

दी ब्रेथवेट बर्न एंड जेसप कंस्ट्रक्शन कंपनी लिमिटेड
The Braithwaite Burn And Jessop Construction Company Limited
 (भारत सरकार का एक उद्यम) / (A Government of India Enterprise)

NIT No. eNIT/ROB/KANPUR/LC22/T-05-2025

Date: 27-Mar-2025

Registered Office: 27, Rajendra Nath Mukherjee Road,
 Kolkata – 700 001, West Bengal.
 Phone: (033) 2248 5841-44 Fax: 033-2210 3961
 Email: info.bbjconst@bbjconst.com; Website: www.bbjconst.com;

e-Tender No.	eNIT/ROB/KANPUR/LC22/T-05-2025	Date:	27-Mar-2025
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NOTICE INVITING e-TENDER.

SEALED Tenders under a **THREE-PART BID SYSTEM** (i.e., "Fee Part", "Techno-Commercial Part" & Price Part") are invited from eligible bidders for carrying out construction of 2 Lane Road Over Bridge (ROB) and other miscellaneous works as detailed in "**Scope of Work**"/ "**BOQ**", here under:

1	NAME OF WORK	CONSTRUCTION OF 2 LANE ROB WITH APPROACHES IN LIEU OF LC NO. 22 AT KM 17/1-2 BETWEEN BARHAN-ETAH SECTION ON PRAYAGRAJ DIVISION OF NORTH CENTRAL RAILWAY
2	SCOPE OF WORK	AS PER NIT/ BOQ
3	NATURE OF CONTRACT	WORKS CONTRACT
4	COST PUT TO TENDER/ BASIC COST	Rs. 33,02,89,028/- INCLUDING GST.
5	COMPLETION PERIOD	15 (FIFTEEN) MONTHS FOR ENTIRE WORK FROM THE DATE OF LETTER OF ACCEPTANCE (LOA) OR WORK ORDER, WHICHEVER IS EARLIER. THIS WORK HAS TWO DISTINCT PORTIONS, AND THEIR COMPLETION PERIOD IS AS MENTIONED BELOW: PART – I (RAILWAY PORTION): THE COMPLETION PERIOD OF THIS PART OF WORK SHALL BE 05 (FIVE) MONTHS FROM THE DATE OF ISSUE OF LOA PART – II (APPROACHES): THE COMPLETION PERIOD OF THIS PART OF WORK SHALL BE 15 (FIFTEEN) MONTHS FROM THE DATE OF ISSUE OF LOA.
6	COST OF TENDER DOCUMENT (NON-REFUNDABLE)	RS.10,000/- (RUPEES TEN THOUSAND ONLY) BY NEFT/ RTGS/ DEMAND DRAFT/ PAY ORDER/ BANKER'S CHEQUE IN FAVOUR OF "THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION COMPANY LIMITED" PAYABLE AT "KOLKATA". TENDER DOCUMENTS WITHOUT THE TENDER FEE SHALL BE REJECTED. EXEMPTION FOR MICRO AND SMALL ENTERPRISES (MSE) FOR SUBMISSION OF "TENDER FEE" IS " NOT APPLICABLE " SINCE WORKS CONTRACT ARE EXCLUDED FROM THE PURVIEW OF PUBLIC PROCUREMENT POLICY FOR MSE ORDER, 2012 AND ITS LATEST AMENDMENT(S).

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6	EARNEST MONEY	<p>RS.20,00,000/- (RUPEES TWENTY LAKH ONLY) BY NEFT/ RTGS/ DEMAND DRAFT/ PAY ORDER/ BANKER'S CHEQUE / IN FAVOUR OF "THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION COMPANY LIMITED" PAYABLE AT "KOLKATA" OR BANK GUARNATEE AS PER FORMAT PROVIDED BY "THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION COMPANY LIMITED" WITH THEIR OFFER.</p> <p>TENDER DOCUMENTS WITHOUT EMD SHALL BE REJECTED.</p> <p>FOR UNSUCCESSFUL BIDDERS, EMD WILL BE REFUNDED AFTER THE FINALIZATION OF THE ORDER, WITHOUT ANY INTEREST.</p> <p>FOR SUCCESSFUL BIDDER, THE ABOVE EMD AMOUNT WILL BE CONVERTED INTO A SECURITY DEPOSIT AND WILL BE RETAINED BY BBJ TILL SUCCESSFUL COMPLETION OF THE DEFECT LIABILITY PERIOD.</p> <p>EXEMPTION FOR MICRO AND SMALL ENTERPRISES (MSE) FOR SUBMISSION OF "EARNEST MONEY" IS "NOT APPLICABLE" SINCE WORKS CONTRACT ARE EXCLUDED FROM THE PURVIEW OF PUBLIC PROCUREMENT POLICY FOR MSE ORDER, 2012 AND ITS LATEST AMENDMENT(S).</p>	
07	MODE OF SUBMISSION	<p>ONLINE THROUGH THE E-PROCUREMENT SYSTEM OF CPPP (CENTRAL PUBLIC PROCUREMENT PORTAL).</p> <p>A HARD COPY OF THE BID, AS UPLOADED, (TECHNO-COMMERCIAL) SHALL HAVE TO BE SUBMITTED TO BBJ'S REGISTERED OFFICE WITHIN FIVE (05) DAYS OF BID SUBMISSION LAST DATE.</p> <p>TO BBJ'S OFFICE BEFORE OPENING OF TECHNICAL BID.</p> <p>CORRIGENDUM, IF ANY, WILL BE PUBLISHED ON CPPP AND BBJ'S WEBSITE.</p>	
08	DATE & TIME SCHEDULE:	Date of Publishing NIT & Tender Documents	27-Mar-2025
		Document download Start Date	27-Mar-2025- 10:00 HRS
		Start Date of uploading of bid document	11-Apr-2025- 10:00 HRS
		End Date for uploading of bid document	17-Apr-2025- 15:00 HRS
		Date of opening of Technical Bid	18-Apr-2025- 15:00 HRS
		Date of opening of Financial Bid	To be notified later

(पार्थ नंदी / PARTHA NANDY)
 मुख्य प्रबंधक (परियोजना) / CHIEF MANAGER (PROJECT)

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INSTRUCTION TO BIDDERS

1. **REGISTRATION OF CONTRACTOR**

Any bidder willing to take part in the process of e-Tendering will have to be enrolled & registered with the Government e-Procurement system, through logging on to <https://eprocure.gov.in/eprocure/app>.

2. **DIGITAL SIGNATURE CERTIFICATE (DSC)**

Each bidder is required to obtain a Class-II or Class-III Digital Signature Certificate (DSC) for submission of tenders, from the approved service provider of the National Informatics Centre (NIC) on payment of the requisite amount. Details are available at the web Site (<https://eprocure.gov.in/eprocure/app>) in Clause 2 of Guideline to the bidder. DSC is given as a USB e-Token.

3. **SUBMISSION OF TENDER: ONLINE MODE IN CPPP'S PORTAL**

Bids are to be submitted online through the e-Procurement system of **Central Public Procurement Portal (CPPP)** (<https://eprocure.gov.in/eprocure/app>). Tender along with all other required documents are to be signed and sealed by the authorised signatory while submitting the bid through CPPP. While submitting Price Bid on CPPP, the rates should be properly filled it in the appropriate space in the BILL OF QUANTITY (BoQ) of the Tender.

Hardcopies of the uploaded documents, excluding Price Bid, are to be submitted along with EMD and Tender Fee (as applicable) in a sealed envelope to the BBJ's Registered Office within five (05) days of bid submission last date.

4. **LANGUAGE**

Bids and all accompanying documents shall be in English. In case any accompanying documents are in another language, they shall be accompanied by an English version, which shall prevail in the matter of interpretation.

5. **SUBMISSION OF BID:** The Tender shall be signed by the person legally authorised to enter into commitments on behalf of the Tenderer. All pages of the Tender document and other required documents are to be **signed by the authorised signatory with Company's seal**. Tenders are to be submitted in two parts as described below.

(a) FEE PART:

(i) **Cost of Tender (Non-Refundable) of Rs.10,000/- (Rupees ten thousand five hundred only)** in the form of NEFT/ RTGS/ Demand Draft/ Pay Order from any Nationalised or schedule Bank drawn in favour of "The Braithwaite Burn and Jessop Construction Company Limited" payable at "Kolkata". Cost of tender is not refundable.

(ii) **Earnest Money Deposit (EMD) of Rs.20,00,000/- (Rupees twenty lakh only)** in the form of NEFT/ RTGS/ Demand Draft/ Pay Order from any Nationalised or Schedule Bank draw in favour of "The Braithwaite Burn and Jessop Construction Company Limited" payable at "Kolkata" or Bank Guarantee as per format provided by The Braithwaite Burn Jessop Construction Company Limited with their offers. In the case of successful bidder, EMD shall be converted to part of Security Deposit and will be retained by BBJ till the completion of the entire job. EMD shall not carry any interest.

Bank Details for NEFT/ RTGS:

Name of Beneficiary: THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION COMPANY LIMITED.

Bank Name: CANARA BANK

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Branch: SPCL MID CORPORATE BRANCH
Bank Address: 7, KYD STREET, CHOWRINGHEE, KOLKATA – 700016.
Bank Phone No.: +91-33-22650981
Bank Account No.: 0254261005248
IFS Code: CNRB0005004
MICR Code: 700015075
Bank Account Type: CASH CREDIT

PS: In the case of EMD & Tender Fee submitted through NEFT/ RTGS, necessary documents need to be uploaded in CPP Portal and submitted along with the bid.

(b) TECHNO-COMMERCIAL BID: Scanned copy of the EMD, Cost of Tender and all other required documents duly signed and sealed by the authorized signatory, as stated below, are to be uploaded in CPPP and a hard copy of the same to be addressed to the Chief Manager (Project) at BBJ's Registered office in a sealed envelope, super scribing "TENDER NOTICE NO." and "TECHNO-COMMERCIAL BID" (**Non submission of any of the stated documents shall lead to rejection of the bid**):

- (i) Signed copies of documents as per Eligibility Criteria as per Clause No 2 of Special Conditions of Contract.
- (ii) Signed copy of **PAN, Goods & Service Tax (GST) registration certificates.**
- (iii) Signed copy of **Provident Fund & Employees State Insurance (ESI) Registration Certificate.**
- (iv) Certificate of the Incorporation of the Company/ Partnership Deed/ DIN/ CIN etc.
- (v) Company's audited Balance Sheet & Profit & Loss Account for last 3 (three) financial years ending 31st March of the previous financial year. However, in case balance sheet of the previous year is yet to be audited, the audited balance sheet of fourth previous year shall be considered.
- (vi) Downloaded Tender document (without quoting any price in Techno-Commercial Bid) duly signed with an official stamp on each page.
- (vii) **Solvency Certificate** (as per attached format) for at least **40%** of the advertised value of the tender.
- (viii) Integrity Pact as per Para 7 and Annexure-I.
- (ix) Any Bidder falling under Micro And Small Enterprises (MSEs) category, shall furnish the following details & submit documentary evidence/ Govt. Certificate etc. in support of the same along with their techno-commercial offer:

Type under MSE	SC/ST Owned	Women Owned	Others (excluding SC/ ST & Women Owned)
Micro			
Small			

Note: - If the bidder does not furnish the above, the offer shall be processed construing that the bidder is not falling under MSE category.

