail wherever required) to correct alignment and level without rail traffic block during day / night with Railway's fittings and fastenings including drilling holes in rails (paid separately) for fixing LC brackets and drilling 16 mm dia. holes in PSC sleepers for fixing check rails with all operations such as cutting, bending the rails to proper size and fixing Railway's / contractor's grip expansion bolts & nuts 140 mm / 150 mm long (paid separately if supplied by the contractor) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. Grip expansion bolts & nuts shall be paid separately under relevant item if they are supplied by the contractor; 2. Measurement shall be made up to end of flare of check rails; 3. Separate payment shall be made for drilling holes in rails ; 4. Drilling holes in sleepers is a part of this item and the rate is inclusive of it; 5. Making holes in rails using gas flame is not at all permitted. If the holes are made using gas flame, the cost of 250 mm long rail for each such hole at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor.	set	537	160	85920
30	PWNB-032	Assembling and linking of BG track for snag dead end as per the specified drawing with 60 kg / 52 kg / 90R rails over PSC sleepers without rail traffic block during day / night including lifting and packing of track for making a ramp and construction of sanded dead end with contractor's bricks, sand and earhand contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes cost of all materials such as bricks, sand, earth etc.; 2. Rails & sleepers shall be supplied within the yard. The rate includes leading the same to the work spot from anywhere in the yard; 3. All fittings shall be handed over at the specified P Way depot. The rate includes transportation of these fittings to site; 4. Drilling of holes & cutting of rails shall be paid separately under the relevant items.	set	41800	2	83600
31	PWNB-033	(i) Fabricating and fixing B.G. buffer stop without rail traffic block on mainline / loop line / siding with 60 kg / 52 kg / 90R rails by cutting and bending of rails, drilling of holes and by cutting of wooden sleepers to required length including transportation of fittings etc. from P Way depot to work site, excavation in formation for erecting rails, supplying and fixing of all fittings and fastenings like special size bolts, nuts etc., providing of Railway's wooden sleeper across the buffer stop and; (ii) Providing one round of painting of all metal surfaces with contractor's red oxide primer of approved quality followed by two coats of contractor's black & red enamel paints of approved quality on wooden sleeper. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.	number	13460	12	161520

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. Rails and wooden sleepers shall be supplied by Railway;</p> <p>2. All painting work shall be carried out before fixing the buffer stop and touch up to the disturbed paint coat, if any, shall be done after fixing the buffer stop;</p> <p>3. All bolts and nuts shall be greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) before tightening.</p>				
32	PWNB-034	<p>(i) Re-grading the existing track without rail traffic block during day / night to the required level and grade with moorum / ballast already dumped by lifting / lowering the track in stages, not more than 75mm at each time (the rate is for one lift of 75 mm), including one round of packing at each stage of lifting as per IRPWM, providing the required ramp in and ramp out and providing longitudinal level;</p> <p>(ii) Repacking the track to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph;</p> <p>(iii) Subsequent continual picking up of sags / slacks and continual attending to misalignment / cross level defects after passage of train(s) till the passage of 10 (ten) trains and;</p> <p>(iv) Boxing of moorum / ballast to the profile specified.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The rate is for one lift of 75 mm. For each subsequent lift of 75 mm, if any, another payment shall be made.</p>	track meter per one lift of 75mm each	75	2000	150000
33	PWNB-035 a	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recoupling of broken fittings with Railway's fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and;</p> <p>(ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine.</p> <p>All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%; 2 The payment is made in 4 (four) stages as given below in the same order;</p> <p>3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine;</p> <p>4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch;</p> <p>5 The duration of working of the personnel is approximately 10 (ten) hours a day, though it may vary on specific days depending upon the requirement;</p>	track meter	6.55	2700	17685

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>6 During intensive working, if machine tamping is adopted for more number of hours in a day and the number of hours required for pre-tamping, post-tamping and tamping operations put together is more than 10 (ten) in a day, a separate set of personnel shall be deputed with the approval of Dy.CE-in-charge in writing. In such a case one and a half times or double the payment shall be made (by recording one and a half times or double the quantity on the same day), as decided by the Dy.CE-in-charge depending upon the number of hours the additional set of staff is required to work. One and a half times the quantity shall be recorded if the additional number of hours is more than 1 (one) and up to 5 (five) and double the quantity shall be recorded if the additional number of hours is more than 5 (five);</p> <p>7 The site of tamping could change everyday / every hour. The base station could change after every few days. The personnel shall be present at the site of work / base station as specified accordingly;</p> <p>8 All preliminary operations in a stretch shall be completed well before the commencement of tamping operation. All post-tamping operations shall be completed immediately after the tamping operation in a stretch by deploying sufficient personnel as specified even for extra duration of time, if required;</p> <p>9 The personnel accompanying the machine during tamping shall be present at the base station at least half an hour prior to the commencement of tamping operation, unless they are already at the site of tamping;</p> <p>10 Tamping operation may have to be carried out at night depending upon the availability of the machine. In such a case, the contractor's authorised representative shall be informed two to three hours in advance and the personnel accompanying the machine during tamping operation need to be present as specified above;</p> <p>11 The team of 10 (ten) persons shall assist in tamping operation during machine tamping and continue to perform pre-tamping / post-tamping operations as directed, during the balance period of time;</p> <p>12 While the machine is away for tamping operation, the 3 (three) persons deputed for assisting the machine staff in routine maintenance of the machine shall continue to stay at the base station of the machine and perform any activity such as cleaning of spare parts etc. as assigned and as directed by the machine staff or the concerned P Way official.</p>				
		First round of pre-tamping operation				
	PWNB-035 b	Second round of pre-tamping operation	track meter	5.25	27000	141750
	PWNB-035 c	First round of post tamping operation	track meter	6.85	27000	184950
	PWNB-035 d	Second round of post tamping operation	track meter	6.35	27000	171450
34	PWNB-036	<p>(i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density without rail traffic block duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed during day /night and;</p> <p>(ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work.</p>	track meter	62	500	31000
35	PWNB-040	(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) trap switch on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day /night;				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work; 4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.</p>	set	3790	2	7580
36	PWNB-047	<p>Fixing of wooden distance block between platform wall and rail web by sawing Railway's wooden sleeper into blocks of specified size without rail traffic block including leading of sleeper from P. Way depot to site of work with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	235	100	23500
37	PWNB-048	<p>Greasing of Rail gauge face of outer rail on B.G. track in sharp curves without rail traffic block with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations , as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The unit of payment is 'running metre of outer rail of curves'.</p>	meter	36	12000	432000
38	PWNB-049	<p>(i) Dressing up of formation without rail traffic block duly making good undulations / holes / rain water cuts / spots damaged by movement of road vehicles, stacked materials etc. with contractor's earth (of categories specified in RDSO's specification for earth work G-1 and from approved earth quarries obtained from outside Railway boundary) in layers not exceeding 150 mm thick, dressing to proper slope including completely removing debris on the top and side slopes of formation, completely removing vegetation / shrubs along with roots on the top of formation duly dressing up the area of removal of debris / vegetation and;</p> <p>(ii) Consolidation by hand rammers / mechanical rammers.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	track meter	100	27000	2700000
39	PWNB-050 a	<p>(i) Painting of in-service rails and other components without rail traffic block with two coats using brush after proper cleaning and surface preparation with contractor's anti-corrosive bituminous black paint conforming to IS:9862-1981 to a thickness of 100 microns per each coat on gauge face sides of both rails (i.e. web and sides & slopes of top and bottom flanges) and;</p> <p>(ii) Painting of exposed areas of ERCs, liners and outer surface of MCI inserts of PSC sleeper.</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. Bottom surfaces, top surfaces and non gauge faces of both the rails need not be painted (except in the case mentioned below or unless instructed otherwise). The rate excludes painting of these surfaces; 2. In station yards or in other locations where specifically instructed, the painting shall be carried out on gauge face and on non-gauge face also and double the payment shall be made. In this case, the rate remains the same and double the quantity of the item shall be recorded. For 60 (sixty) kg rails at a sleeper density of 1660 (one thousand six hundred and sixty) per km</p>	track meter	39	27000	1053000
	PWNB-050d	For 52 (fifty two) kg rails at a sleeper density of 1540 (one thousand five hundred and forty) per km	track meter	34	3500	119000
40	PWNB-051	<p>(i) Manufacturing and supplying Pre-cast R.C.C. kilometre post / LWR Post / Gang Board Post / Gradient Post / any other post 800 mm wide 1050 mm high and 64 mm thick (actual height and profile varies as per the specified drawing for the required R.C.C. post) duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. using vibrators;</p> <p>(ii) Transporting to the site of fixing;</p> <p>(iii) Fixing the post without rail traffic block duly excavating in all types of soils a pit of size 300 mm X 300 mm X 600 mm, concreting with a levelling base course of C.C. 1:3:6 mix and filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post and compacting the concrete with vibrator and;</p> <p>(iv) Painting the required information with contractor's enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring (wherever applicable and directed) the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The height of the post and the depth of pit given are approximate. The actual height varies (less than or more than that specified above up to a maximum of 40%) for different posts mentioned above and hence the depth of the pit. The rate is the same for all; 2. The rate includes measurement (wherever applicable and directed) of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 3. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>	number	1440	120	172800
41	PWNB-052	<p>(i) Casting and supplying of pre cast R.C.C. hectometre post as per the relevant drawing without rail traffic block duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. using vibrators;</p> <p>(ii) Transporting to the site of fixing;</p> <p>(iii) Fixing by excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm, concreting with a levelling base course with C.C. 1:3:6 mix, filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post, compacting the concrete with vibrator and;</p> <p>(iv) Painting the required information (including distance) with contractor's enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed.</p>	number	1190	250	297500

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 2. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>				
42	PWNB-053	<p>(i) Manufacturing and Supplying SEJ Reference Board / Curve Board / Gang Limit Board / Points & Crossing Board / LWR Board of size 900 mm x 600 mm as per approved drawing with contractor's M.S. Sheet of thickness 3.15 mm and M.S. Angles of size 50 mm X 50 mm X 6 mm at top & bottom of the plate, M.S. angles of size 75 mm X 75 mm X 8 mm and length 1.20 m on the sides; (ii) Transporting the board to the site of fixing; (iii) Fixing the board without rail traffic block duly excavating in all types of soils a pit of size 30 cm X 30 cm X 60 cm, placing in position with vertical M.S. angle posts 0.6 m below GL & 0.6 m above GL in M25 grade cement concrete by filling the entire trench with concrete duly embedding the vertical angle posts and compacting the concrete with vibrator with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. and; (iv) Painting two coats over one coat of primer on the boards and angles with approved quality and colour of enamel paint and painting the required information in a professional manner with font size as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The length of vertical posts mentioned as 1.20 m is approximate and may increase according to the site conditions. The rate is the same for any increase up to 1.50 m in length.</p>	number	900	150	135000
43	PWNB-054	<p>(i) Casting and Supplying Mass Cement Concrete fouling mark post (precast) of size 300 mm x 270 mm x 900 mm in M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. ; (ii) Fixing and positioning the post without rail traffic block duly excavating in all types of soils a pit of size 450 mm X 450 mm X 450 mm, embedding the precast post over a levelling course of CC 1:3:6 with contractor's materials as specified above, properly compacting the soil all around the post and; (iii) Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing of letters 'FM' on both sides of the post in a professional manner with font size as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: 1☐ The depth of trench may vary up to a maximum of 600 mm as per the requirement at site; 2☐ The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>	number	875	80	70000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
44	PWNB-055	<p>(i) Fixing of rail reference post of any length up to 13 m without rail traffic block at a specified distance from the centre line of track (approximately 3 m) on LHS or on RHS as directed using Railway's 52 kg / 90 R / 75 R / 60 R or any other rails available on either side of the alignment within a lead of 500 m by cutting the required length of piece(s) from longer rails, excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm (depth is approximate), concreting the entire pit with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the rail post, compacting the concrete with vibrator and;</p> <p>(ii) Painting the rail post and writing the required parameters such as horizontal distance, rail level, chainage etc. with contractor's enamel paint of retro-reflective type of approved quality and colour duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 2. The rail post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations; 3. Rails shall be supplied by Railway at P Way depot or at nearby available locations within a lead of 500 m. Contractor shall transport them and cut to suitable sizes as directed and fix the same. The rate is inclusive of these. Any lead beyond 500 m shall be paid separately under the relevant item; 4. The length of the rail post may vary up to a maximum of 13 m depending upon the height of formation and other factors; 5. The depth of trench may vary up to a maximum of 600 mm as per the requirement at site.</p>	number	210	250	52500
45	PWNB-056	<p>(i) Supply and Fixing granite boundary stone of size 1300 mm x 250 mm x 250mm at a specified distance from the centre line of track on LHS or on RHS as directed duly excavating in all types of soils a pit of size 400 mm X 400 mm X 600 mm (with 700 mm length of post above ground level and 600 mm length of post below ground level), concreting the entire pit with M25 grade cement concrete on a 75 mm thick levelling base course of C.C. 1:3:6 with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc., embedding the boundary stone and compacting the concrete with vibrator using vibrators and engraving to a depth of 6 mm and;</p> <p>(ii) Painting with contractor's enamel paint of retro-reflective type of approved quality and colour the letters 'SWR' to a size of 75 mm x 125 mm in vertical layout (one letter below the other) in a professional manner on all the four faces of the stones as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The post shall be firmly fixed so that it cannot get easily disturbed by the local people with manual effort and hand-held tools.</p>	number	545	550	299750
46	PWNB-057	<p>(i) Fixing of 52 kg / 90 R rail 900 mm to 1500 mm long (supplied by Railway) for reference pillars of SEJ without rail traffic block including cutting of rail piece to the required length or cutting a longer rail into pieces of required length duly handling it, earthwork in excavation in all types of soils of trench 30 cm X 30 cm in area with a depth equal to 50% of length of rail, placing 50% of the length of rail above GL and 50% of the length of rail below GL in the trench, filling the entire trench with M25 grade cement concrete duly embedding the rail piece, compacting the concrete with vibrator, chisel marking on top of rail post and;</p> <p>(ii) Painting on the rail post the specified details in a professional manner with font size as directed with contractor's enamel paint of retro-reflective type</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: The length of rail shall be as per the requirement at site as directed by the Engineer-in-Charge.	set	418	80	33440
47	PWNB-058	(i) Manufacturing of Retro-reflective board - Caution Indicator / Stop indicator / Speed indicator / Whistle Board / any other board with 1.50 mm thick MS plate and MS plate stiffeners on M.S. 'T' angles 75 mm x 75 mm x 6 mm and 4.75 m long approximately as per the specified drawing including cutting, drilling holes in the angles, providing hold fasts, bolts and nuts with washers of required size, bolting, welding and; (ii) Painting the angles with colour bands of specified colours over one coat of primer as per the specified size and painting on the M.S. plate the required parameters in specified colour(s) on specified background colour(s) in a professional manner with font size as directed with contractor's retro-reflective enamel paints of approved quality over one coat of primer and; (iii) Supplying the board. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: The length of angles given is approximate and may vary as per site condition as directed by the Engineer-in-Charge. The rate is the same for any additional requirement up to a maximum of 2.0 m additional length.	number	4000	40	160000
48	PWNB-059	Fixing Railway's steel board consisting of M.S. sheet and vertical angle posts of any size without rail traffic block in mid section / in yard including transporting the board from any station yard in the concerned project (in which the work is executed) or specified P Way depot to the site of work, earthwork excavation in all types of soils of pit of size 300 mm x 300 mm x 600 mm by placing the steel boards in position in M25 grade cement concrete by filling the entire trench with concrete duly embedding the vertical angle posts and compacting the concrete with vibrator with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	number	502	2	1004
49	PWNB-060	Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) the details of Points and Crossing , sleeper nos., station nos., versines, switch particulars, crossing particulars and any other details as specified etc. for points and crossing on any layout in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: Painting of all the details of one points and crossing is counted as one set .	set	610	22	13420

