NAME OF THE WORK: 
**Maintenance of Railway siding at Jaggayyapet Lime Stone Mines.**

Open Tender Notice No. : VSP/Mines-03/2014-15 Date : 15.07.2014

<table>
<thead>
<tr>
<th>PERIOD OF CONTRACT</th>
<th>: 24(Twenty Four) Months</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEFECT LIABILITY PERIOD</td>
<td>: Nil Months</td>
</tr>
<tr>
<td>ENGINEER</td>
<td>: AGM (Civil)</td>
</tr>
</tbody>
</table>

ISSUED TO SRI/ M/s.__________________________________________________________

<table>
<thead>
<tr>
<th>No of pages of BOQ alone</th>
<th>: 01 (One) pages only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total No. of pages</td>
<td>: 31 (Thirty One) pages only</td>
</tr>
</tbody>
</table>

(FOR OFFICE USE ONLY)

1. E.M.D. PARTICULARS : 

2. Sl.No. : OUT OF TENDERS

3. COVERING LETTER : NO. OF PAGES:

4. REBATE OFFERED :

5. RATE WRITTEN IN WORDS :

6. VALIDITY OF TENDER : 4 MONTHS FROM THE DATE OF OPENING

SIGNATURE OF MINES DEPT. REPRESENTATIVE

SIGNATURE OF FINANCE DEPARTMENT REPRESENTATIVE

1) Sealed Tender along with Earnest Money Deposit (EMD) is invited from experienced contractors having similar work for the following works:
   Note: The agency should have experience in Permanent way works.

<table>
<thead>
<tr>
<th>Cost of Tender Document (Non-refundable)</th>
<th>Eligibility / experience requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Hand (Rs)</td>
<td></td>
</tr>
<tr>
<td>By Downloading from Web Site of <a href="http://www.vizagsteel.com">www.vizagsteel.com</a> (Rs)</td>
<td>Value of single similar work executed (Rs. In Lakhs)</td>
</tr>
<tr>
<td>600/=</td>
<td>1.397</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Earnest Money Deposit (Rs)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5,000/=</td>
</tr>
</tbody>
</table>

2. Cost of Tender document shall be paid in the form of DD obtained from any Nationalised or scheduled bank drawn in favour of RIN Ltd, payable on State Bank of India, Jaggayapeta, Code No. 5378. THE COST OF TENDER DOCUMENT RECEIVED ALONGWITH TENDER CUMENT WILL NOT BE REFUNDED UNDER ANY CIRCUMSTANCES UPON RECEIPT OF TENDER.

3. The value of single similar work executed shall be during the last 05(five) years ending last day of month previous to Tender Notice date i.e 30.06.2014 and Turnover shall be the average Annual Financial Turn over during the last three years ending 31st March of the previous financial year i.e 31-03-2014. The tender document shall be accompanied with copies of a) Work Order, Bill of Quantities, Completion Certificate with details of value of work executed (b) for Turn Over Audited Balance Sheets certified by Practicing Chartered Account in case the annual Turnover is more than Rs.40.00 Lakhs (or) in case of Turnover is less than Rs.40.00 lakhs either Turnover Certificate in the prescribed format of VSP duly signed by a Practicing Chartered Accountant/Cost Accountant or T.D.S. Certificate (s) comprising the Gross Bill values issued by the Deductor (s) for the work done. : Tender Documents will not be opened/considered if the above documents are not enclosed along with the offer. The authorized representative of the tenderer shall sign on all the copies of the documents submitted along with the tender document.

Note:
   a) Tenderer shall submit PF registration certificate if available, if not available successful tenderer shall submit PF registration certificate before commencement of work.
   b) Tenderer shall submit VAT registration certificate under APVAT act if available, if not available successful tenderer shall submit VAT registration certificate under APVAT act before signing the Work order / Letter of Acceptance and submit a copy of the same.

4. The tenderers are requested to note that
   4.1 The offer shall be made in 02(Two) envelopes. FIRST ENVELOPE (to be super scribed as ENVELOPE-1 with name of the work, Name of the Contractor tender notice number should contain the cost of the tender document in case the tender is downloaded from the web site (Tender can be purchased from the Office of DGM(Mines) by paying tender cost in the form of DD as cited at Para-2 above in which case tender cost need not be enclosed while submitting the tender), Earnest Money Deposit (EMD) separately in the form of DD/BC/BG etc (refer to instruction to tenderer) and pre-qualification documents (Criteria eligibility/experience and other documents, etc as cited at Para (03) above) duly signed / attested by the authorized representative of the Company as per Para-1 read with Para-3 above. SECOND ENVELOPE (to be super scribed as ENVELOPE-2 with name of the work, Name of the Contractor, tender notice number) should contain price bid in its prescribed format along with the tender document.
4.2 The first cover shall be opened initially and only on satisfying the eligibility criteria, adequacy of cost of tender document (in case of downloaded tender), EMD etc, placed in it, the second envelope containing the price bid shall be opened. The date and time of opening of the price bid along with names of successful tenderers in prequalification will be subsequently displayed in the notice board of Mines Department only and no individual communication to tenderers will be made.

4.3 VSP after opening of Tender / bid document may seek in writing documents / clarifications which are necessary for evaluation of tender / bid document from the tenderers / bidders or issuing authority for confirmation of eligibility / pre-qualifications stipulated in the NIT.

4.4 Scope of work, Bill of Quantities (BOQ), Terms & Conditions given in the tender documents (placed in the website) are final. On verification, at any time, whether the tenderer is successful or not, if any of the documents submitted by the tenderer including the documents downloaded from our website / issued are found tampered / altered / incomplete, they are liable for actions like rejection of the tender, cancellation & termination of the contract, debarring, etc as per the rules of the Company.

4.5 It will be presumed that the tenderers have gone through the General Conditions, Special Conditions & Instructions to tenderer, etc of the contract available in the website which shall be binding on him/them.

5. The tender documents and other details can be downloaded from our web site: www.vizagsteel.com and the same are to be submitted to DGM (Mines), Visakhapatnam Steel Plant.

6. Non-transferable tender document can also be obtained from the Office of DGM (Mines), VSP on written request on bidder’s letter head on payment of tender cost in the form of DD/BC during working hours 10 AM to 04.30 PM on or before 04.30 PM on 31.07.2014.

7. Tenders will be received in the Office of DGM (Mines) upt to 300 PM on 01.08.2014 and Envelope-1 will be opened immediately thereafter.

8. If it comes to the notice of VSP at any stage right from request for enlistment / tender document that any of the certificates / documents submitted by applicant for enlistment or by bidders are found to be false / fake / doctored, the party will be debarred from participation in all VSP tenders for a period of 05 (five) years including termination of Contract, if awarded. EMD / Security Deposit etc, if any, will be forfeited. The contracting Agency in such cases shall make good to VSP any loss or damage resulting from such termination. Contracts in operation anywhere in VSP will also be terminated with attendant fall-outs like forfeiture of EMD / Security Deposit, if any, and recovery of risk and cost charges, etc. Decision of VSP Management will be final and binding.

9. Successful tenderer should be in a position to produce, after opening of the price bids, the Original Certificates in support of the attested copies of relevant documents submitted along with tender document. Failure to produce the original certificates at this stage in support of the attested copies of P.F Regn. / I TCC / Electrical License / experience / qualification any other documents, etc submitted earlier would result in disqualification and forfeiture of EMD and also liable for debarring from participation in VSP tenders.

10. Tender documents will be issued to tenderers based on their request and on payment of tender cost or same can be downloaded from our web site by submitting the cost of tender along with their offer. However, RINL will not be responsible for any delay/loss/any website related problems in downloading the tender documents, etc. RINL reserve the right to (a) issue or Refuse tender documents without assigning any reason. (b) Split and award the work to more than one agency. (c) reject any or all the tenders or to accept any tender wholly or in part or drop the proposal of receiving tenders a any time without assigning any reason thereof and without being liable to refund the cost of tender documents thereupon.

Copy to:-

1. Projects Contracts Department: with request to please arrange for display in the notice board for publicity.
2. Town Admin. Department -do-
3. Works Contracts Department -do-
4. Madharam Dolomite Mine (MDM), Madharam. -do-
5. Jaggayyapeta Limestone Mine (JLM), Jaggayyapeta -do-
6. Garbham Manganese Mine (GMM), Garbham. -do-
7. Mines Department Notice Board.
Ref. Tender No. : VSP/Mines-03/2014--15 Dt. 15.07.2014


To
General Manager (Mines)
Mines Department
Visakhapatnam Steel Plant
Visakhapatnam-530 031.

Sirs,

With reference to the Notice Inviting Tender, I/We have gone through the tender documents issued to us. I/We have also gone through the General Conditions of Contract of VSP available in VSP web site and noted the contents therein. I/We hereby confirm that I/We shall abide by Terms and Conditions of General Conditions of the Contract including Form of Tender, Invitation to Tender, Articles of Agreement etc. I/We hereby declare that, I/We have visited, inspected and examined the site and its surroundings and satisfied ourselves before submitting this tender, obtained information about the nature of work, facilities that may be required and obtained necessary information about Working Conditions, risk contingencies etc., which may influence this tender. We hereby offer to execute & maintain the work during the defect liability period in conformity with the tender conditions at the respective rates quoted by us.

I/We have deposited the EMD, which amount is not to bear any interest and I/We do hereby agree that this sum shall be forfeited by me/us if I/We revoke/withdraw/cancel my/our tender or if I/We vary any terms in our tender during the validity period of the tender without your written consent and/or if in the event of Visakhapatnam Steel Plant accepting my/our tender and I/We fail to deposit the required security money, execute the Agreement and/start the work within reasonable time (to be determined by the Engineer) after written acceptance of my/our Tender.