(c) PRICE BID: The rates are to be properly filled up in appropriate space in BILL OF QUANTITIES (BoQ) of the Tender and uploaded on CPPP's website. **Price bid of only Techno-Commercially Qualified bidders shall be opened.**

6. INTEGRITY PACT:

The Bidder/ Contractor is required to enter into an Integrity Pact with BBJ, in the Format at Annexure-I. The Integrity Pact enclosed at Annexure-I will be signed by BBJ for and on behalf

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of Employer as its Agent / Power of Attorney Holder at the time of execution of Agreement with the successful Bidder. While submitting the Bid, the Integrity Pact shall be signed by the duly authorized signatory of the Bidder. In case of failure to submit the Integrity Pact duly signed and witnessed, along with the Bid, the Bid is likely to be rejected.

In case of any contradiction between the Terms and Conditions of the Bid Document and the Integrity Pact, the former will prevail. For monitoring of the Integrity Pact, BBJ has appointed the following eminent personality as Independent External Monitor(s) (IEM):

<p style="text-align: center;">Shri Sunil Pandey IFoS (Retd.) 249, Phase-I, Vasant Vihar, Dehradun – 248001. Uttarakhand Email: pandey.sunil90@yahoo.co.in</p>	<p style="text-align: center;">Dr. Ravindra Kumar Srivastava IAS (Retd.) A6, Anand Niketan, New Delhi - 110021 Email: srivastava.rks@gmail.com</p>
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7. All costs and expenses incidental to the preparation of the tender, discussion, conference, pre-award discussion with BBJ shall be borne by the bidder and BBJ shall bear no liability whatsoever on such cost expenses.
8. Works Contract are excluded from the purview of Public Procurement Policy for Micro and Small Enterprises (MSEs) Order, 2012.
9. **Joint venture and/or Consortium/MOU shall not be considered for the tender.**
10. No deviation to the tender conditions shall be accepted. Conditional tenders shall not be accepted, and no additional clause shall be entertained. BBJ reserves all rights in this regard.
11. The award of the order or rejection of the Tenderer's offer and/or cancellation of the tender will be made at the absolute discretion of BBJ. BBJ reserves the right to cancel or accept or reject any or all tender(s), whether lowest or otherwise, without assigning any reason(s) whatsoever thereof. A tenderer, whose tender is not accepted shall not be entitled to claim any cost, charges or expenses incidental to or incurred by him through or in connection with the preparation and submission of the Tender/ Offer to BBJ.
12. CURRENCIES OF BID AND PAYMENT
The tenderer shall submit his price bid/ offer in Indian Rupees and payment under this contract will be made in Indian Rupees.
13. **Price Variation Clause (PVC) shall be applicable as stated in the Special Conditions of Contract.**
14. All duties, taxes, fees and other levies payable by the bidder under the contract or any other cause shall be included in the quoted price.

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15. PREFERENCE TO MAKE IN INDIA:

The provisions of revised 'Public Procurement (Preference to Make in India) Order 2017' issued by Department of Industrial Policy and Promotion under Ministry of Commerce and Industry vide letter no. P45021/2/2017-PP (BE-II) dated 16th September 2020, as amended from time to time up to Bid Due Date, shall be applicable to the bidding process and award of the contract shall be done accordingly.

Please enter the percentage of local content in the material being offered. Please enter 0 for fully imported items, and 100 for fully indigenous items. The definition and calculation of local content shall be in accordance with the Make in India policy as incorporated in the tender conditions.

16. PUBLIC PROCUREMENT (PREFERENCE TO MAKE IN INDIA):

For this procurement, the local content to categorize a supplier as a Class I local supplier/ Class II local Supplier/Non-Local Supplier and purchase preferences to Class I local supplier, is as defined in Public Procurement (Preference to Make in India), Order 2017 dated 4th June 2020 issued by DPIIT. In case of subsequent orders issued by the nodal ministry, changing the definition of local content for the items of the NIT, the same shall be applicable even if issued after issue of this NIT, but before opening of Part-II bids against this NIT.

17. COMPLIANCE TO RESTRICTIONS UNDER RULE 144 (XI) OF GFR 2017

- I. Any bidder from a country which shares a land border with India will be eligible to bid in this tender only if the bidder is registered with the Competent Authority. The Competent Authority for the purpose of this Clause shall be the Registration Committee constituted by the Department for Promotion of Industry and Internal Trade (DPIIT).
- II. "Bidder" (including the term 'tenderer', 'consultant' or 'service provider' in certain contexts) means any person or firm or company, including any member of a consortium or joint venture (that is an association of several persons, or firms or companies), every artificial juridical person not falling in any of the descriptions of bidders stated hereinbefore, including any Bidder branch or office controlled by such person, participating in a procurement process.
- III. "Bidder from a country which shares a land border with India" for the purpose of this Clause means:
 - a) An entity incorporated established or registered in such a country; or
 - b) A subsidiary of an entity incorporated established or registered in such a country; or
 - c) An entity substantially controlled through entities incorporated, established or registered in such a country; or
 - d) An entity whose beneficial owner is situated in such a country; or
 - e) An Indian (or other) agent of such an entity; or
 - f) A natural person who is a citizen of such a country; or
 - g) A consortium or joint venture where any member of the consortium or joint venture falls under any of the above.
- IV. The beneficial owner for the purpose of (III) above will be as under:

18. In case of a company or Limited Liability Partnership, the beneficial owner is the natural person(s), who, whether acting alone or together or through one or more juridical person, has a controlling ownership interest or who exercises control through other means.

Explanation-

- a. "Controlling ownership interest" means ownership of or entitlement to more than twenty-five per cent of shares or capital or profits of the company.
- b. "Control" shall include the right to appoint majority of the directors or to control the

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management or policy decisions including by virtue of their shareholding or management rights or shareholders agreements or voting agreements.

19. In case of a partnership firm, the beneficial owner is the natural person(s) who, whether acting alone or together, or through one or more juridical person, has ownership of entitlement to more than fifteen percent of capital or profits of the partnership.
20. In case of an unincorporated association or body of individuals, the beneficial owner is the natural person(s), who, whether acting alone or together, or through one or more juridical person has ownership of or entitlement to more than fifteen percent of the property or capital or profits of the such association or body of individuals.
21. Where no natural person is identified under (19) or (20) or (21) above, the beneficial owner is the relevant natural person who holds the position of senior managing official.
22. In case of a trust, the identification of beneficial owner(s) shall include identification of the author of the trust, the trustee, the beneficiaries with fifteen percent or more interest in the trust and any other natural person exercising ultimate effective control over the trust through a chain of control or ownership.
23. An Agent is a person employed to do any act for another, or to represent another in dealings with third person.
Note:
 - i. The bidder shall provide undertaking for their compliance to this Clause, in the format provided in Annexure-A.
 - ii. Registration of the bidder with Competent Authority should be valid at the time of submission of bids and at the time of acceptance of the bids.
24. **VALIDITY OF TENDER**
90 (ninety) days from the date of opening of tender or for a further period if mutually accepted. BBJ reserves the exclusive right to extend the validity if any.
25. **ORDER OF PRIORITY OF CONTRACT DOCUMENTS:**
Where there is any conflict between the various documents in the contract, the following order of priority shall be followed i.e., a document appearing earlier shall override the document appearing subsequently:
 - 1) Work order
 - 2) Letter of Award (LOA)
 - 3) Schedule of Items, Rates & Quantities
 - 4) Special Conditions of the Contract (SCC)
 - 5) Technical Specifications (TS)
 - 6) Scope of Work (SOW)
 - 7) Drawings
 - 8) Relevant Codes & Standards
 - 9) Notice Inviting Tender
 - 10) Instructions to the Bidders (IB)
 - 11) General Conditions of Contract
 - 12) Any other documents forming part of the Contract.
26. Bidder should submit the documents in Hard Copy on or before as stipulated in "DATE & TIME SCHEDULE" to the address as mentioned above.

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SCOPE OF WORK

- a) The Scope of work includes Construction of 2 lane ROB with approaches in lieu of LC No. 22 at km Railway" 17/1-2 between Barhan-Etah section under Dy.CE/C/Kanpur on Prayagraj division of North Central.
- b) Contractor has to deploy high efficiency improved equipment, machinery, vehicles, Earth movers, Rock cutting machines and labour (including qualified competent civil graduate Engineers specialized in bridge work, skilled/semi-skilled labour) operators etc.
- c) The dismantling of any type of structure which comes across during work and disposal of muck at place directed by Engineer.
- d) Dismantling /diversion and shifting of various Engineering/Mechanical facilities and other services etc. Necessary for the execution of work.
- e) Any other related and incidental ancillary works.
- f) Following special conditions is also part of the present tender.
- Slip form shuttering should be used for concreting work in abutment & pier.
 - Payment of RCC work in anti-crash railing, wearing coat, footpath slab etc. will be paid in item 031011 (PSC girder) & item 031220 will also be applicable for deduction purpose on the qty of anti-crash barrier, wearing coat and footpath slab similar to deck slab.
 - For manufacture of steel girder as per RDSO drawings, only RDSO approved firm will be engaged by the contractor.
 - Original invoice of purchased steel members should be presented by the contractor/steel girder manufacture during inspection of Railway official at fabrication site/workshop so that Railway officials may also signed the original invoice as it will ensure the use of inspected material on this project & also to avoid for use in other ongoing projects assigned with contractor/steel girder manufacture.
 - Heat marked punch of 'NCR' should also be visible in used steel members.
- g) Fencing of barbed wire will be used in place of 12mm dia rods in three horizontal layers in item no. 013040 of USSOR-2021.
- h) Successful Bidder shall develop one number site office within 15 days from the date of LOA. Office containing infrastructure and tools are under the scope of Successful Bidder. Vehicle for transportation in connection with the work are under the scope of Successful Bidder.

Note: Tenderers to read understand and consider all the conditions, special & additional special conditions, instructions, specifications, work scope etc. before quoting rates.