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
50	PWNB-061	<p>Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) on the gauge face of outer rail the details of curve, super elevation, station nos., versines and any other details as specified etc. in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: Painting of all the details of one curve is counted as one number.</p>	number	74	12	888
51	PWNB-062	<p>Removal and re-fixing of Railway's RCC blocks / slabs for road surface of level crossings without rail traffic block by leading the pre-cast units up to a maximum lead of 100 m and pointing the joints of blocks / slabs with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	sq. M	250	300	75000
52	PWNB-063	<p>(i) Casting 75 mm thick R.C.C. pre cast slab of size 1000 mm x 300 mm to retain ballast at the approaches of major bridges / at any other specified location as per the specified drawing with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc.;</p> <p>(ii) Fixing railway's rails supplied at depot / yard / mid section duly cutting the rails into specified lengths and transporting them to site, driving rails at the specified spacing into ground firmly and;</p> <p>(iii) Fixing the slab duly supporting it laterally on the rails fixed as above.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.</p>	meter	1052	500	526000
53	PWNB-064	<p>(i) Fabricating and supplying Gang Tool Box of size 2.29 m x 0.79 m x 1.20m / 2.00 m x 1.07 m x 1.20 m with contractor's MS Sheet 16 SWG and contractor's MS angles of specified size at corners;</p> <p>(ii) Painting it with 2 coats of contractor's retro-reflective enamel paint of approved quality and colour over one coat of primer;</p> <p>(iii) Providing locking arrangements to it with approved quality lock and welding its various components;</p> <p>(iv) Transporting to site and fixing without rail traffic block.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	12500	4	50000
54	PWNB-065	<p>Replacing metal liners in running track without rail traffic block with Railway's GFN liners duly removing, cleaning and re-driving ER clips after greasing the ER clips with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) including transportation of GFN liners from nominated depot to work spot, transportation and handing over the released metal liners to the specified P. Way depot, with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	6	5005	30030

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
55	PWNB-066	<p>Removal existing ERC jammed in MCI insert of PSC sleeper without rail traffic block duly heating the with contractor's heating equipment without breaking the sleeper and re-fixing the ERC back duly greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: If jammed ERCs are removed while executing any other item of this schedule, payment for the same shall be made under this item.</p>	number	20	1000	20000
56	PWNB-067	<p>Provision of lighting arrangement during night (to facilitate smooth execution of work and to ensure safety of rail traffic and personnel) with 10 (ten) numbers of focussing lights of at least 500 (five hundred) Watt each placed at specified heights and at specified intervals duly focussed on various locations of work as instructed by the Engineer-in-Charge from time to time with two petrol / diesel / any other type generators (one working and one standby) of suitable capacity including cost of fuel and cost of operator(s) and assistant(s) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below.</p> <p>Notes: 1. A period of more than 6 (six) hours between 18.00 hrs. of a day and 06.00 hrs. of the next day is considered as one night; 2. Apart from the main running generator, standby generator of the same capacity as the main generator in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available at site for ensuring continuous power supply. The rate is inclusive of providing the same along with the main generator; 3. The location / height / direction / angle of focussing lights may have to be continually changed depending upon the dynamic requirement at site. Sufficient number of persons with requisite tools, extra wire, extension boards, self supporting adjustable ladders etc. shall be deployed for this. The rate is inclusive of this. The persons should swiftly act and change the location / height / direction / angle on receiving necessary directions from the nominated official(s) of Railway at site. Failure to act swiftly may attract penalty depending upon the gravity of the consequences as decided by the Engineer-in-Charge.</p>	Each night	4300	16	68800
57	PWNB-068	<p>(i) Providing temporary covered accommodation during day / night by water proof tent or a better and cooler accommodation (as judged by the Engineer-in-Charge) of an area of at least 9 (nine) square metres (approximately 3.0 m X 3.0 m in size) including fixing at the required location;</p> <p>(ii) Providing at least two tables, at least four chairs with arm rests, at least 20 litres of approved quality packaged mineral drinking water, at least one pedestal revolving electric fan inside the accommodation, at least four tube lights each giving an output of at least 2000 lumen (within and outside the accommodation included) with the required switch boards, electric wires, etc. duly ensuring electrical safety as per EIG guidelines;</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iii) Providing uninterrupted electric power supply to all the lights, fan(s) etc. with contractor's generator of required capacity (including one standby generator of same capacity).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below.</p> <p>Notes: 1. Apart from the main running generator, standby generator of the same capacity as the main generator and in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available in the tent for ensuring round the clock power supply. The rate is inclusive of providing the same along with the main the generator. 2. The unit of payment is 'day'. A period of more than 12 hrs. but less than or equal to 24 hrs. is considered a 'day'.</p>	Each Day	1300	20	26000
58	PWNB-069	<p>Supplying and fixing of grip expansion bolt and nut 16 mm dia. 140 mm / 150 mm long as specified with MS Clip / washer as specified in PSC Sleepers including drilling of holes in PSC sleeper / CC block at LC / Trolley path to facilitate fixing of check rail / guard rail etc. without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	each	110	500	55000
59	PWNB-070 a	<p>Supplying MS single coil spring washer / MS tapered washer / MS spherical washer including transporting to the site of work with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	11	1000	11000
		Single Coil spring washer as per RDSO Drg.No.T.10773				
	PWNB-070 b	MS Tapered washer as per RDSO Drg. No. T - 3930/ T - 5847	number	30	1000	30000
	PWNB-070 c	Spherical washer as per RDSO Drg. no. T. 023 (M)	number	20	1000	20000
60	PWNB-071	<p>Supplying & fixing CI bracket / Bolts, nuts, single or double coil spring washers / MS packing plates / Plate screws / rail screw as per the relevant RDSO drawings without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>				
	PWNB-071 a	CI Bracket as per Drg. no. RDSO : T – 4784 / 4917	number	625	250	156250
	PWNB-071 b	CI Distance Bracket as per Drg. no. RDSO : T - 4785	number	95	100	9500
	PWNB-071 c	Bolts, nuts and single / double coil spring washers for fixing MS bracket at LCs, T-head bolts for fixing SEJ plates & for other locations as per the relevant RDSO drawing(s)	kg	102	150	15300
	PWNB-071 d	MS packing plates as per Drg. No. RDSO T - 4784/1v(1 set consists of two plates)	set	67	250	16750
	PWNB-071 e	Plate screws 25 mm dia. as per RDSO Drg. no. T - 3913 with S.C. spring washer for check rails (1 set comprises of 1 screw and 1 washer)	set	58	1000	58000
	PWNB-071 f	Rail screw of 25 mm dia. for guard rails as per RDSO Drg. no. T - 10674	number	86	3000	258000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
61	PWNB-074	<p>Providing a group of 6 (six) multi-skilled men (two possessing the working knowledge of the work of a blacksmith, one possessing the working knowledge of the work of a carpenter, one possessing the working knowledge of the work of a painter and two possessing the working knowledge of the work of a gardener) to assist in the movement of / to push / to pull / to lift / to lower / to shift / to clean / to carry out daily maintenance of motor-trolley / push-trolley loaded with inspecting officials, supporting staff and other petty material on track (running line / non-running line) without rail traffic block in level / on up gradient / on down gradient, to perform the work of blacksmith / carpenter / painter / gardener (as given below) as and when required or to attend any other directly / indirectly related / associated work(s) connected with railway working as assigned from time to time during day / night for a period normally not exceeding 10 (ten) hours in a day with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all types of duties, extra surcharges, fees etc. completely as per the special</p> <p>Notes:</p> <ol style="list-style-type: none"> Out of the 6 (six) multi-skilled persons, 2 (two) persons shall be able to perform the work of blacksmith, 1 (one) person shall be able to perform the work of carpenter, 1 (one) person shall be able to perform the work of painter and 2 (two) persons shall be able to perform the work of gardener as and when required as directed; If the person / persons as specified above is / are found not possessing the working knowledge of blacksmith / carpenter / painter / gardener and / or the person / persons is / are not able to perform the above functions when needed, payment shall be made in this item and deduction shall be made by operating the relevant item of this schedule; If any one or more of the six persons deputed is / are unable to turn up for work as scheduled, alternative arrangement shall be made with prior intimation to and with prior approval of the Railway official concerned. Otherwise, deduction shall be made by operating the relevant item of this schedule (in the form of penalty) by deducting for 2 (two) persons for each absentee duly making payment in this item for the day for a quantity of 1 (one); Payment shall be made on the basis of daily attendance and other records maintained by the representative of Engineer-in-Charge at site. Payment shall be made for the number of days actually worked and not for rest days; The persons provided shall be physically fit and shall be able to do all types of hard work; Though normally the work is for 10 hours in a day, the persons may be required to work for more number of hours during emergencies. No additional payment shall be made for this; The group of 6 (six) men shall report at the specified location in the project or at the office at the specified time to the specified official of Railway nominated by the Engineer-in-Charge. The location may change on day to day basis depending on the requirement. The specified time, though generally is 8.00 am, may changedaily / frequently depending on the requirement. The services, though generally are required for 6 days in a week, may be needed on Sundays and on holidays including festival days also depending on the requirement; The persons shall maintain cordial relationship among them and shall work as a team. 	per six persons per day	2300	360	828000
No. Of items SixtyOne Only			Schedule "P" Departmental Value		32461393	
			Tender's / Contractor's Percentage			
			Total			

Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway

SCHEDULE "K' OF TRACK LINKING WORKS (for Level Crossings)					
SL.NO	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	Providing speed breaker as per the type plan No.CE/LC/SK-5 and SK-6 as directed by the Engineer-in-charge including painting with white and yellow bands, diagonals	EACH	1,176.00	16	18816
2	Providing rumble strips of 3.66m width along the length of the road to the required size and shape on the road at the approaches of the level crossings at required distances as per specifications and as per Rlys drg.No.GM/W/SC/216 and as directed by the Engineer-in-charge	RM	196.00	50	9800
3	Manufacturing and supplying to site of work, WINCH to drawing No.SA.8132A for lifting barrier with all fittings and fastenings complete with all contractor's materials, fabrication, labour, tools, plant, equipment, fuel, consumables, etc., all leads and lifts and as directed by the Engineer-in-charge & as per specifications. NOTE:- 6mm thick metal strip has to be welded to the winch wheel on non projection side to prevent wire slip	EACH	25,000.00	8	200000
4	Manufacturing and supply at site Lifting barrier of suitable length (suitable for interlocked/non-inter locked) with all accessories including painting of LB with two coats of enamel paints of approved colour and quality over one coat of primer with all contractor's labour, tools, plants machineries, consumables,transportation, all lead and lift, etc., and as directed by the engineer in charge. 10/8 Mtr. Clear length as per Drg. No. SA 8843	SET	1,12,700.00	8	901600
5	Manufacturing and supplying to site of work, Turnout wheel-HORIZONTAL ROPE WHEEL double wire (2 way) including guides with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	980.00	50	49000
6	Manufacturing and supplying to site of work, Turnout wheel-HORIZONTAL ROPE WHEEL double wire (2 way) including guides with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	588.00	50	29400
7	Supply of MS A base confirming to Drg.No. 739/FA/000(A type foundation) with contractors labour men materials, machinerys consumables T&P crew fuel etc., complete including all lead lift and as directed by Engineer in Charge.	EACH	7,970.00	50	398500
8	Manufacturing and supplying to site of work, galvanized TENSION ADJUSTER with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	196.00	50	9800
9	Installing, testing and commissioning of Railways new lifting barriers supplied vide item no..... as per Railways approved drawings including casting of concrete pedestal/foundation for winch, meeting posts, lifting barrier support frame, wheel base etc., supplying and running wire ropes from winch to lifting barriers through pulleys, oiling and greasing of working gears adjusting and testing for satisfactory operation using released rails fixed in cement concrete 1:4:8 mix in footings of various size including earthwork in all kinds of soils, casting and spreading precast RCC slab of 75mm thick made up of 1:2:4 mix with nominal reinforcement over the staging evenly including painting of all structural steel members with two coats of enamel paint of approved quality over one coat of primer with contractors supply of cement aggregate, steel, base plates, welding, cutting of rails drilling holes etc., as may be needed as per specifications and drawings and fixing the winch supplied vide item No.1 with all necessary fittings with all contractors tools and plants, consumables, machinery, labour etc., complete and as directed by engineer in charge (rails to the extent required will be supplied by Railways in available lengths at a convenient place and the same has to be transported by the contractor at his own cost) The rate quoted in inclusive of cost of 7x7x12mm strands as per irs-T wire rope of required length for the work. However, A bases, pulleys and rails to the required will be given free by Railways or arranged under various items of this schedule. The covering of the roof of winch platform will be paid separately. a) 10.0 mtr	SET	1,00,000.00	8	800000
10	Manufacturing, supplying and fixing of WICKET GATE of size 1025x1025x100mm at manned LCs as per drg.No.BYPL/13/98 including painting with 2 coats of specified enamel colour paint over 1 coat of primer including earthwork in excavation, base concrete in M.20, with all contractor's paints, materials, fabrication, labour, T&P, consumables, all leads and lifts, curing etc., complete as directed by Engineer-in-charge and as per specifications	EACH	8,330.00	16	133280