- Status of the firm (mark)
- Proprietary / Partnership/ others (Specify)

* Authority to Sign:
  a) Proprietor
  b) Managing Partner
  c) Power of attorney holder

Name of Partners:
1)
2)
3)

Yours faithfully,

(Signature of Contractor)
Name: ____________________________

Following Details are to be furnished by the tenderer compulsorily (neat & legible) while submitting the tender schedule

<table>
<thead>
<tr>
<th>Income Tax PAN No.</th>
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<table>
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<tr>
<th>Status/ Reason for not having PAN No.</th>
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</table>

OFFICIAL ADDRESS

<table>
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<tr>
<th>Phone No:</th>
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<table>
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<tr>
<th>Cell No :</th>
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<tr>
<th>Fax No.:</th>
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<table>
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<tr>
<th>e-mail address:</th>
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Rashtriya Ispat Nigam Limited
VISAKHAPATNAM STEEL PLANT

INSTRUCTIONS TO TENDERERS

1.0 GENERAL

1.1 Tenders in the prescribed form should be submitted in sealed envelope superscribed on the cover (i) Name of work and (ii) The due date of opening,(iii) Name of the Contractor,(iv) Tender notice number. Sealed tenders sent by the post should be addressed to DGM (Mines), Mines Department, C Block, II Floor, North Wing, Administrative Building, Visakhapatnam Steel Plant, Visakhapatnam – 530 031 clearly superscribed on the cover detailed as above.

1.2 Tender Documents issued are not transferable. Tender documents issued shall be submitted wholly without detaching any part.

1.3 Tenders shall be for the entire scope of the work mentioned in the tender documents.

1.4 Tenders shall quote “only the total amount in figures and in words”. Over writing is not permitted and corrections initialed. Amount quoted in words shall govern in case of variance between figures and words.

1.5 The “Total amount quoted in figures and words shall be tallied” before submission of the tender and all mistakes corrected and initialed. Quotation shall preferably be type written or written in neat and legible handwriting. All the pages of tender documents shall be signed by the tenderer.

1.6 If by any reason, the tender receiving date happens to be VSP’s closed holiday or an extraordinary holiday the tender will be received on the following day at the same time and shall be opened immediately thereafter.

1.7 If by any reason the tender opening is postponed to any other date, the details will be displayed in the notice board of Mines department. Tenderers shall see the notice board regularly and keep themselves informed in this matter.

1.8 Before quoting, the tenderers shall necessarily contact the “Engineer” and fully understand the job, scope of works, unit of measurements, mode of measurements, scope of supply of materials by VSP, if any, working conditions, shut down arrangements, labour deployment requirements, risk contingencies, and such other factors which may affect their tender. The contractor should visit the site and acquaint himself with the site conditions before quoting for the work. He should also sign every page of the tender document in token thereof.

1.9 General conditions of contract of VSP(printed book) are available with concerned section incharges at Visakhapatnam, Jaggayyapeta and Madharam for reference. The tenderers shall study and understand the same before quoting.

1.10 Tenders shall be kept open for acceptance for a period of 4 months from the date of opening of tender.

2.0 EARNEST MONEY DEPOSIT (EMD)

2.1 Earnest Money Deposit shall be in the form of Demand Draft (Drawn in favour of RINL/Visakhapatnam Steel Plant payable at Jaggayyapeta /Madharam depending upon the place of work to be executed )or a Bank Guarantee issued by a schedule Bank. Bank Guarantee and Demand Draft shall be valid for a period of three months from the tender opening date

2.2 Small Scale Industrial Units and Local Land Losers Contract Co-Operative societies who request for exemption from submission of EMD shall submit a copy of their Permanent Registration in a separate sealed cover stapled or attached with their sealed tender. Only such SSI Units Registered for the same trade/item for which the tender is relevant will be exempted from submission of EMD.

2.3 Bank Guarantees shall be submitted along with a covering letter in a sealed envelop directly from the Bank.

2.4 EMD’s of unsuccessful tenderers will be refunded after reasonable time with out interest.
3.0 MODE OF SUBMISSION OF TENDER

3.1 The offer shall be submitted in 2(two) envelopes. **FIRST ENVELOPE** to be super-scribed as ENVELOPE-1 with name of work, name of the contractor, tender notice number should contain the cost of tender document in the form of DD as mentioned in the tender notice in case the tender is downloaded from web-site (Tender can be purchased from the Office of DGM (Mines) by paying tender cost in the form of DD as mentioned in the tender notice in which case, tender cost need not be enclosed while submitting the tender. Earnest Money Deposit (EMD) separately in the form of DD/BC/BG/Certificate of SSI Unit registration to get exemption from EMD etc (Refer Para 2 above), and pre-qualification documents, criteria eligibility/experience and other relevant documents as mentioned in the tender notice.

**SECOND ENVELOPE** to be super-scribed as ENVELOPE-2 with name of work, name of the Contractor, tender notice number should contain price bid in its prescribed format along with the tender document.

These two separate covers shall be stapled / tied together and submitted.

3.2 The first cover(ENVELOPE-1) shall be opened initially and only on satisfying the eligibility criteria, adequacy of cost of tender document (in case of downloaded tender), EMD etc., placed in it, the second cover (ENVELOPE-2) containing the price bid will be opened.

3.3 The date and time of opening of the price bid along with names of successful tenderers in pre-qualification will be subsequently displaced in the notice board of Mines Department only and no individual communication to tenderers will be made.

3.4 The documents submitted in the first envelope by the tenderers in respect of pre-qualification criteria are final and no further correspondence/clarifications/submission in this regard shall be entertained.

3.5 Scope of work, Bill of Quantities (BOQ), terms and conditions given in the tender documents (placed in the web site) are final. On verification at any time whether the tenderer is successful or not, if any of the documents submitted by the tenderer including the documents downloaded from our web site/issued are found tampered/ altered/incomplete, they are liable for action like rejection of the tender, cancellation and termination of Contract, debarring etc., as per rules of the Company.

3.6 The tender documents and other details can be downloaded from our web site www.vizagsteel.com and the same are to be submitted.

3.7 Non-transferable tender document can also be obtained from the Office of the DGM (Mines), Mines Department, VSP on written request on bidders’ letter head on payment of tender cost in the form of DD/BC as mentioned in the tender notice.

SIGNATURE OF THE CONTRACTER/TENDERER
4.0 INSTRUCTIONS FOR SUCCESSFUL TENDERS

4.1 Unqualified Acceptance.

4.2 Initial Security Deposit in the approved proforma/performance Guarantee Bond in lieu of Security Deposit in the approved proforma.

4.3 Non-Judicial stamp paper of value Rs.100/- for concluding agreement.

4.4 Permanent Account No allotted by Income Tax Department and copy of latest Income Tax clearance certificate.

4.5 Copy of Registered Partnership Deed or an affidavit of sole proprietorship

4.6 Copy of Power Attorney authorising the individual to sign the agreement

4.7 Copy of Registration Certificate under APGST

4.8 Copy of P.F. Registration Certificate.

4.9 Confirmation of Labour Management.

These documents shall be submitted not later than 15(fifteen) days from the date of issue of detailed Letter Of Indent (LOI)

5.0 Tenders will be opened in the presence of such tenderers or their authorised Representatives who choose to be Present.

6.0 RASHTRIYA ISPAT NIGAM LIMITED reserves the right to issue/refuse tender document and to accept/reject any or all tenders either in part or in full or to split up and award the work to more than one agency without assigning any reasons thereof and without any liability to RINL.

7.0 If it comes to the notice of VSP at any stage right from request for tender document that any of the certificates/document submitted by bidders are found to be false/fake/doctored, the party will be debarred from Participation in all VSP tenders for a period of 05 years including termination of contract, if awarded. EMD/Security Deposit, etc if any will be forfeited. The contracting Agency in such cases shall make good to VSP any loss or damage resulting from such termination. Contracts in operation anywhere in VSP will also be terminated with attendant fall-outs like forfeiture of EMD/Security Deposit, if any, and recovery of risk and cost charges, etc.

SIGNATURE OF THE CONTRACTER/TENDERER
I/We have gone through the general conditions of contract of VSP and noted the contents therein. I/We hereby confirm that I/we shall abide by the terms and conditions of General Conditions of the Contract including Form of Tender, Invitation to Tender, Articles of Agreement etc. I/We hereby declare that, I/We have visited, inspected and examined the site and its surroundings and satisfied ourselves before submitting this tender information about the nature of the work, facilities that may be required and obtained necessary information about working conditions, risk contingencies etc., which may influence this tender.

SIGNATURE OF THE TENDERER/CONTRACTOR
SPECIAL CONDITIONS OF CONTRACT (SCC)

1. General: The special conditions of the contract (SCC) are complementary to and shall be read in conjunction with General Conditions of Contract (GCC) of VSP for works contracts. Scope of work, Bill of Quantities and other documents forming part of the Tender Documents. In case of any conflict of meaning between SCC & GCC, provisions of SCC shall over ride the Provisions of GCC.

2. Visakhapatnam Steel Plant reserves the right to accept or reject the lowest or any other tender without assigning any reason and the work may be awarded to one of the Tenderers or to more than one tenderer.

3. The contract shall be treated as having been entered into from the date of issue of the letter of intent/work order to the successful tenderer, unless otherwise specified.

4. WATER, POWER AND COMPRESSED AIR: Unless otherwise specified to the contrary in the tender schedule, the contractor is entitled to use in the work such supplies of water, power and compressed air (Basing on availability) from VSP’s sources from approved tapping points, free of cost. The contractor shall make his own arrangement for drawing the same to the work spot.

