

SOUTH WESTERN RAILWAY

W.193/CN/BNC/K-RIDE

Office of the
CAO/CN/BNC
Date:25.07.2022

Managing Director/K-RIDE,

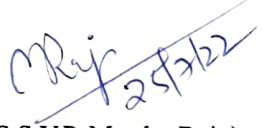
Sub	MoU between SWR & K-RIDE for executing two doubling projects Yeswantpur-Channasandra (21.70 Km) & Baiyyappanahalli-Hosur (48 Km)-Final hard copy signed by CAO/CN & MD/K-RIDE – Reg
Ref	Your letter No. K-RIDE/Projects/33/Doubling/2022 dt.14.07.2022

Railway Board has assigned the Doubling projects (i) Baiyyappanahalli – Hosur (48 Km) & Yeshwantpur – Channasandra (21.70 Km) to K-RIDE for execution and advised Railways to enter into MoU regarding the modalities of commitments, obligations etc. with K-RIDE for execution of aforesaid doubling projects. Accordingly, a draft MoU was prepared & submitted to Railways by K-RIDE.

The draft MoU was scrutinized, deliberated, corrected and approved by Concerned departmental officials of Construction/BNC, Bangalore Divisional Officers, officers of HQs/SWR, K-RIDE officials & GoK officials.

The original MoU entered by CAO/CN/BNC & MD/K-RIDE is enclosed herewith for your kind information and necessary action.

Encl/-As Above


(K.S.S.V.P. Murthy Raju)
Dy.CE/CN/Plg/BNC

Copy to: (A copy of MoU sent to all concerned through e-office)

- | | |
|---|--------------------------------------|
| 1. Sec to GM/SWR | - for kind information of GM/SWR |
| 2. PCE/SWR, PFA/SWR, PCEE/SWR, PCSTE/SWR, PCOM/SWR & CPD/SD/SWR | - for kind information |
| 3. Sec to CAO/CN/BNC | - for kind information of CAO/CN/BNC |
| 4. CPDE/SWR, CEDE/SWR, CTPM/SWR & CSE/SWR | - for kind information |
| 5. FA&CAO/Co-ord/BNC, CE/CN-II/BNC, CEE/CN & CSTE/CN | - for kind information |
| 6. DRM/SBC, ADRM/SBC & SR.DEN/Co-ord/SBC | - for kind information |
| 7. Dy.CE/CN/TV/BNC, Dy.CEE/G/CN/BNC, Dy.CEE/TRD/CN/BNC, Dy.CSTE/BNC, Dy.FA&CAO/CN & Law Officer | - for information |
| 8. Additional Chief Secretary/IDD/GOK | - for kind information |



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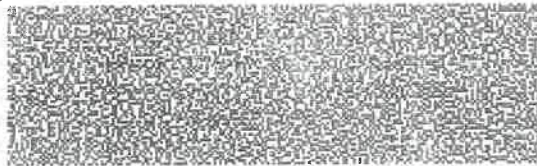
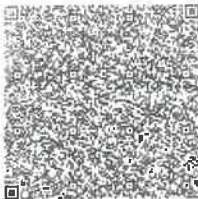
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**MEMORANDUM OF UNDERSTANDING
 BETWEEN SOUTH WESTERN RAILWAY [SWR]
 AND**

RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LTD. [K-RIDE]

This memorandum of understanding is entered into on 9th day of February 2022 at Bangalore.

BETWEEN

1. The President of India, acting through the Ministry of Railways represented by the Chief Administrative Officer/Construction/South Western Railway, headquartered at Bangalore [hereinafter referred to as "SWR" (South Western Railway)] which expression shall, unless repugnant to the context or meaning thereof, includes its successors in office, representatives and permitted assignees of the FIRST PARTY

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AND

2. RAIL INFRASTRUCTURE DEVELOPMENT COMPANY (KARNATAKA) LIMITED [K-RIDE], a Joint Venture Company of Government of Karnataka (GoK) & Ministry of Railways (MoR) incorporated in India under the provisions of Companies Act, 1956 having its registered office at 1st Floor, Samparka Soudha, Dr. Rajkumar Road, Rajajinagar 1st Block, Bengaluru – 560010 represented by its Managing Director (hereinafter referred to as “K-RIDE”) which expression shall, unless repugnant to the context or meaning thereof, includes its successors in office, representatives and permitted assignees of the SECOND PARTY

SWR and K-RIDE shall be individually referred to as “Party” and jointly as “Parties”.

The Ministry of Railways vide letter No. 2018/W-1/DL/SWR/BS dated 09.09.2019 has assigned (i) Baiyappanahalli – Hosur (48 kms) and (ii) Yeshwanthpur – Channasandra (21.70 kms) doubling projects to K-RIDE and also transferred the said two doubling projects to K-RIDE for execution.

WHEREAS, the Govt. of Karnataka has decided to incur 50% of the project expenditure and has also accorded its administrative approval for the revised cost of two Doubling Railway Projects at Rs.812.83 Crore on funding pattern of 50:50 between the Govt. of Karnataka and Ministry of Railways vide G. O .No. UDD 114 PRJ 2020 dated 02.07.2020.

In furtherance to the approval of Ministry of Railways and Government of Karnataka to bear the cost of two doubling projects on 50:50 cost sharing basis and consequent execution and transfer of two doubling projects to K-RIDE, it is felt necessary and expedient to record the understandings, commitments, obligations, covenants and interfaces between SWR and K-RIDE in the form of this Memorandum of Understanding (MoU).

Now, it is hereby agreed between South Western Railway and K-RIDE as follows:

1. TERMS OF AGREEMENT:

This MoU shall be effective from the date of its execution and continue to be valid till both the projects are completed in all aspects including the defect liability period/maintenance period and completion report is duly prepared and signed by the parties. This MoU can be further extended by the mutual consent of both the parties. All such extensions will be in writing.

2. OBJECT AND SCOPE:

The objective of this MoU is to define the broad principles of co-operation and modalities that will guide and govern the role and responsibilities of the Parties in the effective implementation of (i) Baiyappanahalli – Hosur (48 kms) and (ii) Yeshwanthpur – Channasandra (21.70 kms) doubling projects. These doubling projects will provide doubling connectivity between Baiyappanahalli and Hosur and Yeshwanthpur and Channasandra.

Following parts of these doubling works had been agreed mutually in the past to be executed by SWR construction. These works will continue to be executed by SWR construction organisation, chargeable to these sanctioned doubling projects:

- (1) CSDR yard and doubling connectivity to BYPL RRI (excluding BYPL yard) as part of Yeshwanthpur – Channasandra doubling estimate.
- (2) Yard remodeling of BYPL (RRI) as per approved ESP by providing two overshoot lines towards BYPL :A Panel for connecting the double line towards Salem is being done by SWR as a part of quadrupling estimate (BNC-WFD section).


