### Annexure-I

### Detailed Scope of Work

PLACE OF WORK

The work will be carried out in the premises of Wagon Care Centre, Tughlakabad, Northern Railway, Delhi Division.

SCHEDULE OF WORK

1. The work is to be completed at ROH Section in Wagon Care Centre Tughlakabad as per Maintenance Manual of Bogie Low Platform container Flat Wagon for BLC bogies.
2. After the placement of BLC modules for attending ROH in BLC Shed, Pre-testing and Pre-ROH inspection will be done by the Railway staffs/representatives and marking of defective/broken/damaged components related to Air Brake system, Brake Gear, Bogies etc. will be done by Railway.
3. After Pre-ROH inspection, the following activities are to be done by the contractor:-
4. Side frame key to be dismantled from side frame of the bogie to roll out the wheel from bogie.
5. SDB Nut and Bolts to be opened to dismantle the wagon.
6. Shackle lock and pin to be stripped out to dismantle the body from Bogie.
7. After Brake gear pins & cotters, LSD flexible pipes etc. stripping, Wagon body to be lifted on trestles and bogies run out.
8. The contractor shall lift the bogie from wagon placement line with the help of EOT crane and place the bogie on the bogie work station nominated for bogie repair.
9. The contractor shall mark the specific wheel numbers on wheel disc to trace out the wheel history in case of any mishap.
10. Wheels to be lifted from wagon placement line with the help of EOT crane and place the wheels on wheel lathe section for further examination & turning profile.
11. The contractor shall mark the specific bogie number on the bogie side frame with white paint or aluminum paint to trace out the bogie history in case of any mishap.
12. Railway Engineer or his represantative shall gauge the bogie with all standard parameter mentioned in the manual and write all the parameters on the bogie gauge locations with the help of chalk.
13. Marking for replacement of defective/worn out liners, pin & bushes, Brake blocks, EM pads, Wide Jaw adapters, Side bearer assembly & its components, Helical springs, etc. to be done by the Railway engineer/ his representative and prepare a joint Bogie inspection check list with contractor representative.
14. All worn-out liners of bogies side frame & Bogie bolster of LCCF-20(C) Bogies should be stripped out by oxy cut.
15. All worn-out wearing surface of bogie should be dress up by grinding.
16. All dressed surfaces should be build up by arc welding procedure as per G-95.
17. All replaced liners which are to be fitted by contractor should be welding as per procedure given in G-95.
18. Worn-out Centre pivot replacement, fitting, & riveting by contractor.
19. Side bearer assembly & its components as marked for replacement should be replaced then fitted by contractor.
20. Worn-out horizontal & vertical wear liners to be replaced in Centre pivot bottom if required.
21. All over surfaces should be dress up by grinding.
22. Worn-out/defective/broken/crack brake beam and its pocket liners should be stripped & refitting with new one.
23. Wire brush cleaning of side frame, bolster, spring/plank etc.
24. Brake beam safety should be fitted by Contractor staff if required.
25. The contractor shall provide four nos. L Type New Brake Blocks & brake block keys and must provide split pin in the hole provided for it and bent the split pin at an angle of 45°.
26. The contractor shall dismantle all the pins and bushes of the bogie and replace the worn out pins and bushes with new one.
27. The contractor shall replace the pivot liner, pivot ring liner, truss bar pocket liner, truss bar palm end liner and side bearer liner with new one if found worn out.
28. The contractor shall dismantle all the suspension springs with snubber spring and replace with already paired same colour suspension springs or new one if paired are not available in the spring pairing section.
29. The contractor shall replace all the adopters of the bogie if found the size of the adopter less than standard deviations of the adopter.
30. The contractor shall provide all Elastomaric Pads with new one.
31. The contractor shall maintain the gap between LSD Piston and Piston Striking Plate by providing the sims below the striking plate as per manual or instruction of Railway engineer/his representative.
32. The contractor shall secure the LSD at its vertical position and it should not be loose or in tilting position.
33. The contractor shall do welding with the electrodes specified by RDSO and position of the welding should be down hand for proper penetration of weld metal and to get the desired strength.
34. Above mentioned activities in Para 3. can involve any of following operations except Oxy cutting & welding which to be done by the contractor.
35. Cleaning of related components.
36. Riveting.
37. Fitting work of components and liners.
38. Dressing & Grinding.
39. Scrap removal & required material handling.
40. Any other operation to repair activity of bogie as per instructed by SSE/Bogie section or his representative.
41. The contractor shall follow all the instructions repair and maintenance of BLC Bogies as per mentioned in RDSO Technical pamphlet G-95 and maintenance manual of BLC Wagon.
42. In case of any doubt/technical clarification the contractor shall contact to person nominated by the administration of Wagon Care Centre, Tuglakabad before execution of the work.
43. Any other component of the bogie if not mentioned in the scope of work and found worn out the same shall be replaced with new one like friction wedge block, nut & bolt and rivet etc.
44. The contractor shall cooperate to railway staff for maintaining discipline and harmony at the place of work.
45. The contractor shall make a joint final inspection for each repaired bogies with railway represantative for maintaining the records.
46. Any other work which have not being mentioned above, but are otherwise considered necessary for completeness of any work, shall be assumed to be included as scope of work.
47. All the old materials except consumables which are recovered must be submitted to Railway and shall be the property of Railway.
48. All the materials, tools & equipments required for the purpose of execution of said work, will be the responsibility of the firm undertaking the above contract and will be arranged by the firm itself.
49. During the currency of contract if any component/material is required to replace and or any must change item shall have to replaced, it will be done at the cost of the contractor. No additional cost shall be provided by the Railways.
50. Type of Bogies to be repaired – LCCF-20(C)
51. Supply of Materials:

|  |  |
| --- | --- |
| Material to be supplied by Railway | Materials to be supplied by Contractor |
| Required Raw Material i.e. Liners, nuts, bolts, rivets & Bogies components, Consumable i.e. electrodes. | Material handling trolley and T&P Like hand hammer, spanners set, adjustable wrench etc. & PPE’s for deputed staff. |
| Pneumatic supply, electricity, EOT Crane | Riveting snap, Riveting hammer & its pipe, Spike hammer, hand grinder with grinding disc, wire brush & any fixture if required. |
|  |  |
|  |  |
| Welding set and its consumables, Oxygen gas, cutting gas supply & any gauges if required |  |
|  |  |

ADME/Fr N. Rly., TKD SSE/ROH, WCC

**SPECIAL TERMS & CONDITIONS OF CONTRACT**

Sub: Bogie Repair work and other stripping work at ROH Depot, Wagon Care Centre, Tughlakabad, Northern Railway, Delhi Division.

* + 1. The work shall be carried out as per ‘Detailed scope of work’ as specified in Annexure-I. The contractor shall use his own resources required for the job. No equipment and labour help of any kind will be provided by Railways to the Contractor.
    2. Contractor has to strictly follow the guide lines of the factory act and all type of safety rules. In case of the irregularities the contractor/contractors shall also be the responsible for the character of the staff deployed by him/them.
    3. In case of any accident met with by the authorized employees of the contractor in course of retro fitment of twin pipe air brake system in existing BLC wagons as per schedule of work inside the premises of WCC TKD, The contractor shall have to bear all compensations to his affected staff and the Railway shall not be responsible in any manner what so ever.
    4. For the damage to Railway property on account of the contractor or his staff, the cost of that damage as assessed by Railways will have to be borne by the contractor.
    5. No employee of the contractor will smoke at the working area because of availability of flammable products nearby.
    6. Railways reserve the right to impose penalty/ penalties for non-compliance of the work as specified or for any undesirable activities, endangering the image of Railways. In this regard decision of Sr. DME/Freight, New Delhi will be final.
    7. The contractor shall duly comply with the provision of the labour laws i.e. Payment Wages Act 1923, Minimum wages Act, Workman Compensation Act and any other law, legal provisions/rules on labour/workman etc. with regard to staff employed by him and shall keep the Railway Administration indemnified against all claims arising directly or indirectly through any failure of omission/commission to comply with the wages act/rules/provisions.
    8. In case of any failure in implementing the statuary rules and regulations by the contractor Railways shall be liberty to recover any such amounts as advised by the statutory bodies from the bills of the contractor.
    9. This contract shall be deemed to have concluded in the state/UT of Delhi where it has been signed and all obligations hereunder shall be deemed to be located at the state/UT of Delhi and the courts with the state/UT of Delhi will have the Jurisdiction to the elusion on all the courts.
    10. All disputes differences and questions whatsoever, which shall arise between the parties here to, during the currency of the contract will be governed by Arbitration Act.
    11. Railway is not responsible for safety of all personnel employed by contractor during the period of contract.
    12. No free railway passes will be granted to the contractor or to his agents or to his staff for any purpose. Railways will not arrange for any transport, boarding and lodging for the contractor or his agent or his staff.
    13. If the progress of the work is not satisfactory or the quality of the work is not acceptable, Railway administration will have the right to terminate the contract as per the General Condition of Contract.
    14. Labour laws as and when issued by Ministry of Labour, Government of India, is applicable & biding on contractor including minimum wages act, EPF, ESI etc as per applicable.
    15. The entire work is required to be completed in all respect within specified period as laid down. The contractors will be required to maintain steady and required progress to the satisfaction of the execution authority to ensure that the work will be completed in all respects within stipulated period,