5. Immediately on receipt of work order, the successful tenderer shall obtain and submit the following documents to the Engineer with a copy to ZPE fore start of work.
   a(i) Insurance Policy covering all the workmen against injury, permanent disability, death, etc which shall be effective from the date of start of contract and cover for the entire period of contract including extension period, if any.
   a(ii) Insurance policy for payment of ex-gratia amount of Rs.5,00,000/- (Rupees Five lakhs only) per head in case of fatal accidents while on duty, to the contract labour engaged by him in addition to the coverage under ESI scheme / Workmen Compensation insurance policy whichever is applicable. As and when a fatal accident takes place while on duty along with benefits under the ESI scheme / Workmen Compensation, whichever is applicable, the contractor is required to pay the ex-gratia amount within 30 days (thirty) days from the date of accident to the legal heir of the deceased. In case of any delay in paying the ex-gratia amount as above, the Employer has the right to pay such amount directly to the legal heir of the deceased and recover the same from the contractor’s running / future bills. This insurance policy is to be taken by the contractor over and above the provisions specified under clause no. 6.13 (Third Party) and Workmen’s compensation Insurance.
   a(iii) Copy of the policy for third party insurance as stipulated in Clause 6.13 of the GCC.
   b) Labour License obtained from Assistant Labour Commissioner (Central), Visakhapatnam as required.
   c) PF Registration Certificate issued by PF Authorities

6. The contractor shall submit wage records, work commencement/completion certificate etc. and obtain necessary clearance from ZPE for bills clearance.

7. The contractor shall ensure strict compliance with provisions of the Employee’s Provident Fund Act, 1952 and the scheme framed there under in so far as they are applicable to their establishment and agencies engaged by them. The contractor is also required to indemnify the employer against any loss or claim or penalties or damages whatsoever resulting out of non-compliance on the part of the contractor with the provisions of aforesaid act and the schemes framed there under. A copy of the provident fund membership certificate/PF CODE number shall be submitted by the contractor.

8. The contractor shall follow the provisions of Mines Act and all rules made there under from time to time as applicable and shall indemnify the employer against all claims of compensations under the provisions of the act in respect of workmen employed by the contractor in carrying out the work against all costs, expenses and penalties that may be incurred by the employer in connection therewith.

9. a) Total amount quoted shall be inclusive of all taxes, levies, duties, royalties, overheads and the like but excluding service tax prevailing as on the date of submission of bids.
   b) During the operation of the contract if any new taxes/duties/levies etc are imposed or rates undergo changes, as notified by the Government and become applicable to the subject works, the same shall be reimbursed by VSP on production of documentary evidence in respect of the payment of the same. Similarly benefits accruing to agency on account of withdrawal/reduction in any existing taxes and duties shall be passed on to VSP.
   C) The benefit offered by the agency (other than Service Tax) will be deducted from each bill on the offered percentage basis. Amount so recovered shall be released, limiting to the percentage of benefit offered on the quoted price, only on receipt of credit by VSP.
   d) The prices are exclusive of Service Tax. RINL-VSP will pay Service Tax as applicable on submission of Invoices in accordance with Rule 4A(1) of Service Tax Rules 1994.
The contractor will be paid Service Tax by RINL-VSP along with monthly service charge bills for further deposit with Central Excise Authorities. The contractor will, in turn, submit the documentary evidence in support of payment of Service Tax of each month along with subsequent month RA bills.

10. **ADVANCE:** No advance of any sort will be given by VSP.

11. **PAYMENT TERMS:** Payment will be made monthly on recommendations of the Engineer basing on the quantities executed, at accepted rates.

12. **MEASUREMENTS:** The contractor shall take measurements jointly with the Engineer or his representative and keep joint records for the same. Bills shall be prepared and submitted by the contractor basing on agreed measurements.

13. **INITIAL SECURITY DEPOSIT (ISD):** Initial Security Deposit for the work shall be @ 2% of contract price. Earnest Money Deposited by the successful tenderer shall be adjusted against ISD, and the difference between ISD and EMD shall be deposited in the manner mentioned in the work order/letter of intent.

14. **RETENTION MONEY:** Retention Money for contracts up to a value of Rs. 100 lakhs, at the rate of 7.5% of the bills for works with defective liability period not NIL and at the rate of 5.0% for works with defective liability period “NIL” will be deducted from each bill until this amount together with the initial Security Deposit reach the limit of retention which is 7.5% or 5.0% as the case may be for the value of work. The Retention Money shall be released after the satisfactory completion of defect liability period after liquidating the defects. For contracts of value above Rs.100 Lakhs, the limit of retention money shall be Rs.7.5 lakhs plus 5% of the value exceeding Rs.100 lakhs.

15. **Security Deposit:** The Public Sector Enterprises or State/Central Government Undertakings/ SSI units registered with Govt. of AP/NSIC will not be required to submit Security Deposit, but however they shall submit “Performance Guarantee Bond” in lieu of Security Deposit in the prescribed proforma equivalent to the value of Security Deposit covering the period of contract + defect liability period + 6 months (Claim period).

16. Recovery of income tax at source will be made from contractor’s bill and deposited with Income Tax Department as per rules. Recovery of sales tax applicable shall be made from the contractor’s bills.

17. **SAFETY:**
   a) The contractor and his workers must strictly take all safety precautions and shall supply to his workers dependable safety appliances like hand gloves, safety boots, safety belt, safety helmets, duster cloth, dust mask/nostril filter etc. In addition to this, contractor shall also provide additional safety appliances as per requirement and follow safe working practices like using fully insulated electrode holders etc. He shall also ensure that his workmen intelligently use only dependable safety appliances supplied to them.
   b) The contractor shall take adequate safety precaution to prevent accidents at site. The contractor shall also ensure that his employees observe the statutory safety rules and regulations and also those laid down by the employer from time to time and promptly submit report of accident and state the measures taken by him to prevent their recurrence and also keep the employer indemnified of all claims arising out of such accidents.
   c) No Workmen shall be engaged on the work without proper safety induction and without using required PPE. Use of safety helmet and shoe is must excepting in painting works where shoe will not be used.
   d) All the safety appliances required for safe working as decided by SED/Contract operating deptt. shall be provided by the contractor to his workmen.
   e) Clearance to start the job will be obtained by the contractor in form ‘A&B’ before start of work. The forms may be obtained from the dept. concerned.
   f) Works at height cannot be started without clearance from Zonal Safety Officer. The workers engaged for work at height shall possess height pass from SED. The names of workmen working at height or in hazardous areas will be written on the body of form “B”.
   g) The contractor shall ensure that the Welders and Gas Cutters wear cotton dress and leather apron. They shall not wear nylon/synthetic dress. This is required to avoid any fire accident. This must be followed strictly.
   h) Contravention of any safety regulation of VSP in vogue from time to time will result into work stoppage, levying penalties and ultimately in contract termination. The list of safety violations category wise are as follows:
<table>
<thead>
<tr>
<th>Category</th>
<th>Safety violations</th>
<th>Fine</th>
</tr>
</thead>
</table>
| I        | 1. Occasional violation of not wearing crash helmet.                              | First offence: Rs. 100.00
|          | 2. Driver of two wheeler carrying more than one pillion rider                     | Second or subsequent offences: Rs.300.00 |
|          | 3. Wrong parking of vehicle.                                                       |                                           |
| II       | **MINOR VIOLATIONS**                                                               |                                           |
|          | 1. Working at height with out height pass.                                         | First Violation: Rs. 2,500/-
|          | 2. Unauthorized entry at hazardous location.                                       | Second violations: Rs. 10,000/-
<p>|          | 3. Engaging workers with out safety training.                                      | Third time repeated violation: Rs 20,000/-|
|          | 4. Proper ladder/steps not provided for working.                                   |                                           |
|          | 5. Faillure to provide proper Shuttering at excavation works.                     |                                           |
|          | 6. Power connection taken from board without proper board plug.                   |                                           |
|          | 7. Fitness certificated of cranes/hydra/heavy vehicles not available.             |                                           |
|          | 8. Crane rope conditions not ok.                                                   |                                           |
|          | 10. Safety goggles/Hand gloves not used.                                           |                                           |
|          | 12. Rolling/lifting of cylinder/dragging on the ground (without cage).             |                                           |
|          | 13. Welding with non standard holder.                                              |                                           |
|          | 14. Welding machine earthing not done (double body earthing).                     |                                           |
|          | 15. Gas Hose pipe clamping done by wires.                                          |                                           |
|          | 16. LPG. Cylinder date expiry/over.                                                |                                           |
|          | 17. Loading/unloading of cylinder –cushion not given.                              |                                           |
|          | 18. Condition of hose pipe not good.                                               |                                           |
|          | 19. Working with leaking cylinder.                                                 |                                           |
|          | 20. Using non power cable instead of welding cable.                                |                                           |
|          | 21. Working without work permit/shut down.                                          |                                           |
|          | 22. Not putting red flags / stoppers.                                              |                                           |
|          | 23. Dismantling of structure without authorized plan.                              |                                           |
|          | 25. Not having proper gate passes/other area passes.                               |                                           |
|          | 26. Use of damaged slings/tools/ropes.                                             |                                           |
|          | 27. Use of Hand grinders/mixer machines without guard.                             |                                           |
|          | 29. Taking shelter behind electrical panel.                                        |                                           |
|          | 30. Driving of heavy vehicles on the main road during restricted hour.             |                                           |
|          | 31. Truck side panel/broken not ok.                                                |                                           |
|          | 32. Dropping / Spillage of material on the road.                                   |                                           |
|          | 33. No number plate on vehicle.                                                    |                                           |
|          | 34. No indicator light / brake light on vehicles.                                  |                                           |
|          | 35. Driving Dangerously                                                            |                                           |
|          | 36. Overloading of the vehicles beyond CC weight.                                  |                                           |</p>
<table>
<thead>
<tr>
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</thead>
</table>
| 37. Racing and trials of speed, Overtaking heavy vehicles | First Violation: Rs.2,500/-  
Second violations: Rs.10,000/-  
Third time repeated violation: Rs 20,000/- |  |
| 38. Moving vehicles in unauthorized restricted routes |  |  |
| 39. Talking with cell phone while driving |  |  |
| 40. Truck carrying Powdery material with out tarpaulin |  |  |
| 41. Vehicles without Red flags/Red lights, Side guards & Donnage. |  |  |
| 42. Stock protruding out of the truck body. |  |  |

### III MAJOR VIOLATIONS
1. Using bamboo or other non standard material for scaffolding.
2. Railing not given at platforms or opening of floor.
3. Scaffolding planks not tied properly.
4. Throwing / dropping of material from height.
5. Proper ladder/approach not given for working at height.
6. Walkway / cross over path not provided.
7. No barricading of excavated pits.
8. No top cover on power distribution board.
9. Sleeping under truck.
10. Absence of Supervisor at height works, confined space jobs and other hazardous jobs.
11. Welding screen /Face shield, welder gloves not used.
12. Driving vehicles without Valid driving license.
13. Driving by an Drunken person.