SCHEDULE "K" OF TRACK LINKING WORKS (for Level Crossings)					
SL.NO	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
11	Dismantling of old level crossing gate leaves and building, removal of lifting barriers with all fittings and fastening etc., complete leading, transportation and stacking the released materials at PWI/depot as directed by Engineer-in-charge at site and including all lead and lifts along with contractor's own men, materials, tools and plants machinery fuel, consumables etc.,	SET	2,466.00	8	19728
12	Providing of Rail post for safety chain at manned level crossing and gate posts at unmanned level crossings, concreteing at base in 1:4:8 mix of size 300x300x600mm earth work at location as directed by Engineer in-charge with arrangement for locking of chain wherever required with all ascents, descents , taxes, octroi , cess, fees, duties, with contractor's machineries, tools and plants, consumables, men and labour, crew, with all lead and lift etc., complete as per special conditions / specifications / regulations and as directed by the Engineer-in-Charge NOTE: 1) The cut rail of required length to be transported to the site of work from specified PWay Stores by contractor's own vehicle, labour etc.,	EACH	2,450.00	16	39200
13	Construction of AC sheet roofing to the winch platform made up of ISA 75x75x8 mm (2 Nos.) as purlins and ISA 50x50x8 mm as rafter as shown in the drawing including painting of frames with one coat of primer and two coats of enamel paint, supplying and fixing approved quality of corrugated AC sheets with J-bolts, nuts, bitumen washers with contractors labour, tools and plants complete as directed by the engineer in charge. (Payment will be excluding overlaps).	SQM	1,960.00	48	94080
14	Supply and providing safety chains of 8mm thick MS links for manned level crossing to the full width of road duly making provision of locking arrangements as directed (avera width of road -- 8 M	M	392.00	64	25088
15	Fabricating and fixing the 52 Kg/90R check rails as per specification for level crossing /trolley path (duly cutting the rail flanges wherever required) to correct alignment and level with Railway fittings and fastenings including drilling of holes in check rails and provision of wooden cut blocks with contractors machinery, consumables, tools and plants, labour etc., complete as directed by the Engineer in charge (Unit of payment is per metre of track upto end of flare of check rails).	TRM	294.00	104	30576
16	Cutting of 60kg/52 Kg/90R Class I/II Rails true to vertical with rail cutting machine only, duly marking the line, with contractor's rail cutting machine, tools, labour and consumables, etc. complete as directed by the Engineer in charge. (Hand cut with hacksaw is not permitted and if in emergencies permitted also it will not be paid).	NOS	107.50	100	10750
17	Fixing the released C.C.Interlocking pavers,C.C.kerbs, Ballast seperators, at UnManned L-Xing and Circulating areas e.t.c including leading from stacks Placing them on 75MM sand bed over well compacted gravel 300MM thick,with all contractor's material including spreading, levelling, consolidation with watering ramming, levelling e.t.c complete duly grouting the paver joints with sand and cuttting the pavers to suit to fit the edges e.t.c complete as per specification and as directed by the engineer in charge	SQM	392.00	38	14896
18	Supplying and fixing of grip expansion bolt and nut with MS Clip/washer in PSC Sleepers as per specification for fixing check rails/guard rails including drilling of required holes in sleepers with contractors' labour, materials, tools and plants, consumables etc, complete as directed by the Engineer-in-charge	NOS	117.60	320	37632
19	Salvaging the ballast from the dismantled track by beaters/wire brushes duly separating the muck by screening the same with contractors 25mm seive, disposing off the muck at specified locations including crossing of track under traffic/non traffic conditions, making the stack of good seived ballast along the formation or outside the formation as instructed by the Enginner-in-charge. Payment will be made as per the stacked quantity only.	CUM	137.20	100	13720
20	Demolition and removing of signal post/ water columns/ lighting towers/ BG gate boom posts & rail columns etc.,including foundation in concrete , masonry to entire satisfaction of the Engineer-in charge, with all men, material & equipment	EACH	730.55	10	7305.5
No. Of items TWENTY Only		Schedule "K" Departmental Value			2843171.5
		Tender's / Contractor's Percentage			
		Total			

Name Of Work : - Package- 1 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.205/500 and Km.182/300 including Belandur road & Heelalige yards in Bangalore Division of South Western Railway

SCHEDULE "J" OF TRACK LINKING WORKS					
SL.NO	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	Dismantling of existing rail fencing fixed between up and down lines track with MG /BG rails as per Drg. No. DY.CE/C/CN/BNC/SK 2-06 under TRAFFIC /NONTRAFFIC conditions duly excavating the foundation, removing bolt & nuts of rail connections and transporting the released rails by Dip lorry or by other means during block with all contractor's men, materials ,tools & plants and stacking the same at the nearest stations, level crossings, balancing points etc.,. The released materials shall be handed over duly stacking the same in measurable fashion. NOTE: 1) The unit of measurement is metric tone. 2) The released bolts & nuts are to be handed over to Railways at railway store depot at ASK. For shortages of these bolts & nuts a recovery of Rs.1/- will be made for one set (One bolt & One nut). 3) The foundation trench shall be filled with earth and levelled duly hand compacting the same. 4) Inventory of bolts and nuts to be taken jointly by JE/P. way and contractor/his authorized representative prior to dismantling	TONNE	370.00	200	74000
2	Demolition and removing of signal post/ water columns/ lighting towers/ gate BG boom posts and rail columns etc., including foundation in concrete, masonry to entire satisfaction of the Engineer-in -charge with all men materials and equipment	EACH	550.00	16	8800
3	Increasing sleeper density of road I track of Yard from M+4 to M+7 duly carrying out all works involved such as opening, side shifting of existing sleepers to the required spacing, insertion of additional sleepers, aligning, dumping of scooped out ballast, carrying out kutcha packing, duly utilising and leading the sleepers available in BAW yard by dip lorry or by other means with all lead, lift, unloading, completing the work under TRAFFIC condition with contractor's supply of labour, tools & plants and as directed by the Engineer-in-charge. Note: The ERCs are to be greased with contractor's supply of grease at the time of respacing. The broken sleepers during release of ERCs/side shifting are to be replaced with new sleepers. Total number of such sleepers at the rate of M+7 density will be converted into equivalent length for making payment. Unit of measurement is track meter	TRM	200.00	600	120000
4	Construction of winch platform to plan no. B/GL/630 with contractors supply of ISLB 325x165 mm (1.20m) used for vertical post.(an approximate length of 26.10m) steps of stone masonry CM 1:6 mix necessary levelling course PCC 1:4:8 as shown in the plan and providing MS ladder with ISA 50x50x5mm for hand rails and ISA 25x25x5mm horizontal member as shown in the plan and providing the necessary protecting fencing with MS flats 40x10mm as shown in the plan and AC roof covering over steel structures made out of ISA 75x75x8 mm (2 nos) as per lines 3 nos as rafter shown in the plan including cutting drilling box plate bolts and nuts clamping arrangements any other fitting required as may be needed as per the specification including painting of the steel structural member with two coats of enamel paint with necessary colours code as directed by Engineer in Charge. No materials such as rails etc., will be given by the department. the entire work as described above shall be done with contractors materials	EACH	70,000.00	8	560000
5	Loading of BG monoblock PSC track sleepers (like line/SJ/LC/Bridge approach/Special slack gauge sleepers) available anywhere in station premises/mid section into trailer/trucks including crossing of tracks and making any temporary arrangements if required Note: 1) Contractor shall arrange labour in short notice for expeditious loading immediately. Contractor has to constantly interact with the Railway P way materials have to be loaded in the presence of Railway supervisor. Note: 2) Sleepers shall be stacked in more than one layer as per Para 1407 of IRPWM 1986 latest reprints duly leaving adequate space for movement of trucks on formation. In case of damage while loading/unloading of sleepers, the cost of damaged materials Note: 3) In case of damage while unloading of sleepers, the cost of damaged materials as decided by Railway Administration will be recovered. No representation from contractor is entertained in this regard	PSLPR	58.00	3000	174000
No. Of items Five Only		Schedule "J" Departmental Value			936800
		Tender's / Contractor's Percentage			
		Total			

Price Proposal

Package 2

Baiyyappanahalli - Hosur: Doubling of track

BYPL "A" Pannel - HSRA Doubling Project - Linking of
BG track between Km.182/300 and Km.157/500 including
Anekal Road, Maranayakanahalli & Hosur yards in
Bangalore Division of
South Western Railway.

**Package- 2 - Baiyyappanahalli - Hosur Doubling Project –
Linking of BG track between Km.182/300 and Km.157/500
including Anekal Road, Maranayakanahalli & Hosur yards in
Bangalore Division of South Western Railway.**

SUMMARY OF BILLS OF QUANTITIES

PARRTICULERS	DEPARTMENT VALUE (Rs.)
Schedule "P"	36825508.00
Schedule "Q"	8129236.00
Schedule "R"	25202800.00
Schedule "K"	2188094.00
Schedule "J"	787200.00
Total	73132838.00

SCHEDULE "R" OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWTR-001	Transportation of BG mono-block PSC track sleepers of 60 kg / 52 kg track / LC sleepers / bridge approach sleepers / 1. This item has 3 sub-items . For sub-item (a), the unit is 'per sleeper' and as such the rate does not depend upon the 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior 3. In case of transportation of sleepers from sleeper factory, loading of sleepers will be normally done by the factory. If the 4. Manual loading (if loading is done by the contractor) and manual unloading are not permitted. 5. Sleepers shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on is done by the contractor) / unloading / stacking them, the cost of damaged materials, as decided by the Engineer-in-Charge,				
	PWTR-001	--do-- for a lead from more than 0 km and less than 50 km	per sleeper	96	6000	576000
	PWTR-001	--do-- extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1.	per sleeper	1.3	300000	390000
	PWTR-001	--do-- extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per note no. 1.	per sleeper per km	0.65	2100000	1365000
2	PWTR-001a1	Transportation of BG mono-block PSC wide base sleepers for track / LC / bridge approach / slack gauge sleepers from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid-section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid-section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. NOTES: 1. This item has 3 sub-items. For sub-item (a), the unit is 'per sleeper' and as such the rate does not depend upon the distance. Sub-item (b) and sub-item (c) are for payment over and above sub-item (a). For payment in sub-item (b), sub-item (a) will be paid for the number of sleepers transported and the lead over and above 50 km will be considered for arriving at the quantity of sub-item (b). For payment in sub-item (c), both sub-item (a) and sub-item (b) will be paid. For payment in sub-item (c), sub-item (a) will be paid for the number of sleepers transported, a quantity of 50 km will be considered for sub-item (b) and the lead over and above 100 km will be considered for arriving at the quantity of sub-item (c); 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior approval of Dy. Chief Engineer. The decision of railways in assessing the distance and feasibility of the route is final and binding on the contractor; 3. In case of transportation of sleepers from sleeper factory, loading of sleepers will be normally done by the factory. If the sleepers are not loaded by the factory or if they are to be transported from any other location, arrangement for loading them has to be done by the contractor. Loading, if done by the contractor, will be paid separately in the relevant sub-item of the schedule; 4. Manual loading (if loading is done by the contractor) and manual unloading are not permitted. 5. Sleepers shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on formation; 6. In case of any damage to sleepers while loading (if loading is done by the contractor) / unloading / stacking them, the cost of damaged materials, as decided by the Engineer-in-Charge, will be recovered. a. for a lead from more than 0 km and less than 50 km	per sleeper per km	118.19	35000	4136650

SCHEDULE "R" OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
	PWTR-001b1	b. extra over sub-item (001a1) for a lead from more than 50 km to less than 100 km as per note no. 1	per sleeper per km	1.6	1750000	2800000
	PWTR-001c1	c. extra over sub-item (001a1) and sub-item (001b1) for a lead more than 100 km as per note no. 1.	per sleeper per KM	0.8	12250000	9800000
3	PWTR-002	Transportation of BG mono-block Special PSC sleepers for points and crossings / switch expansion joints from any sleeper factory in India / any station / any other location or from scattered stacks of sleepers available in mid section / yards / LCs / any other location over Indian Railways to any specified location of the project or to P Way depot by contractor's road lorry / tractor trailer including loading (only in specific cases and paid separately as per note below) and unloading using road crane or any other mechanical means only (manual unloading is not permitted) away from running track, stacking the sleepers in a systematic and countable manner on the formation at specified location(s) in yard / mid section or in P Way depot or at any other location as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.				
	PWTR-002 a	--do-- for a lead from more than 0 km and less than 50 km	per tonne per km	25	65000	1625000
	PWTR-002 b	--do-- extra over sub-item (a) for a lead from more than 50 km to less than 100 km as per note no. 1.	per tonne per km	6	65000	390000
	PWTR-002 c	----do-- extra over sub-item (a) and sub-item (b) for a lead more than 100 km as per note no. 1.	per tonne per km	1.95	450000	877500
4	PWTR-003	Transportation of P Way fittings, fastenings and other materials like fish plates, fish bolts and nuts, ER clips, liners, Notes: 1. This item has 2 sub-items . For sub-item (a), the unit is 'MT' and as such the rate does not depend upon the distance. 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior 3. In case of any damage to materials while loading / unloading / stacking / arranging them, the cost of damaged				
	PWTR-003 a	--do-- for a lead from more than 0 km and less than 50 km	MT	900	810	729000
	PWTR-003 b	--do-- extra over sub-item (a) for a lead from more than 50 km as per note no. 1.	per tonne per KM	3.3	40500	133650
5	PWTR-004	Transportation of class I / class II Rails (of any section) up to 13 m (other than guard rails and cut rails less than 2 m long) from anywhere in India including collecting small quantities of rails from various scattered locations in mid section / yards / LCs / any other location over Indian Railways including collection of rails from along the railway alignment and moving to nearest road approach point for further transportation (by the same contractor or by a different contractor as decided by the Engineer-in-Charge) as directed to any specified location Notes: 1. This item has 2 sub-items . For sub-item (a), the unit is 'MT' and as such the rate does not depend upon the distance. 2. For the purpose of payment, the shortest feasible road route will be considered unless otherwise warranted with prior 3. Manual loading and manual unloading are not permitted at any stage of multiple loading / multiple unloading i.e. while 4. Rails shall be stacked as per the guidelines of IRPWM duly leaving adequate space for movement of trucks on formation; 5. In case of any damage to rails while loading / unloading / stacking them, the cost of damaged rails, as decided by the 6. Calculation of weight of Class II rails, if any, will be made @ 5% lesser weight per m than the standard weight per m.				
	PWTR-004 a	--do-- for a lead from more than 0 km and less than 50 km	per tonne per Km	13.4	100000	1340000

SCHEDULE "R" OF TRACK LINKING WORKS (Transportation)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
	PWTR-004 b	--do- extra over sub-item (a) for a lead from more than 100 km as per note no. 1.	per tonne per Km	5.2	200000	1040000
No. Of items FIVE Only			Schedule "R" Departmental Value		25202800	
			Tender's / Contractor's Percentage			
			Total			

Package- 2 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards in Bangalore Division of South Western Railway.