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K-RIDE will execute the double line towards Salem as part of BYPL A Panel yard duly charging to Baiyappanahalli – Hosur doubling estimate.

However, connection can be done only after removal of encroachment by SBC division.

- (3) 3 RUBs in lieu of LC 148,150 and 152 between YPR-CSDR (land for approaches of these RuBs will be made available by BBMP in a reasonable time).
- (4) Specified works at SMVB terminal as sanctioned in the Revised estimate of Baiyappanahalli – Hosur doubling project.
- (5) OHE works between BAND to BYPL "A" Panel of the existing line duly charging to YPR-CSDR Doubling estimate.

Any other mutually agreed part of the project in future, will also be executed by SWR Construction organisation.

3. DESIGN AND TECHNOLOGY:

The design and technology to be implemented for the said projects will be in accordance with the Detailed Estimate prepared and sanctioned by South Western Railway and approved by Government of Karnataka and Ministry of Railways, subject to such modifications as may be approved by Ministry of Railways and Government of Karnataka from time to time.

4. INSTITUTIONAL ARRANGEMENT:

The projects will be implemented by K-RIDE, a Joint Venture of Government of Karnataka and Ministry of Railways. The executing agency i.e. K-RIDE is a company established under the Companies Act.

5. LEGISLATION:

The execution of the projects shall be governed by the Indian Railways Act, 1989 or such legislation made from time to time as may be decided by the Ministry of Railways. This MoU shall be subject to the exclusive jurisdiction of the courts at Bangalore.

6. PROJECT IMPLEMENTATION PERIOD:

The projects shall be completed within 36 months from July 2020 i.e. the month of issue of administrative approval by Government of Karnataka for the revised project cost. Further, in case of an extension of period mutual consent of both the parties shall be obtained in writing.

7. COST OF THE PROJECT:

The revised cost of projects as per the detailed estimates sanctioned by SWR is furnished below:

Sl. No.	Name of the Project	Revised cost (Rs.in Crore)
1)	Doubling of Baiyappanahalli – Hosur (48 kms)	498.73
2)	Doubling of Yeshwanthpur – Channasandra (21.70 kms)	314.10
	TOTAL	812.83

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The break-up of the various components of the total project cost of Rs.812.83 Crore is furnished below:

Sl. No.	Details of Construction	Baiyappanahalli-Hosur (48 kms) (Rs.in Crore)	Yeshwanthpur-Channasandra (21.70 kms) (Rs.in Crore)
1)	Civil Engineering	404.97	212.37
2)	Electrical (Genl)	15.37	4.35
3)	OHE	26.82	19.38
4)	S&T	51.57	78.00
	TOTAL	498.73	314.10

The salient features of the projects indicating the states served, district served, length, ruling gradient, maximum degree of curvature, number of curves, number of tunnels, number of bridges, number of RUBs/ROBs/FOBs, permanent way, number of level crossings, standard of signalling, number of stations etc. are annexed to this MoU as **Annexure - I** and **Annexure - II** and forms part and parcel of this MoU.

8. PROJECT FINANCING:

1. The financing of the project would be on a cost sharing basis by the Ministry of Railways and Government of Karnataka in the ratio of 50:50.
2. The Ministry of Railways and Government of Karnataka would contribute equally over the project period a sum of Rs.406.415 Crore each in the form of grants aggregating to Rs.812.83 Crore (Rupees Eight Hundred and Twelve Crore and Eighty-Three Lakhs only). SWR and Government of Karnataka shall ensure availability of funds of their share of cost and release the funds respectively as and when it is required.
3. In case of escalation of estimate due to additional facilities sought by the Railways, the same should be borne by the Ministry of Railways (MoR) and in case additional facilities sought by the GoK, the same should be borne by GoK.

9. OBLIGATIONS OF DIFFERENT PARTIES:

For the purpose of execution of the projects, the responsibility/obligations of the South Western Railways and K-RIDE are as follows.

10. OBLIGATIONS OF MINISTRY OF RAILWAYS/SWR:

- a) Railways shall directly release funds to K-RIDE as per their share of cost every year on the basis of the Utilisation Certificate (UC) submitted by K-RIDE to SWR as per the format given in **Annexure - VII** and forms part and parcel of this MoU.
- b) The SWR shall approve the GADs prepared and submitted by K-RIDE in a time bound manner.
- c) Any change in the Detailed Project Report and the detailed estimate shall be sanctioned by SWR, as per the extant procedures within a reasonable period of time of submission of complete papers and costing details by K-RIDE.



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- d) The SWR shall make the land within the Railway boundary available to K-RIDE for execution of the projects. In case of any encroachments, it shall be removed by SBC Division in coordination with K-RIDE.
- e) To approve the technical standards and specifications to be followed for the projects.
- f) SWR shall coordinate with K-RIDE for processing and obtaining CRS & EIG sanction for yard remodeling, closure of level crossings after construction of ROB/RUBs for road traffic etc. based on relevant papers prepared and submitted by K-RIDE to CAO/CN/BNC as per MoR guidance.
- g) The SWR shall arrange the traffic/power blocks and speed restriction, within a reasonable period of time to avoid delay in execution of the projects whenever required. K-RIDE shall submit such requirements, well in advance to the DRM/SBC to avoid any communication gap. A route map of likely traffic/power blocks and speed restrictions required shall be submitted by K-RIDE to DRM/SBC within six months from signing of this MoU.
- h) The SWR shall extend full cooperation at all levels so as to complete the execution of the projects within the stipulated time and cost.
- i) Copies of existing yard plans, land plans, building plans, signaling and OHE/ Electrical plans pertaining to the project area will be handed over by DRM/SBC if available to K-RIDE on request, within 10 days of a written request for the same.