failing which action may be taken by the Railway Administration as per the clauses stipulated in “Indian Railway General Conditions of Contract Sep. 2019 or latest”.

* + 1. All other terms & conditions of General Condition of Contract Sep. 2019 or latest shall be applicable. The contractor shall confirm to all clauses as per “General Conditions of Contract” for Indian Railways.
    2. WORKING ARRANGEMENTS:

1. The work has to be planned by contractor in consultation with representative of ADME/Fr/TKD on day-to-day basis.
2. Contractor has to complete stripping of 340 (Approx.) wagons per month and repair & fitment of 680 (Approx.) Nos. bogies per month. The attention of Wagons/Bogies/Month can increase /decrease as per availability or requirement. In case less number of Wagons/Bogies are offered within month, than the only offered Wagons/Bogies are to be attended by the contractor and contractor will not pressurize to administration for Bogies. Bogies will be offered as per actual arising & offered quantity will be binding on the contractor.
3. The firm has to depute sufficient staff or minimum 17 staff including one supervisor to complete Bogie Repair work and other stripping work of **minimum 10-13 wagons for ROH depot in same working days during evening shift**. If work is not completed in time, penalty will be levied as per penalty clause .
4. Deputed minimum 17 staff will include minimum 01 nos. High skilled labour has Experienced/ITI Holder for Supervisory work, minimum 12 nos. skilled labour has ITI Holder in fitter or experienced fitter with same grade and 04 nos. of unskilled labour for material handling.
5. The contractor has to deploy one supervisor with the nominated railways supervisor  
   whose mobile no. is to be made available to all concerned officials of the depot. He  
   should maintain daily record of work activity & required check sheets as per ISO Norms.  
   Required format will be provided by nominated SSE/JE/ROH section. Check sheets will be jointly verified by nominated SSE/JE/ROH section with supervisor nominated by the contractor.
6. Work has to be carried out only on working days during the working hours. However,  
   contractor can be permitted to execute the work on Sunday/ Holiday in case of urgent  
   requirement with the approval of Sr.DME/Fr/DLI or ADME/Fr./TKD.
7. The contractor will have to adhere to the working hours 16:30 hrs. to 00:30 hrs. & also in day shift at 08:30 Hrs to 16:30 Hrs. (If Required) of the depot on all working days.
8. Placement information of wagon for stripping of wagon/bogie repair work will be given on SMS/mobile to contractor or his nominated supervisor.
9. The contractor will follow the general procedure of WCC TKD for to and fro of material.
10. All the required materials will have to be brought to the site from store/TKD for bogie repair and fitment at contractor’s own arrangement.
11. The land required for storing of T&P items and equipments will be allotted by the Railway free of cost. Contractor has to store/stack the materials at site in such locations that should not infringe the track and regular working of railway and also ensure cleaning of allotted area for proper stacking of materials.
12. Railway will permit for the materials and labour engaged for this work inside the premises of Railway. The contractor has to submit the list of labourers, tools and machinery etc., to the concerned ADME/SSE incharge before taking up the work. If any changes, contractor has to inform the Railway for permission.
13. The contractor shall submit the BIO-DATA (Name, Father’s name, Address, Age, Passport size photo & employee no. etc.) of his employees duly attested by the contractor to the concerned ADME/SSE Incharge, before taking up the job inside the complex at the beginning of the work as well as in between as and when any of his employee is replaced with new employee with their complete BIO-DATA. The contractor shall provide ‘Identity Card’ to all those employees deputed to work, who shall carry out the said works.
14. The tenderer/Contractor shall make their own arrangements for all plant and machinery, equipment & tools including spare parts, consumables and labour required to ensure efficient and