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWBL-001	<p>(i) Unloading 52 kg / 60 kg single rails / 2-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane and;</p> <p>(ii) Stacking the rails (in case of single rails only).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	metric tonne	121	3600	435600
2	PWBL-002	<p>Unloading of 52 kg / 60 kg long rail panels – 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels under rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>3. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p>	metric tonne	206	3600	741600

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
3	PWBL-003	<p>(i) Trucking / Transportation of Rails of any section / size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and;</p> <p>(ii) Stacking the rails.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rails shall be neatly and properly stacked in a countable manner; The rails may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	metric tonne	260	500	130000
4	PWBL-004	<p>(i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and,</p> <p>(ii) Stacking the sleepers;</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The sleepers shall be neatly and properly stacked in a countable manner; The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to 	each sleeper	65	10000	650000

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.				
5	PWBL-005	<p>Lateral shifting of 60 kg / 52 kg 3-rail panels from one side to other side of running line</p> <p>Notes:</p> <ol style="list-style-type: none"> The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	metric tonne	82	1400	114800
6	PWBL-006	<p>Lateral shifting of 60 kg / 52 kg 5-rail panels / 10-rail panels / 20-rail panels from one side to other side of running line under rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractor's personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The shifted rail panels have to be positioned in such a way as to not infringe the moving dimensions as directed by the Engineer-in-Charge; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	metric tonne	110	1400	154000
7	PWBL-007	<p>(i) Rail renewal under rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and:</p> <p>(ii) Stacking the released rail(s) at the specified location(s) up to a lead of 1 (one) km.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below</p> <p>Notes:</p>				

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rate includes transporting, leading and stacking of the released rail(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>3. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same;</p> <p>4. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>5. Lead of rails (new or released) beyond 1 (one) km shall be paid separately;</p> <p>6. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>7. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>8. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>9. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter	104	3000	312000
8	PWBL-008	<p>(i) Sleeper renewal under rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Safely disposing the muck generated outside Railway boundaries with all lead;</p> <p>(iii) Kutch packing to ensure correct alignment and cross level to make track fit for running traffic at least for a speed of 20 (twenty) kmph and;</p> <p>(iv) Stacking the released sleeper(s) at specified location(s) up to a lead of 1 (one) km.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of released sleeper(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The limit of 1 km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>3. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same;</p> <p>4. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the</p>	each sleeper	130	6000	780000

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.				
9	PWBL-009a	<p>(i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turn out under rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railway's rubber pads, fittings and fastenings duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Kutchha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Stacking the released rails, released sleepers etc.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rate includes testing the point with the signalling staff duly adjusting various gaps, clearances, throw of switch etc. till the finer requirements of gaps, clearances, spacing(s) etc. are fully achieved to the satisfaction of Engineer-in-Charge; The rate includes correction of fabrication defects of components, fittings and alteration to tie plates, spherical washers, etc. which may become necessary at site; Cutting of rails and drilling of holes shall be paid separately under relevant items; Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same; The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 				
	PWBL-009b	---do-- for 1 in 12 Turn Out	set	66693	14	933702
	PWBL-009c	---do-- for 1 in 8.5 Turn Out	set	58625	2	117250
	PWBL-009d	--do-- for 1 in 8.5 Trap Switch	set	253843	1	253843
10	PWBL-010	<p>(i) Providing Cut and Connection to existing track under rail traffic block during day / night duly cutting the existing track (running line) of 60 kg / 52 kg / 90R rails, drilling holes, connecting it to already laid adjacent track (running line /non-running line), laterally slewing and re-slewing back and forth (if necessary) any number of times both the tracks of required lengths to form smooth alignment till the formation of exact reverse curve and continuity without any kinks, adjusting the sleeper spacing and cross level of both the tracks as per the requirement, dumping back the removed ballast and spreading to provide the required cushion under the tracks, levelling of track;</p> <p>(ii) Kutchha packing of the entire realigned portion along with five approach sleepers on either end duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Removal of released rails, sleepers, fittings etc. from the site and keeping them at</p>				

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and arranging protection of track with contractor's personnel & tools including all lead, ascent, descent, taxes, duties, cess, octroi, fee etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: 1. The work involves cutting the running line and connecting it to the adjacent running line / non-running line duly performing all the operations as detailed above and any associated linking of new track. Payment for linking of new track will be made separately under the relevant item; 2. After completion of work in block, the work shall be continued and the track shall be packed to permit normal speed in stages as directed. Payment for the same will be made separately under the relevant items; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 4. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 5. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	number	44000	12	528000
11	PWBL-011	<p>(i) Insertion of Railway's Glued Joint set 60 kg /52 kg on BG track / Points and Crossing under rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and: (ii) Transportation of released rails to the nominated location(s). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. The rate includes transportation of released rails to nominated locations(s) as directed by the Engineer-in-Charge and stacking them neatly and properly in a countable manner; 2. Each set comprises of two glued joints on opposite rails; 3. Cutting of rails and drilling of holes shall be paid separately under the relevant items; 4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	936	140	131040

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
12	PWBL-012	<p>De-stressing of LWR / CWR under rail traffic block at the desired rail temperature duly carrying out all the operations contained in LWR manual with contractor's hydraulic rail tensor, contractor's skilled personnel (sufficient in number so as to easily handle the entire length of track to be de-stressed), tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. If the rail temperature at the time of carrying out de-stressing operation is not within the specified limit, the operation may not be carried out at that time / on that day. No compensation shall be paid for postponement for a few hours / total cancellation of the programme for whatsoever reason; 2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; 3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; 5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter	25	5000	125000
13	PWBL-013	<p>(i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under rail traffic block during day / night with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard – on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement;</p> <p>(ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The limit of 1 (one) km of lead does not apply to yards. The rate includes any lead within the yard limit; 2. Cutting of rails, drilling of holes and dismantling of track, if executed, shall be paid separately; 3. One set of SEJ consists of both LH & RH rails and all other components / parts; 4. SEJs and track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same; 5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; 6. SEJ sleepers shall be made available at the nearest station yard / LC / any other location and the contractor has to lead the same to the site of work with a maximum lead of 1 (one) km. Any lead exceeding 1 (one) km (for other than yard limit) for transportation of sleepers (not SEJs, fittings and fastenings) shall be paid separately; 7. The rate includes engaging lookout men and banner flag men with hand flags and</p>	set	7150	30	214500

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>8. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>9. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>10. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
14	PWBL-014	<p>Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only under rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The rail shall be cut true to vertical; The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is broken; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	number	127	1800	228600
15	PWBL-015	<p>(i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail under rail traffic block during day / night with contractor's rail drilling machine and contractor's drill bits and;</p> <p>(ii) Chamfering the drilled hole properly with a chamfering tool.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.</p>	number	74.1	4000	296400
16	PWBL-016	<p>Cutting rails of any section using gas flame under rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.</p>	number	91	1400	127400
17	PWBL-017	<p>(i) Re-grading the existing track under rail traffic block during day / night to the required level and grade with moorum / ballast already dumped by lifting / lowering the track in stages, not more than 75mm at each time (the rate is for one lift of 75 mm), including one round of packing at each stage of lifting as per IRPWM, providing the</p>				

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iii) Subsequent continual picking up of sags / slacks and continual attending to misalignment / cross level defects after passage of train(s) till the passage of 10 (ten) trains and;</p> <p>(iv) Boxing of moorum / ballast to standard profile specified.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <p>1. The rate is for one lift of 75 mm. For each subsequent lift of 75 mm, if any, another payment shall be made;</p> <p>2. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>3. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>4. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter per one lift of 75mm each	97.5	5000	487500
18	PWBL-018	<p>(i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density under rail traffic block during day / night duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed and;</p> <p>(ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Note:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>6. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>7. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track meter	80	1500	120000
19	PWBL-020	<p>(i) Dismantling existing BG points and crossing 1 in 12 (one in twelve) on any sleepers under rail traffic block during day / night duly removing fish plates and</p>				

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <ol style="list-style-type: none"> The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work; The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutchu packing for safe movement of train; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge; No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor. 	set	15400	5	77000
20	PWBL-021	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed;</p> <p>(ii) Linking normal track between the then switch and the then crossing and;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>Notes:</p> <ol style="list-style-type: none"> The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work; The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutchu packing for safe movement of train; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel; Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time; 	set	11550	2	23100

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
21	PWBL-022	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) trap switch on any sleepers under rail traffic block during day / night duly removing fish plates and fastenings, levelling of ballast to correct profile as directed;</p> <p>(ii) Linking normal track between the then switch and the then crossing and ;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>7. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>8. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	4928	6	29568
22	PWBL-023	<p>(i) Lateral Slewing of existing or newly linked BG track up to 1 (one) metre on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment, spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph;</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	track metre	210	1400	294000

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>				
23	PWBL-024	<p>(i) Lateral Slewing of existing or newly linked BG track more than 1 (one) metre and up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutch packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge;</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	track metre	237	200	47400
24	PWBL-026	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 12 (one in twelve) up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutch packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p>				

SCHEDULE"Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	29250	1	29250
25	PWBL-027	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 8.5 (one in eight and a half) up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p> <p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	21938	1	21938
26	PWBL-028	<p>(i) Lateral Slewing of existing or newly linked BG points & Crossing 1 in 8.5 (one in eight and a half) trap switch up to 3 (three) metres on either side on straight / curved track on any sleepers under rail traffic block during day / night to correct location as per the alignment demarcated and aligning the track to correct alignment including re-slewing back and forth (if necessary) any number of times to form a smooth alignment till the formation of exact curvature and continuity without any kinks duly removing fish plates and bolts and re-fixing the same after aligning;</p> <p>(ii) Adjustment of sleeper spacing and tightening of fittings ensuring correct longitudinal and lateral levels;</p> <p>(iii) Shifting and dumping of existing ballast from old alignment to new alignment and spreading evenly to provide the required cushion and;</p>				

SCHEDULE "Q" OF TRACK LINKING WORKS (During traffic block)

SL.No	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iv) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>1. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>2. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>3. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>4. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	set	9360	1	9360
27	PWBL-029	<p>(i) Salvaging by scooping out existing old ballast mixed with muck, dust, vegetation etc. from the existing track under rail traffic block during day / night duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractor's 25mm sieve;</p> <p>(ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and;</p> <p>(iii) Safely disposing the muck generated outside Railway boundary.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work;</p> <p>2 Payment shall be done as per stack measurement without deduction for any voids;</p> <p>3 The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>4 Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time;</p> <p>5 The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within the block period is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the programme of work as scheduled may not be carried out and no compensation shall be paid towards cancellation of the programme. One or more such cancellation(s) of programme(s) due to non-availability of sufficient personnel may lead to imposition of penalty as decided by the Engineer-in-Charge.</p> <p>6 No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of rail traffic block / wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor.</p>	cum	163	4395	716385
No. Of items TwentySeven Only			Schedule "Q" Departmental Value		8129236	
			Tender's / Contractor's Percentage			
			Total			

Package- 2 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards in Bangalore Division of South Western Railway.