11. OBLIGATIONS OF K-RIDE:

- a) K-RIDE shall take necessary action with respect to feasibility studies if any geotechnical investigation, preparation of design & drawings of approach and bridge portion of the ROB, General Arrangement Drawing etc. K-RIDE shall get ROB approach alignment, General Arrangement Drawing (GAD), detailed estimate of approach portion of ROB etc. approved from the GoK/MoR, wherever applicable.
- b) GADs for all structures and schemes will be prepared and submitted by K-RIDE for approval of the concerned authorities, as per extant procedures of MoR.
- c) Detailed structural design and drawings shall be prepared by K-RIDE based on approved GADs and shall get proof checked by IIT/IISC/NITs before submitting to Railways for getting approval from concerned authorities.
- d) K-RIDE shall be fully responsible for planning, execution, safety and quality assurance for the work.
- e) K-RIDE shall prepare the applications and requisite attachments for processing of CRS & EIG sanction including temporary arrangement drawings, wherever required before execution of the work within the Railway boundary. Also, K-RIDE shall coordinate with SWR for applying and getting CRS & EIG sanction.
- f) K-RIDE will coordinate with concerned authorities of Government of Karnataka for land acquisition/ rehabilitation of structures, removal of encroachments and law and order etc. wherever required.
- g) K-RIDE shall hand over the completed structures to SWR for further operation and maintenance in accordance with Para 20 of this MOU.
- h) K-RIDE is entitled to charge the charges required for supervision and establishment for carrying out these doubling works to the extent provision available in the sanctioned detailed estimate/revised estimate.
- i) K-RIDE shall adhere to the safety standards of MoR in execution of these projects. K-RIDE shall strictly follow the standard codes & specifications for items of work as instructed by Railways for the execution of these projects and issued from time to time.
- j) K-RIDE shall obtain all necessary and statutory clearances of Central and State Governments as applicable on the Project. K-RIDE will adhere to all labour rules/ laws prescribed by the Government from time to time.



- k) K-RIDE will prepare the phase commissioning plan in coordination with DRM/SBC. K-RIDE will be responsible for adhering to safe working near the running lines and nominate a Nodal Safety Officer/representative for monitoring.
- l) The maintenance of project expenses under the sub/ detailed heads of Accounts as prescribed in the Finance code volume – II for work expenditure to be followed and cumulative expenditure under the sub/detailed heads should be available.
- m) These two DL projects are funded from EBR IF funds given in Railway budget outlays, Railway Board instructions and guidelines issued from time to time regarding utilization of EBR IF funds, shall also be applicable to these two projects and hence the same shall be binding on K-RIDE also. Further K-RIDE will make available all related information including supporting documents as and when required by MoR/IRFC.
- n) K-RIDE shall provide necessary technical assistance to various departments of SWR for early verification and clearance.

12. COORDINATION AND PLANNING:

For effective communication between SWR and K-RIDE a single window concept shall be followed. CE/CN/West has been nominated as Nodal officer by GM/SWR at headquarters level for processing of statutory approvals for executing the projects. CE/CN/West also nominated Dy. CE/CN/Central/BNC as field Deputy Chief Engineer for coordination in connection with execution of the K-RIDE projects. Sr. DEN/Co-ordination shall be the Project Coordinator at Divisional level. From K-RIDE's side the GM/Civil shall be the Project Coordinator. Normally all routine communications from K-RIDE to Railways at Headquarters or Division and vice-versa shall be routed through the respective Project Coordinators. For Railway Electrification works CEDE (Chief Electrical Distribution Engineer or any other officer nominated by PCEE/SWR) shall be the Project Coordinator at Headquarters level, CEE/CN/BNC shall be the Project Coordinator at field level and Sr.DEE(TRD), Sr.DEE(G) shall be the Project Coordinators at Divisional level. For Signaling and Telecommunication works CSTE/Project shall be the Project Coordinator at Headquarters level, Dy.CSTE/Project/BNC at field level and Sr. DSTE shall be the Project Coordinator at divisional level.

K-RIDE will nominate a list of K-RIDE officers who will be liaising with the Railways, both at Headquarters and Divisional level, for assistance whenever required in obtaining Traffic/ Power blocks, imposing speed restrictions, permitting S&T disconnection/reconnections, permission to enter relay rooms and make alterations etc. for executing the projects.

The Project Coordinator of K-RIDE will attend all periodical review meetings called by the Project Coordinator of the Railways at Headquarters and Divisional level.

13. APPROVALS:

a) Drawings & Plans:

Drawings & Plans shall be prepared by K-RIDE and submitted to Railways for getting approval from concerned authorities. As far as possible the facilities proposed in the yard plan shall be as per the sanctioned detailed estimate. A schedule for supply of station wise/section wise drawings/ plans by K-RIDE and their clearance by the Railways shall be drawn so as to avoid bunching of documents and to ensure that the time taken for approval is minimized. The plans will be examined at HQ/Operations Department by CTPM and requirements/ remarks offered, if any, shall be compiled by K-RIDE.


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The Railways will scrutinize the drawings/ plans expeditiously and offer their remarks within 30 days (15 days at Divisional level and 15 days at Headquarter level, as required) of submission of the same by K-RIDE. K-RIDE shall ensure compliance within the next 10 days. Thereafter, Railways shall communicate the approval in a time bound manner for the next 10 days. K-RIDE shall liaise with the Railways on a regular basis for expeditious approvals. E-DAS software will be utilized to process such approvals. Approval of drawings/plans will be reviewed on a weekly basis by Project Coordinators of K-RIDE and SWR.

b) Civil Engineering Works:

K-RIDE will prepare all Plans, Drawings and Designs for Civil Engineering works required for execution of the projects entrusted to it. K-RIDE will obtain approval from concerned authorities of Railways for the General Arrangement Drawings (GADs) for various structures and facilities such as bridges, station and service buildings etc. yard arrangements, Plan & L-section of the projects as per the extant practice of Railways (**Annexure – V**).

The existing system in place for approval of various drawings/documents by Railway for RVNL which was executing Hospet – Tinaighat Doubling project will be followed.

The Design office of the Railways will provide access to approved designs and drawings, if available in the Railways for similar nature of works and can be adopted as reference in the project. For structures, where standard RDSO drawings are not available, K-RIDE will prepare all working drawings including structural design and drawings as per relevant Railway standards and codes and shall be proof checked by IIT/IISC/NITs as per extant Railway Board guidelines before submitting to Railways for getting approval from concerned authorities.

c) S&T Works:

All Plans and Design documents for S&T works relating to the project shall be prepared by K-RIDE and approved by SWR as per extant policies, detailed in **Annexure – III**. Plans will be signed by the concerned S&T officer-in-charge of K-RIDE; DGM/AGM (S&T) before submission of the same to the Railway.