methodical execution of work. No extra claim will be entertained for their conveyance etc. only EOT Crane, electric & pneumatic supply shall be provided by railway free of cost.

1. Railway is not liable for any loss or theft for the contractor’s materials, tools & plants, machineries and consumables. Contractor has to safe guard his own material at his own arrangement and cost. No compensation will be paid on this account.
2. **Safe Working of Contractor**: A large number of men and machineries will be deployed by the contractors. It is therefore essential that adequate safety measures be taken for safety of the trains as well as the work force. The following measures should invariably be adopted.
3. The contractor shall not start any work without the presence & in supervision of railway supervisor at site.
4. It will be responsibility of contractor to ensure that labour deployed by him, follow the required safety precautions during working on wagon/Bogie especially under the EOT crane. The contractor shall be fully responsible for the safety of their staff. As safety of labour deployed by contractor must be ensured by contractor. Contractor will be ensure to provide & wear of all related PPE by contractor staff.
5. The contractor has to educate and take care that staff deployed by him do not enter into any  
   unwanted activities and also should not try to use any item of Depot until and unless  
   permission from competent authority is given in writing to him.
6. Uniform/dress code to be wear by contractor staff during execution of the work.
7. Supplementary sites specific instructions, wherever considered necessary, shall be issued by the Engineer-in-charge.
   * 1. INSPECTION AND PROGRESS REPORT:
8. The works of Bogie Repair & fitment will at all times be open for inspection by the Railway and any defects noticed during inspection in the dimension and execution of the works shall be rectified or replaced by the contractor at his own cost. The decision of the Railways to the existence of the defect, the manner in which the defective work to be rectified, shall be final and conclusive.
9. The quality of work should be good and which will be inspected by the nominated supervisor and if it is found that quality is not up to the mark, the contractor  
   will have to arrange of such repair free of cost.
10. Contractor has to build ten prototype bogies of BLC wagon on trial for checking by the Railway representative. After passing of these bogies, further work can be proceed.
11. All the records such as daily progress report, Pre Inspection & final inspection check sheets, identity cards of the workers and other relevant registers shall be kept readily available at the site at all time by contractor and at the time of inspection of the Railway officials.
12. Stage inspection of and final inspection of the complete Bogie repair will be jointly done with nominated official of the consignee at sites. After inspection, a completion/final inspection certificate on daily basis will be issued, which will be on a pre-approved Proforma.
    * 1. **Period of the contract (i.e. Twenty four Months from the issuance of LOA):**

Execution of work i.e. Stripping of Wagon & Bogie Repair Work: 24 months from the day of issuance of LOA.