### IV HIGH RISK VIOLATIONS
1. Failure to use Full body harness with double lanyard.
2. Life line of Full body harness not anchored.
3. Floor opening left unguarded in the area of work.
4. Working at roof without daily permit.
5. Working in confined space with out confined space work permit.
6. Violation of electrical shut down/PTW.
7. Violation of HOT work permit system.

### V
1. Serious injuries and permanent disabilities.  
   Rs 100000 or 2.5% of contract value Whichever is less.
2. Fatal Accident Cases  
   Rs2.,00,000/-  
   Or 10% of contract value whichever is lower.

1) The above penalties related to the accidents mentioned at Cat (V) will be imposed on agency in case the reasons to the accidents are attributable to the agency.

2) Independent of the above, the contractor shall be debarred or deregistered from taking up further contractual work in VSP in case any repeated fatal accident after 3rd incident for the reasons attributable to contractor.

(Note: The penalties mentioned above are in addition to those which are applicable as per the statutory acts & rules. In case of any imposed penalty by any statutory authority, the same shall be over and above the contractual clauses.)

3) Without prejudice to the right conferred by the clause No.16(g) of Special conditions of Contract for stoppage of work for violation of safety rules, the contractor shall be liable for penalty at the rates indicated in Annexure depending upon the category of violation.
4) Operating authority will assess the penalty amount having regard to all the circumstances in particular the nature and gravity of the violation on the advice of Head of the Safety Engineering Department and will issue a show-cause notice specifying there in the proposed penalty. Considering the cause shown by the contractor, if any, the operating authority shall pass final orders which shall then be binding on the contractor. The penalty amount shall be recoverable from any bill and/or EMD/SD of the contractor without any further reference to him.

18. SHUTDOWNs:
   A) Necessary shutdowns will be arranged by VSP to the contractor for carrying out the work based on requirement. No claims on account of delayed/prolonged shutdown will be entertained.
   B) The works assigned to the contractor by the Engineer from time to time shall be completed within the time schedule fixed by the Engineer in each case, within the approved shut down period.

19. LABOUR DEPLOYMENT:
   A) The contractor shall deploy his labour as per requirement and as instructed by the Engineer. It may be necessary to carry out the work round the clock based on requirement and shutdown provided. The contractor’s rate shall cover such eventualities.
   B) Only trained, experienced, safety inducted workers acceptable to the Engineer shall be engaged on this work, work shall be executed as per specifications to the satisfaction of the Engineer.

20. SECURITY REGULATIONS: The contractor shall abide by and also observe all security regulations promulgated from time to time by the employer.

21. STORING/STACKING OF MATERIALS: Storing/Stacking/Placing of materials shall be only at the places designated by the engineer.

22. The contractor, his supervisors and workmen shall observe entry and exit timings strictly.

23. After completion of work activity, the site has to be cleared of all debris, construction material and the like.

24. The successful tenderer shall start the work immediately after obtaining gate passes and safety induction training and clearance from the Employer.

25. NOTICES: Any notice to be given to the contractor under terms of the contract shall be considered duly served, if the same has been delivered to, left for or posted by registered post to the contractors principal place of business (or in the event of the contractor being a company, its registered office), at the site or to their last known address.

26. DEFAULT BY TENDERERS: The successful tenderer may be debarred at the discretion of the company, from issue of further tender documents, work orders etc., for a specified period to be decided by the employer in case of:
   “Undue delay in starting and execution of work awarded, poor performance, backing out from the tender, non accepting work order/LOI during the validity of tender or non observance of safety rules and regulations, misappropriation of company’s materials/property, non payment of due wages to labour or such similar defaults”.
   Successful tenderer should be in a position to produce the Original Certificate in support of the attested copies of relevant documents enclosed along with pre-qualification documents or afterwards, after opening of the Price Bids.

27. Failure to produce the original certificates at this stage in support of the attested copies of relevant documents enclosed along with pre-qualification documents or afterwards, after opening of the Price Bids.

28. Failure to execute the work after LOI/WORK ORDER is given, will make the party liable for debarring for a period of 2 (TWO) YEARS.
31. In case it is found before/after award of work to the person/agency through Limited Tender Enquiry (LTE) that the same person/agency is proprietor/proprietress/partner of two or more separate agencies and quoted for the same work, then punitive action to the extent of debarring up to 02 (Two) years from participating in VSP tenders will be taken.

32. Contractor shall note that:

i) Time for mobilization after issue of FAX Letter of Intent/detailed Letter of Intent / Work Order shall be:
   a. 03 (Three) days for Capital Repairs
   b. 15 days for Civil Works
   c. 60 days for painting works of Structural Engineering Department
   d. 07 (Seven) days for Annual Mechanical, Electrical and works of technological assistance/cleaning.

ii) Re-starting the work after disruption shall be within 04 (Four) to 06 (Six) hours after the cause of disruption is removed as decided by the HOD.

iii) Notice period for Contract Termination shall be - 03 (Three) hours in the event of breakdowns, 02 (Two) days in Capital Repairs and 10 days in other works.

Failure to adhere to above stipulations may result in Termination of contract at risk & cost and will make the party liable for debarring for a period of 2 (Two) years.

33. In case the tenderers revoke / withdraw / cancel their tender or they vary any terms of their tender during the validity period of the tender without the written consent of Visakhapatnam Steel Plant (VSP) or in the event of VSP accepting their tender and fail to deposit the required security money, execute the Agreement and fail to start the work within reasonable time (to be determined by the Engineer) after written acceptance of their tender – EMD submitted by them will be forfeited by VSP.

34. Agencies are required to submit Bank Guarantee for the value as decided by the Engineer as a Security while taking out Equipment/Components/materials of VSP to their workshop situated outside the VSP premises for carrying out repairs.

35. In case of any statutory revision in the minimum wages payable to contract workmen as notified by the Regional Labour Commissioner (Central), Hyderabad, Escalation shall be paid as per the following formula:

\[
V = \frac{L \times W \times (X - Xo)}{Xo}
\]

WHERE:

- \(V\) = Escalation payable
- \(L\) = Labour content during billing period
- \(W\) = Gross value of work done on the basis of Contract rates for the period for which variation is applicable
- \(X\) = Revised Weighted Average of RINL / VSP approved rates for the period for which variation is applicable (for Unskilled, Semi-skilled and Skilled categories of Workers) based on the minimum wages as notified by the Regional Labour Commissioner (Central), Hyderabad for the period under consideration for that contract as per present man days of different categories for the billing period.
- \(Xo\) = Existing (on the basis which tender estimate is prepared) Weighted Average of existing RINL / VSP approved rates (for unskilled, semi skilled and skilled categories of workers and which is based on the minimum wages notified by Commissioner of Labour, Government of Andhra Pradesh, Hyderabad) which contract as per present man days of different categories for the billing period.

WHERE:

- \(X\) = \((a \times \text{USR} + b \times \text{SSR} + c \times \text{SKR}) / (a + b + c)\)
- \(Xo\) = \((a \times \text{USRo} + b \times \text{SSRo} + c \times \text{SKRo}) / (a+b+c)\)
- \(L\) = \((a \times \text{USRo} + b \times \text{SSRo} + c \times \text{SKRo}) / W\)

WHERE:

- \(a\) = Man days present by USW during the Billing period
- \(b\) = Man days present by SSW during the Billing period
- \(c\) = Man days present by SKW during the Billing period
- \(\text{USR}\) = Revised RINL / VSP approved estimated wage rate of USW at the time of Billing
- \(\text{SSR}\) = Revised RINL / VSP approved estimated wage rate of SSW at the time of Billing
- \(\text{SKR}\) = Revised RINL / VSP approved estimated wage rate of SKW at the time of Billing
- \(\text{USRo}\) = RINL/VSP estimated wage rates of USW based on which the estimate of work is prepared
- \(\text{SSRo}\) = RINL/VSP estimated wage rates of SSW based on which the estimate of work is prepared
- \(\text{SKRo}\) = RINL/VSP estimated wage rates of SKW based on which the estimate of work is prepared
The above escalation shall be independent of the award percentage whether +ve or –ve.)