Testing and Commissioning: Complete installation with all the test records after full testing and certification by K-RIDE officials (jointly with SWR S&T officials if required) will be offered for final testing and commissioning by the Railway following all extant practices of MoR. The different authorities for testing different aspects of work are summarized in **Annexure – IV**.

d) Electrical Works:

- (i) All Plans, Drawings and Design documents relating to the project shall be prepared by K-RIDE and submitted to the Railway (Division and Headquarters) for approval after the same is signed by the concerned Electrical Officer in-charge of K-RIDE as per Railway Board letter No. 2015/RE/161/22 dated 17.11.17.
- (ii) Proposed General Power Supply Diagram shall be incorporated in the existing General Power Supply Diagram of the section.
- (iii) Any major Traction Distribution (TRD, i.e. OHE, PSI & RC) modifications, if required during construction, shall jointly be inspected by K-RIDE and Railway and K-RIDE shall execute the modifications as per standard RDSO/ACTM/Railway Board guidelines and the statutory provisions including Central Electricity Authority (Safety Regulations), 2010, Code of Practice for Earthing & Bonding etc.
- (iv) The various site plans shall be prepared by K-RIDE and approved by the Railway/ Division.

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- (v) All relevant warranties/AMCs shall be transferred to SWR. AMC of three years wherever relevant shall be part of the contract.
- (vi) K-RIDE shall ensure feeding of data in TDMS. K-RIDE shall also provide T & P, OHE & PSI spares required for the maintenance of newly commissioned TRD assets as per extant guidelines given by SWR Headquarters.
- (vii) K-RIDE shall include all the major modifications in the existing TRD assets (OHE, PSI & RC) and shall prepare their plans, drawings and design and submit to Railways for approval. This will also include any additional requirement of OHE layout, switching post, feeding and sectioning arrangement, works related to maintain adequate clearances as per ACTM and IRSOD.

After approval of GADs/Plans by the Railway, normally drawings will be treated as frozen so as not to affect the planning, execution and cost of works. However, in exceptional cases requiring alteration to the approved plans concerning additional facilities to be provided not forming a essential part of the Sanctioned Project, the modifications shall be considered by K-RIDE as per the requirement of Railways and shall be carried out in consultation with Division and Headquarters for modification of plans and drawings with the approval of GM/SWR. Approval/sanction of competent authority shall normally be obtained for execution of such works by getting revised estimate sanctioned. Changes required during execution, based on site requirement will be done by K-RIDE with prior intimation to the Railway as long as it does not materially affect the approved plan. These changes will be reflected in the completion plans/drawings.

In case of any dispute to include additional requirements of the Railways, not initially included in the sanctioned estimate, the matter will be referred to GM/SWR whose decision shall be final and binding.

e) Statutory Approvals:

K-RIDE shall prepare the applications for CRS & EIG sanction including temporary arrangement drawings, wherever required during execution and at the time of commissioning of ROBs and the documents complete in all respects duly signed by K-RIDE officials (minimum at the level of DGM) shall be submitted to Railways. Also, K-RIDE shall co-ordinate with Railways for applying and getting CRS & EIG sanction. CRS & EIG sanction of temporary arrangement shall be processed through CAO/CN.

Obtaining Condonation for infringement(s) to Schedule of Dimensions or any other Statutory provisions of Railway manuals:

In cases, where it is not possible to provide minimum gradients/ track centers or any other dimension as per the latest SOD and any other statutory provisions of manuals, K-RIDE will submit necessary justification and proposals for required condonation(s) to the Railways.

Required documents for obtaining condonation(s) for infringement to schedule of dimensions will be prepared by the K-RIDE and documents complete in all respects, duly signed by K-RIDE officials shall be submitted to the nominated officer of SWR and shall coordinate with SWR for further processing and obtaining approval of competent authority as per extant practice being followed in Railways.


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14. LAND ACQUISITION:

K-RIDE shall submit the details of requirement of land to Railways after Final Location Survey. K-RIDE in coordination with Railways shall carry out land acquisition and make available the land required for execution of the project.

K-RIDE will pursue with the concerned Revenue Authorities to expedite the land acquisition process for early publication of necessary Gazette Notifications, and payment of compensation to Project Affected Persons (PAPs). SWR will provide all necessary help to K-RIDE.

Land boundary posts shall be fixed by K-RIDE for additional land after acquisition done for the project. After completion of work, the same will be handed over to the Railways with land records and approved land plan.

Permission for forest clearance (felling of trees), in alignment if any, will be obtained/ arranged by K-RIDE in coordination with SBC Division as and when required. SWR will provide all necessary help to K-RIDE.

15. USE OF RAILWAY LAND AND RAILWAY STRUCTURES:

On the specific request of K-RIDE, Railway shall identify the land/ buildings that can be spared and given to K-RIDE for its office/residential accommodation as per the extant practice of Railways extended to Railway contractors.

For execution of projects, Railways will accord consent and K-RIDE will permit the contractors fixed by K-RIDE to use the available Railway land on the same terms and conditions as applicable to Railways contractors depending upon availability of Railway land as per conditions laid down in K-RIDE's contract for the period agreed by Railways and K-RIDE to:

- (i) Store construction materials such as – ballast, rails, sleepers, OHE materials like masts, conductors etc.
- (ii) Erect temporary sheds, site offices, drive bore wells, string power lines, etc.
- (iii) Lay temporary roads to access various sites.
- (iv) Carry out any other work connected with the projects as permitted.
- (v) Any temporary work/ works done by K-RIDE during the course of execution of the projects shall be removed, if demanded by Railways, and land & other amenities shall be restored to its original condition. The cost incurred for such removal shall be borne by K-RIDE.

The contractors, (or K-RIDE), will submit a dimensioned sketch for temporary use of available land to the concerned ADEN as the case may be, who will after verification forward the same to the concerned Sr.DEN in Bengaluru Division for approval.

K-RIDE will advise the Railways regarding any ballast stacks or any other Railway material obstructing the proposed work and K-RIDE shall be permitted to shift the same suitably to a location jointly identified by both the parties.

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16. EXECUTION OF WORKS:

a) General:

K-RIDE will procure the railway materials such as rails, sleepers, track fittings, electrical and S&T materials etc. as per extant practice in Railways. All assistance that the Open Line normally extends to the RVNL will also be extended to K-RIDE on the same terms and conditions.

The Railways shall provide free and unhindered access to nominated officers, staff and contractors/consultants of K-RIDE to Railway premises in connection with carrying out the project related activities (In terms of Railway Board's letter no. 2005/W-I/RVNL/5 dated 12.05.05).

During execution of the works, K-RIDE will take reasonable safeguards consistent with the extant instructions on safety and the practices prevailing on the Railways, to ensure safe and smooth train operations.

Appropriate barricading between the running line and new line under construction shall be provided to the satisfaction of Railways to ensure safety. K-RIDE shall also develop a Quality Assurance Team which shall conduct regular quality tests and maintain the record for perusal of Railways. K-RIDE shall facilitate inspections by Railway officials during execution of work.