Technical Specification

(A) SPECIFICATION FOR CONCRETING

1. Specifications for concreting:

- i. Specifications given in this part shall apply to the construction of sub structure and super structure & shall be read in conjunction with Special conditions of contract
- ii. Construction and concreting of sub structure shall conform to the requirements as laid down in Concrete Bridge Code updated to latest Correction slips and IS 456- 2000 and the requirements specified hereunder.
- iii. All concrete work shall be with controlled concrete satisfying the strength and quality requirements and other conditions specified in the codes and specifications mentioned in special specifications. **The contractor is responsible for the design of concrete mix and getting it approved by the Engineer.**
- iv. **Mix design is required to be submitted twice at the beginning of each working season first in October and then in the February if desired.** Mix design shall also be reviewed in the event of change in source of cement, sand and aggregate or for any other reasons as and when so required by the Engineer, Contractor is required to carry out concreting work in all types of conditions, dry wet, above water level, below water level, requirement above ground level, below ground level, at all locations and heights as required for the work.
- v. Design of concrete mix shall be in accordance with any of the methods given in the Indian Standard recommended guide lines for concrete mix design given in **"Hand book of concrete mix design" issued by Bureau of Indian Standard.**
- vi. Concreting in girders/Box /Slabs shall be organized in such a way that no end joints are poured during the course of concreting. Scheme for girders/ Box /slab concreting shall be submitted by contractor for approval of Engineer-in-charge.

2. CEMENT:

- 1) **Cost: The** cost of cement for the work is included/not included in the rates for Master schedule items mentioned in the tender and will be paid as per notes/instructions given in USSOR-2021 /CPWD DSR- 2021.The cost of cement for the work is included/not included in the rates for NS items as mentioned in the relevant item.
- 2) The Railway will not supply any cement for the works. The contractor has/have to procure the cement required for the work from the market and transport the same to the site of work at his/ their own cost including all taxes, octroi, etc, and / including all lead and handling etc.
- 3) **Purchase:** The cement should be purchased by the contractor only from the Authorized / Approved manufacturers or their authorized agent. The contractor should produce the documented proofs such as bill Challan, etc, from such authorized manufactures/ Agents from whom the cement is purchased for every lot of cement brought at site and to be verified by the Railway's representative. **The cement brought at site without such documental proofs will not be permitted to be used in the works.**
- 4) **Storage:** The cement as approved by the Railway's representative will be properly stacked at site in the godown constructed by the contractor at his own cost. The contractors should keep the cement under their safe custody and will be made accessible to the Railway to the Railway's representative to physically verify and check at any time. The contractors will be fully responsible for the

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safeguard of the cement along with other materials and the Railways will not compensate for any damage, loss or theft of the cement or any other materials at site.

- 5) Any delay in procurement of cement will not be considered as cause for granting extension for the date of completion
 - 6) **Quality and testing:** The cement used shall be used with the prior approval of the Engineer in accordance with the **Para 4.1 of Concrete Bridge Code**
 - a) The cement should be net weight 50 Kg. In bags, cement bags should be preferably in paper bag/ polyphone bag packing and should bear the following information in legible markings.
 - i) Manufacture's Name.
 - ii. Registered Trade Mark of Manufacture, if any.
 - iii) Type of cement with ISI Code No.
 - iv) Weight of each bag in Kgs.
 - v) Date / Month of Manufacture with Year.
 - b) Random specimen samples of cement taken from the lot brought at site should be tested at any authorized / approved Engineering Institute/ reputed laboratory, for its physical and chemical properties as specified in the IS specifications (IS-4031) and any other tests as specified by the Engineer or his representative. Some of the tests which should be carried out are:-
 - i) Compressive Strength.
 - ii) Initial and final setting time.
 - iii) Consistency.
 - iv) Soundness
- These tests will be got carried out by the Railway's Representative and the arrangements and cost of tests including cost of cement for testing will be borne by the contractor. Such tests should be done at times when it is found necessary at the discretion of the site Engineer/ his Representative at site.
- c) To ensure quality control **test certificate from the manufactures** should be produced by the contractors, which should confirm to the relevant specification.
 - d) Rejected lot should be removed from the site immediately by the contractors.
- 7) Consumption and accountal:
- a) The consumption or use of cement in the works will be at the rate of quantities specified for each item requiring nominal mix and as required for design mix.
 - b) In case of designed mixes of concrete, the contractors should submit the design of mix duly done by any approved Engineering Institute or Laboratory and the cement required as specified in the design should be used to achieve the specified strength of the concrete.
 - c) Proper accounts of the cement for receipt, consumption balance etc. should be maintained at site duly verified and signed by the contractors and the Railway Representative / Engineer. It is entirely contractor's responsibility to safeguard the cement from damage, loss and theft etc. and railways will not pay any compensation for any such loss, damage or theft.
 - d) In case, the cement consumed in the work is lesser than specified, the cost of such cement used less, will not be paid in the contractor's bill not with-standings the fact that required strength is achieved by less quantity of cement used and also provided such works are qualitatively otherwise acceptable to the Railways. In case of excess consumption, no extra cement will be paid to the contractor.
 - e) **The cement should be fresh and generally consumed within three months of its age.** If the cement is older than three months, test should be carried out for its loss of strength and other properties and additional/ extra quantity of cement will be used, as decided by the site Engineer, to

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achieve the required strength. No extra payment will be made by the Railway/ for such additional quantity used by the contractor.

- f) Cement brought at site by the contractor for a particular work should not be taken to other works/ site without the written approval/ permission of the Railway's site Engineer.
- g) Any cement left out on completion of works will be the property of the contractor. The contractor will be at liberty to dispose off the left over cement. Railway will neither take over the left over cement nor will compensate the contractor in any manner what so ever.

3. SPECIAL CONDITIONS FOR USING CONTRACTOR'S STEEL:

1. **Cost:** The cost of the steel will be paid under a separate suitable item as provided in the tender schedule. Railway will not supply any steel for the works included in this tender.
2. **Transport:** HSD (TMT) steel bars of various dia meters for reinforcement in RCC works and for other items of works as required, and structural steel for fabrication items of works, will be procured and transported to site by the contractor/s at his/their own cost.
3. **Code:** HSD (TMT) steel shall be used. The steel bars/ structural steel shall confirm to the relevant I.S. specifications. M.S. Bars should confirm to I.S. 432 (Part-I) 1982 and tor steel should confirm to I.S. 1786:2008 in standard lengths.
4. **Storage:** The steel brought at site should be properly stacked diameter wise separately and protected from contact with earth water etc. Wherever the treatment of the steel against corrosion is specified, the same should be done as specified in the items and specification. Steel supplied for reinforcement shall be kept free of loose mill scales, loose rust and coats of oil, mud or other material which may destroy or reduce bond till concreting.
5. **Quality And Testing:**
 - a) "All Reinforcement Steel (TMT Bars) and Structural Steel shall be procured as per specifications mentioned in BIS's documents-IS:1786 and IS:2062 respectively. Independent tests shall be conducted, wherever required to ensure that the material procured conform to the specifications.
 - b) These steel shall be procured only from those firms which are Established, Reliable, Indigenous & Primary Producers of Steel, using Iron ore as the basis raw material and having in-house iron rolling facilities, followed by production of liquid steel and crude steel, as per Ministry of Steel's guidelines such as SAIL/TATA STEEL/RINL /JSW /JSPL.
 - c) However, in case steel from these firms is not available at a particular time, Engineer in charge can permit supply from other reputed primary producer firms for supply of TMT Reinforcement steel bars in Indian Railway.
 - d) However, only certain isolated sections of structural steel, not being rolled by ISP's can be procured from the authorized re-rollers of ISPs or authorized licensee of BIS having traceability system and who use billets produced by ISPs. Traceability shall be ensured by an officer specially authorized by the concerned SAG officer of the Zonal Railway on case to case basis for this purpose."
(Authority RB L.No.2008/CE-I/CT/8 dated 01.05.2012 and NCRHQ letter No.278- W/CE/C/CTL/Steel dated 06.08.2018)
 - e) Rejected material should be removed from the site by the contractor/s.
6. **Consumption and Accountal:**
 - a) The steel should be used in the work as shown in the approved drawings. Overlaps if necessary should be provided as required by design & specification.

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- b) Proper account will be maintained in the registers regarding consumption, balance etc. duly signed by the contractor/s and Railway's representative.
 - c) For the purpose of payment, linear measurement of reinforcement used for the work will be converted into mass/ unit weight. No rolling margin will be considered. The cut pieces, wastage and the left out material will be disposed off by the contractor. Railways will not pay any compensation for such cut pieces, wastage or balance left out material.
 - d) The steel brought at site by the contractor for a particular work should not be shifted to other works/ site without the written approval/ permission of the Railway's site Engineer.
 - e) **Welding of reinforcement will not be permitted except in special circumstances under the written approval of the Engineer.**
 - f) Every bar shall be inspected before assembling on the works and any defective, brittle, leveling rusted or burnt bars shall be removed. Cracked ends of bars shall be cutout.
7. Placing Supporting and Cleaning:
- a) **Binding wire** shall be used as approved by Engineer in charge. All frames crossing one another shall be bound with this wire twisted tight to make the skeleton on network rigid so that the reinforcement is not displaced during placing of concrete. **All ends of binding wires shall be carefully turned inside so that they do not project out of concrete** to cause starting of rusting action.
 - b) **Cleaning:** Bars must be cleaned before concreting commences of all scale, rust or partially set concrete which may have been deposited there during placing of a previous lift of concrete.
 - c) The bars shall be cleaned with dry gunny bags if they are coated lightly with rust or other impurities. **On no account shall the bars be oiled or painted nor shall mould oil used on the formwork be allowed to come in contact with the bars. Cement wash to bars will not be permitted.**
 - d) **Cover/Cover Blocks for reinforcement:** The cover shall be uniform. Minimum clear cover shall be 50 mm or otherwise mentioned in the drawing. Suitable size of cover blocks of the same grade as that of concrete shall be cast in controlled conditions with binding wire fixed initially. All cover blocks shall be of cement and of the same strength as that of the surrounding concrete and properly compacted and vibrated on a vibrating table. They shall be cured for a minimum period of 21 days before they are used in the works.
 - e) **Placing and Spacing of reinforcement** shall be according to drawings supplied by Railway. However, the spacing shall be sufficient to facilitate easy concreting and compaction. Proper detailing is essential as any cracking caused by defective detailing will cause Corrosion. All reinforcement shall be placed and maintained in the positions shown on the drawing. The Contractor shall provide approved types of supports as specified on the drawings for maintaining the top bars of the slab in position during concreting.
 - f) **Overlaps for main reinforcement of piles will be paid taking standard length as 6.0 meter keeping in view difficulty in placement of 12 meter standard lengths reinforcement bars due to OHE etc. For all other woks standard lengths of 12 m only shall be considered for payment of overlap of main reinforcement until unless mentioned otherwise in the relevant items.**

4. AGGREGATES

- 1) Only aggregate conforming to IS 383-1970 shall be used in concrete works whether it be plain or RCC. The provisions in IS-2386-1983 (Pt.-2) shall prevail when dealing with deleterious material and organic impurities.