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)						
SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	PWNB-001	<p>(i) Unloading 52 kg / 60 kg single rails / 2-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane and;</p> <p>(ii) Stacking the rails (in case of single rails only). All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transporting, leading and stacking of the rails (in case of single rails only) properly in a countable manner at the nominated location(s) up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc.;</p> <p>2. The rails / rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded), if required, to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>3. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>4. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>5. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>6. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>7. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.</p>	metric tonne	93	3600	334800
2	PWNB - 002	<p>Unloading 52 kg / 60 kg long rail panels – 3-rail panels / 5-rail panels / 10-rail panels / 20-rail panels without rail traffic block during day / night from Railway wagons of any type in stipulated time without damaging the rails and as per IRPWM using contractor's crane with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rail panels have to be unloaded in such a way as to not infringe the moving dimensions. The rate includes any minor lateral shifting of rail panels (after they have been unloaded) required to clear infringement to moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>2. Demurrage / Wharfage charges levied, if any, due to delay in unloading of rails shall be borne by the contractor;</p> <p>3. Calculation of weight of Class II rails, if any, shall be made @ 5% lesser weight per m than the standard weight per m;</p> <p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>6. Sufficient number of skilled personnel, tools and machinery have to be arranged even at short notice, even for short duration and even for less quantity during day / night so as to complete unloading within a reasonable period of time.</p>	metric tonne	159	3600	572400
3	PWNB - 003	<p>(i) Unloading 60 kg / 52 kg BG PSC sleepers - normal / SEJ / LC / Bridge sleepers from contractor's road vehicles with contractor's crane or by any other approved mechanical means on the formation (as per the requirement of Railway) sufficiently away from the running track without obstructing / infringing the works under construction and / or proposed to be constructed and without blocking the path of road vehicles moving in connection with the works during day / night and;</p> <p>(ii) Stacking the sleepers at specified location(s).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this.</p>	number	36	4000	144000
4	PWNB - 004	<p>(i) Trucking / Transportation of Rails of any section /size / type from mid section / yard for a Lead more than 1 km and up to 8 km during day / night under non-traffic condition / without rail traffic block by dip lorries / rail lorries / any other approved means as per IRPWM including loading at the place of picking, hauling, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and;</p> <p>(ii) Stacking the rails.</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rails shall be neatly and properly stacked in a countable manner; 2. The rails may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	metric tonne	200	600	120000
5	PWNB - 005	<p>(i) Trucking / Transportation of BG Mono block PSC Track Sleepers for a Lead more than 1 km and up to 5 km during day / night from mid section under non traffic condition / without rail traffic block by rail lorries / dip lorries including loading at the place of picking, unloading and placing them without infringing running traffic after trucking including protection of track with contractor's flagmen, wherever required, and,</p> <p>(ii) Stacking the sleepers;</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The sleepers shall be neatly and properly stacked in a countable manner; 2. The sleepers may have to be stacked at different locations as per the requirement and this may entail re-handling them. The rate is inclusive of this; 3. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	each sleeper	50	10000	500000
6	PWNB - 008	<p>Pulling 20 rail panels (of 60 kg / 52kg rails) on ground without rail traffic block during day / night duly lifting and keeping over the rollers and pulling with sufficient number of rail tongues with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge</p>	metric tonne per meter	2	4200	8400
7	PWNB - 009	<p>(i) Setting out centre line for alignment of track in straight</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		(ii) Providing centre line reference marks at every 50 (fifty) metres interval on contractor's wooden pegs with contractor's enamel paint of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	track km	5500	22	121000
8	PWNB - 010	(i) Setting out centre line for alignment of track in curve without rail traffic block using contractor's total station equipment and; (ii) Providing centre line reference marks at every 10 (ten) metres interval on contractor's wooden pegs with contractor's enamel paint of approved quality and colour. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	track km	6000	8	48000
9	PWNB - 011a	(i) Leading and dumping of Railway's stone ballast without rail traffic block from stacks collected on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (iii) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 3 stages of payment as mentioned in the sub-items. The first 3 stages are for a lead of 150 m, the next 3 stages are for a lead between 150 m and 750 m and the last 3 stages are for a lead between 750 m and 5000 m. Dumping shall be undertaken in these 3 stages as instructed; 2. While operating sub-items d, e and f, sub- items a, b and c need not be and shall not be operated as sub-items d, e and f are all-inclusive and not extra over sub- items a, b and c. Similarly while operating sub-items g, h and i, sub- items a, b and c need not be and shall not be operated as sub-items g, h and i are all-inclusive and not extra over sub- items a, b and c; 3. Stage – 1 i.e. dumping of ballast shall be done in two phases – a) initial spreading and b) further dumping after laying the sleepers and linking the track as directed; 4. Stage -2 i.e. boxing of ballast to the required BG standard ballast profile as per the cushion specified as per IRPWM includes finishing to the specified BG profile; 5. Payment shall be done as per stack measurement without	cum	68	60000	60000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		6. Stack wise prior written permission of Engineer-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway; 7. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation. For dumping of ballast on track for lead up to 150 m				
	PWNB - 011 b	For boxing to sectional profile for a lead up to 150 m	cum	34	60000	2040000
	PWNB - 011 c	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead of 150 m	cum	12	60000	720000
	PWNB - 011 d	For dumping of ballast on track for lead more than 150 m and up to 750 m	cum	118	30000	3540000
	PWNB - 011 e	For boxing to sectional profile for a lead more than 150 m and up to 750 m	cum	34	30000	1020000
	PWNB - 011 f	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead more than 150 m and up to 750 m	cum	12	30000	360000
	PWNB - 011 g	For dumping of ballast on track for lead more than 750 m and up to 5000 m	cum	126	10000	1260000
	PWNB - 011 h	For boxing to sectional profile for a lead more than 750 m and up to 5000 m	cum	34	10000	340000
	PWNB - 011 i	For fully salvaging all the ballast at stack locations / that fallen in drains / side slopes of formation etc. and dumping the same uniformly in track up to a lead more than 750 m and up to 5000 m	cum	12	10000	120000
10	PWNB - 012 a	(i) Leading up to a lead of 1 (one) km Railway's stone ballast from ballast stacks on either side of formation in mid section / at yards at top of steep cuttings / side or bottom of high banks as directed; (ii) Loading into railway wagon(s) of any type during day / night using JCB or any other approved mechanized means without rail traffic block ; (iii) Unloading during day / night without rail traffic block on the formation at station yard / mid-section in banks / cuttings / bridges / tunnels etc. on mainline / loop line; (iv) Spreading the ballast on the formation as per standard section and required cushion with extra width on curves and; (v) Boxing of ballast to standard sectional profile. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Notes: 1. This item consists of 2 stages of payment as mentioned in the sub-items. Stage - 1 is for leading and loading and stage - 2 is for unloading, spreading and boxing of ballast; 2. Payment shall be done as per stack measurement without deduction for any voids; 3. Stack wise prior written permission of Dy.CE-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway;	cum	55	15000	825000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>4. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel;</p> <p>5. No compensation for idling of manpower, machinery etc. shall be paid in case of loss of utilization due to non-availability of wagons / traction power / crew of Railway under unavoidable circumstances after all the resources have been mobilised by the contractor;</p> <p>6. The agency has to arrange machinery and sufficient personnel for loading and / or unloading of ballast at short notice and even for short duration and for lesser quantity;</p> <p>7. The ballast shall be unloaded in such a way as to not infringe the moving dimensions. The rate includes shifting of ballast away from running line (after the ballast has been unloaded) required to clear infringement to the moving dimensions. Such a shifting shall be done immediately before passage of trains as directed by the Engineer-in-Charge;</p> <p>8. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.</p> <p>Leading and loading of ballast into wagons</p>				
	PWNB - 012 b	Unloading of ballast from wagons and spreading at proper places and boxing to the required ballast profile	cum	38	15000	570000
11	PWNB - 013	<p>Shifting by Leading and re-stacking of Railway's stone ballast from existing ballast stack(s) to specified new location(s) and clearing of existing stack(s) fully up to a lead of 1 (one) km with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. Payment shall be done as per stack measurement of re-stacked ballast without deduction for any voids;</p> <p>2. Stack wise prior written permission of Dy.CE-in-Charge shall be taken for dumping of ballast. No payment shall be made in case no such prior written permission is obtained by the contractor. In addition, penal action shall be taken for disturbing the ballast stacks without the permission of the competent authority of Railway;</p> <p>3. The rate includes leading and lifting / lowering of ballast at the top of steep cuttings or at the bottom of high banks on either side of the bank / cutting to the formation.</p>	cum	110	8000	880000
12	PWNB - 014	<p>Rolling of ballast dumped on the formation without rail traffic block in yards/ mid section on main line / loop line/turnout for track in straight / on curve on formation / ballasted deck bridge with contractor's smooth wheeled power roller of 8 ton - 10 ton capacity with sufficient number of passes (minimum 6 to 8) to form consolidated ballast bed of 180 mm – 220mm thickness to a width of 4m symmetrical to the centre line of alignment to correct line and level duly providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and</p>	track meter	19	30000	570000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>Notes:</p> <p>1. The rate is inclusive of providing earth ramp and ballast ramp as required for taking the power roller on to the formation and then on to the spread ballast and removing the ramps duly making good the formation and disturbed ballast after completion of rolling operation;</p> <p>2. The rate is inclusive of redistribution and levelling of excess ballast while rolling to obtain uniform plane cambered surface.</p>				
13	PWNB - 015	<p>(i) Salvaging by scooping out the existing old ballast mixed with muck, dust, vegetation etc. from the existing track without rail traffic block duly digging / scarifying the ballast by beaters / wire brushes, levelling the formation after salvaging ballast, separating the muck, dust and vegetation by screening the salvaged ballast with contractor's 25mm sieve;</p> <p>(ii) Stacking of sieved ballast for measurement on or outside the formation including re-handling of ballast and;</p> <p>(iii) Safely disposing the muck generated outside Railway boundary with all lead.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1 Ballast shall be carefully retrieved without wasting / throwing away it while carrying out work;</p> <p>2 Payment shall be done as per stack measurement without deduction for any voids.</p>	cum	125	2000	250000
14	PWNB - 016 a	<p>(i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1660(one thousand six hundred and sixty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yardsup to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends;</p> <p>(ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and;</p> <p>(iii) Boxing of disturbed ballast to standard sectional profile.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p>	track meter	102	27000	2754000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The payment is made in 4 stages one after another as given below in the same order. Payment shall not be made for a subsequent stage without paying for a previous stage;</p> <p>2. Payment for stage -4 shall be made only after transporting the surplus / released fittings to the depot and stacking the surplus / released rails and sleepers at the specified location(s) in the specified yard as directed by the</p> <p>3. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item;</p> <p>4. The contractor has to lead the rails and sleepers stacked along side the formation. Any lead beyond 1 (one) km for rails and sleepers shall be paid separately;</p> <p>5. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>6. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / depot. No additional payment shall be made for the same;</p> <p>7. Lateral shifting of rails involving crossing of running track shall be paid under the relevant item as applicable;</p> <p>8. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p> <p>Stage – 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing</p>				
	PWNB - 016 b	Stage – 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutcha packing for passing trains at least at 20 (twenty) kmph	track meter	61	27000	1647000
	PWNB - 016 c	Stage – 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling	track meter	20	27000	540000
	PWNB - 016 d	stage – 4: Clearing the site (subject to note no. 2)	track meter	20	27000	540000
15	PWNB - 017 a	<p>(i) Manual assembling and linking BG track with 60 kg / 52 kg / 90R single rail / 3 rail panels / 10 rail panels / 20 rail panels with 60 kg / 52 kg PSC sleepers at a sleeper density of 1540 (one thousand five hundred and forty) per km with all fittings and fastenings including linking on level crossings without rail traffic block during day /night duly leading and lifting the rails / rail panels and sleepers from the stacks available on formation / top of cutting / bottom of bank - on either side of the alignment - near level crossings / in mid-section / in yards up to a lead of 1 (one) km on dip lorry or by any other approved means including longitudinal shifting and lateral shifting, if any required, providing fish plates and bolts duly greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms), providing specified expansion gap at rail ends;</p> <p>(ii) Kutcha packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 (twenty) kmph and;</p> <p>(iii) Boxing of disturbed ballast to standard sectional profile.</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The payment is made in 4 stages one after another as given below in the same order. Payment shall not be made for a subsequent stage without paying for a previous stage; Payment for stage -4 shall be made only after transporting the surplus / released fittings to the depot and stacking the surplus / released rails and sleepers at the specified location in the yard as directed by the Engineer-in-Charge; Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; The contractor has to lead the rails and sleepers stacked along side the formation. Any lead beyond 1 (one) km for rails and sleepers shall be paid separately; The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payment shall be made for the same; Lateral shifting of rails involving crossing of running track shall be paid under the relevant item as applicable; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel. <p>Stage – 1: Spreading of sleepers to correct spacing over compacted ballast layer, skeleton linking of track by clipping rails to sleepers with all fastenings, fish plating including initial packing</p>	track meter	92	3500	322000
	PWNB - 017 b	Stage – 2: Initial lifting, ensuring correct ballast cushion and bringing track geometry to tolerances as specified in the special conditions for track work and kutcha packing for passing trains at least at 20 (twenty) kmph	track meter	55	3500	192500
	PWNB - 017 c	Stage – 3: Greasing / oiling of fittings and attending to final requirement of ballast cushion, sleeper spacing correction, ballast boxing and profiling	track meter	18	3500	63000
	PWNB - 017 d	Stage – 4: Clearing the site (subject to note no. 2)	track meter	18	3500	63000
16	PWNB - 018	<p>(i) Rail renewal for non running line / without rail traffic block during day / night of the existing single rail track on main line / loop line with 60 kg / 52 kg - single rails / 3 rail panels / 10 rail panels / 20 rail panels duly leading rails from the stacks available on formation / top of cutting / bottom of bank - near level crossings / in mid-section / in the yard - on either side of the alignment up to a lead of 1 (one) km duly removing the fishplates, bolts and nuts, ER clips etc. of the existing track, removing the existing track, pairing and butting the joints of new rails (or the rails with which renewal is being done), fixing corresponding matching fittings and fastenings like GFN liners / metal liners, ER sole plates, fishplates, bolts and nuts etc. duly greasing the fish plates and bolts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms) and;</p> <p>(ii) Stacking the released rail(s) at the specified location(s)</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and per the note(s) below.</p> <p>Notes: 1. The rate includes transporting, leading and stacking of the released rail(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc. ; 2. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item; 3. The limit of 1 (one) km for lead does not apply to yards. The rate includes any lead within the yard limit; 4. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same; 5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; 6. Lead of rails (new or released) beyond 1 (one) km shall be paid separately; 7. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>	track meter	80	27000	2160000
17	PWNB - 019	<p>(i) Sleeper renewal for non running lines / without rail traffic block during day / night by leading PSC sleepers from anywhere up to a lead of 1 (one) km, removing existing 60 kg / 52 kg PSC sleeper(s) and replacing with 60 kg / 52 kg PSC sleeper(s) - one at a time in a length of rail, screening the existing ballast and re-dumping in a safe manner duly ensuring the required clear ballast cushion as specified, providing all required fittings (liners, GR sole plates, ERCs etc.) in a proper manner duly greasing the fish plates and bolts with contractor's 'grease no. 0, graphited' (conforming to IS : 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Safely disposing the muck generated outside Railway boundaries with all lead;</p> <p>(iii) Kutcha packing to ensure correct alignment and cross level to make track fit for running traffic at least for a speed of 20 (twenty) kmph and;</p> <p>(iv) Stacking the released sleeper(s) at specified location(s) up to a lead of 1 (one) km.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rate includes transporting, leading and stacking of released sleeper(s) properly in a countable manner at the nominated location up to a lead of 1 (one) km observing all safety precautions without disturbing the signals or the signalling arrangement, any fixtures etc. ;</p>	each sleeper	100	3500	350000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>2. Greasing of ERCs and inner surfaces of MCI inserts, if done, will be paid separately under relevant item;</p> <p>3. The limit of 1 km for lead does not apply to yards. The rate includes any lead within the yard limit;</p> <p>4. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same;</p> <p>5. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner;</p> <p>6. The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel.</p>				
18	PWNB - 020 a	<p>(i) Manual assembling, linking and insertion in position 60 kg / 52 kg PSC turnouts under non traffic condition / without rail traffic block during day / night to correct gauge, alignment and levels as per the latest RDSO drawing with Railway's rubber pads, fittings and fastenings duly leading sleepers including long special PSC sleepers, switches, crossings, rails etc. from anywhere in the yard, cutting rails (paid separately) and drilling holes in rails (paid separately), properly fixing all fittings and fastenings i.e. bearing plates, gauge tie plates, stretcher bars, distance blocks, glued joints, liners, ERCs, grooved rubber pads etc. duly lubricating the fish plates, ERCs and inner sides of MCI inserts with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(ii) Kutcha packing of the turnout duly attending to alignment, cross levels, surfacing, spacing of sleepers etc. so as to allow the traffic at least at 20 (twenty) kmph and;</p> <p>(iii) Stacking the released rails, released sleepers etc.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes testing the point with the signalling staff duly adjusting various gaps, clearances, throw of switch etc. till the finer requirements of gaps, clearances, spacing(s) etc. are fully achieved to the satisfaction of Engineer-in-Charge;</p> <p>2. The rate includes correction of fabrication defects of components, fittings and alteration to tie plates, spherical washers, etc. which may become necessary at site;</p> <p>3. The rate includes greasing of ERCs and inner sides of MCI inserts;</p> <p>4. Cutting of rails and drilling of holes shall be paid separately under relevant items;</p> <p>5. Track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same;</p> <p>6. The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner.</p>				
	PWNB - 020 b	for 1 in 12 (one in twelve) Turnout	set	53355	14	746970
	PWNB - 020 c	for 1 in 8.5 (one in eight and a half) Turnout	set	46900	2	93800

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
19	PWNB - 021 a	<p>(i) Manual through packing without rail traffic block of Plain BG Track on straight or on curves & track on bridges on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves, packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and;</p> <p>(ii) Boxing of disturbed ballast to standard sectional profile.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: Second round of packing shall be paid only after paying for first round of packing. For sleeper density 1660 per km – for first round of packing</p>	track meter	35	26999	944965
	PWNB - 021 b	For sleeper density 1660 per km – for second round of packing	track meter	26.25	27000	708750
	PWNB - 021 c	For sleeper density 1540 per km –for first round of packing	track meter	32.5	4000	130000
	PWNB - 021 d	For sleeper density 1540 per km –for second round of packing	track meter	24.4	4000	97600
	20	PWNB - 022 a	<p>(i) Manual through packing without rail traffic block of Points and Crossing on PSC layout during day / night duly rectifying any defects in alignment and defects in longitudinal / cross level including gauging, squaring of sleepers, providing the specified ballast cushion by readjusting the excess ballast in the vicinity, providing required super elevation for curves and packing below the bottom of PSC sleepers and surrounding with ballast with crow bars / beaters / off track tampers including picking up of slacks up to 75mm and grading of track to the specified longitudinal and lateral profile so as to allow traffic at least at 20 kmph and at 45 kmph in stages and;</p> <p>(ii) Boxing of disturbed ballast to standard sectional profile.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>			
PWNB - 022 c		First round of packing for 1 in 12 (one in twelve) turnout	set	4333	14	60662
PWNB - 022 d		Second round of packing for 1 in 12 (one in twelve) turnout	set	2500	14	35000
PWNB - 022 e		First round of packing for 1 in 8.5 (one in eight and a half) turnout	set	3250	2	6500
PWNB - 022 f		Second round of packing for 1 in 8.5 (one in eight and a half) turnout	set	1875	2	3750
PWNB - 022 g		First round of packing for 1 in 8.5 (one in eight and a half) turnout	set	1387	6	8322
PWNB - 022 h		Second round of packing for 1 in 8.5 (one in eight and a half) turnout	set	1387	6	8322