Railway officials, during their routine inspections may also check whether the systems for ensuring safety are in place or not and advise deficiencies, if any, to K-RIDE, which shall be binding on K-RIDE.

For operation of traffic and power blocks during pre NI and NI period a day to day activity chart showing duration of traffic/power block requirement of Engineering, Electrical and S&T, duly specifying line/ area in the yard requiring block will be submitted to the Railways 15 days in advance.

K-RIDE shall coordinate with officers at Divisional level in obtaining the requisite traffic/power block and shall comply with the extant instructions of Railways to complete the work within the stipulated block period and the safe running of trains.

During execution of Railway Electrification works, the Railways will permit stabling of wiring train/ Tower Car/ Diesel Crane, if any, procured by K-RIDE at any suitable stations in the section. Drivers for such wiring trains and tower cars shall be arranged by SBC Division if available. For Diesel Crane, arrangements shall be made by K-RIDE on its own.

Shifting of existing pipes/ cables for various services like water supply, sewerage, signalling, communication, power etc. and infringements like HT/ LT panels, track crossings and other electrical installations, LB's/ Signals and Rodding etc. required for progress of Civil, S&T & OHE works coming in the way of laying of the new track, building or any other services, will be jointly identified by the supervisors of Engineering, S&T and Electrical departments of the concerned Division, as applicable and K-RIDE. Utility relocation plan has to be prepared and get approved from the Division or utility owner by K-RIDE. K-RIDE will carry out the shifting of existing cables and removal of infringements, as per approved plans. However, divisional manpower will be made available to coordinate in obtaining and clearing the blocks taking reconnections/ disconnections. Competency for drivers, arranged by K-RIDE, for working of rolling stock has to be issued by a concerned divisional officer (Sr.DME or Sr.DEE(OP) or Sr.DEE(TRD)) as may be the case.

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Subject to availability, Railways will extend power connections to K-RIDE as per the extant practices of Railways.

All arrangements for additional power, water/ drainage etc. will be made by K-RIDE. Necessary coordination of making additional arrangements for power, water/ drainage connections etc. required from State Government/ outside agencies for additional assets created, will be done by Railways wherever proposed by K-RIDE for which all required data will be supplied by K-RIDE. Payment, if any, required to be made in this connection shall be provided by K-RIDE on same terms and conditions as applicable to the construction organization of Railways.

17. YARD REMODELLING WORKS:

- a) K-RIDE in coordination with Division shall make a detailed plan for execution of Yard remodeling works. The scheme of execution shall be approved by K-RIDE from SBC division.
- b) The following yard works shall be executed by K-RIDE under the presence/direction/supervision of SBC division as the case may be.
 - OHE modification works,
 - Power supply works,
 - Insertion/ Dismantling of Turnouts with or without traffic blocks,
 - Slewing of existing track,
 - Any addition and alteration of the existing track required as per the approved plans,
 - All S&T works requiring disconnections/ interference with the existing gears,
 - Launching of FOB girders requiring traffic blocks and
 - Shifting of materials requiring trains crossing and traffic block.
 - Any other works directly/ indirectly affecting the train operations.
- c) The following works shall be executed by K-RIDE, as per approved plan:
 - Construction/ Extension of station buildings, platforms, foot over bridge, staff quarters, overhead tanks, water supply and sewerage arrangements.
 - Improvements to the circulating area, construction of goods sheds and other service buildings.
 - Laying of electrical cables, yard lighting, electrification of buildings.
 - Laying of S&T cables, signal post and junction boxes, gears and SM panel rooms commissioning.
 - Execution of any other work in the yard, not covered by the above, will be decided by the Railways.
- d) All pre-commissioning tests like cable meggering, track circuit measurements, interlocking tests as per selection table etc. shall be completed by K-RIDE. Complete installation with all the test records after full testing and certification by K-RIDE officials (jointly with SWR S&T officials if required) will be offered for final testing and commissioning by the Railways following all extant practices of MoR.
- e) K-RIDE will be allowed to make changes in the running S&T installations for commissioning of any phase work under the supervision of the Railways staff. Normally, such work will be restricted to one station at a time. It is understood that in phase working, it may not always be possible to adhere to standard arrangements as the existing installation may be quite old, obsolete and congested. In such cases, SWR shall approve the detailed plan of work as required as per site conditions.

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- f) K-RIDE shall be allowed to erect panels, relay racks, if required, in the existing relay room subject to availability of space, terminate the incoming cable and inter rack wiring and undertake such minor work which do not interfere with existing circuits/ interlocking at a station. During this period, maintenance of the station shall continue to be done by the Railways.

g) Dismantling of existing structures:

Before the start of dismantling of existing track, structures, TRD installations, S&T installations and other assets these will be jointly surveyed by K-RIDE and the concerned Railway officials who will record and sign the report of the joint survey. Dismantling scheme duly including safety precautions will be proposed by K-RIDE.

All released material from dismantling will be sorted, accounted, transported and properly stacked at identified/ nominated locations with approach road and shall be handed over to the Railways after due verification as per the extant practices in Railways. All released materials will be transported by K-RIDE if required and necessary credit will be transferred to the project estimate as CRRM value.

h) Emergency Works:

In case of works executed by the K-RIDE, if any petty works are required to be taken up urgently on account of failure of the main contractor or his sub-contractor, which otherwise would endanger the safety or result in detention to trains, the Railway can get such works executed by suitable means on specific request of K-RIDE. The cost of all such works shall be borne by K-RIDE.

K-RIDE shall also ensure to provide all requisite safety gears to all workers and supervisors while working near and on the track. The Railways should maintain necessary records and advise K-RIDE about the specific failure about unsafe working of the contractor in all such cases, for taking suitable action in terms of contract conditions.

If the personnel of the contractor continue with conditions of unsafe working, despite instructions to the contrary, Railways will advise promptly to Nodal Safety Officer/ Project Co-ordinator of K-RIDE to take immediate appropriate action against such personnel.

i) Construction of Bridges:

Where construction of bridges involves working close to the existing bridges requiring issue of caution order, K-RIDE will identify such bridges and furnish the details of caution required to the Division. Railways will permit imposition of caution order/ speed restrictions as informed by K-RIDE. Work at such locations shall only be started after imposition of caution order/ speed restriction. Required procedure as per extant rules will be followed by K-RIDE for execution of such works.

18. BREAKDOWNS AND UNSAFE SITUATIONS:

In case any emergency arises during the course of execution of works requiring imposition of caution, then the station in-charge will promptly receive and acknowledge such messages submitted by K-RIDE and regulate the trains as per the advice received, in the interest of safety, as per extant practices in Railways.