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- 2) Prior to deciding on the source for procurement of constituents of concrete, viz. Fine and coarse aggregate, the contractor shall specifically assess the soluble chloride any sulphate contents of fine and coarse aggregates (at source) and their permissible limits shall be got approved by Railway, **Regular checks as directed, shall also be carried out not only at the source of supply (of such materials) but also prior to their use in the permanent works to ensure that the aggregate do not contain impurities exceeding the permissible limits.**
- 3) The special requirements to be satisfied are as under:-

		Fine (Upper limits)	Coarse (Upper limits)
1	Chloride content (Cl.) Max	0.04 % by wt.(Acid soluble)	0.02 % by wt. (Acid soluble)
2	Sulphate (503)- Max	0.04 % by Wt. (Acid Soluble)	0.4 % by Wt.
3	Potential alkali reactivity	Absent	Absent
4	Water absorption- Max	3 % by wt.	3 % by wt.
5	Particle shape Mix	Shape Index 53% or Angularity N0.9	Flake-ness index/ Elongation index should not beyond 25%.
6	Mica-Maximum	1%	-
7	Silt-contents	3 % by weight	-
8	Soundness with Na ₂ SO ₄ MG SO ₄	10% Max 15 % maxi	-
9	Particles less than 75micron - Max.	3 % by wt.	1 % by wt.

- 4) The other requirement as regard to the overall limits of harmful salts contents, physical properties of aggregates, deleterious substances in aggregate and concrete etc. shall conform to the requirements of IS-2386(Part –I & II)-1963.
- 5) However, the final decision of acceptance criterion/rejection for aggregate to be used for permanent works shall lie with Railways.

5. WATER

Water used for mixing and curing shall be clean and free from injurious amount of oils, acids, alkalis, salt, sugar, organic, material or other substances that may be deleterious to concrete or steel. Potable water is generally considers satisfactory for mixing and curing of concrete.

- 1) The water to be used for these purpose should be conforming to clause 5.4 of IS- 456. 2000. The permissible limits of solids in water tested as per IS.-3025 are given below:

Sr.No.	Type of Solid	Permissible Limits
1	Organic	200 Mg per Liter
2	InOrganic	3000 Mg. Per Liter
3	Sulphate(as SO ₃)	400 Mg. Per liter
4	Chlorides(asCl)	2000Mgper liter for concrete not containing embedded steel & 50 Mg per Liters reinforced concrete work
5	Suspended matter	2000 mg. Per Liters.

6. ADDITIVES/ADMIXTURES

If contractor desires to use any additives/ admixtures from the consideration of

strength and workability, it should be in accordance with Para No. 4.4 of IRS Bridge Code Of Practice For Plain, Reinforced And Prestressed Concrete for General Bridge construction and extra cost of such additives/ admixtures will be borne by the contractor and for which no extra payment will be admissible.

7. FORM WORK AND FALSE WORK:

1) Form work and false work are very important for all concrete structures in question for these have influence on strength and durability of the structures. For this reason form work must be correctly designed and installed. The design of the form work shall take in to account the required surface conditions also (appearance compatibility with the required finish). This form work and false work together must provide safe working conditions. Safe access must be provided using additional scaffolding as necessary.

2) **Design:** The choice of formwork and false work structure is very important; the majority of defects and accidents are attributable to structural deficiencies of form work. The strength and stability of formwork, false work shall be designed for the loads which they are liable to experience in service by method appropriate to their constituent materials. The design shall be checked by calculation, testing, application of accepted rules, and must be carried out by competent personnel. Formwork shall be so designed that it can be correctly removed without damage to the concrete. Consideration should be given.

1. To the stresses due to the weight of the concrete and due to any imposed loads

2. To the striking operations.

3. To environmental conditions.

The loads and pressure to which form works and false works are exposed originate mainly from the weight of concrete (specially the horizontal thrust component of fresh concrete) the weight of the form work itself, the laying and fixing of reinforcement, load transfer on Prestressing and as a result of wind, heat fluctuations, ground settlement etc. & therefore, it shall be properly considered in design of form work.

3) The deformations of work shall be compatible with the tolerance required of the structure and shall not adversely affect its behaviour. Stiffening arrangements shall be provided as per design requirements.

4) **Compatibility With Concreting Operation:**

a. Formwork and false work shall be compatible with the method of placing and Vibration envisaged, with the requirements and with the curing scheduled for the concrete.

b. For vibration through the form work, excessive energy losses through the support (Plastic suspension of the shuttering) should be avoided.

5) **Tightening Of Formwork**

a. The form work shall be designed to prevent loss of material during concreting, particular care must be exercised to ensure the grout tightness of the joints between panels of the sheeting and between it and hardened concrete.

b. Joints can be made grout-tight by ensuring proper contact between the edges of the panels, the shape of which may have been specially designed. In some cases joint will need to be sealed with compressible gaskets or tapes.

6) **Fixing the forms**

a. Where devices for holding the form work in place pass through the concrete these shall not affect the concrete.

b. Ties and spacers left in-situ shall not impair either the durability or the appearance of the structure (For instance by leaving traces of rust or as a passage for water).

7) **Erection Supports:** Foundation, false work and form work shall be positioned by

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- skilled personnel in accordance with plans and specifications.
- 8) **Assembling False And Formwork:** Particular attention must be paid to the making of structural joint, transmission of loads, structures equilibrium and resistance to bucking and subway.
- 9) **Tolerances:** Formwork shall be so constructed that the finished concrete is within the required tolerances. Cumulative tolerances shall be considered as well as tolerances on single member
- 10) **Preparing The Form Work faces:** The sheeting surface intended to come in contract with freshly made concrete shall be clean. Approved releasing Agent shall be applied in thin uniform layer and the concrete should be placed soon enough after this to prevent loss of its effectiveness
- 11) **Control Of Formwork:**
- Indicator should be installed at critical points to detect excessive deflection of the form work.
 - Forms should be anchored to the props below so that up or lateral movement of any part of the forms will be prevented.
 - Where there is a possibility of movement, means of adjustment (welded or jacks) should be provided to permit realignment or readjustment of props.
 - Where the form work is trafficked by operatives or equipment, traffic should neither cause significant deflection nor bear directly on reinforcing steel.
 - During and after concreting, but before stiffening of the concrete, form work systems should be checked for position. Appropriate adjustments should be made promptly where necessary. If during concreting, any weakness develops or Form work shows any undue settlement or distribution, the work shall be stopped and remedial action taken. Form work shall be continuously watched so that any corrective measures found necessary may be taken always work to be done under safe conditions and have a method of communication with concrete placing crews in case of emergency.
- 12) **Striking time:** Forms should be retained in place until the concrete has hardened sufficiently to withstand, without damage, the stresses imposed
- 13) **Striking Methods:** Form work shall be struck, when the concrete is sufficiently hard, in accordance with the stages of construction as planned as without impact loading.
- 14) **Stability:**
Removal of the shoring supports should take into account of the time needed for adequate hardening for the concrete the support and of that on which they rest Retention of certain shoring elements may also be dictated by the general stability of the structure (wind-bracing).
15. **MIXING:** Mixing shall conform to the requirements in Clause 9.3 and 9.3.1 of IS 456-2000.
16. **COMPACTION OF CONCRETE:**
- Power vibrators including surface vibrator and form vibrator shall be used for compacting concrete.
 - All concrete members shall be compacted by vibration; Generally internal vibrators shall be used on all sections that are sufficiently large to admit them.
 - Vibrator shall have operating frequency of at-least 3600 impulses per minute. Higher frequencies up to twice the minimum are preferred.
 - The following techniques shall be followed for vibrations.
 - Vibrators shall be distributed so that the concrete becomes a uniformly dense and plastic mass.
 - Vibrators shall be used for compaction only and not for moving concrete.
 - For horizontal and vertical operations of vibrators, the spacing of points of vibration shall be such that the zones of influence overlap.
 - For concrete deposited in layers the vibrators shall be inserted vertically and allowed to sink due to its own weight to the bottom of the layer and be slowly withdrawn. For succeeding layer, the vibrator shall penetrate the

surface of the previous layer.

v) Compaction shall be in accordance to clause 12.3 of IS.456-2000.

3. CURING:

- 1) Special attention shall be given to curing of concrete in order to ensure maximum Durability and to minimize cracking.
- 2) The concrete surface shall be kept **continuously wet for a period of at least 15 days**. Rapid lowering of concrete temperature, which may result in thermal shock, shall be avoided. The contractor will make all arrangements for curing of fresh concrete as per instructions in IS: 456-2000 or Concrete Bridge Code as applicable. If during inspections, it is found that curing is not being ensured, entry will be made in Site Order Book and penalty of Rs. 5000/- will be imposed for each incidence. Decision of Engineer will be final in this regard.
- 3) All concrete work/RCC work/Brick work in cement mortar plaster/pointing etc. shall be continuously cured for the prescribed period as per direction of the Engineer
- 4) Curing shall be done by covering the newly laid concrete with gunny bags and keeping them wet constantly.
- 5) Contractor will also have to, arrange for curing by approved curing compounds, steam curing in certain cases during the progress of work as directed by the Engineer-in- charge. The rates shall include the cost of all such arrangements.
- 6) In case Railways representative is not satisfied with the arrangements and is of the opinion that an effective robust system of water curing is not in place and rectification in line with curing related instructions are not being followed or adequate water-based curing is not feasible due to any reason, he may:
 - a. All the concrete cube test cubes to also be placed on the structure at suitable location as decided by the Railways, being cured and not in a curing tank, to closely simulate the actual curing being obtained.
 - b. Require the contractor to adopt membrane curing (curing compounds) and / or
 - c. Require additional confirmatory tests for concrete strength finally obtained by taking out cores or suitable non-destructive tests.
 - d. Decision of Railways will be final in this matter and no extra payment will be made.

Even after repeated imposition of penalty contractor does not carry out curing in proper manner, Engineer may stop the work till rectification is made or undertake the curing through another agency/labour without any notice to the contractor at the cost of the contractor. The cost incurred along with 2% incidental charges and supervision charges @ 12 ½% of the cost will be debited to the contractor. Intimation of the employment of another agency for curing will be given to the contractor as soon as possible. This intimation in writing to the contractor under the hand of the Engineer-in-charge of the work shall be conclusive evidence of the employment of another agency.