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
	PWNB - 022 h	Second round of packing for 1 in 8.5 (one in eight and a half) Trap switch	set	800	6	4800
21	PWNB - 023	<p>(i) Insertion of Railway's Glued Joint set 60 kg /52 kg on BG track / Points and Crossing without rail traffic block during day / night duly leading the glued Joint set from anywhere in the yard, connecting it on either ends using joggled / ordinary fish plates, fish bolts and nuts duly greasing them with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) and oiling, properly tightening the bolts etc. including cutting of rails, drilling of holes, if required, duly coordinating with the signalling staff during the insertion to facilitate working of block instrument and;</p> <p>(ii) Transportation of released rails to the nominated location(s).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes transportation of released rails to nominated locations(s) as directed by the Engineer-in-Charge and stacking them neatly and properly in a countable manner;</p> <p>2. Each set comprises of two glued joints on opposite rails;</p> <p>3. Cutting of rails and drilling of holes shall be paid separately under the relevant items.</p>	set	720	220	158400
22	PWNB - 024	<p>De-stressing of LWR / CWR under non traffic condition / without rail traffic block at the desired rail temperature duly carrying out all the operations contained in LWR manual with contractor's hydraulic rail tensor, contractor's skilled personnel (sufficient in number so as to easily handle the entire length of track to be de-stressed), tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. If the rail temperature at the time of carrying out de-stressing operation is not within the specified limit, the operation may not be carried out at that time / on that day. No compensation shall be paid for postponement for a few hours / total cancellation of the programme for whatsoever reason;</p> <p>2. The decision of Engineer-in-Charge with regard to the number of persons / tools or machinery required to satisfactorily complete the work within a reasonable period of time is final and binding on the contractor. If in the opinion of Engineer-in-Charge the number of persons / tools or machinery available at site is less than that required, the operation as scheduled may not be carried out and no compensation shall be paid towards cancellation of the</p>	track meter	19	22000	418000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
23	PWNB - 025	<p>(i) Manual assembling and insertion of Switch Expansion Joint (SEJ) at specified location under non traffic condition / without rail traffic block with 60 kg / 52 kg rails as per IRPWM guidelines and IR LWR manual in mid section / yard in straight / curved alignment on special PSC sleepers duly leading the SEJ rails and special sleepers from the stacks available on cess / top of cutting / bottom of bank in mid-section/ in the yard – on either side of the alignment by dip lorry or by any other approved means within a lead of 1 (one) km including side shifting / longitudinal shifting or crossing of running lines including cutting of rails (paid separately) and drilling of holes (paid separately) as per the requirement;</p> <p>(ii) Setting SEJ to correct expansion gap / mean position as required for welding as per the prevailing rail temperature and fixing Railway's special bearing plates / chairs including fixing of two rows of M.S. angles of specified size and specified length with Railway's fittings / bolts including greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms);</p> <p>(iii) Insertion of closure rails of correct length as per the relevant RDSO drawing to correct spacing and;</p> <p>(iv) Kutchra packing to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <ol style="list-style-type: none"> The limit of 1 (one) km of lead does not apply to yards. The rate includes any lead within the yard limit; Cutting of rails, drilling of holes and dismantling of track, if executed, shall be paid separately; One set of SEJ consists of both LH & RH rails and all other components / parts; SEJs and track fittings like ERCs, liners, fish plates, rubber pads etc. may have to be brought from the nearby yard / mid section / P Way depot. No additional payments shall be made for the same; The rate includes transporting the released fittings and fastenings to the specified P Way depot and stacking / arranging them properly in a countable manner; SEJ sleepers shall be made available at the nearest station yard / LC / any other location and the contractor has to lead the same to the site of work with a maximum lead of 1 (one) km. Any lead exceeding 1 (one) km (for other than yard limit) for transportation of sleepers (not SEJs, fittings and fastenings) shall be paid separately; The rate includes engaging lookout men and banner flag men with hand flags and banner flags respectively in the day and signal lamps etc. in the night, wherever required (in case of doubling projects, yards etc.), for the safety of rail traffic passing on adjacent line(s) & personnel. 	set	5500	40	220000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
24	PWNB - 026	<p>Cutting of 60 kg / 52 kg / 90R Class I / II Rails true to vertical with rail cutting machine only without rail traffic block during day / night duly marking the line with contractor's rail cutting machine with contractor's blades / discs etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The rail shall be cut true to vertical; 2. The rail shall be cut for the entire depth. Breaking of partly cut rail by Jim Crow or by any other means is not permitted. The cost of 250 mm length of rail at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor in case a partly cut rail is</p>	number	98	2400	235200
25	PWNB - 027	<p>(i) Drilling of 32 mm / 28 mm / 26.5 mm dia. fish bolt holes in 60 kg / 52 kg / 90R rails at correct location using proper template and perpendicular to the face of rail without rail traffic block during day / night with contractor's rail drilling machine and contractor's drill bits and;</p> <p>(ii) Chamfering the drilled hole properly with a chamfering tool.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: No payment shall be made if the bolt hole is not properly chamfered with a chamfering tool immediately after drilling it before passage of train over the rail in which the hole is drilled.</p>	number	57	3000	171000
26	PWNB - 028	<p>Cutting rails of any section using gas flame without rail traffic block during day / night and transportation of the cut rail pieces to the specified P. Way Depot / any other location in the section / yard as directed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.</p>	number	70	5000	350000
27	PWNB - 029	<p>Drilling of 18 mm / 22 mm dia. holes in PSC Sleepers at correct location using proper template with contractor's drilling machine and contractor's drill bits without rail traffic block during day / night with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	102	400	40800

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
28	PWNB - 030	<p>(i) Fixing guard rails on bridges with 60 kg / 52 kg / 90R rails (supplied by Railways) as per the provisions of IRPWM without rail traffic block during day / night including cutting and bending of rails with all fittings and fastenings and drilling of holes in PSC sleepers (if necessary) with contractor's drilling machine and contractor's drill bits;</p> <p>(ii) Fixing Railway's wooden nose blocks at the ends of guard rails on either end of the bridge including fixing grip expansion bolts and nuts, M.S. clips, washers etc.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: Drilling of holes in sleepers (if executed) shall be paid separately.</p>	track meter	333	300	99900
29	PWNB - 031	<p>Fabricating and fixing of 60 kg / 52 kg / 90R check rails for level crossing / trolley path (including bending into shape and cutting the bottom flanges of rail wherever required) to correct alignment and level without rail traffic block during day / night with Railway's fittings and fastenings including drilling holes in rails (paid separately) for fixing LC brackets and drilling 16 mm dia. holes in PSC sleepers for fixing check rails with all operations such as cutting, bending the rails to proper size and fixing Railway's / contractor's grip expansion bolts & nuts 140 mm / 150 mm long (paid separately if supplied by the contractor) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. Grip expansion bolts & nuts shall be paid separately under relevant item if they are supplied by the contractor; 2. Measurement shall be made up to end of flare of check rails; 3. Separate payment shall be made for drilling holes in 4. Drilling holes in sleepers is a part of this item and the rate is inclusive of it; 5. Making holes in rails using gas flame is not at all permitted. If the holes are made using gas flame, the cost of 250 mm long rail for each such hole at the rate of rails as on the date of award of work (rate as circulated by Rly. Board) shall be recovered from the contractor.</p>	set	537	200	107400
30	PWNB-032	<p>Assembling and linking of BG track for snag dead end as per the specified drawing with 60 kg / 52 kg / 90R rails over PSC sleepers without rail traffic block during day / night including lifting and packing of track for making a ramp and construction of sanded dead end with contractor's bricks, sand and earhand contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-</p>	set	41800	2	83600

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>Notes:</p> <p>1. The rate includes cost of all materials such as bricks, sand, earth etc.;</p> <p>2. Rails & sleepers shall be supplied within the yard. The rate includes leading the same to the work spot from anywhere in the yard;</p> <p>3. All fittings shall be handed over at the specified P Way depot. The rate includes transportation of these fittings to site;</p> <p>4. Drilling of holes & cutting of rails shall be paid separately under the relevant items.</p>				
31	PWNB-033	<p>(i) Fabricating and fixing B.G. buffer stop without rail traffic block on mainline / loop line / siding with 60 kg / 52 kg / 90R rails by cutting and bending of rails, drilling of holes and by cutting of wooden sleepers to required length including transportation of fittings etc. from P Way depot to work site, excavation in formation for erecting rails, supplying and fixing of all fittings and fastenings like special size bolts, nuts etc., providing of Railway's wooden sleeper across the buffer stop</p> <p>(ii) Providing one round of painting of all metal surfaces with contractor's red oxide primer of approved quality followed by two coats of contractor's black & red enamel paints of approved quality on wooden sleeper.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. Rails and wooden sleepers shall be supplied by Railway;</p> <p>2. All painting work shall be carried out before fixing the buffer stop and touch up to the disturbed paint coat, if any, shall be done after fixing the buffer stop;</p> <p>3. All bolts and nuts shall be greased with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) before tightening.</p>	number	13460	16	215360
32	PWNB-034	<p>(i) Re-grading the existing track without rail traffic block during day / night to the required level and grade with moorum / ballast already dumped by lifting / lowering the track in stages, not more than 75mm at each time (the rate is for one lift of 75 mm), including one round of packing at each stage of lifting as per IRPWM, providing the required ramp in and ramp out and providing longitudinal level;</p> <p>(ii) Repacking the track to achieve proper surfacing, longitudinal profile and cross levels for safe passage of trains at least at 20 kmph;</p> <p>(iii) Subsequent continual picking up of sags / slacks and continual attending to misalignment / cross level defects after passage of train(s) till the passage of 10 (ten) trains and;</p> <p>(iv) Boxing of moorum / ballast to the profile specified.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note:</p>	track meter per one lift of 75mm each	75	3000	225000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
33	PWNB-035 a	<p>(i) Carrying out pre-tamping / post-tamping operations without rail traffic block during day / night prior to / during / after machine packing / dynamic stabilization by various track machines of track laid with any rails to any sleeper density including points and crossing zones of any layout (additional payment shall be made for the track in points and crossings zone as given below) by providing a minimum of 10 (ten) persons (at site or at the base station as directed everyday) - readjustment of ballast, heaping up of ballast, filling up of cavities in the tamping zone by picking ballast from stacks / shoulders / crib to ensure effective packing as the machine moves, squaring of sleepers, re-fixing of disturbed fittings and recouplement of broken fittings with Railway's fittings - ER clips, liners & rubber pads, clearing of ballast on sleepers as the machine moves to make the top surfaces of sleepers visible to machine operator, clearing of ballast over the foot of both the rails to facilitate holding of rails by the rollers of the machine, neat dressing and profiling of ballast wherever required with proper consolidation of ballast between sleepers after the machine working and;</p> <p>(ii) Assisting track machine operator(s) / track machine maintainer(s) in routine maintenance of the machine (while the machine is at the base station) by providing 3 (three) persons each day at the base station of the machine.</p> <p>All of the above shall be executed with contractor's skilled personnel sufficient in number as detailed below, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1 For track in points & crossings portion (of any layout) 50% extra shall be paid. i.e. the quantity recorded shall be more by 50%;</p> <p>2 The payment is made in 4 (four) stages as given below in the same order;</p> <p>3 A minimum of 13 (thirteen) persons shall be arranged for the work. If no tamping operation is performed on a day, the 10 (ten) persons deployed can perform pre-tamping and / or post-tamping operations as directed and the other 3 (three) can assist in the maintenance of the machine;</p> <p>4 In case the number of persons deployed is less than the above, no payment shall be made for that stretch;</p> <p>5 The duration of working of the personnel is approximately 10 (ten) hours a day, though it may vary on specific days depending upon the requirement;</p> <p>6 During intensive working, if machine tamping is adopted for more number of hours in a day and the number of hours required for pre-tamping, post-tamping and tamping operations put together is more than 10 (ten) in a day, a separate set of personnel shall be deputed with the approval of Dy.CE-in-charge in writing. In such a case one and a half times or double the payment shall be made (by recording one and a half times or double the quantity on the same day), as decided by the Dy.CE-in-charge depending upon the number of hours the additional set of staff is required to work. One and a half times the quantity shall be recorded if the additional number of hours is more than 1 (one) and up to 5 (five) and double the quantity shall be recorded if the additional number of hours is more than 5 (five);</p>	track meter	6.55	30000	196500

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>7 The site of tamping could change everyday / every hour. The base station could change after every few days. The personnel shall be present at the site of work / base station as specified accordingly;</p> <p>8 All preliminary operations in a stretch shall be completed well before the commencement of tamping operation. All post-tamping operations shall be completed immediately after the tamping operation in a stretch by deploying sufficient personnel as specified even for extra duration of time, if required;</p> <p>9 The personnel accompanying the machine during tamping shall be present at the base station at least half an hour prior to the commencement of tamping operation, unless they are already at the site of tamping;</p> <p>10 Tamping operation may have to be carried out at night depending upon the availability of the machine. In such a case, the contractor's authorised representative shall be informed two to three hours in advance and the personnel accompanying the machine during tamping operation need to be present as specified above;</p> <p>11 The team of 10 (ten) persons shall assist in tamping operation during machine tamping and continue to perform pre-tamping / post-tamping operations as directed, during the balance period of time;</p> <p>12 While the machine is away for tamping operation, the 3 (three) persons deputed for assisting the machine staff in routine maintenance of the machine shall continue to stay at the base station of the machine and perform any activity such as cleaning of spare parts etc. as assigned and as directed by the machine staff or the concerned P Way official.</p>				
		First round of pre-tamping operation				
	PWNB-035 b	Second round of pre-tamping operation	track meter	5.25	30000	157500
	PWNB-035 c	First round of post tamping operation	track meter	6.85	30000	205500
	PWNB-035 d	Second round of post tamping operation	track meter	6.35	30000	190500
34	PWNB-036	<p>(i) Dismantling existing BG track on 52 kg / 90 R rails on any sleepers at any sleeper density without rail traffic block duly removing all available fittings and fastenings such as fish plates, check rails, guard rails, tie angles, foot path plates, hook bolts etc. (if any), levelling of ballast to correct profile as directed during day /night and;</p> <p>(ii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: 1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach; 2. In case the layout is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard; 3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative</p>	track meter	62	600	37200

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
35	PWNB-038	<p>(i) Dismantling existing BG points and crossing 1 in 12 (one in twelve) on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day / night;</p> <p>(ii) Linking normal track between the then switch and the then crossing and;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.</p>	set	11846	1	11846
36	PWNB-039	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day / night;</p> <p>(ii) Linking normal track between the then switch and the then crossing and;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location(s) in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative</p>	set	8885	1	8885

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.				
37	PWNB-040	<p>(i) Dismantling existing BG points and crossing 1 in 8.5 (one in eight and a half) trap switch on any sleepers without rail traffic block duly removing fish plates and fastenings, levelling of ballast to correct profile as directed during day</p> <p>(ii) Linking normal track between the then switch and the then crossing and ;</p> <p>(iii) Transporting released sleepers other than PSC (for PSC sleepers the specification in the note below applies) and all released fastenings etc. to the specified P Way stores depot duly segregating and stacking at specified location in a neat and countable manner.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate quoted above shall also include transportation of released rails, switches and crossings to the nearest station and stacked at a location with road approach;</p> <p>2. In case the lay out is on PSC sleepers, they need not be carried to P Way depot but they have to neatly stacked at the specified location in the nearest yard;</p> <p>3. A detailed joint inventory shall be taken jointly by Railway representative and contractor's authorized representative before the commencement of the above work;</p> <p>4. The turnout sleepers shall be removed from the track along with switches and crossings and the line shall be made through with normal track sleepers. The rate includes linking of normal track and carrying out one round of kutcha packing for safe movement of train.</p>	set	3790	2	7580
38	PWNB-047	Fixing of wooden distance block between platform wall and rail web by sawing Railway's wooden sleeper into blocks of specified size without rail traffic block including leading of sleeper from P. Way depot to site of work with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	number	235	150	35250
39	PWNB-048	Greasing of Rail gauge face of outer rail on B.G. track in sharp curves without rail traffic block with contractor's supply of 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations , as directed by the Engineer-in-Charge and as per the note(s)	meter	36	15000	540000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		The unit of payment is 'running metre of outer rail of curves'.				
40	PWNB-049	<p>(i) Dressing up of formation without rail traffic block duly making good undulations / holes / rain water cuts / spots damaged by movement of road vehicles, stacked materials etc. with contractor's earth (of categories specified in RDSO's specification for earth work G-1 and from approved earth quarries obtained from outside Railway boundary) in layers not exceeding 150 mm thick, dressing to proper slope including completely removing debris on the top and side slopes of formation, completely removing vegetation / shrubs along with roots on the top of formation duly dressing up the area of removal of debris / vegetation and;</p> <p>(ii) Consolidation by hand rammers / mechanical rammers.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	track meter	100	25000	2500000
41	PWNB-050 a	<p>(i) Painting of in-service rails and other components without rail traffic block with two coats using brush after proper cleaning and surface preparation with contractor's anti-corrosive bituminous black paint conforming to IS:9862-1981 to a thickness of 100 microns per each coat on gauge face sides of both rails (i.e. web and sides & slopes of top and bottom flanges) and;</p> <p>(ii) Painting of exposed areas of ERCs, liners and outer surface of MCI inserts of PSC sleeper.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. Bottom surfaces, top surfaces and non gauge faces of both the rails need not be painted (except in the case mentioned below or unless instructed otherwise). The rate excludes painting of these surfaces;</p> <p>2. In station yards or in other locations where specifically instructed, the painting shall be carried out on gauge face and on non-gauge face also and double the payment shall be made. In this case, the rate remains the same and double the quantity of the item shall be recorded.</p> <p>For 60 (sixty) kg rails at a sleeper density of 1660 (one thousand six hundred and sixty) per km</p>	track meter	39	30000	1170000
	PWNB-050 d	For 52 (fifty two) kg rails at a sleeper density of 1540 (one thousand five hundred and forty) per km	track meter	34	3500	119000
42	PWNB-051	(i) Manufacturing and supplying Pre-cast R.C.C. kilometre post / LWR Post / Gang Board Post / Gradient Post / any other post 800 mm wide 1050 mm high and 64 mm thick (actual height and profile varies as per the specified drawing for the required R.C.C. post) duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. usina vibrators:				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(iii) Fixing the post without rail traffic block duly excavating in all types of soils a pit of size 300 mm X 300 mm X 600 mm, concreting with a levelling base course of C.C. 1:3:6 mix and filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post and compacting the concrete with vibrator and;</p> <p>(iv) Painting the required information with contractor's enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring (wherever applicable and directed) the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes: 1. The height of the post and the depth of pit given are approximate. The actual height varies (less than or more than that specified above up to a maximum of 40%) for different posts mentioned above and hence the depth of the pit. The rate is the same for all; 2. The rate includes measurement (wherever applicable and directed) of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed; 3. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>	number	1440	140	201600
43	PWNB-052	<p>(i) Casting and supplying of pre cast R.C.C. hectometre post as per the relevant drawing without rail traffic block duly casting with M25 grade cement concrete with contractor's reinforcement steel, 20 mm graded granite coarse aggregate, fine aggregate, cement etc. using vibrators;</p> <p>(ii) Transporting to the site of fixing;</p> <p>(iii) Fixing by excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm, concreting with a levelling base course with C.C. 1:3:6 mix, filling the entire trench with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the precast post, compacting the concrete with vibrator and;</p> <p>(iv) Painting the required information (including distance) with contractor's enamel paint of retro-reflective type of approved quality and colour in a professional manner with font size as directed duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p>	number	1190	270	321300