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Contractor of K-RIDE is expected to take prompt action to attend to any emergency and to make good the damage caused due to any work undertaken by him. However, the Railways reserves the right to undertake any work/ works as deemed fit by them to undo the damage to ensure safe passage of trains either departmentally or through any agency appointed by them. The cost of all such works will be borne by the K-RIDE. Depending upon the exigencies of the case, Railway officials may inspect the site, review the arrangements, and take necessary action to restore traffic to normal conditions and ensure safe and smooth train operations.

19. TRACK MACHINES, BFR MOUNTED CRANE, WIRING TRAIN, TOWER WAGON, HOPPERS ETC.:

K-RIDE will furnish the requirement of track machines like CSM, Duomatic, UTM, Dynamic track stabilizer, T-28, BFR mounted crane, BRN/BFR wagons, GS coaches etc. for OHE Wiring Train and OHE material train at least two weeks in advance of actual requirement to Headquarters of SWR. The exact dates will be finalized in consultation with CTE/CEDE. OHE Inspection Car (Tower Car) shall be procured by K-RIDE for Railway Electrification work and shall be handed over to division after completion of work.

K-RIDE will furnish the requirement of diesel locomotives required for the Railway Electrification works. This shall also be made part of the Zonal railway power plan. Actual requirement on weekly basis shall be provided by K-RIDE field officials to the Divisional Operating officials. M&P as per sanctioned estimate shall be procured by K-RIDE & handed over to open line for regular use and maintenance. M&P available with Division shall be provided to K-RIDE on demand with operating crew.

The Railways will make available the requisite machinery in good working condition along with operators, K-RIDE/ their contractor will provide Fuel and Lubricants. The Railways will attend to all routine maintenance, breakdown of machinery and major repairs. All minor repairs such as reconditioning of tamping tools etc. will be attended by SWR. Logistical support to machine staff shall be provided by K-RIDE. Railways will raise their demand on K-RIDE for payment, for sparing their machinery. K-RIDE shall maintain only those construction machines like wiring trains etc. not handed over to open line.

Requisite track geometry standards shall be ensured before deployment of track machines. K-RIDE shall certify the fitness of track for a speed of 20 kmph before deployment of the machines. The track requiring tamping should preferably be in continuous stretches for optimum utilization of machines.

The Railways will provide all machinery on the same terms and conditions as applicable to the construction organization of the Railways.

For the purpose of wiring trains, two general second class coaches will be nominated for use of K-RIDE contractor. For the purpose of the diesel crane, to be purchased by K-RIDE if provided in the estimate, a BFR would be spared by the Railways for installation of the diesel crane. Two more BFRs would be made available by the Railways for loading/ unloading of structures and catenary/ contact wire.

USFD testing of AT weld joints will be done by USFD teams of respective Divisions. K-RIDE shall arrange replacement of all defective weld before opening of the section. The cost of USFD testing will be borne by K-RIDE.

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To train out ballast in the new BG track, the Railways on request of K-RIDE shall provide adequate/available BOBN wagons with dedicated power and crew for training out of ballast from the Ballast Depots to section. The concerned Division shall provide power and arrange movement of the Ballast DMTs upon request of K-RIDE, on charges as applicable to the construction organization. If, K-RIDE requires some quantity of ballast which is found deficient, same to be advised in advance and charges to be borne by K-RIDE.

Railways shall arrange Push Trolley/ Motor Trolley and Inspection Carriage if available at free of cost for inspection of project area by senior officers of K-RIDE from time to time.

Requirement of coaches/ wagons for preparation of wiring trains shall be submitted by K-RIDE for allotment from SWR and required modification for converting these coaches/ wagons shall be done by K-RIDE.

20. COMMISSIONING AND TAKING OVER OF ASSETS:

The Principal Chief Electrical Engineer, for short PCEE, of the Railways is the Ex-officio Statutory Electrical Inspector to the Government and the applications for statutory sanctions for commissioning of electrical installations, viz, TRD installations such as Traction Substations and Switching Stations (Feeding Post, Sectioning Posts, Sub-Sectioning Posts) Electrical General Service shall be referred to the O/o PCEE/SWR for EIG sanction. For processing of EIG sanction, the pro-forma applications shall be signed by an official not less than that equivalent to the Union Joint Secretary or the General Manager in charge of K-RIDE.

Safety certificates will be signed by competent Railway authorities after the required testing and verification of relevant details. The Railways will associate with the testing being carried out by K-RIDE.

K-RIDE will prepare bilingual station Working Rules, L-Xing working rules etc. and submit the same to the Railways for approval. Railways will arrange approvals within two weeks from the date of submission.

All completion drawings/ plans (Engineering, Electrical and S&T) including bridges, structures, land, I-sections, yard plans, SIPs, LWR plans etc. duly signed by K-RIDE officers shall be handed over to the Railways in soft copies and hard copies (In the form of a tracing plans) of which prints in the required numbers shall be supplied. One set of SWR diagrams, along with a booklet, shall be provided at each station.

Joint Inspection at JAG/SG level shall be carried out before offering the section to CRS inspection and deficiencies noticed shall be made good. Similarly, Joint SAG level inspections as mandated by CRS shall also be carried out and deficiencies attended before CRS inspection. The deficiencies noted by CRS & EIG, as a precondition for opening of the track pertaining to the work done by K-RIDE shall be promptly attended by K-RIDE within an agreed time schedule.

All assets will be deemed to be taken over by the Railways immediately after commissioning for maintenance. However, deficiencies if any will be attended by K-RIDE within a fixed time frame.

Deficiencies, if any present at the time of commissioning, will be made good by the contractor fixed by K-RIDE within the framework of a separate MoU to be drawn between K-RIDE and the Railways at the time of commissioning. K-RIDE shall transfer mutually agreed funds to SWR for making good any leftover deficiencies as per joint inspection by nominated officers of SWR and K-RIDE.


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K-RIDE shall ensure feeding of track and other data in TMS before commissioning of the section. K-RIDE shall provide all the small track machines and other requisite T & P required for maintenance of the newly commissioned track as per the scale check of the Railways. K-RIDE shall provide rest houses for track machine staff at the locations of track machine sidings.

Rainwater harvesting shall be ensured for station buildings and platform shelters. All the requisite amenities like toilets, changing rooms, rest rooms etc. for Railway staff including female staff working at stations shall be provided. Minimum essential amenities and Divyangjan facilities as per the laid down norms shall be provided at the stations. A proper circulating area with parking facilities including for Divyangjan shall be provided.