36. **PAYMENT OF MINIMUM WAGES**: Wages paid to the Workmen by the Contractor should not be less than the rates notified by the Regional Labour Commissioner (Central), Hyderabad, A.P. from time to time with regard to Minimum Wages applicable to the respective categories of Workmen plus the Adhoc amount at the rate of Rs.11.54 as per working day per Workman per category. **Wages with ad-hoc amount** to the workmen should be paid on or before the 7th of the subsequent month. If 7th falls on a holiday or weekly off day, the payment should be made one day prior to that. Payment of PF for the month, both the employer’s (in this case contractor) and employee’s (in this case workman employed by the contractor) contributions should be deposited in the bank in the permanent PF code number and challan obtained before the 15th of the subsequent month and forwarded to the Engineer”. In case of failure of the contractor to comply with any of the above, the following action will be taken by VSP.

<table>
<thead>
<tr>
<th>LAPSE</th>
<th>ACTION BY VSP</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. a) Payment of wages at rates less than those notified under the minimum wages.</td>
<td>a) An amount equivalent to the differential amount between wages to be paid under minimum wages notification of the Govt. applicable for the period less actual wages paid shall be recovered from the bills as certified by the Engineer.</td>
</tr>
<tr>
<td></td>
<td>b) Non-payment of ad-hoc amount</td>
</tr>
<tr>
<td>2. Non payment of wages</td>
<td>An amount equivalent to wages payable by the contractor applicable for the relevant period shall be recovered from the bills as certified by the Engineer.</td>
</tr>
<tr>
<td>3. Non Payment of PF</td>
<td>Recovery of PF amount and an amount equivalent to maximum penalty leviable by Regional Provident Fund Commissioner for the delayed period under the provisions of EPF &amp; MP Act and Rules for delayed remittance of PF contributions (both the employee’s and employer’s contribution), shall be recovered from the bills of contractor as certified by Engineer.</td>
</tr>
<tr>
<td>4. Delayed Payment of PF</td>
<td>An amount equivalent to maximum penalty leviable by Regional provident Fund Commissioner for the delayed period under the provisions of EPF &amp; MP Act and rules for delayed remittance of PF contributions (both the employee’s and employer’s contribution), shall be recovered from the bills of the contractor as certified by Engineer.</td>
</tr>
</tbody>
</table>

37. The contract period can be extended at the discretion of V.S.P. up to 04 (Four) months at the existing Rates, Terms and conditions and the Contractor shall be bound to execute the work accordingly and the offer of the Contractor is deemed to include this aspect.

38. The tenderers shall note that in case of quoting above the Estimated Value of V.S.P. the L-1 party shall furnish logical / satisfactory explanation which V.S.P. may seek if felt necessary for quoting such high rates. If the explanation offered by the L-1 party is not acceptable to V.S.P., the L-1 party may be recommended for disqualification while retendering the work.
39. The contractor should clearly understand and comply with the Mines Act and relieve the FEMALE WORKERS from their work site within the restricted working hours prescribed therein the Act.

40. The following deductions per Workman deployed category-wise shall be made from the bills / amounts due to the Contractor as applicable for the work done and such deducted amounts shall be released as below:

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Component</th>
<th>Recovery amount per Labour per every WORKING DAY (in Rupees)</th>
<th>To be released when</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>UN-SKILLED</td>
<td>SEMI-SKILLED</td>
</tr>
<tr>
<td>01</td>
<td>Notice pay</td>
<td>22.03</td>
<td>24.97</td>
</tr>
<tr>
<td>02</td>
<td>Retrenchment compensation</td>
<td>11.03</td>
<td>12.49</td>
</tr>
<tr>
<td>03</td>
<td>Leave with wages</td>
<td>13.57</td>
<td>15.37</td>
</tr>
<tr>
<td></td>
<td>Sub-total</td>
<td>46.65</td>
<td>52.83</td>
</tr>
<tr>
<td>04</td>
<td>Bonus</td>
<td>11.55</td>
<td>11.55</td>
</tr>
<tr>
<td></td>
<td>Grand total (To be paid to the Labourer)</td>
<td>58.20</td>
<td>64.38</td>
</tr>
<tr>
<td></td>
<td>10% toward profit and overheads of Contractor</td>
<td>5.82</td>
<td>6.44</td>
</tr>
</tbody>
</table>

|       | Total recovery amount       | 64.02      | 70.82        | 80.99   |                                                                                   |

**NOTE.**

i The above recovery rates are effective from 01.10.2013. In case of any statutory revision in minimum wages payable to contract workmen as notified by the Regional Labour Commissioner (Central), Hyderabad from time to time, the above recovery amounts for workmen category-wise will be revised by RINL/VSP and will be notified accordingly.

ii Payment against the above components is to be made to the workmen based on effective wages of last drawn pay.
CLAUSES CONCERNING CENVAT AGAINST EXCISE DUTY:

a) The tenderer shall specify the percentage of CENVAT benefit on quoted price for which they shall furnish the duty paying documents.

b) The successful tenderer shall take necessary steps to comply with the rules and provisions of central excise and service tax law facilitating VSP to avail CENVAT credit.

c) The amount of CENVAT benefit declared shall be deducted from the tendered price for the purpose of tender evaluation i.e. the evaluation shall be on the net of CENVAT benefit.

d) The invoice raised by the Contractor should clearly mention VSP as the consignee (Consignee: RINL, VSP, A/c: Name of the contractor). It should be ensured that material has been delivered along with the duplicate for transporter copy of the invoice, based on which CENVAT credit is to be claimed.

e) The duty paying documents shall be submitted as soon as the material is procured by the agency for incorporation in the work. The CENVAT benefit offered by the agency will be deducted from each bill on the offered percentage basis and will be released to the extent CENVAT benefit could be availed by VSP. The contractor shall extend all possible help to facilitate VSP to avail CENVAT benefit. If CENVAT benefit could not be availed by VSP due to reasons attributable to the contractor, such amount will not be released by VSP.

f) In the event the CENVAT benefit realized by VSP (based on documents) is in excess of the CENVAT benefit offered by the agency/contractor, the refund will be restricted to the benefit offered by the agency. The excess amount realized from Excise Authorities will be to the credit of VSP only.

g) Material once received into the factory would not be allowed to go outside the factory premises for any reason. Excess/Rejected material will be allowed to be taken back after complying with the provisions of CE Act.

The successful tenderer shall produce VAT Registration Certificate under APVAT Act, wherever applicable, before signing the Work Order / LOA and submit a copy of the same.

RINL reserves the right to reject the offers of tenderers whose performance is poor in awarded / ongoing works if any.
The special conditions of contract and other documents namely the general conditions of contract and the Bill of quantities including preamble there to are complimentary and shall be read in conjunction with each other.

In case of any conflict of meaning between the special conditions of the contract and the general conditions of contract, the provisions of special conditions of contract shall override the general conditions of contract.

1. **The Scope of work:**

1.1 The successful tenderer shall be responsible for:

   a) Maintenance of track as per IRWWM (Indian Railways Way and Works Manual) and safe condition at all times.
   b) Keeping the track parameters within the minimum tolerances specified in IRWWM.
   c) Maintenance of alignment gauge and level as specified in IRWWM.

1.2 It is the responsibility of the successful tenderer that the strength of gang men. should not be less than 12 (twelve), while correcting alignment defects and attending through packing of sleepers.

1.3 The successful tenderer shall carry out foot inspection by an experienced Gang man who can identify track defects to put back loose fittings and tightening of bolts etc., on daily basis. The major defects have to be reported for corrective action by the successful tenderer.

1.4 The successful tenderer through a competent person shall note the major defects as reported by the experienced Gang men and rectify the same and certify that defects are rectified on a fortnightly basis.

1.5 The successful tenderer shall be conversant with Railway safety rules to protect the line at the time of emergency.

1.6 The successful tenderer shall provide adequate tools, spanners, hand flags etc. to the key men.

1.7 The successful tenderer shall arrange for monthly joint inspection of track with the company’s Official to assess the satisfactory completion of work and to chart out programme of further works. Major repairs such as replacement of rails and sleepers, recomputed of ballast, clearing of heavy earth slips more than the depth of drains excluding silt accumulation and yielding formation during monsoon shall be decided by joint inspection of company and successful tenderer and will be paid for separately.

1.8 The successful tenderer shall accompany railway officials during their periodical inspection of the track.

1.8A Regular inspection by out staff will be conducted once in every month and the payment will be arranged on the certification for the full length of the siding given in the tender schedule every month.

1.9 The successful tenderer is responsible for changing of crossing, overhauling of level crossings, replacing of switch and stock rails, isolated renewal of sleepers, rails, etc. which shall be provided by the company to the successful tenderer at free of cost.

Signature of Tenderer/ Contractor
1.10 The successful tenderer shall ensure cleaning of side and cross drains before the onset of monsoon and during monsoon.

1.11 It is the responsibility of the successful tenderer to clear flange way of level crossings and cut and removal of infringing trees, plants, affecting visibility.

1.12 The successful tenderer is responsible for protection of boundary stones / pillars in the Railway track.

1.13 In case, any accident/derailment occurs and the cause of accident/derailment is due to track defect, the entire charges for restoration shall be borne by the successful tenderer. However, the restoration work will be carried out of railways.

1.14 The successful tenderer is responsible for coordination with railways for obtaining fitness certificate of the track as required by Railways. Otherwise suitable action against the successful tenderer shall be taken as deemed fit.

1.15 The successful tenderer shall carry on the minor repair works with the approval of competent authority from the company on written advice. The required materials like Rails, sleepers, points and crossings and ballast etc. shall be procured and issued to the successful tenderer on free of cost by the company. However the small materials like cotts, keys, pins tie bars, fish bolts and nuts, bearings plates, hook bolts, MS bolts and nuts, are to be procured by the successful tenderer at his cost and his tender rates should include all such laying charges also. The successful tenderer shall carry and such works in the presence of the company representative.