4. Sampling, Testing & Acceptance Criteria:

Sampling & Testing of the concrete cubes shall be conducted for all concrete works as per clauses of IS456 and IRS Concrete Bridge Code. The specimen will be tested in a field and occasionally in reputed Government-testing laboratory, in the presence of Railway's representative and the report shall be binding on all parties concerned. The quoted rate for concrete works would be deemed to include the cost of casting, curing specimens as well as testing charges. For field testing, calibration of probing ring will be arranged from reputed testing house.

5. Pumps and Plasticizer:

- a. Additives containing calcium chloride are forbidden in concrete.
- b. Approval of an expert agency suggested by the Chief Engineer shall be obtained prior to the use of admixtures or super - plasticizers if proposed by the Tenderer / Contractor. The contractor shall have to furnish the details/ chemical ingredients etc. duly tested for the approval of Engineer in-charge.
- c. When concreting under water, the mix shall contain 10% extra cement than for a corresponding mix for concreting in the dry.
- d. Transporting and placing, shall be according to Clause 12 of IS 456-2000. Transporting of the concrete shall be done so as to ensure monolithic and dense concrete without hollows honey comb needing thereafter.
- e. In case concrete is planned to be poured with the use of the concrete pumps as per provisions of I.S. code /American code. The concrete mix shall be designed and got approved by Engineer including use of particular plasticizer. The cost of plasticizer and extra cement, plant, fuel etc. if required, will be supplied by the contractor and for which no extra payment will be made.

6. PLAIN/REINFORCED CEMENT CONCRETE

- a. These items of work envisages cement concrete works (of approved design mix as specified) as appropriate in foundation and other components of the structure below ground level and above G.L.
- b. For the purpose of determining the quantities of the work the average ground level shall be determined by the Engineer or his representative as related to the original ground levels with the periphery of the work, his decision in this regard being final and conclusive.
- c. The measurement for the payment shall be worked out to the nearest 0.01m³ with the size of the cement concrete elements being determined as per the dimension specific in the Railway's drawings/requirements as directed by the Engineer or his representative without any deductions for the Anchor rods or Dowal bars or the stone ware / A.C. pipe fixed as weep holes.

(B) SPECIFICATIONS FOR BEARINGS

(A) NEOPRENE BEARINGS

- 1.1 Neoprene Bearings shall be provided under girder as per drawings approved by the Railway. These bearings shall conform to the specification as approved in the working drawings and shall be got approved from the Engineer-in-charge before placing the same in position and test certificate obtained from manufacturers.
- 1.2 The bearings shall be correctly manufactured according to the approved drawings subject to permissible tolerances as indicated in the drawings. The placement of bearings under each girder shall be got approved from the Engineer-in-Charge.

(B) POT PTFE BEARING:

- (a) POT PTFE shall be provided under girders as per approved drawings shall be got manufactured from reputed manufacturers of bearings as approved by Railways. The bearing shall be got tested by the contractor at his own cost in the presence of Railway representative if directed by

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- Engineer In-charge at approved test house/IIT as approved by Railway/RDSO. The bearing shall be supplied at site with test certificate.
- (b) The bearing shall be correctly manufactured according to the approved drawing subject to the permissible tolerances as indicated in the drawing. The placement of bearing shall be got approved from the Engineer In-Charge.
- (c) The manufacturing and installation of bearing shall confirm to:-
 IRC-83-1987 Standard specifications and code of practice for road bridges - section-IX bearings.
 UIC- 772 R- Code of practice for bearing of Rail bridges (published by International Union of Railways).
 BS-5400 Pt- British Standard institution Code practice for bridge bearing. Section 9.1- Design Specification, Section 9.2- Specification for material & installation.
- (d) Material for Bearings:-The material used generally confirm to :-
- i) Mild steel shall confirm to IS 2062. Cast steel shall conform to 27-54 of IS 1030.
 - ii) Stainless steel shall generally conform to grade 316 S 16 of BS 1449, Part-2.
 - iii) Unless otherwise specified elastomers shall conform to IS: 3400& IRC 83-1978. However, the confined elastomers inside pot bearing shall conform to BS 5400 having a hardness of 50+ / - 5 IRHD with corresponding properties regarding tesile and compressive strength, aging etc.
 - iv) PTFE shall comply with the requirements of BS 3484 1973 Grade A and shall be pure virgin PTFE without any addition of regenerated material or fillers. It shall be free sintered and not pressure cooled. Where lubricant resention cavities are included they shall either cold pressed or hot pressed at a maximum temperature of 200-degree Celsius. The maximum PTFE sheet dimension shall not exceed 1200 mm and 1500 mm for bonded PTFE and confined PTFE respectively. (for rectangular PTFE pads, the dimension refers to the diagonals and for circular PTFE pads to the diameter).

The thickness of PTFE shall comply with the following requirement.

Maximum dimension PTFE diameter of diagonal (in mm)	Maximum thickness of PTFE	
	Bonded application	Confined Application
Up to 600	1.0	4.5
600 to 1200	1.5	5.0
1200 to 1500	-	6.0

The difference in PTFE sheet thickness between the center and the edge shall nowhere exceed 0.05% of the radius or half diagonal of the sheet, except that for sheet having redii less than or equal to 400mm the difference may be up to 0.02mm. For PTFE sheets split up into individual surface, these conditions shall apply to the entire PTFE surface of a bearing including the intermediate spaces.

Dimples or grooves in PTFE for lubrication shall comply with the following requirements:

- a) The plan area of the cavities shall be not less than 10% and not greater than 30% of the total PTFE bearing surface area including the area of the dimple or grooves.
- b) The volume of the cavities shall be not less than 3% and not greater than

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- 25% of the volume of PTFE (calculated above the top of the recess for confined PTFE) including the volume of the cavities.
- c) The depth of the cavities shall not exceed half the thickness of the PTFE sheet for bonded PTFE and the height of the projections of the PTFE, above the top of the recess for confined PTFE.
- v) Stainless steel mating surface: - The stainless steel plate shall comply with the requirements of grade -B16 S16 of BS 1449 Part-2, with a maximum surface roughness for planner surface not greater than 0.15mm CLA as specified in bS 1134 part 2: 1972. The minimum thickness of the stainless steel shall comply with the following requirements.

Dimensional difference between PTFE and stainless steel in the direction of movement	Minimum thickness of stainless steel (mm)
Up to 300 mm	1.5
300 mm to 500 mm	2.0
Above 500 mm	3.0

The diversion of the stainless-steel plate from the intended profile over the length L of the PTFE bearing surface shall not exceed 0.0002 Lh. Where "h" is either the thickness of bonded PTFE or the projection of confined PTFE as appropriate.

- vi) Adhesives for bonding: Adhesives for bonding PTFE to the stainless steel backing plate shall have a minimum bond strength or 6 N/mm width in a 90 degree peel test.
- vii) **Lubricant:** The lubricant used shall retain its properties within the temperature range of 5-degree Celsius to 50 degree Celsius. It shall not resinify or change its consistency, or after the constituent parts of the bridge bearings. The lubricants shall have the following properties.
- a) Worked penetration range of 240 to 280 determined in accordance with BS 5296.
- b) Solidification point- 40 degree Celsius.
- c) Bleeding- 4% when tested in accordance with BS 5297, using 150 degree Celsius doe 24 hrs
- viii) **Welding:** Welding electrodes of suitable grade shall be selected as per IS: 814. Pre-heating and post weld stress relieving shall be done to suit IS ASTM practice (Ref. IS: 9595-Recommendations for metal arc welding of carbon and carbond manganese steels).
- ix) Tolerance
The tolerance shall be as per BG: 5400 section 9.2.
- Plain dimension -0 and +3 mm
- Overall height -0 and +3 mm

1.3

Painting

All non-working surfaces shall be coated with 2 coats of epoxy and one coat each of epoxy intermediate and finish, total thickness.

- Silicon grease shall be applied at PTFE/SS interface after testing.
- Anchors shall be protested with cement or otherwise.

1.4

Test

- i) Raw materials: All raw materials shall be sample tested conforming to relevant material standard required in order to ensure that there is probability of not more than 1 in 100 of its being exceeded. A partial load factor (BS 5400) value of 1.3 for the ultimate Limit State and 1.0 for the serviceability limit state should

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- be used in association with this load.
- 1.5 Free- flowing Non-shrink Grout similar to FOSROC's conbextra- GP of equivalent in between the concrete and top and bottom plates of the bearings will be provided.
- 1.6 Installations
- (i) The bearings shall be installed with care to ensure their correct functioning in accordance with the design for the whole structure. Even and efficient contact between top and bottom plate of the bearing and the bedding material shall be ensured for successful performance of the bearing.
- (ii) In order that moving surfaces are not contaminated, bearings shall not be dismantled after leaving the manufacturers works but, if for any reason these shall only be done under expert supervision and manufacturer's assistance to be sought.
- (iii) Transfer of super structure weight on to the bearing shall not be allowed until sufficient strength has developed in the bedding to resist the applied load. Temporary clamping devices shall be removed at the appropriate time before the bearings are required to accommodate movement.
- (iv) Temporary support when provided under bearing base shall be compressive under design loading or removed once the bedding material has reached the required strength. Any voids left as a consequence of their removal shall be made good using the same type of bedding material. Steel folding wedges and rubber pads are suitable for temporary supports under bearing base plate.
- (v) Bedding material shall be as indicated in approved drawings.
- (vi) Fixing of bearings:
- a) The pedestal for seating of the bearing shall be cast with the following three provisions for accommodation the anchoring arrangements.
- i) Block Outs
- ii) Threaded inserts.
- iii) Metal bedding plates.
- iv) When block outs are provided they should be of such size that after installation of the bearing a portion of the block out will be outside the plan area of the base plate for pouring grout mix. The dimensions of the block out shall be sufficiently large to accommodate the tolerance of the bridge elements.
- b) Threaded inserts to accept the anchor bolt can be kept in the bearing seating by use of a template. The clearance on the template hole must be of lower order than those provided on the bearing. The template must be sufficiently rigid to maintain the geometry and dimensions. Precast insert on the pedestal is not suitable with precast superstructure for lack of facilities for adjustment.
- c) Metal bedding plates maybe cast iron or bedded on top of the superstructure to the correct level and location.
- d) The bearing which is to be installed on temporary supports should be firmly fixed to the superstructure by holding down bolts or other means to prevent disturbance during subsequent operation. The method of bolt tightening shall be such as not to deform the bearing. What so ever the method used for fixing of the bearing, the voids beneath the bearing shall be completely filled with bedding material using appropriate method.
- e) For seating of the bearing or of the metal bedding plates only a thin layer of epoxy mortar shall be used for this purpose.
- f) Hard spots shall be avoided, e.g. by removal of temporary packing seals and the shoe of sufficiently resilient washers over the inserts.
- g) Nothing extra will be paid for any material required for fixing the bearing. If bearings are installed prior to form work as in cast in situ concrete, deck form work around bearing shall be carefully sealed to prevent grout leakage. However, it is essential that the bearing, particularly the working surfaces, are protected

during concreting. Operational sliding plates shall be fully supported and care taken to prevent tilting, displacement or distortion of the bearing under the weight of wet concrete. Any mortar contaminating the bearing should be specially removed before it sets.