The Railways will create their own organization for maintenance of the newly created assets. K-RIDE will provide necessary statistics i.e., ETKM/ ITKM details etc. of the assets created well in advance so as to enable the Railways to process for the necessary sanctions for creating the maintenance organization of the newly created assets.

Reserve material/ T&P as per approved scale by SWR, to be procured and provided by K-RIDE to Railways.

21. GENERAL:

- a) All additions, supplements, amendments or variations of this MoU shall be in writing and shall be jointly signed by the duly authorized representatives of the Parties.
- b) Each Party shall hold in strict confidence of all confidential information received by it from the other party, whether notified as Confidential or not (herein "Confidential Information"). The party receiving such Confidential Information shall not publish or otherwise disclose or use the Confidential Information for its own purposes (otherwise than as may be required by it, its professional advisers, or potential lenders or investors to perform its obligations) and shall cause its directors, officers, employees, servants, and contractors, to be similarly bound by these covenants.
- c) The execution, interpretation, construction and performance of this MoU shall be governed by and constructed according to the Laws of India.
- d) This MoU shall not constitute either Party as a partner, agent or legal representative of the other party. Neither party shall have any right or authority to assume, create or incur any liability or obligation of any kind, expressed, or implied, against, in the name of or on behalf of the other Party except in accordance with this MoU or as may otherwise be agreed in writing by the Parties.
- e) In case of any difference of opinion arising between SWR and K-RIDE in the implementation of this MoU, the same will be resolved through mutual discussions as per the guidelines of the Ministry of Railways. In case, if the issue is not resolved, the matter will be referred to the Railway Board whose decision shall be final and binding on both the parties.

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22. COUNTERPARTS:

This MoU is executed simultaneously in two original sets, each of which will be deemed as original, but all of which will together constitute one and the same instrument.

IN WITNESS WHEREOF of the Parties have executed this Memorandum of Understanding on the date mentioned first above, by their duly authorized representatives.

Signed for and on behalf of President of India
acting through (CAO/CN/BNC)

Signed for and on behalf of K-RIDE
(Managing Director/K-RIDE)



MOR

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for RAIL INFRASTRUCTURE DEVELOPMENT
COMPANY (KARNATAKA) LIMITED



K-RIDE
AMIT GARG, IRSE
MANAGING DIRECTOR)

WITNESSES:

- 1.
- 2.
- 3.



CAO/CN/BNC




Managing Director/K-RIDE

Annexure – I

SALIENT FEATURES OF BAIYAPPANAHALLI – HOSUR DOUBLING PROJECT

1.	STATES SERVED	Karnataka & Tamil Nadu
2.	DISTRICT SERVED	Bangalore Urban, Bangalore Rural & Krishnagiri
3.	LENGTH	48.00 Kms
4.	RULING GRADIENT	1 in 100 (Compensated)
5.	MAXIMUM DEGREE OF CURVATURE	9° between Carmelaram & Baiyappanahalli
6.	NO. OF CURVES	18 Nos
7.	NO. OF TUNNELS	Nil
8.	NO. OF BRIDGES (WATERWAY)	108 Nos.
	i. MINOR BRIDGE	104 Nos.
	ii. MAJOR BRIDGE	04 Nos.
	iii. IMPORTANT BRIDGE	Nil
9.	RUBs/ROBs/FOBs	24 Nos.
	i. SUBWAYS/RUBs	19 Nos.
	ii. ROAD OVER BRIDGE (ROR)	01 No.
	iii. FOOT OVER BRIDGE	04 Nos.

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10.	PERMANENT WAY	60 Kg/ 90 UTS Rail with a sleeper density of 1660 PSC Sleepers per Km and 350 mm Ballast cushion.	
11.	NO. OF LEVEL CROSSINGS AND ROAD OVER BRIDGES/ ROAD UNDER BRIDGES	Proposed to extend the Road Under Bridges of those Level Crossings for which Road Under Bridges are already completed for single line.	19 Nos.
		Extension of existing Level Crossings	14 Nos.
		Reconstruction of Existing Road Over Bridges/ Flyover to accommodate proposed Third line.	01 No.
		Reconstruction of Foot Over Bridge to accommodate propose Third line.	Nil
12.	STANDARD OF SIGNALLING	MACLS STD-III (R) CLASS-B	
13.	NO. OF STATIONS	05 Nos. (Crossing Station – 04 Nos.)	
14.	COST OF CONSTRUCTIONS	Civil Engineering	Rs.404,96,59,426.00
		Electrical	Rs.15,37,65,453.00
		OHE	Rs.26,81,68,997.00
		S&T	Rs.51,57,04,000.00
		Total:	Rs.498,72,97,876.00


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Annexure – II

SALIENT FEATURES OF YESHWANTHPUR – CHANNASANDRA DOUBLING PROJECT

1.	STATES SERVED	Karnataka
2.	DISTRICT SERVED	Bangalore Urban
3.	LENGTH	21.70 Kms
4.	RULING GRADIENT	1 in 100 (Compensated)
5.	MAXIMUM DEGREE OF CURVATURE	6° between Banaswadi & Hebbal
6.	NO. OF CURVES	15 Nos
7.	NO. OF TUNNELS	Nil
8.	NO. OF BRIDGES (WATERWAY)	62 Nos.
	i. MINOR BRIDGE	60 Nos.
	ii. MAJOR BRIDGE	02 Nos.
	iii. IMPORTANT BRIDGE	Nil
9.	RUBs/ROBs/FOBs	07 Nos.
	i. SUBWAYS/RUBs	03 Nos.
	ii. ROAD OVER BRIDGE (ROR)	01 No.
	iii. FOOT OVER BRIDGE	03 Nos.