1.16 The successful tenderer shall advise Railway officials to regulate traffic as required through caution order / blocks.

1.17 The successful tenderer shall maintain account of materials and men deployed for work on day to day basis.

1.18 It is the responsibility of the successful tenderer to observe all safety precautions as demanded by the company / railways.

1.19 The successful tenderer shall exercise due diligence and care, take all precautions to safeguard the materials coming into their care during the course the business, utilized suitable handling equipment, engage and depute sufficient labour and supervisory staff at the required places of work.

1.20 The successful tenderer shall protect all existing plant structures, installation, equipment etc. against damage during the handling of the materials.

1.21 Any damage/loss that may be suffered or incurred by the company/railways on account of non-fulfillment of any or all of the obligations of the successful tenderer, any delayed action and acts of Commission attributable to the successful tenderer or their employees as also the assignments of Demurrage, detention charges etc. shall be realised from the successful tenderer without prejudice to Other rights and remedies available to the company. The decision of the company in respect of such Damages, losses, charges, costs or expenses shall be final and binding on the successful tenderer.

1.22 All materials, equipment issued by the company shall be suitably protected and carefully handled by the successful tenderer and shall be returned to the company or his authorised representative in proper/acceptable condition as directed by him at the successful tenderer’s cost.

1.23 The successful tenderer shall at all times observe all necessary safety precautions during the execution of work.

1.24 If the work has to be carried out adjacent/very near to the existing switch yard or electrical installation which are live, the successful tenderer shall ensure suitable safety precaution in consultation with concerned authorities.

1.25 The successful tenderer shall at all times observe and abide by all security regulations prevailing from time to time.
1.26 The successful Tenderer shall abide by all the instructions that may be given to them from time to time by the company or his authorised representative. The successful Tenderer shall always be bound to act with diligence and to use skill and to make compensation to the company in consequence of the neglect, want of skill or misconduct of themselves or their servant and agents.

1.27 The company shall have no liability to any stoppage caused in the work resulting in the equipment/labour of the successful tenderer being idle due to the fault of the successful tenderer or due to breakdown of equipment or due to flow of work not being continuous etc.

1.28 The successful tenderer shall be fully prepared to work simultaneously at different locations in the siding.

1.29 a) The materials are to be of the best description of their respective kinds and both workmanship and materials shall be of good quality. The contractor shall whenever required furnish satisfactory evidence of the quality of materials, he is using. Everything necessary including materials, labour, water, tools, equipment, light, power and transportation is to be provided and paid for by the contractor, so that the work may be left complete and is in prefect condition to the entire satisfaction of the Engineer-In-charge who shall have power to reject any materials or labour during the progress of the work which may deem improper or to dismiss any person in the contractor’s employment of whom he may disapprove and the contractor is to supply such other as shall meet the approbation of the Engineer-in-charge.

b) The contractor shall furnish for approval all samples of materials and the work shall be in accordance with approved samples.

2. Recovery at source towards Income tax at the rate prescribed from time to time under relevant provisions of the Income Tax Act shall be made from the bill of the contractor and the amount so recovered shall be deposited with the Income tax department.

3. The contractor should visit the site and acquaint himself with the site conditions before quoting for the work. He should also carefully go through the tender documents and acquaint himself with the various conditions, specifications and item of work before quoting for the same. He should also sign every page of the tender document in token thereof.

4. The contractor shall comply with all rules and regulations, under the Mines Act, Metalliferous Mines regulations, payment of wages (Mines) rules and all other rules and regulations under contract labour regulations abolition act of 1979 notwithstanding anything contained to the contrary in the General conditions of the contract or any other document forming part of the tenderer.

5. The contractor shall provide all tools and tackles, safety aids and personnel protective equipment to workmen employed by him at all times and shall insure himself and his workmen for compensation under the workmen’s compensation Act.

6. Work shall be carried cut in such a manner as not to interfere with or affect, retard or disturb the progress of other works being executed at the mine.

7. The contractor shall deploy his workmen and equipment at such locations as directed by the Engineer In-charge. He shall be responsible for the safe working of men and equipment deployed by him at all times.

8. The contractor shall be responsible for provision of facilities like temporary / permanent shelter, Drinking water etc. to the workmen employed by him.

9. The contractor shall maintain such records as necessary under statutory provisions applicable and as per directions of the Engineer In-charge.

10. Billing of work done shall be on a Monthly Basis.
11. The period contract shall be for one year i.e., 12 calendar months and shall be reckoned from the date of handing over the site. RINL/VSP reserves the right to extend the period of contract for a further period of 6 months under the same terms and conditions.

12. The rates quoted are firm for the period of operation of contract. No price escalation shall be allowed over and above the quoted rates.

13. The contractor shall not be entitled to interest upon any payment, in arrears or upon any balance which may on final settlement of his account be found due to him.

14. The length of the siding given in the schedule is tentative and for payment purpose actual lengths will be measured at site (together with points and crossings with necessary allowance) before commencement of work.

15. The successful tenderer shall make his own arrangement for collection and transportation of PW materials from departmental stores to work spot and returning the old materials to stores. Any shortages in accounting the materials, amount shall be deducted from the bills of the contractor 150% prevailing rates existing the time of material accounting.

16. RATES:

16.1 The tenderer shall inspect the sites of work and shall satisfy himself of the conditions of sites and shall collect any other information which he may require before submitting the tender. Claims and objections due to ignorance of conditions of sites will not be considered after submission of the tender.

16.2 In quoting the rates, the tenderer is advised to take into account all factors including and fluctuations in the market rates.

16.3 Rates for each item in the tender shall be quoted in Rupees and Paise only. Tenderer shall quote in figures as well as in words in English the rates and amounts tendered by them. The amount of each item shall be worked out and the total given. In case of any difference in the rates quoted in figures and in words, rates quoted in words shall override the rates in figures.

16.4 If the contents of the covering letter are to be considered as part of the quotations, this should be specifically mentioned by the Tenderer. If any of these conditions admitted for consideration has a financial bearing on the cost quoted, the additional cost arising out of this condition will be added for comparative evaluation of tenders.

16.5 Tenderer should quote rates against the items in the tender schedule for the work as fully described and contained therein.

16.6 The tenderer shall offer firm rates.

Signature of Tenderer/ Contractor
Specifications for Track Maintenance

1. **Through packing** :-

   Through packing consists of the following works being done systematically in the following sequence :

   (i) **Opening of road** : Ballast is opened out on either side of the rail seat for a depth of 50 mm (2") below the bottom of sleeper with the help of shovel or wire claw. The width of opening should be up to end of sleeper on outside and on inside it should be 450 mm (18") for B.G. from the rail seat.

   (ii) **Examination of rails, sleepers and fastenings** : The rails, sleepers and fastenings are thoroughly examined: Defective sleepers are removed and loose fastenings are tightened. The kinks if any, in the rails are removed by jim-crowing.

   (iii) **Squaring of sleepers** : The sleepers get out of square quite frequently resulting of gauge variations and kinks. One of the rails is taken as sighting rail and on this rail correct sleepers spacing is marked. The position of the sleeper with reference to the second rail is checked with the help of a T-Square. The sleepers, which are either out of square or not at correct spacing, are then attended.

   (iv) **Aligning the track** : The alignment of the track is normally checked by "eye Judgement", sighting the rail from a distance of about 4 (four) rail lengths or so. Small error in the alignment is corrected by slewing the track after loosening the cores at ends and drawing out sufficient ballast at the end of sleepers. Slewing is done by about 6 persons by planting the crowbars deep in the ballast at an angle not exceeding 30 degrees from the vertical.

   (v) **Gauging** : The gauge should be checked and a uniform gauge within the following permissible tolerance should be maintained.

<table>
<thead>
<tr>
<th>Type of track</th>
<th>Tolerances</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Straight Track</td>
<td>3 mm tight to 6 mm slack.</td>
</tr>
<tr>
<td>2. On curves with radius of more than 400m for BG.</td>
<td>3 mm tight 15 mm slack</td>
</tr>
<tr>
<td>3. On curves with radius of less than 400m For B.G.</td>
<td><strong>Upto 20 mm slack</strong></td>
</tr>
</tbody>
</table>

The adjustment of gauge for different types of sleepers is done as follows :

(a) **Wooden sleepers** :

   Gauge adjustment is possible only by removing the dog spikes and re-fixing them at the new location. Gauge adjustment should be avoided as far as possible unless the gauge is quite irregular. When gauge is to be adjusted, all the inside spikes and half the outside spikes are removed. The remaining outside spikes are loosened. The old spike holes are plugged and the new holes bored in correct position. Gauge is adjusted on each sleeper and the spikes are re-driven.

(b) **Steel Trough Sleepers** :

   The Gauge adjustment is done with the help of keys. When the gauge is slack, the inside keys are loosened and outside keys are driven and reverse procedure is adopted, when the gauge is tight. The maximum possible adjustment of the gauge is -2.5 to +4.0 mm i.e, about 1/8".

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(c) CST-9 Sleepers:

The gauge adjustment is done with the help of cotters. Normally adjustment of $\pm 5$ mm (3/16”) of gauge is possible. Maximum adjustment of gauge can be done to the extent of –3 m.m. to +10 m.m.

It has been noticed that adjustment of gauge may sometimes disturb the alignment, which is done prior to gauging as per the standard practice. In such cases, alignment of the track has to be done once again after gauging.