Co efficient of friction for PTFE bearing shall not exceed 0.05 where stainless-steel plates are used as mating surface and continuous lubrication is ensured.

(C) SPECIFICATIONS FOR STEEL GIRDER & FABRICATION WORK

1. Fabrication of steel Girder will be as per Railway's approved drawing, specification. Fabrication has to be done with the help of approved Jigs. The Contractor will be required to submit quality assurance plan (QAP) and full details of welding procedure (WPSS) in prescribed proforma for approval of Engineer-In- charge. Entire welding to be done by approved welders using approved welding procedure and welding consumables.
2. Jigs/Assembly: Contractor will be required to develop jigs for each component, which will be approved by Engineer-In- charge/authorized inspecting official of railway. The fabricated girders will be required to be trial assembled at the premises of the contractor on camber jacks as per details out in Railway fabrication specification Serial No RDSO/B1-2001.
3. Cost: All the cost of developing and maintaining jigs, doing trial assembly of first girder and / or other subsequent girder or part of it will have to be organized by the contractor at his own cost inclusive of labour, plant and machinery etc.
4. Transport: After inspection & passing of the fabricated components appropriate surface treatment / priming painting as specified in the item and approved by Railway shall be rendered & components transported to site of work. Contractor will be responsible for making material dumping and girder erection yard as per the requirement for which no extra payment will be made by the Railway to the Contractor.
5. Site Fabrication Workshop for Steel Bridge Girders:
 - i) Contractor may fabricate steel girders at his own RDSO approved workshop or he/they can establish workshop at site, in railway land or if suitable railway land is not available, then with prior approval, in private land adjacent to railway land or in railway land, subject to approval of Railway. Decision of Railways regarding site will be final.
 - ii) Workshop will be established as per the guidelines given in STR for Fabrication of Steel Girders (w.e.f. 01.12.2019). It has to be approved by RDSO. All activities like site clearance, necessary approvals from state/local authorities, construction of workshop, electric/power connection, water supply, T&P, machinery, process of RDSO approval etc. will be carried out by contractor on his own cost, in reasonable time fitting in overall timeline of project. Rates of steel fabrication are inclusive of all such activities.
 - iii) If workshop is established at site or at suitable location in section, railway may provide available and sparable land free of cost. All development of area such as leveling, earth filling, drainage etc., will be done by the contractor at his own cost.
 - iv) Probable site for fabrication workshop in railway land, is at station. Contractor must visit the site to assess his requirement and availability of railway land there.
 - v) If in case railway is not able to provide land or land provided by railway is not sufficient in area, contractor will arrange private land at site approved by Railway, for fabrication workshop on his own. No extra payment will be

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made for this. Railway will approve such site considering security, ease of inspection and transport etc. and Railway's decision will be final.

- vi) Whether girders are fabricated at already established RDSO approved workshop elsewhere or in workshop at site, item rate of steel fabrication covers the cost of transportation of girders to site
- vii) Inspection of steel girders shall be done by the RDSO certified fabrication inspection unit of NCR or RDSO itself. QAP will be prepared by fabricating agency and approved by inspecting agency. Inspection charges will be borne by Railway. (Ref: ACS No. 02 dated 11.07.2018 of Welded Bridge Code)

6. Codes And Specifications:

The materials as well as execution of works shall be confirming to the following specifications and codes of practice (Latest Revision of the Specification /Codes & up to date correction slips to be referred).

Indian Railway Standard Codes And Specifications:

- (i) IRS :Bridge Rules
- (ii) IRS : Welded Bridge Code(1972)
- (iii) IRS : Steel Bridge Code
- (iv) IRS : B1-2001 for Fabrication and erection of steel bridge girders.
- (v) IRS : M-28 Specifications for electrodes.

Indian Standard Specification

(i)	IS :2062-1999	Specification for structural steel
(ii)	IS : 814-1961	Specification of covered electrodes for manual metal arc weld
(iii)	IS :9595-1980	Specification for metal arc welding of carbon & carbon magnese steel.
(iv)	IS : 816-1968	Specification for metal arc welding for general const in mild steel
(v)	IS : 102	Specification for ready mixed paint brushing red lead non setting priming
(vi)	IS : 123	Specification for ready mixed paint brushing, finishing
(vii)	IS : 2004	Specification for carbon steel forging
(viii)	IS: 822	Code of practice for inspection of welds
(ix)	IS : 1852	Specification for rolling and cutting tolerances for hot rolled steel

In addition to above any other IS or IRS specification as applicable and approved by Railway.

7. Material:

- i. Contractor has to procure all the raw materials from SAIL, TISCO & RINL only.
- ii. All structural steel section should confirm IS-2062 Gr. B fully killed, fully normalized also if plate thickness is >12mm.
- iii. All material shall be free from surface defects like notches, dents, bends excess rolled material, over/under dimensions.
- iv. Rolling & cutting tolerances shall be in accordance with IS 1852.

8. Test certificates:

- i. For raw materials like structural steel, rivets, paints etc., the contractor shall furnish original copies of test certificates from the original manufactures. If any testing of material like test for ascertaining normalizing of steel, metallurgical/chemical composition, mechanical strength etc. is required by the Railway or their authorized inspecting agency, in respect of any items, this shall be arranged by the Contractor at their own cost from authorized Test House & submitted in the format given. No. of such tests for steel will be

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limited to no. of heats from which raw material has been manufactured for each type. Test for other material like paint etc will be limited to No. of manufacturing batches from which material has been supplied.

- ii. Any approval given by the Railway's authorized inspecting agency, in consequence of such tests or analysis, shall in no way limit or interfere with the absolute right of the Railway to reject the whole or portion of such materials supplied, which in the judgment of the Engineer in charge do not comply with the conditions of the Contract. The decision of the Engineer in charge, in this regard, shall be final and conclusive for all purposes.
- iii. All manufacturer's certificates of tests, proof sheets, mill sheets, etc. showing that the materials tested conform to the requirement of the appropriate Indian Standard & other relevant Standard Specifications should be submitted to Railway.

9. Samples & Testing

- i. In addition, the Engineer shall have the right to ask the contractor at any time to draw samples of any materials from its stockpiles or any other locations to be inspected by the Engineer or his representative. The samples are to be drawn in accordance with IS:2062 and tested in laboratory approved by the Engineer in accordance with the appropriate clause of IS:2062 at the cost of the contractor.
- ii. Besides, the tests required under clauses quoted herein above, the Engineer or his representative may order tests to be carried out by an independent person or organization appointed by him at such place or in such laboratory as he may determine in accordance with the appropriate clause of IS: 2062 and the cost of such tests shall be borne by the Contractors. The results of all such tests mentioned herein above shall be forwarded to the Engineer or his representative for record.

10. Fabrication process:

The contractor shall make his own arrangement at his cost for the full scale templating on high level steel/concrete platform under covered shed and making of steel template hereafter referred as masters of each and every component type. The Railway will supply no steel in this connection. The templates used throughout the work shall be of steel and will be used for making jigs and subsequent checking and repairs to jigs only. Work of fabrication shall be done as per relevant IRS specification and Codes

a. Camber:

- i. In order to ensure that the fabrication and erection of main girders shall be such as to eliminate secondary stresses in the loaded span, the nominal length (i.e. the length which will give no camber) of members shall be increased or decreased by the amounts shown on the camber diagram.
- ii. All material plates, angle etc. shall have straight edge, flat surface and free from twist. The adjacent surface or edge shall be in close contact or at uniform distance throughout.
- iii. The face of compression member shall be machined so that the faces are at right angles to the axis of the member and at the joint when made out will be in close contact throughout.
- iv. Contractors have to use mechanically controlled torch for flame cutting. All flame cut edges shall be grind properly to remove all burrs etc. No drag line, bevel cut shall be permitted.
- v. Contractors have to take special care to ensure that ends of all plates and members are in close contact.No making up of surface etc. will be allowed without ascertaining its structural adequacy by radiography testing.
- vi. Contractor shall have to arrange use of hydraulic yoke hammer for riveting

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- wherever possible.
- vii. Only full length of plates/angles/Rolled section shall be used & no joints will be allowed in any of the component.
 - viii. In the fabrication of girders, necessary arrangement and provision shall be kept for inspection facilities underneath the girder and for carriage of service cables, pipelines etc. as per approved drawing.
- b. Inspection and progress report:**
- i. The quality assurance will be drawn duly approved by Engineer-In-charge. The raw material and fabrication work shall be inspected by the Railway through Engineer-Incharge/authorized inspecting official of railway for which free accommodation and facilities will have to be provided by the contractor. The work of fabrication in contractor's fabrication shop will at all times be open for inspection by the railway or their authorized inspecting official. Before dispatch of fabricated steelwork from the shop, they will be inspected in the contractor's workshop by the Railway or their authorized inspecting official who will thereafter issue inspection certificates. The tests will be carried out at contractor's cost. All facilities as required for carrying out the inspection will be provided free of cost by the contractor including those requiring the services of outside agencies & all measuring tools, gauges, template etc.
 - ii. Any defects noticed during inspection in the execution of the work shall be rectified or replaced by the contractors at their own cost. The decision of the railways or its inspecting agency as to the existence of defect, the manner in which the defective work to be rectified or replaced shall be final, conclusive and binding on the contractors. No extra claim, whatsoever, shall be entertained for the cost of such rectification or replacement.
 - iii. The progress of fabrication of steelwork as well as execution of all works shall be subject to periodic review by the Railway Administration.
 - iv. The contractors shall provide all facilities to the Railway's representative to make periodical detailed assessment of the progress of the works. Such information and progress reports as may be called for by the Railway and at such intervals as specified shall also be made available.
- c. Trial assembly:**
- Fabrication of steel girders will be done by the RDSO approved firms only.
- i. Fabricated girders will be required to be trial assembled at the premises of the contractor on camber jacks as per details out lined in B1/2001. All the cost of developing and maintaining jigs doing trial assembly will have to be organized by the contractor at his own cost inclusive of labour, plant and machinery, levelling instruments, theodolite, piano wire etc.
 - ii. After trial assembly of girders and their components, it will be inspected by authorized inspecting official of railway for ascertaining the desired quality & designed camber etc. After passing of the assembly the span will be dismantled and subjected to surface treatment as specified by contractor at his own cost.
- d. Interchangeability:**
- For interchangeable members, as certified by the Inspecting Officer, a simplified scheme of marking will be permitted, i.e. all pieces, which are identical, shall bear one distinguishing mark irrespective of the span to which they belong. If the Inspecting officer is not satisfied the members are interchangeable, the whole of the spans must be erected complete and all parts marked to their place without additional charge.
- e. Surface Treatment**
- i. No component is to be given any surface treatment without component being passed and embossed by Railway's authorized Inspecting official.
 - ii. Surface cleaning, for components not to be metalized, will be done by using