* + 1. **Payment Terms:**
  1. Subject to satisfactory working duly certified by Senior Divisional Mechanical Engineer, N.Rly, Delhi or his representative, the contractor shall be entitled to receive the value of the work against the work attended/completed during the contract after necessary deduction or recovery, which the Railway Administration may be entitled to make under the contract or any other contract. The bill should be raised by the contractor as per schedule and should be submitted latest by 7th day of next month.
  2. *Payment will be made by Sr.DFM, Northern Railway, DRM Office, New Delhi*
  3. *All bills in four copies shall be submitted to concern ADME/depot In charge.*
  4. *Payment will be made only after verification & certification by the concerned ADME/depot In-charge.*
  5. *Payment for the work will be made on monthly basis as per check sheet and schedule. Contractor shall submit the running bills on monthly basis for entire work done by him.*
  6. *All payment in respect of the contract during the currency of the contract shall be made through Electronic Clearing System (ECS) / Electronic Fund Transfer (EFT). The successful tenderer on award of contract must submit ECS/EFT Mandate Form complete in all respect. However, if the facility of ECS/EFT is not available at a particular location, the payment shall be made by cheque. In such case the successful tenderer on award of contract will have to furnish contractor’s Bank Account Number and name of the Bank against which all payments in respect of the contract during the currency of contract shall be made.*
  7. *2% income tax and surcharge (as applicable) on I. Tax shall be deducted from bill and necessary I.T deduction certificate will be issued by DFM/Northern Railway/New Delhi.*
  8. *GST (as applicable) shall be extra.*
  9. *Contractor shall submit the documentary proof of GST (as applicable) duly deposited with the concerned department of Government, which has already been paid against the previous bill by the Railway. The contractor shall be responsible for depositing GST (as applicable) and all legal obligations related to GST.*
  10. *No extra payment CST/ST, Octroi or other taxes will be made to the agency.*
  11. *The value of contract and quantities given in the attached schedule of rates and quantities are approximate and are given only as a guideline. These are subject to variations/ additions and/or omission. The quantum of the work actually carried out shall not from the basis of any dispute regarding the rates to be paid and shall not give rise to any claim for compensation on account of any increase or decrease either in the quantity or in the contract value.*
  12. *Penalty for delay in completion/ non attending to certain activities: In case the contractor fails to execute and complete the work within the time specified in the agreement or within the period of extension granted by Sr.DME/Delhi, a penalty will be levied except for the case where the delay is purely on the part of the Railways. In this regard the decision would be final.*
      1. **Penalty Clause:**

1. Wagon/Bogies will be offered to the contractor on the start by evening shift on daily basis or as per availability of Bogies or Wagon and he has to complete the offered Bogies on same day. The maximum cycle time for stripping of each module (set of five BLC wagons - 02 BLCA & 03 BLCB)/as offered once handed over to the contractor shall be 01 working day and for Repair of minimum 22 bogies/as offered once handed over to the contractor shall be 01 working day. In case of detention of wagon/Bogie by more than the maximum cycle time of 01 working day, Railway administration may at its discretion shall impose penalty for wagon detention at the rate of Rs 100 per wagon per day and for bogie detention at the rate of Rs. 50 per bogie per day will be levied to the contractor.
2. However, if the same is on account of unavoidable circumstances beyond the control of the contractor, he may apply to the SR.DME/Fr/DLI for waiver, which will be considered on merit of the case. However, no penalty shall be levied within the first one month of the operation of the contract (i.e from date of starting of work) during which cycle time is expected to stabilize.
3. Penalty for delay in completion/ non attending to certain activities: In case the contractor fails to execute and complete the work within the time specified in the agreement or within the period of extension granted by Sr.DME/Fr./Delhi, a penalty will be levied except for the case where the delay is purely on the part of the Railways. In this regard the decision of SR.DME/Fr./DLI would be final.
4. All rejected fitment work must be rectified by the contractor at their own cost, no payment will be made for such rejected work unless rectified.
5. If contractor staff found working without PPEs i.e. Uniform, Gloves, Safety Helmet especially for working under EOT, then a penalty of Rs. 100/- per staff per occasion.

ADME/Fr N. Rly., TKD SSE/ROH, WCC

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