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[Signature]

10.	PERMANENT WAY	1. Main line: 60 kg rails with 1660 PSC sleeper per kilometer sleeper density and 350mm ballast cushion. 2. Loop line: 52 kg rails with 1540 PSC sleeper per kilometer sleeper density – 250mm ballast cushion for loop line.	
11.	NO. OF LEVEL CROSSINGS AND ROAD OVER BRIDGES/ ROAD UNDER BRIDGES	Extension of existing Level Crossings	07 Nos.
		Proposed construction of RUB in lieu of LC	03 Nos.
		Proposed Extension of existing RUB	03 Nos.
		Proposed construction of ROR Bridge	01 No.
		Reconstruction of Foot Over Bridge	03 Nos.
12.	STANDARD OF SIGNALING	MACLs Std.III Class-B features	
13.	NO. OF STATIONS	06 Nos.	
14.	COST OF CONSTRUCTIONS	Civil Engineering	Rs.212,37,51,108.00
		Electrical	Rs.4,35,15,582.00
		OHE	Rs.19,38,22,286.00
		S&T	Rs.77,99,87,000.00
		Total:	Rs.314,10,75,976.00


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S & T PLAN PREPARATION

Plan	Plan Preparation by	Approval
CABLE ROUTE PLAN SIGNAL	K-RIDE	Sr.DSTE/SBC
CABLE ROUTE PLAN TELECOM, QUAD	K-RIDE	Sr.DSTE/SBC
SI PLAN	K-RIDE	CSTE/Project/UBL
VDU DIAGRAM	K-RIDE	CSTE/Project/UBL
SELECTION TABLE	K-RIDE (Execution contractor – SSI FIRM)	CSTE/Project/UBL
OUTDOOR LOCATION DRAWING	K-RIDE (Execution contractor – SSI FIRM)	Sr.DSTE/SBC
INDOOR CIRCUIT DIAGRAM	K-RIDE (Execution contractor – SSI FIRM)	CSTE/Project/UBL
CABLE CORAGE PLAN	K-RIDE	Sr.DSTE/SBC
TRACK BONDING PLAN	K-RIDE	Sr.DSTE/SBC & Sr.DEE/TRD/SBC

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Annexure – IV

TESTING & COMMISSIONING

TESTS	To be conducted by	REMARKS
INDOOR WIRING BELL TEST	K-RIDE & Dy.CSTE/Project	Report shall be submitted to the Railways duly signed by in-charge S&T officer of the project (K-RIDE side) and Dy.CSTE/Project.
CABLE INSULATION TEST	K-RIDE & Sr.DSTE/SBC	Report shall be submitted to the Railways duly signed by in-charge S&T officer of the project (K-RIDE side) and Dy.CSTE/Project.
BATTERY CAPACITY TEST	K-RIDE & Dy.CSTE/Project	Report shall be submitted to the Railways duly signed by in-charge S&T officer of the project (K-RIDE side) and Dy.CSTE/Project.
IPS PRE- COMMISSIONING TEST	K-RIDE & Dy.CSTE/Project with OEM rep	Report shall be submitted to the Railways duly signed by in-charge S&T officer of the project (K-RIDE side). Pre-commissioning check list issued by RDSO to be signed by the firm's representation, K-RIDE officer in-charge and Dy.CSTE/Project.
FAT	K-RIDE & Dy.CSTE/Project	Concerned officer nominated by Dy.CSTE/Project
SIMULATION TEST (WITHOUT GEAR) (SAT)	K-RIDE & Dy.CSTE/Project	Final test by the Dy.CSTE/Project after test report signed by in-charge officer from K-RIDE side is submitted
BLOCK INSTRUMENT TEST	K-RIDE & Sr.DSTE/SBC	Final test by the Dy.CSTE/Project after test report signed by the in-charge officer from K-RIDE side is submitted.
PREPARATION OF STATION WORKING RULE	K-RIDE	To be signed by DSTE & DOM.
PREPARATION OF STATION WORKING RULE DIAGRAM	K-RIDE	To be signed by Sr.DSTE/SBC


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PREPARATION OF GATE WORKING RULE	K-RIDE	To be signed by DSTE, DOM & DEN
PREPARATION OF GATE WORKING RULE DIAGRAM	K-RIDE	To be signed by Sr.DSTE/SBC
CRS APPLICATION FOR MINOR SANCTION	K-RIDE	From S&T side: Dy.CSTE/Project & CSTE/Project/UBL From Engg side: Dy.CE/CN/Central/BNC & CE/CN/West/BNC
SAFETY CERTIFIED	K-RIDE	Officer nominated by Dy.CSTE/Project & Dy.CSTE/Project and Engg side officer nominated by Dy.CE/C & Dy.CE/C
PRE NI/ NI PROGRAMME	To be planned & prepared by K-RIDE	To be approved by HQ duly forwarded by Dy.CSTE/Project, Sr.DSTE/SBC, Sr.DEN/SBC, Sr.DOM/SBC, Sr.DEE/TRD/SBC, Dy.CE concerned & Sr.DEE/G/SBC

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Annexure – V

APPROVAL OF ENGINEERING DRAWINGS:

Sl.No.	Activity	Preparation by	Approval by	Remarks
(a)	GAD for minor bridges	K-RIDE	K-RIDE	In case of new bridge likely to affect existing bridge then GAD to be submitted to CBE/SWR also as per Rly Bd letter No.2016/52/CE-III/BR Safety dt.,12.03.2021.
(b)	GAD for major Bridge/ ROB/RUBs/ FOBs	K-RIDE	CBE/SWR	After approval by Division and Road authorities, will be submitted for approval of CBE/SWR by K-RIDE.
(c)	Working section/LWR plans	K-RIDE	CTE/SWR	Will be submitted for approval of CTE/SWR by K-RIDE.
(d)	ESP of Yards	K-RIDE	CPDE/SWR	After approval by Division, will be submitted for approval of CPDE by K-RIDE.
(e)	Bridge Completion Drawing major ROB/RUBs and FOB	K-RIDE	CE/CN	After completing work, all completion plan to be signed by CE/CN.
(f)	Building plan and platform	K-RIDE	K-RIDE	After approval by division.

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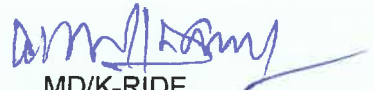
Annexure – VI

Traction Distribution & Electrical General Services

(OHE Layout Plans, Power Supply Installations etc.)

Sl.No.	Activity	Preparation by	Approval by
(a)	OHE Layout Plans, TSSs, SWSs	K-RIDE	SBC DIVISION
(b)	Electric Power Supply, major power/ passenger amenity scheme	K-RIDE	SBC DIVISION


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 MD/K-RIDE

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Format of Utilisation Certificate

Name of the Project: -

Figs in Thousands

Sl. No.	Description	MoR	GoK	Total
1	Sanctioned Cost			
2	Funds released up to previous year			
3	Actual Cumulative expenditure up to previous Financial Year			
4	Balance funds available over the releases (2-3)			
5	Balance funds required for completion of the project (1-3)			
6	Funds required during the current Financial Year			
7	Funds to be released (6-4)			
8	Physical progress of the project	PERCENTAGE and major details of progress made.		

It is certified that the funds released so far for the above project by SWR have been used on the same project.

Executive of K-RIDE

Finance Officer of K-RIDE


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MD/K-RIDE