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mechanized wire brush and/ or grit blasting. After grit blasting inspection shall be done by Railway's Authorized Inspecting official to conform surface finish to Sa 2-1/2 of Appendix 'A' of IS 5909. After passing of surface preparation priming coat shall be applied either manually with brushes or by mechanical means to the satisfaction of the Engineer-in-charge. No priming/painting work will be permitted during the monsoon period from June to September.

iii. Protective painting:

After inspection and passing of priming coat by Railway's Authorized Inspecting official, protective coat of paint shall be done as per item of work and relevant IS codes either manually with brushes or by mechanical means to the satisfaction of the Engineer-in-charge.

iv. Determination of local thickness of paint: The minimum local thickness of paint shall be determined by ELCOMETER. Minimum two digital Elcometer will have to be provided by the contractor at his own cost for determination of metalizing / painting thickness. One of the digital elcometer will have measuring range of 0 – 100 micron & other will have a measuring range of 50- 250micron.

f. Transportation:

- i. No components are to be transported to site without being rendered surface treatment.
- ii. The contractor has to transport with loading/unloading and stacking all the fabricated material including loose fittings with his own truck/trailer, tools, plants & machinery and labour etc. at his own cost. While, the fabricated material will be transported to the depot at Bridge site demarcated by the Railway,
- iii. Though approach road is existing to the site of work, Railway does not take any responsibility of maintaining it in fit condition for movement of heavy/light transportation vehicles. Contractor will have to make his own arrangement at his own cost for maintaining motor ability of approach road.
- iv. The contractor has to arrange wooden Gutaka / Sleepers to keep the material at least 12" above the ground level.
- v. The contractor has to take all precaution during transportation/loading / unloading/stacking to avoid damage to fabricated material. If any damage to any of the members is caused, the particular components will be rejected by the Engineer-In-Charge at site or his representative. Any material found damaged during transit and/or unloading will be stacked separately & damaged portion shall be marked by white paint. Contractor will have to organize rectification/replacement of all such defective component at his own cost to the entire satisfaction of the Engineer or his Authorized Representative.
- vi. Under special arrangement with the purchaser it shall be permissible for approved portions of the work to be dispatched before complete erection of the first span provided the contractor satisfies the Inspecting Officer that such portions of the work are strictly interchangeable and will assemble correctly and accurately in the complete structure.
- vii. All trucks/trailer are to be loaded in such capacity so as to ensure safe transport of fabricated materials.

g. Assembling and erection:

- i. The Contractor shall observe sufficient accuracy in the assembling and erection of every part of the work to ensure that all parts fit accurately together on erection. The Contractor shall maintain a master steel tape of approved make for which he has to obtain a certificate of accuracy from the National Test House calibrated under a tension of 1.8 Kgs. At 16.7C.
- ii. Erection & Equipment:
 - a) The Contractor shall provide at his own cost, all tools, machinery, equipment and erection material necessary for the expeditious execution of the work and shall erect the structural steel and iron work, in every respect as covered by the contract and in accordance with the drawings and specifications.

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b) Before starting the work the contractor shall submit detailed launching plan/erection scheme to the Engineer- in-charge with complete details of equipment he proposes to use which shall be subject to the approval of the Engineer- in-charge other railway officials, the approval of the Engineer shall not be considered as relieving the contractor of the responsibility for the safety of his method or equipment or from carrying out the work in full accord with the drawings and specifications.

c) All temporary works shall be properly designed and substantially constructed for the loads, which it will be called upon to support. Adequate allowance and provision of lateral forces and wind loads shall be made according to local conditions. Careful and periodical inspection of plant shall be made by the Contractor to ensure that all tackle, roops, chains and other important lifting gear and machinery are in good order and if for service and well up to the capacity for which they are required.

d) When chains are used for lashing, care must be taken to protect the edges of members to avoid the marking and distortion otherwise caused.

h. Deflection test: All the arrangements required for carrying out deflection tests shall be made by the contractor of any of the span as decided by Engineer in charge and all required material, testing equipment's, labour etc. will be arranged by the contractor. The testing report shall be submitted in three copies to the Railway, the deflection will be conducted in supervision of Railway's Engineers.

i. Bearing And anchorages:

a) Bed plates of bearings shall be set to required level and fixed accurately in position by giving full and even bearing by setting them on a layer of cement sand material as approved and directed by the Engineer.

b) The Contractor shall drill the holes where necessary and set the anchor bolts. The bolts shall be set accurately and fixed with cement grout or another grouting material as approved by the Engineer, completely filling the holes.

j. Method of measurement:

For purpose of payment, quoted rates apply to the weights of steel work, calculated from final working drawings based on theoretical standard weights given in the producers hand books and using minimum square overall dimensions, no deductions being made for skew cuts, holes or notches. Each gusset shall be on the dimensions of the smallest enclosing rectangle. In additions, for riveted components, 3% will be added to the estimated weights calculated as above.

k. Quantity:

If the tenderers make use of any estimated quantity, which may be given to them in the Schedules or Tender drawings or in any other way, they do so at his own risk and will not be entitled to make any claim or demand or to raise any question whatsoever on account of any errors or miscalculations in the said quantity.

l. Rejection of materials:

Bridge components shall be tested before leaving the manufacturer's premises. Bridge components will also be tested at the site and they may be rejected if found not suitable or not in accordance with the specifications, notwithstanding the result of tests at manufacturer's work shop or elsewhere or test certificates.

m. Record To Be Maintained

Contractor has to maintain the following records during execution of the work.

(i) Inspection/test certificate for raw material (All sections) by the original producer of the material. Inspection Register for material used for fabricating various components, should give details of Heat No., Cant No. and relevant test certificate from SAIL/TISCO/RINL (original manufacturers) as per IRS Specification B1-2001.

(ii) Record of Inspection of templates floor/ templating by the Internal

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Inspecting Authority as per IRS Specification B1-2001.

- (iii) Jigs/fixture register: incorporating inspection & clearance of jig by internal & Railway's inspecting officials including details of subsequent checking of jigs and rectification thereafter as per IRS Specification B1-2001.
- (iv) Register showing clearance of internal quality control organization for initial assembly, tack assembly, second initial assembly, final assembly for every component as per IRS Specification B1-2001.
- (v) Welding register-indicating No. and location of defective welding during initial inspection for each component, defects detected by Authorized Railway Inspecting Officials and compliance thereof.
 - (vi) Final passing register: shipping mark wise along with embossing seal of Rly's inspecting officials (embossment is essential on each component also before applying any surface coating.
 - (vii) Register for painting thickness and surface preparation.
 - (viii) Measuring Equipment Testing Register:
All measuring equipment used should be regularly tested for proper accuracy and record of the same to be kept for inspection of Railway inspecting official. Every measuring equipment should have connectivity with equipment tested at National Test House.
 - (ix) Dispatch Register giving details of material dispatched span wise:
 - (x) Material handing over register.
 - (xi) Any other register as required by Authorized Inspecting Agency.
 - (xii) Plant And Machinery Register:
This register will record daily the particulars of machinery with the contractor and will be signed jointly by the Engineer's Representative and the contractor. This will also indicate the particulars of the machinery out of order/under repairs.
 - (xiii) Material Offering And Inspection register
This register shall be maintained separately for each work order for keeping record of material offered for inspection, inspection remarks and passing details. One page should be allotted for individual members of fittings. Proforma shall be as under:-

Description of component/fitting: Shipping mark: Quantity required per span:

Span No.	Initial of Supervisor offering material for inspection	Rlys inspecting officials Inspection Remarks	Compliance action	Seal & initial of Rlys Inspection Official	Despatch & Consignee details.
1	2	3	4	5	6

(D) SPECIFICATIONS FOR EXPANSION JOINTS

1. This item includes designing supplying providing and fixing in position the approved type expansion joints for ROB/Bridges.
2. The item includes all lead, lift, testing charges and work at all locations and inclusive of all material labour for fixing the joint at required and nominated place.

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3. The measurement will be for the exact quantity used on work and not the part which is left over or left after fixing the joint.
4. Contractor shall take prior approval from Railway's Engineer in charge after submitting details and drawing.
5. The expansion joints at fix end and free end shall be provided according to the details shown on the approved drawings and in presence of manufacturer's representative.
6. Suitable arrangement to prevent ingress of ballast inside ballast retainers shall be provided as shown the drawing.
7. Expansion joint shall be provided for full width of super structure and ballast retainer.
8. Inspection: Expansion joints shall not be used without the proper inspection certificate to be issued by the inspecting authority or any representative as directed by the Engineer in charge, certifying the approval of expansion joints. Testing charges including cost of material shall be borne by the contractor.
9. The expansion joints and accessories thereof shall be subjected to all the specified tests as per relevant standard specifications on raw materials as well finished products in presence of Engineer in charge or his authorized representative at the manufacturer's works or at other approved laboratory as decided by Engineer in charge.
10. The contractor shall therefore, select a suitable expansion joints manufacturer having complete plant testing facilities so that the expansion joints under manufacturer can be tested at the place of manufacturer itself. Test certificates for the steel sections shall also be submitted by the manufacturer to the inspection agency.

(E) PRE-CAST RCC/PSC UNITS

1. Concreting of the pre-cast units shall be done in right sequence and pouring shall be done in an approved manner in once complete operation. All holes for holding down bolts for temporary lifting arrangement, fixing ladders, ducts, vents, anchorage cones, sheaths etc. shall be provided in an approved manner according to the drawing. All pre-cast concrete unit shall be well vibrated, top surfaces of slab being finished with vibrating screens or plates to ensure a properly closed surface. All pre-cast units shall be moulded to exact shapes, sizes and dimensions as shown in the approved drawings or as instructed by the Engineer.