(vi) Packing of Sleepers:

The base rail is sighted by the mate and the dip or the low joints are lifted correctly to ensure a perfect longitudinal level of the sighting rail. The sleepers are then packed by ‘Scissors Packing Method’. Four men should tackle one sleeper simultaneously, two at each rail. The ballast under the sleeper bed should be properly packed by the men standing back to back and working their beaters diagonally by lifting the same up to chest level. While carrying out packing, the second rail is brought to the correct cross levels thereby ensuring a perfect surfacing of the track. In case of wooden and steel through sleepers, it should be ensured that the sleepers are not center bound and as such a trough is made in the ballast section a the center sleepers.

After completing the packing, the alignment and top should carefully be checked and minor adjustment carried out.

(vii) Re-packaging of joint sleepers:

The joint sleepers are then packed once again and the cross levels checked.

(viii) Boxing ballast section and dressing:

The ballast section is then properly boxed and dressed with the help of a special template. The cess should be dressed up and its level maintained in away that proper drainage is ensured.

Through packing is done on a programme basis after the monsoon from one end of the section to the other. A minimum round of one through packing must be given in the year.

2. Joint Gap Survey and Adjustment of Gap:

(i) The gaps should be measured for each rail by taper gauge sometimes towards the end of February every year when the rail temperature is between 15 degrees centigrade and 50 degrees centigrade.

(ii) The recommended value as well as recommended range of values for the gaps for various rail temperature for standard rail length of 13 meters for B.G. are given below.

<table>
<thead>
<tr>
<th>Rail Temperature at the time of measurement (Deg. C)</th>
<th>Recommended value of gap (mm)</th>
<th>Recommended range of values of gap (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 10</td>
<td>10</td>
<td>12 to 8</td>
</tr>
<tr>
<td>10 to 25</td>
<td>8</td>
<td>10 to 6</td>
</tr>
<tr>
<td>25 to 40</td>
<td>6</td>
<td>8 to 4</td>
</tr>
<tr>
<td>40 to 55</td>
<td>4</td>
<td>6 to 2</td>
</tr>
<tr>
<td>55 to 70</td>
<td>2</td>
<td>4 to 0</td>
</tr>
<tr>
<td>Above 70</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

(iii) The average of the measured gaps is then worked out and is compared with the recommended range of gaps. The following 3 cases may arise:

(a) The average as well as the individual measured values of gap lie outside the permissible variation. In this case the joint gaps should be systematically adjusted from one end to another end of sub-section. The recommended value of adjusted gaps should be as per table given above.

Signature of the Tenderer / Contractor
(b) The average lies within the permissible range, but some individual measured values are outside the range. In this case rectification should be restricted to correct the individual gaps, which fall outside the recommended range. Rectification should be done by pulling minimum number of rails and in no case cutting of rails or introducing a long or short rail should be resorted to.

(c) The average as well as the individual values lie within the permissible deviation. In this case no action is required to be taken.

3. **Replacement of damaged or broken fittings:**
   Broken, fractured or defective rails, fittings and fastenings should be replaced, wherever required.

4. **Making up of cess:**
   Cess when high should be cut and when low should be made up. A template should be used for this purpose; High cess hampers drainage, whereas low cess results in loss of ballast.

5. **Picking up Slacks:**

   Slacks are normally those particular points in the track, where running is bad. Slacks generally occur in the following cases:

   (1) Stretches of yielding formation;
   (2) Sections having poor maintenance of track like loose packing, bad alignment, longitudinal and cross levels not properly maintained etc.;
   (3) Curves, when not realigned properly;
   (4) Approaches to level crossings, girder bridges etc., when particularly in sag;
   (5) Portions of track having poor drainage;
   (6) Sections with inadequate or unclean ballast cushion;
   (7) Sections not running smooth due to any other reasons.

   A certain number of days in a week (normally one or two days) are allotted in each working season, depending upon monsoon pattern and other local conditions, to pick up the slacks. During rainy seasons, however, no through packing is done and only slacks are picked up in order to keep the track safe and in good running condition. In areas with less than 30" of rainfall, it may not be necessary to allot full time to attending the slacks only and through packing can also be done. During picking up slacks, it may be necessary to pack only the following:

   (i) Joint sleepers and two other sleepers on either side of joint i.e., 1st shoulder and 2nd shoulder sleepers;
   (ii) A few sleepers in approaches of level crossings and bridges;
   (iii) Intermediate sleepers;
   (iv) Stretches of track running rough as revealed from inspection notes.

   It may be noted here that attention to points and crossings should be spread throughout the year. In the sections where no points & crossings exist, this time may be utilized for creep adjustment and such other track works. Two separate charts one for main line work and other for yard work, are maintained by each gang and kept in the personal custody of the gang-mate.

   Signature of Tenderer/Contractor
6. **Annual Programme for Regular track maintenance:**

   This is given below in the tabular form:

<table>
<thead>
<tr>
<th>Period</th>
<th>Work to be done</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Post-monsoon attention. For about six months after end of monsoon.</td>
<td>(1) Attention to run down lengths in the entire gang beat to restore the section to good shape.</td>
</tr>
<tr>
<td></td>
<td>(2) One cycle of systematic through packing/ systematic directed track maintenance from one end of the gang length to the other end including overhauling of the nominated sections.</td>
</tr>
<tr>
<td></td>
<td>(3) Normally 4 to 5 days per week should be allotted for through packing / overhauling and the remaining days for picking up slacks, attention to bridge approaches, level crossings and points and crossings over the entire gang beat. Works such as lubrication of rail joints, doing joint gap adjustment as required and realignment of curves should be done during this period.</td>
</tr>
<tr>
<td>2. Pre-monsoon attention: For about 2 months prior to break of monsoon.</td>
<td>Normally two to four days in a week should be devoted to cleaning of side and catch water drains, earthwork, repairs to cess, clearing waterways and picking up slacks. In the rest of the days normal systematic maintenance will be carried out.</td>
</tr>
<tr>
<td>3. Attention during monsoon. For about four months.</td>
<td>Realignment of curves should be carried out in addition to regular monsoon patrolling.</td>
</tr>
</tbody>
</table>

Signature of the Tenderer / Contractor
7. **Measuring equipments and maintenance tools for track:**

Common measuring equipments and tools used for track maintenance are given below.

<table>
<thead>
<tr>
<th>Name of Equipment / Tool</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Measuring Equipments.</strong></td>
<td></td>
</tr>
<tr>
<td>1. Rail gauge</td>
<td>To check the gauge of the track.</td>
</tr>
<tr>
<td>2. Straight edge &amp; spirit level</td>
<td>To check the alignment as well as cross level.</td>
</tr>
<tr>
<td>3. Gauge-cum-level</td>
<td>To check the gauge as well as cross level.</td>
</tr>
<tr>
<td>4. Cant board</td>
<td>To check the difference in cross levels or super elevation.</td>
</tr>
<tr>
<td>5. Mallet or wooden hammer</td>
<td>To check the packing of the sleepers.</td>
</tr>
<tr>
<td>6. Canne-a-boule</td>
<td>A modern equipment to assess the voids under the sleepers.</td>
</tr>
<tr>
<td>7. T-square</td>
<td>To check the squareness of sleepers.</td>
</tr>
<tr>
<td>8. Stepped feeler guage</td>
<td>To measure the wear or the clearances.</td>
</tr>
<tr>
<td><strong>Maintenance Tools :</strong></td>
<td></td>
</tr>
<tr>
<td>1. Sleeper Tong</td>
<td>To carry the sleepers.</td>
</tr>
<tr>
<td>2. Rail Tong</td>
<td>To lift and carry the rails.</td>
</tr>
<tr>
<td>3. Beater</td>
<td>To pack the ballast under the sleeper.</td>
</tr>
<tr>
<td>4. Crow bar</td>
<td>To correct the track alignment and to lift the track for surfacing; Also to takeout dog spikes for which clawed crowbars are used.</td>
</tr>
<tr>
<td>5. Jim crow</td>
<td>To bend the rails or break the rails.</td>
</tr>
<tr>
<td>6. (a) Spiking Hammer</td>
<td>To drive the spikes.</td>
</tr>
<tr>
<td>(b) Keying Hammer</td>
<td>To drive the keys.</td>
</tr>
<tr>
<td>7. Spanner</td>
<td>To tighten the bolts.</td>
</tr>
<tr>
<td>8. Wire claw or ballast rake</td>
<td>To draw or pullout the ballast while doing screening, packing, etc.</td>
</tr>
<tr>
<td>9. Phowrah</td>
<td>To cut the earth or to pullout ballast.</td>
</tr>
<tr>
<td>10. Auger</td>
<td>To bore the holes in wooden sleepers.</td>
</tr>
<tr>
<td>11. Box spanner</td>
<td>For driving home rail screws or plates crews in the hole.</td>
</tr>
<tr>
<td>12. Wire basket</td>
<td>For screening the ballast.</td>
</tr>
<tr>
<td>13. Pan Iron Mortar</td>
<td>For leading earth / ballast.</td>
</tr>
</tbody>
</table>

Signature of the Tenderer / Contractor
8. **Adjustment of Creep:**

When creep becomes excessive (more than 6 inches) causing maintenance problems, the same should be adjusted by pulling back. The work is carried out under the protection of engineering signals after necessary caution order is given. A careful survey should be carried out of the expansion gaps and of the present position of rail joints. The total creep proposed to be adjusted, the correct expansion gap to be provided and the length of track to be tackled in one operation, should be decided in advance. The fish plates at one end are loosened and those at the other end are removed. Sleeper fittings i.e. spikes or keys, are loosened or removed. The rails are then pulled back one by one with the help of a rope attached to the hook. Pulling back rail by rail is a slow process and can be done only for short isolated lengths. About 40 to 50 men per kilometer are normally required for adjusting the creep.