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed;</p> <p>2. The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>				
44	PWNB-053	<p>(i) Manufacturing and Supplying SEJ Reference Board / Curve Board / Gang Limit Board / Points & Crossing Board / LWR Board of size 900 mm x 600 mm as per approved drawing with contractor's M.S. Sheet of thickness 3.15 mm and M.S. Angles of size 50 mm X 50 mm X 6 mm at top & bottom of the plate, M.S. angles of size 75 mm X 75 mm X 8 mm and length 1.20 m on the sides;</p> <p>(ii) Transporting the board to the site of fixing;</p> <p>(iii) Fixing the board without rail traffic block duly excavating in all types of soils a pit of size 30 cm X 30 cm X 60 cm, placing in position with vertical M.S. angle posts 0.6 m below GL & 0.6 m above GL in M25 grade cement concrete by filling the entire trench with concrete duly embedding the vertical angle posts and compacting the concrete with vibrator with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. and;</p> <p>(iv) Painting two coats over one coat of primer on the boards and angles with approved quality and colour of enamel paint and painting the required information in a professional manner with font size as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The length of vertical posts mentioned as 1.20 m is approximate and may increase according to the site conditions. The rate is the same for any increase up to 1.50 m in length.</p>	number	900	170	153000
45	PWNB-054	<p>(i) Casting and Supplying Mass Cement Concrete fouling mark post (precast) of size 300 mm x 270 mm x 900 mm in M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc.;</p> <p>(ii) Fixing and positioning the post without rail traffic block duly excavating in all types of soils a pit of size 450 mm X 450 mm X 450 mm, embedding the precast post over a levelling course of CC 1:3:6 with contractor's materials as specified above, properly compacting the soil all around the post and;</p> <p>(iii) Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing of letters 'FM' on both sides of the post in a professional manner with font size as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s)</p>	number	875	30	26250

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>1☐ The depth of trench may vary up to a maximum of 600 mm as per the requirement at site;</p> <p>2☐ The post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations.</p>				
46	PWNB-055	<p>(i) Fixing of rail reference post of any length up to 13 m without rail traffic block at a specified distance from the centre line of track (approximately 3 m) on LHS or on RHS as directed using Railway's 52 kg / 90 R / 75 R / 60 R or any other rails available on either side of the alignment within a lead of 500 m by cutting the required length of piece(s) from longer rails, excavating in all types of soils a pit of size 300 mm X 300 mm X 450 mm (depth is approximate), concreting the entire pit with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. duly embedding the rail post, compacting the concrete with vibrator and;</p> <p>(ii) Painting the rail post and writing the required parameters such as horizontal distance, rail level, chainage etc. with contractor's enamel paint of retro-reflective type of approved quality and colour duly measuring the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location <i>as directed</i></p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The rate includes measurement of the distance (to an accuracy of 10 cm) between the location of the post and the centre line of the nearest station or any other nearer location as directed;</p> <p>2. The rail post shall be firmly fixed so that it shall not get unintentionally disturbed during track linking / tamping / other maintenance operations;</p> <p>3. Rails shall be supplied by Railway at P Way depot or at nearby available locations within a lead of 500 m. Contractor shall transport them and cut to suitable sizes as directed and fix the same. The rate is inclusive of these. Any lead beyond 500 m shall be paid separately under the relevant item;</p> <p>4. The length of the rail post may vary up to a maximum of 13 m depending upon the height of formation and other factors;</p> <p>5. The depth of trench may vary up to a maximum of 600 mm as per the requirement at site.</p>	number	210	270	56700
47	PWNB-056	<p>(i) Supply and Fixing granite boundary stone of size 1300 mm x 250 mm x 250mm at a specified distance from the centre line of track on LHS or on RHS as directed duly excavating in all types of soils a pit of size 400 mm X 400 mm X 600 mm (with 700 mm length of post above ground level and 600 mm length of post below ground level), concreting the entire pit with M25 grade cement concrete on a 75 mm thick levelling base course of C.C. 1:3:6 with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc., embedding the boundary stone and compacting the concrete with vibrator using vibrators and engraving to a depth of 6 mm and;</p>				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>(ii) Painting with contractor's enamel paint of retro-reflective type of approved quality and colour the letters 'SWR' to a size of 75 mm x 125 mm in vertical layout (one letter below the other) in a professional manner on all the four faces of the stones as directed.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The post shall be firmly fixed so that it cannot get easily disturbed by the local people with manual effort and hand-held tools.</p>	number	545	700	381500
48	PWNB-057	<p>(i) Fixing of 52 kg / 90 R rail 900 mm to 1500 mm long (supplied by Railway) for reference pillars of SEJ without rail traffic block including cutting of rail piece to the required length or cutting a longer rail into pieces of required length duly handling it, earthwork in excavation in all types of soils of trench 30 cm X 30 cm in area with a depth equal to 50% of length of rail, placing 50% of the length of rail above GL and 50% of the length of rail below GL in the trench, filling the entire trench with M25 grade cement concrete duly embedding the rail piece, compacting the concrete with vibrator, chisel marking on top of rail post and;</p> <p>(ii) Painting on the rail post the specified details in a professional manner with font size as directed with contractor's enamel paint of retro-reflective type of approved quality and colour.</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The length of rail shall be as per the requirement at site as directed by the Engineer-in-Charge.</p>	set	418	60	25080
49	PWNB-058	<p>(i) Manufacturing of Retro-reflective board - Caution Indicator / Stop indicator / Speed indicator / Whistle Board / any other board with 1.50 mm thick MS plate and MS plate stiffeners on M.S. 'T' angles 75 mm x 75 mm x 6 mm and 4.75 m long approximately as per the specified drawing including cutting, drilling holes in the angles, providing hold fasts, bolts and nuts with washers of required size, bolting, welding and;</p> <p>(ii) Painting the angles with colour bands of specified colours over one coat of primer as per the specified size and painting on the M.S. plate the required parameters in specified colour(s) on specified background colour(s) in a professional manner with font size as directed with contractor's retro-reflective enamel paints of approved quality over one coat of primer and;</p> <p>(iii) Supplying the board.</p>	number	4000	60	240000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: The length of angles given is approximate and may vary as per site condition as directed by the Engineer-in-Charge. The rate is the same for any additional requirement up to a maximum of 2.0 m additional length.</p>				
50	PWNB-059	<p>Fixing Railway's steel board consisting of M.S. sheet and vertical angle posts of any size without rail traffic block in mid section / in yard including transporting the board from any station yard in the concerned project (in which the work is executed) or specified P Way depot to the site of work, earthwork excavation in all types of soils of pit of size 300 mm x 300 mm x 600 mm by placing the steel boards in position in M25 grade cement concrete by filling the entire trench with concrete duly embedding the vertical angle posts and compacting the concrete with vibrator with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc. with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.</p>	number	502	2	1004
51	PWNB-060	<p>Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) the details of Points and Crossing, sleeper nos., station nos., versines, switch particulars, crossing particulars and any other details as specified etc. for points and crossing on any layout in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Note: Painting of all the details of one points and crossing is counted as one set.</p>	set	610	30	18300
52	PWNB-061	<p>Painting with contractor's enamel paint of retro-reflective type of approved quality and colour and writing in two coats (over one coat of primer) on the gauge face of outer rail the details of curve, super elevation, station nos., versines and any other details as specified etc. in a professional manner with font size as directed without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed</p>	number	74	16	1184

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		Painting of all the details of one curve is counted as one number .				
53	PWNB-062	Removal and re-fixing of Railway's RCC blocks / slabs for road surface of level crossings without rail traffic block by leading the pre-cast units up to a maximum lead of 100 m and pointing the joints of blocks / slabs with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	sq. M	250	450	112500
54	PWNB-063	(i) Casting 75 mm thick R.C.C. pre cast slab of size 1000 mm x 300 mm to retain ballast at the approaches of major bridges / at any other specified location as per the specified drawing with M25 grade cement concrete with contractor's supply of cement (OPC 53 grade), 20 mm graded granite coarse aggregate, fine aggregate etc.; (ii) Fixing railway's rails supplied at depot / yard / mid section duly cutting the rails into specified lengths and transporting them to site, driving rails at the specified spacing into ground firmly and; (iii) Fixing the slab duly supporting it laterally on the rails fixed as above. All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge.	meter	1052	600	631200
55	PWNB-064	(i) Fabricating and supplying Gang Tool Box of size 2.29 m x 0.79 m x 1.20m / 2.00 m x 1.07 m x 1.20 m with contractor's MS Sheet 16 SWG and contractor's MS angles of specified size at corners; (ii) Painting it with 2 coats of contractor's retro-reflective enamel paint of approved quality and colour over one coat of primer; (iii) Providing locking arrangements to it with approved quality lock and welding its various components; (iv) Transporting to site and fixing without rail traffic block .	number	12500	5	62500

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.				
56	PWNB-065	Replacing metal liners in running track without rail traffic block with Railway's GFN liners duly removing, cleaning and re-driving ER clips after greasing the ER clips with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) including transportation of GFN liners from nominated depot to work spot, transportation and handing over the released metal liners to the specified P. Way depot, with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	number	6	6000	36000
57	PWNB-066	Removal existing ERC jammed in MCI insert of PSC sleeper without rail traffic block duly heating the with contractor's heating equipment without breaking the sleeper and re-fixing the ERC back duly greasing with contractor's 'grease no. 0, graphited' (conforming to IS: 408 - 1981 and procured from RDSO approved firms) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below. Note: If jammed ERCs are removed while executing any other item of this schedule, payment for the same shall be made under this item.	number	20	1500	30000
58	PWNB-067	Provision of lighting arrangement during night (to facilitate smooth execution of work and to ensure safety of rail traffic and personnel) with 10 (ten) numbers of focussing lights of at least 500 (five hundred) Watt each placed at specified heights and at specified intervals duly focussed on various locations of work as instructed by the Engineer-in-Charge from time to time with two petrol / diesel / any other type generators (one working and one standby) of suitable capacity including cost of fuel and cost of operator(s) and assistant(s) with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below.				

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
		<p>Notes:</p> <p>1. A period of more than 6 (six) hours between 18.00 hrs. of a day and 06.00 hrs. of the next day is considered as one</p> <p>2. Apart from the main running generator, standby generator of the same capacity as the main generator in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available at site for ensuring continuous power supply. The rate is inclusive of providing the same along with the main generator.</p> <p>3. The location / height / direction / angle of focussing lights may have to be continually changed depending upon the dynamic requirement at site. Sufficient number of persons with requisite tools, extra wire, extension boards, self supporting adjustable ladders etc. shall be deployed for this. The rate is inclusive of this. The persons should swiftly act and change the location / height / direction / angle on receiving necessary directions from the nominated official(s) of Railway at site. Failure to act swiftly may attract penalty depending upon the gravity of the consequences as decided by the Engineer-in-Charge.</p>	Each night	4300	22	94600
59	PWNB-068	<p>(i) Providing temporary covered accommodation during day / night by water proof tent or a better and cooler accommodation (as judged by the Engineer-in-Charge) of an area of at least 9 (nine) square metres (approximately 3.0 m X 3.0 m in size) including fixing at the required location;</p> <p>(ii) Providing at least two tables, at least four chairs with arm rests, at least 20 litres of approved quality packaged mineral drinking water, at least one pedestal revolving electric fan inside the accommodation, at least four tube lights each giving an output of at least 2000 lumen (within and outside the accommodation included) with the required switch boards, electric wires, etc. duly ensuring electrical safety as per EIG guidelines;</p> <p>(iii) Providing uninterrupted electric power supply to all the lights, fan(s) etc. with contractor's generator of required capacity (including one standby generator of same capacity).</p> <p>All of the above shall be executed with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge as per the note(s) below.</p> <p>Notes:</p> <p>1. Apart from the main running generator, standby generator of the same capacity as the main generator and in working condition and with all accessories (so as to start it immediately in case of break down of main generator) shall be made available in the tent for ensuring round the clock power supply. The rate is inclusive of providing the same along with the main the generator.</p> <p>2. The unit of payment is 'day'. A period of more than 12 hrs. but less than or equal to 24 hrs. is considered a 'day'.</p>	Each Day	1300	30	39000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
60	PWNB-069	Supplying and fixing of grip expansion bolt and nut 16 mm dia. 140 mm / 150 mm long as specified with MS Clip / washer as specified in PSC Sleepers including drilling of holes in PSC sleeper / CC block at LC / Trolley path to facilitate fixing of check rail / guard rail etc. without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.	each	110	500	55000
61	PWNB-070 a	Supplying MS single coil spring washer / MS tapered washer / MS spherical washer including transporting to the site of work with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge. Single Coil spring washer as per RDSO Drg.No.T.10773	number	11	1200	13200
	PWNB-070 b	MS Tapered washer as per RDSO Drg. No. T - 3930/ T - 5847	number	30	1200	36000
	PWNB-070 c	Spherical washer as per RDSO Drg. no. T. 023 (M)	number	20	1200	24000
62	PWNB-071	Supplying & fixing CI bracket / Bolts, nuts, single or double coil spring washers / MS packing plates / Plate screws / rail screw as per the relevant RDSO drawings without rail traffic block with contractor's skilled personnel, tools and plant, vehicles, machinery, fuel, consumables, loading, unloading with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all lead, ascent, descent, taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations and as directed by the Engineer-in-Charge.				
	PWNB-071 a	CI Bracket as per Drg. no. RDSO : T – 4784 / 4917	number	625	350	218750
	PWNB-071 b	CI Distance Bracket as per Drg. no. RDSO : T - 4785	number	95	300	28500
	PWNB-071 c	Bolts, nuts and single / double coil spring washers for fixing MS bracket at LCs, T-head bolts for fixing SEJ plates & for other locations as per the relevant RDSO drawing(s)	kg	102	200	20400
	PWNB-071 d	MS packing plates as per Drg. No. RDSO T - 4784/1v(1 set consists of two plates)	set	67	360	24120
	PWNB-071 e	Plate screws 25 mm dia. as per RDSO Drg. no. T - 3913 with S.C. spring washer for check rails (1 set comprises of 1 screw and 1 washer)	set	58	140	8120
	PWNB-071 f	Rail screw of 25 mm dia. for guard rails as per RDSO Drg. no. T - 10674	number	86	3000	258000

SCHEDULE "P" OF TRACK LINKING WORKS (During Non-traffic block)

SL.NO	ITEM CODE	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
63	PWNB-073	<p>Providing skilled person (man) who is well experienced in railway track related works to man the caution spot / stretch for continuous vigil for a period of 8 (eight) hours during day / night and to exhibit necessary signals to the trains for their safe passage over the caution spot and protecting track in case of emergencies as directed with a three cell electric torch (including one standby), two banner flags and four hand flags of specified colour etc. as directed with all incidental charges and in all kinds of weather conditions and site conditions including crossing of tracks wherever required duly observing all safety precautions and including all taxes, duties, cess, surcharges, fees etc. completely as per the special conditions / specifications / regulations, as directed by the Engineer-in-Charge and as per the note(s) below.</p> <p>Notes:</p> <p>1. The skilled person shall be on duty at the caution spot / stretch for a period of 8 (eight) hours during day / night and shall be continuously vigilant. The location could also be a stretch for a maximum length of 2.5 km, in which case, he shall continuously move in the stretch back and forth from one end to other end. He shall take immediate action to protect track etc. as directed in case of an emergency;</p> <p>2. Payment shall be made on the basis of daily attendance and other records maintained by the representative of Engineer-in-Charge of Railway at site. Payment shall be made for the number of days actually worked and not for rest days;</p> <p>3. The skilled person available shall be physically fit and shall be able to do all types of hard work;</p> <p>4. If the skilled person deputed is unable to turn up for work as scheduled, alternative arrangement shall be made with prior intimation to and with prior approval of the Railway official concerned. Otherwise, deduction (in the form of penalty) shall be made by operating the relevant item of this schedule duly not making payment in this item for the day;</p> <p>5. A cell phone in working condition with a SIM card, which has a good reach at the caution spot, shall be provided to the skilled person and the number shall be provided to the representative of Engineer-in-Charge;</p> <p>6. Any disregard by the skilled person of the call made by the concerned railway official to inquire the situation at the caution spot during the duty hours of the person shall be viewed seriously and the Engineer-in-Charge may impose penalty commensurate with the gravity of the issue. The decision of the Engineer-in-Charge is final in this regard;</p> <p>7. Any emergency situation at the spot shall be communicated by the skilled person to the concerned railway official timely and promptly. Any failure of the skilled person to inform any emergency during the duty hours of the person shall be viewed seriously and the Engineer-in-Charge may impose penalty commensurate with the gravity of the issue. The decision of the Engineer-in-Charge is final in this regard.</p>	per person perday	380	540	205200
No. Of items SixtyThree Only			Schedule "P" Departmental Value		36825508	
			Tender's / Contractor's Percentage			
			Total			

Package- 2 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards in Bangalore Division of South Western Railway.

SCHEDULE "K" OF TRACK LINKING WORKS (for Level Crossings)					
SL.NO	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	Providing speed breaker as per the type plan No.CE/LC/SK-5 and SK-6 as directed by the Engineer-in-charge including painting with white and yellow bands, diagonals	EACH	1,176.00	12	14112
2	Providing rumble strips of 3.66m width along the length of the road to the required size and shape on the road at the approaches of the level crossings at required distances as per specifications and as per Rlys drg.No.GM/W/SC/216 and as directed by the Engineer-in-charge	RM	196.00	40	7840
3	Manufacturing and supplying to site of work, WINCH to drawing No.SA.8132A for lifting barrier with all fittings and fastenings complete with all contractor's materials, fabrication, labour, tools, plant, equipment, fuel, consumables, etc., all leads and lifts and as directed by the Engineer-in-charge & as per specifications. NOTE:- 6mm thick metal strip has to be welded to the winch wheel on non projection side to prevent wire slip	EACH	25,000.00	6	150000
4	Manufacturing and supply at site Lifting barrier of suitable length (suitable for interlocked/non-inter locked) with all accessories including painting of LB with two coats of enamel paints of approved colour and quality over one coat of primer with all contractor's labour, tools, plants machineries, consumables,transportation, all lead and lift, etc., and as directed by the engineer in charge. 10/8 Mtr. Clear length as per Drg. No. SA 8843	SET	1,12,700.00	6	676200
5	Manufacturing and supplying to site of work, Turnout wheel-HORIZONTAL ROPE WHEEL double wire (2 way) including guides with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	980.00	36	35280
6	Manufacturing and supplying to site of work, Turnout wheel-HORIZONTAL ROPE WHEEL double wire (2 way) including guides with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	588.00	36	21168
7	Supply of MS A base confirming to Drg.No. 739/FA/000(A type foundation) with contractors labour men materials, machineries consumables T&P crew fuel etc., complete including all lead lift and as directed by Engineer in Charge.	EACH	7,970.00	36	286920
8	Manufacturing and supplying to site of work, galvanized TENSION ADJUSTER with all contractor's materials, fabrication, labour, T&P, consumables, all leads and lifts, etc., complete as directed by Engineer-in-charge and as per specifications	EACH	196.00	36	7056
9	Installing, testing and commissioning of Railways new lifting barriers supplied vide item no..... as per Railways approved drawings including casting of concrete pedestal/foundation for winch, meeting posts, lifting barrier support frame, wheel base etc., supplying and running wire ropes from winch to lifting barriers through pulleys, oiling and greasing of working gears adjusting and testing for satisfactory operation using released rails fixed in cement concrete 1:4:8 mix in footings of various size including earthwork in all kinds of soils, casting and spreading precast RCC slab of 75mm thick made up of 1:2:4 mix with nominal reinforcement over the staging evenly including painting of all structural steel members with two coats of enamel paint of approved quality over one coat of primer with contractors supply of cement aggregate, steel, base plates, welding, cutting of rails drilling holes etc., as may be needed as per specifications and drawings and fixing the winch supplied vide item No.1 with all necessary fittings with all contractors tools and plants, consumables, machinery, labour etc., complete and as directed by engineer in charge (SET	1,00,000.00	6	600000
10	Manufacturing, supplying and fixing of WICKET GATE of size 1025x1025x1000mm at manned LCs as per drg.No.BYPL/13/98 including painting with 2 coats of specified enamel colour paint over 1 coat of primer including earthwork in excavation, base concrete in M.20, with all contractor's paints, materials, fabrication, labour, T&P, consumables, all leads and lifts, curing etc., complete as directed by Engineer-in-charge and as per specifications	EACH	8,330.00	16	133280
11	Dismantling of old level crossing gate leaves and building, removal of lifting barriers with all fittings and fastening etc., complete leading, transportation and stacking the released materials at PWI/depot as directed by Engineer-in-charge at site and including all lead and lifts along with contractor's own men, materials, tools and plants machinery fuel, consumables etc.,	SET	2,466.00	6	14796

12	Providing of Rail post for safety chain at manned level crossing and gate posts at unmanned level crossings, concreting at base in 1:4:8 mix of size 300x300x600mm earth work at location as directed by Engineer in-charge with arrangement for locking of chain wherever required with all ascents, descents, taxes, octroi, cess, fees, duties, with contractor's machineries, tools and plants, consumables, men and labour, crew, with all lead and lift etc., complete as per special conditions / specifications / regulations and as directed by the Engineer-in-Charge NOTE: 1) The cut rail of required length to be transported to the site of work from specified PWay Stores by contractor's own vehicle, labour etc.,	EACH	2,450.00	12	29400
13	Construction of AC sheet roofing to the winch platform made up of ISA 75x75x8 mm (2 Nos.) as purlins and ISA 50x50x8 mm as rafter as shown in the drawing including painting of frames with one coat of primer and two coats of enamel paint, supplying and fixing approved quality of corrugated AC sheets with J-bolts, nuts, bitumen washers with contractors labour, tools and plants complete as directed by the engineer in charge. (Payment will be excluding overlaps)	SQM	1,960.00	54	105840
14	Supply and providing safety chains of 8mm thick MS links for manned level crossing to the full width of road duly making provision of locking arrangements as directed (average width of road -- 8 M	M	392.00	48	18816
15	Fabricating and fixing the 52 Kg/90R check rails as per specification for level crossing /trolley path (duly cutting the rail flanges wherever required) to correct alignment and level with Railway fittings and fastenings including drilling of holes in check rails and provision of wooden cut blocks with contractors machinery, consumables, tools and plants, labour etc., complete as directed by the Engineer in charge (Unit of payment is per metre of track upto end of flare of check rails).	TRM	294.00	78	22932
16	Cutting of 60kg/52 Kg/90R Class I/II Rails true to vertical with rail cutting machine only, duly marking the line, with contractor's rail cutting machine, tools, labour and consumables, etc. complete as directed by the Engineer in charge. (Hand cut with hacksaw is not permitted and if in emergencies permitted also it will not be paid).	NOS	107.50	100	10750
17	Fixing the released C.C.Interlocking pavers,C.C kerbs, Ballast seperators, at UnManned L-Xing and Circulating areas e.t.c including leading from stacks Placing them on 75MM sand bed over well compacted gravel 300MM thick,with all contractor's material including spreading, levelling, consolidation with watering ramming, levelling e.t.c complete duly grouting the paver joints with sand and cutting the pavers to suit to fit the edges e.t.c complete as per specification and as directed by the engineer in charge	SQM	392.00	30	11760
18	Supplying and fixing of grip expansion bolt and nut with MS Clip/washer in PSC Sleepers as per specification for fixing check rails/guard rails including drilling of required holes in sleepers with contractors' labour, materials, tools and plants, consumables etc, complete as directed by the Engineer-in-charge	NOS	117.60	240	28224
19	Salvaging the ballast from the dismantled track by beaters/wire brushes duly separating the muck by screening the same with contractors 25mm seive, disposing off the muck at specified locations including crossing of track under traffic/non traffic conditions, making the stack of good seived ballast along the formation or outside the formation as instructed by the Enginner-in-charge. Payment will be made as per the stacked quantity only	CUM	137.20	100	13720
No. Of items Ninteen Only		Schedule "K" Departmental Value			2188094
		Tender's / Contractor's Percentage			
		Total			

Package- 2 - Baiyyappanahalli - Hosur Doubling Project – Linking of BG track between Km.182/300 and Km.157/500 including Anekal Road, Maranayakanahalli & Hosur yards in Bangalore Division of South Western Railway.

SCHEDULE "J" OF TRACK LINKING WORKS					
SL.NO	SCHEDULE ITEM DESCRIPTION	UNIT	RATE	QTY	AMOUNT
1	Dismantling of existing rail fencing fixed between up and down lines track with MG /BG rails as per Drg. No. DY.CE/C/CN/BNC/SK 2-06 under TRAFFIC /NONTRAFFIC conditions duly excavating the foundation, removing bolt & nuts of rail connections and transporting the released rails by Dip lorry or by other means during block with all contractor's men, materials ,tools & plants and stacking the same at the nearest stations, level crossings, balancing points etc., The released materials shall be handed over duly stacking the same in measurable fashion. NOTE: 1) The unit of measurement is metric tone. 2) The released bolts & nuts are to be handed over to Railways at railway store depot at ASK. For shortages of these bolts & nuts a recovery of Rs.1/- will be made for one set (One bolt & One nut). 3) The foundation trench shall be filled with earth and levelled duly hand compacting the same. 4) Inventory of bolts and nuts to be taken jointly by JE/P. way and contractor/his authorized representative prior to dismantling	TONNE	370.00	180	66600
2	Demolition and removing of signal post/ water columns/ lighting towers/ gate BG boom posts and rail colums etc., including foundation in concrete, masonry to entire satisfaction of the Engineer-in -charge with all men materials and equipment	EACH	550.00	12	6600
3	Increasing sleeper density of road I track of Yard from M+4 to M+7 duly carrying out all works involved such as opening, side shifting of existing sleepers to the required spacing, insertion of additional sleepers, aligning, dumping of scooped bout ballast, carrying out kutchra packing, duly utilising and leading the sleepers available in BAW yard by dip lorry or by other means with all lead, lift, unloading, completing the work under TRAFFIC condition with contractor's supply of labour, tools & plants and as directed by the Engineer-in-charge. Note: The ERCs are to be greased with contractor's suply of grease at the time of respacing. The broken sleepers during release of ERCs/side shifting are to be replaced with new sleepers. Total number of such sleepers at the rate of M+7 density will be converted into equivalent length for making payment. Unit of measurement is track meter	TRM	200.00	600	120000
4	Construction of winch platform to plan no. B/GL/630 with contractors supply of ISLB 325x165 mm (1.20m) used for vertical post.(an approximate length of 26.10m) steps of stone masonry CM 1:6 mix necessary levelling course PCC 1:4:8 as shown in the plan and providing MS ladder with ISA 50x50x5mm for hand rails and ISA 25x25x5mm horizontal member as shown in the plan and providing the necessary protecting fencing with MS flats 40x10mm as shown in the plan and AC roof covering over steel structures made out of ISA 75x75x8 mm (2 nos) as per lines 3 nos as rafter shown in the plan including cutting drilling box plate bolts and nuts clamping arrangements any other fitting required as may be needed as per the specification including painting of the steel structural member with two coats of enamel paint with necessary colours code as directed by Engineer in Charge. No materials such as rails etc., will be given by the department. the entire work as described above shall be done with contractors materials	EACH	70,000.00	6	420000
5	Loading of BG monoblock PSC track sleepers (like line/SJ/LC/Bridge approach/Special slack gauge sleepers) available anywhere in station premises/mid section into trailor/trucks including crossing of tracks and making any temporary arrangements if required Note: 1) Contractor shall arrange labour in short notice for expeditious loading immediately. Contractor has to constantly interact with the Railway P way materials have to be loaded in the presence of Railway supervisor. Note: 2) Sleepers shall be stacked in more than one layer as per Para 1407 of IRPWM 1986 latest reprints duly leaving adequate space for movement of trucks on formation. In case of damage while loading/unloading of sleepers, the cost of damaged materials Note: 3) In case of damage while unloading of sleepers, the cost of damaged materials as decided by Railway Administration will be recovered. No representation from contractor is entertained in this regard	PSLPR	58.00	3000	174000
No. Of items Five Only		Schedule "J" Departmental Value			787200
		Tender's / Contractor's Percentage			
		Total			