When creep is required to be adjusted for longer lengths, five rail lengths are tackled at a time. The procedure is almost similar except that instead of pulling by rope, a blow is given by a cut rail piece of about 5 meter length.

A Creep adjuster is normally used when the work involved is of bigger nature. The creep adjuster is set at the center of the length to be tackled at a time, with the wide joints behind it and jammed joints ahead of it. Expansion liners of correct size are then put in all the expansion gaps. All the keys on this side of creep adjuster are removed and all fish bolts loosened. The creep adjuster is then made to operate so that it closes up the gaps to the required extent by pushing the rails forward and a gap of few inches between the rail ends opposite the adjuster is left behind. The corrected rails are then fastened with keys. After that the rails on the other side of the adjuster are tackled. The keys are removed on that side to the extent required, providing the necessary expansion gaps between the rail ends with the help of liners. The operation leaves some of the expansion gaps to be too big, which are tackled in the next position of the creep adjuster. The corrected rails are then fastened and the adjuster is shifted to the new position. The whole process is repeated again and again till such time the whole length is attended. In the end it may be necessary to put a correct size rail closure (bigger or smaller) to complete the work.

9. **Lubrication of Rail Joints:**

Lubrication of Rail Joints is one of the important item of permanent works incidental to systematic track maintenance. The lubrication of joints done for the following purpose:

(i) To allow for free expansion and contraction of rails
(ii) To reduce wear and tear on the fishing planes of rails and fish plates.

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The lubrication of rail joints, also called ‘oiling and greasing of fish plates’, is done once a year for all the joints during the moderate season which does not have extremes of weather (both hot and cold). Rainy season is also excluded for this purpose. The lubricant used is a paste of workable consistency made of plumbago, kerosene oil and black oil in the following proportion.

<table>
<thead>
<tr>
<th>Ingredient</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plumbago (Dry Graphite)</td>
<td>5 Kg</td>
</tr>
<tr>
<td>Kerosene oil (2nd quality)</td>
<td>3.5 Lt.</td>
</tr>
<tr>
<td>Black or Reclaimed oil</td>
<td>2.75 Lt.</td>
</tr>
</tbody>
</table>

For 100 joints of 52 kg / 90 R  
For 125 joints of 75R / 90R

Sometimes only plumbago and kerosene oil is used in the ratio of 3:2 for lubrication of fish plates; the black oil is, however, used for oiling of fish bolts and nuts.

The rail joints should be lubricated after ensuring that the surfaces are properly cleaned, preferably by wire brushes and clean jute. The work should not be done in extreme temperatures or when the rails are in tension due to creep. While carrying out the work, not more than one joint is opened at a time. In opening out one joint also, one fish plate should be tackled at a time and it should be ensured that at no time during the operation there is less than one fish plate and three fish bolts connecting the two rails.

10. **Tools of P-Way gang:**

Each gang should have the following maintenance tools & equipments. The worn out tools and equipments should be replaced every month.

(i) Level cum guage.
(ii) One set of hand signal flags red and green (2 hand signal lamps at night) and 12 detonators.
(iii) Steel scale 30 c.m. long, straightedge 1 meter long, square, hemp cord and marking chalk.
(iv) Rail thermometer and feeler gauge.
(v) Wooden mallet or canne-a-boule, fish bolt spanner, keying and spiking hammer and M.S.P equipments, if M.S.P. is done.
(vi) Sufficient number of shovels, phowrahs, beaters, crowbars, Ballast forks or rakes, mortar pans or baskets.

Signature of the Tenderer / Contractor
PREMAMBLE TO BILL OF QUANTITIES
FOR

1. The quantities are probable and the quotation submitted by the tenderer should be based on probable quantities of the item of work which are furnished for the tenderer’s convenience in the Bill of Quantities. It must be clearly understood that the contract is not a lump sum contract and that neither the probable quantities nor the aggregate value of the entire tender will form a part of the contract.

2. Quoted amount is to be filled in figures as well as in words in ink and in English and corrections, if any shall be initialed by the tenderer.

3. Amount quoted in words shall override the amount in figures if there is any discrepancy between these two.

4. The quantities are approximate and may be modified by the Engineer according to the requirements. Payments shall be made at site according to the actual work carried out and the corresponding unit rate quoted.

5. The amount quoted shall be inclusive of the transportation of PW material from departmental stores to work site and returning the old materials to departmental stores.

6. The contractor is advised to visit the site to acquaint himself regarding the nature and scope of work.

7. The work is to be executed as per the directions of the Engineer In-charge and the contractor is to mobilize men and material accordingly at short notice.

-----------------
Signature of Tenderer/ Contractor

Tender No.: VSP/Mines-03/2014-15/ Dt. 15.07.2014

Bill Of Quantities

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Description of item</th>
<th>Unit</th>
<th>Quantity</th>
<th>Rate</th>
<th>Amount Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>01.</td>
<td>Providing regular maintenance for Railway track including one round of 'thorough packing' in a year consisting of the works such as opening of road, examination of rails, sleepers and fastenings, squaring of sleepers, aligning the track, gauging, packing of sleepers, re-packing of joint sleepers, Boxing ballast section and dressing, replacement of damaged or broken isolated rails, sleepers, fittings etc., making up the cess, picking up slacks, adjustment of gap and creep, lubrications of Joints, cleaning of drains periodically, daily foot inspection by key-man, clear visibility, providing safety protection to track as and when required, protection of boundary, pillars, including cost of small materials like keys, pints, bolts etc., as per clause No.1.15 which should be as per railways standards.</td>
<td>KM/MONTH</td>
<td>48</td>
<td>8516.11</td>
<td>408773.28</td>
</tr>
<tr>
<td>02.</td>
<td>Removal, Loading, Transporting of debris, slag, limestone, lime dust, building rubbish, muck, silt, surplus earth, oil/grease soaked materials, cotton waste or any other operational waste, etc and unloading to disposal places/areas a) Up to a lead of 3.0 Kms.</td>
<td>Cum</td>
<td>400</td>
<td>46.71</td>
<td>18684.00</td>
</tr>
<tr>
<td>03.</td>
<td>Supply of stone ballast 50mm gauge of local available hard stone of approved quality free from earthen matter and stacking at site as directed by the Engineer. (Payment shall be made after deduction of 8.33% for voids).</td>
<td>Cum</td>
<td>300</td>
<td>372.39</td>
<td>111717.00</td>
</tr>
<tr>
<td>04.</td>
<td>Spreading of 50mm size stone ballast from the trackside measured stacks manually with in a lead of 100 meters of the railway line including dressing, boxing and trimming as specified and complete in all respects as per the direction of the Engineer –in – charge including all tools, tackles and labour complete. The payment for spreading of ballast will be made as per stack measurement after deducting 8.33% for voids.</td>
<td>Cum</td>
<td>300</td>
<td>65.57</td>
<td>19671.00</td>
</tr>
</tbody>
</table>

TOTAL 558845.28

(Rupees Five Lakhs Fifty Eight Thousand Eight hundred Forty Five and Paise Twenty Eight only)

Tender No.: VSP/Mines-05/2014-15/ Dt. 15.07.2012

1. The quantities indicated in are approximate and may vary to a wide range. Payment shall be made as per the actual work carried out at corresponding accepted rate.

2. Where ever old items are replaced for fixing new items, all related connections are to be made good for proper functioning of new items. Dismantled / old items are to be handed over to the stores.

<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
<th>Unit</th>
<th>Qty.</th>
<th>Rate</th>
<th>Amount (\textcurrency)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>As per the detailed Bill of Quantities enclosed in 1 (One) pages</td>
<td></td>
<td></td>
<td>Estimated Value : [    \text{Rupees Five Lakhs Fifty Eight Thousand Eight hundred Forty Five and paise Twenty Eight only}]</td>
<td>558845.28</td>
</tr>
</tbody>
</table>

TOTAL AMOUNT QUOTED IN FIGURES: (\textcurrency) \________________________

TOTAL AMOUNT QUOTED IN WORDS: (\textcurrency) \________________________

Note: 1. Tenderer shall write their quoted offer both in WORDS and FIGURES. The quoted offer in WORDS shall be in CAPITAL / BLOCK letters.

2. If there is discrepancy between the amount mentioned in FIGURES and the amount mentioned in WORDS, the amount as mentioned in WORDS only shall be taken as the quotation of the tenderer.

THE ESTIMATE OF THIS TENDER IS BASED ON THE RINL / VSP APPROVED WAGE RATES, CONSEQUENTIAL TO THE MINIMUM WAGE OF CONTRACT WORKER AS NOTIFIED BY THE REGIONAL LABOUR COMMISSIONER (CENTRAL), HYDERABAD, WHICH IS GIVEN BLOW. IN CASE REVISION IN THE MINIMUM WAGES OF CONTRACT TAKES PLACE, ESCALATION DUE TO THIS SHALL BE PAYABLE TO THE CONTRACT AS PER THE ESCALATION FORMULA INDICATED IN THE SPECIAL CONDITIONS OF CONTRACT:

<table>
<thead>
<tr>
<th></th>
<th>Unskilled Worker</th>
<th>Semi-skilled worker</th>
<th>Skilled worker</th>
</tr>
</thead>
<tbody>
<tr>
<td>RINL / VSP APPROVED RATE (IN RUPEES)</td>
<td>428.00</td>
<td>475.40</td>
<td>546.45</td>
</tr>
<tr>
<td>MINIMUM WAGES AS NOTIFIED BY THE RLC (CENTRAL) HYDERABAD (IN RUPEES)</td>
<td>257.00</td>
<td>291.00</td>
<td>342.00</td>
</tr>
</tbody>
</table>

Signature of Tenderer