(F) PILE FOUNDATIONS

1. Construction of bored pile foundations shall be strictly in accordance with the stipulations made in the building digest CBRI Indian 56 for bored piles for foundation and IS 2911-1979 part-I sec.2&3.
2. Wherever the tilt of the piles exceeds 2% or the piles shifts by more than what is specified area will have to be increased and also additional reinforcement will have to be added and expenditure involved including cost of cement and steel shall be borne by the contractor.
3. The tenderer shall have to remove all the released materials, debris etc. from the site of bridge, the same day it is dismantled, to keep the site clear of any infringement and shall stack the same as directed by Engineer in charge.
4. The work will have to be carried out only on the basis of final approved plans. Any increase in depth of Piles required as per design/drawing to bring them in conformity

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- with the design criteria and specifications shall be carried out by the contractor.
5. Rates :The rate quoted by the contractor shall be inclusive of all rate for Boring Piles through all types of soil including boulder and such other obstruction etc. including all machinery and plants, all royalties, freights etc. required for efficient execution of work. No extra payment will be made on this account whatsoever.
 6. For purpose of payment, then length of Pile will be measured from the bottom of the Pile to the bottom of the Pile Cap. The Engineer in charge will decide the exact level of the bottom of the Pile Cap. Any other Earthwork necessary for casting and boring Piles will not be paid for separately and the rates should be inclusive of all such Earthwork as may be necessary.
1. **Testing of Piles:** Initial and routine load testing of Piles shall be carried out for both vertical and lateral loading as directed by the Engineer and the same shall conform to IS 2911 Part IV of 1979.
 2. Initial & routine pile load tests and installation of test piles for initial load tests are payable under this contract and will be paid under relevant SOR/NS item. In case, test pile fails prematurely, during testing, due to construction defects, no payment will be made for installation and testing. Number of initial and routine load tests will be decided by engineer in-charge, in accordance with codal provisions. If test procedure is faulty and/or loading capacity is found unstable/inadequate etc., causing a failure of testing procedure and abandonment of test pile, then cost of testing and test pile will not be paid.

(G) READY MIX CONCRETE

Indian Railway Standard Code of Practice for Plain, Reinforced and Pre-stressed concrete for General Bridge Construction (Concrete Bridge Code).

Note : Based on Correction Slip No. 3 dated 01.08.2000 to Concrete Bridge Code 1997.

1. "Ready Mixed Concrete (RMC): RMC means concrete produced by completely mixing cement, aggregates, admixtures, if any, and water at a Central Batching and Mixing Plant and delivered in fresh condition at site of construction.
2. Use of Ready Mixed Concrete: Ready Mixed Concrete will be used, wherever required. It shall conform to the specifications of concrete, as laid down in Concrete Bridge Code. For other aspects, which are not covered in Concrete Bridge Code IS: 4926 (Specification for Ready Mixed Concrete) may be referred.
3. Effect of transit (transportation) time on Ready Mixed Concrete: As Ready Mixed Concrete is available for placement after lapse of transit time, reduction in workability occurs, which may lead to difficulty in placement of concrete. In addition, in case of longer transit time, initial setting of concrete may also take place, which may render it unusable. Thus, while planning for using of Ready Mixed Concrete, these aspects should be kept in view.
4. Checking suitability of Admixtures: Generally admixtures, like water reducing agent, retarder etc., are used in Ready Mixed Concrete for retention of desired workability and to avoid setting of concrete. In such cases, admixtures should be tested for their suitability as per IS: 9103 at the time of finalizing mix design. Regarding specification of admixtures, clause 4.4 of Concrete Bridge Code may be referred.
5. Re-tempering with Concrete: Under any circumstances, re-tempering i.e. addition of water after initial mixing, shall not be allowed, as it may affect the strength and other properties of concrete.

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6. Time period for delivery of Concrete: The concrete shall be delivered completely to the site of work within 1½ hours (when the atmospheric temperature is above 20oC) and within 2 hours (when the atmospheric temperature is at or below 20oC) of adding the mixing water to the dry mix of cement. Special measures as approved by Engineer-in charge will be taken if transit time is more than 2 hrs.

Note:- RDSO Guide line (BS-23) shall be referred on use of Ready –mix Concrete.

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SPECIAL CONDITION OF CONTRACT

1. **DEFINITIONS AND INTERPRETATION**

In this Tender Document, as hereinafter defined, the following words and expressions shall have the meaning as under:

- a) **"BBJ"** shall mean The Braithwaite Burn And Jessop Construction Company Limited having its registered office at 27, R. N. Mukherjee Road, Kolkata- 700 001.
- b) **"TENDER"** shall mean the proposal submitted by the Tenderer/ Bidder/ Supplier/ Dealer/ Bidder in response to BBJ's Notice of Invitation to this Tender Document.
- c) **"ORDER"** shall mean a written Work/ Purchase Order issued by BBJ.
- d) **"TENDERER/ BIDDER"** shall mean the firm or Company (hereinafter called Tenderer/ Bidder) who duly submits the tender after accepting all the terms & conditions of the tender document.
- e) **"SUCCESSFUL BIDDER"** whose tender has been finally accepted by BBJ.

2. **ELIGIBILITY CRITERIA**

Supporting documents to be submitted in the Techno-Commercial part of the tender.

a) **Technical Criteria:**

The tenderer must have successfully completed or substantially completed similar works (not less than 80%) during last seven years ending last day of month previous to the one in which applications are invited and should be either of the following:

- (i) Successfully completed or substantially completed at least **3 (three)** such similar works each costing not less than **30%** of the advertised value of tender.
Or
- (ii) Successfully completed or substantially completed at least **2 (two)** such similar works each costing not less than **40%** of the advertised value of tender.
Or
- (iii) Successfully completed or substantially completed at least **1 (one)** such similar work costing not less than **60%** of the advertised value of the tender.

Note:

- (i) "Similar work" shall mean successful/ substantial execution of any major or minor bridge/ viaduct/ flyover during last 07 (seven) years for any Government/ PSU and other Organization.
 - (ii) Completion certificate(s) of orders or ongoing up to date work done certificate/ Document as per the above criteria to be submitted by the bidder.
 - (iii) Substantial completion shall be based on 75 (seventy-five) percent (value wise) or more for the works completed under the contract. Certificate for 'substantial completion' of project/ work/ asset should contain two parts. Part-I shall contain 'financial value of work done' and part-II shall contain 'certificate of functional completion of project/ work/ asset'.
- b) Girders should be fabricated by a firm that has a full-fledged RDSO approved fabrication workshop and should have a **valid certification of RDSO (STR complied)** for fabrication of girders.
- c) **Financial Criteria:**
- i. Average Annual financial turnover during the last 03 (three) financial years, ending 31st March of the previous financial year **at least 30% of advertised value of the Tender**. However, in case balance sheet of the previous year is yet to audited, the audited balance sheet of fourth previous year shall be considered.

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- ii. Certificates in the form of Audited Balance Sheet and Profit & Loss account shall be produced by the tenderer(s) to this effect duly certified by the Chartered Accountant.
- d) Other documents as mentioned on Para 5(d) of the Instruction to Bidders - Submission of Bid: Techno-Commercial Part is to be submitted.

3. **COMPLETION PERIOD**

Time is the essence of this contract. The duration of work is **fifteen (15) months**, and the date of commencement will be considered the date of issue of a Letter of Acceptance (LOA)/ Work Order, whichever is earlier.

Part – I (Railway Portion): The completion period of this part of work shall be **05 (five) months** from the date of issue of LOA

Part – II (Approaches): The completion period of this part of work shall be **15 (Fifteen) months** from the date of issue of LOA.

This completion period includes the Monsoon Period.

If the overall completion schedule needs to be extended due to any reason which is solely beyond the control of the successful bidder, the said extension of the completion schedule shall be granted without L.D. subject to the receipt of an extension of the completion schedule by BBJ from RAILWAY without L.D.

4. **EXTENSION OF COMPLETION PERIOD:**

Application for the extension of completion time will be dealt with as per the provision of Railway GCC with ACS no. 126, Clause 17A, 17B & 17C of GCC under Part-II Standard General Condition of Contract. However, for the sake of continuation of work BBJ may grant provisional extension.

Note:

- a) In case of any disputes regarding interpretation of any of the above clauses, the decision of the BBJ shall be final and binding on the Contractor.
- b) The work will be executed under the supervision of Railway / BBJ.
- c) Supply of all materials will be as per Railway's approved list
- d) All types of testing will have to be carried out as per Railway / BBJ instructions. All inspection and testing charges will be borne by the agency.
- e) In case of any dispute arises, Railway / BBJ's decision will be final.
- f) If the client imposes a time extension along with liquidity damage, the same shall be applicable to the Bidder. However, BBJ shall not be held responsible for any liquidity damage.

5. **WORKMANSHIP:**

The workmanship for the job shall be closely monitored by the Bidder's supervisory staff as per the specification and as directed by the Engineer/ Engineer In-Charge of BBJ/Railway and/or any other authorized Bidder of Railway. Any work done by the successful bidder is found unsatisfactory or a major mismatch is observed at the site that should be rectified/ redone as per the instructions, immediately after notifying the successful bidder. If the successful bidder fails to do so and the same is done by BBJ then BBJ will also recover the same amount from any due payment of the successful bidder. **Any rejection on grounds of quality shall be re-done at the successful bidder's cost.**

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6. **QUANTITY OF WORK TO EXECUTE**

The total quantity of work as per Bill of Quantity (BOQ) can vary to any extent as decided by BBJ but the unit rate finalized will not change up to the completion of the project.

7. **RATE**

The bidder must quote the Rate, in percentage above/ below/ at-par, including GST and all other taxes & duties for the items mentioned in BOQ. The price must be firm during the tenure of this contract.

Note:

The award of the order or rejection of the Tenderer's offer and/or cancellation of the tender will be made at the absolute discretion of BBJ. BBJ reserves the right to cancel or accept or reject any or all tender(s), whether lowest or otherwise, without assigning any reason(s), whatsoever thereof. A tenderer whose tender is not accepted shall not be entitled to claim any cost, charges, or expenses incidental to or incurred by him through or in connection with the preparation and submission of the Tender/Offer to BBJ. BBJ also reserves the absolute right to split up and award the requirement between two or more Tenderers.

The Rates will be valid and remain firm for the entire duration of the work order. No revision/alterations of unit rates shall be entertained.

8. **TERMS OF PAYMENT:**

PAYMENT SCHEDULE:

- A. **Payment against R/A & e-Invoice raised for RA Bill/ PVC Bill and final bill will be released immediately within five (5) working days after getting payment from Railway for the same work.**
- B. **Payment will be certified on the basis of measurement book maintained by BBJ for the successful bidder.**
- C. For releasing Final Bill - No Claim Undertaking confirming that the "The Successful bidder" has no claims of any nature against the work order and/or the work done against the work order.
- D. Unconditional acceptance of the final bill and measurements entered therein
- E. Unconditional Undertaking that The Successful bidder has complied in full with the Legal/ Statutory obligations about the labour engaged by him on the job including payment of terminal benefits if any, and that he indemnifies BBJ of any obligation/ liability that may arise owing to any representation of any workmen employed by him.
- F. A Clearance Certificate from BBJ confirming that no job is left as per BOQ/ Revised BOQ for the work.

9. **TAXES & DUTIES**

The successful bidder shall be exclusively responsible for payment of all Taxes, Royalties etc. (**including Goods and Service Tax**) that may be levied from time to time according to the Laws & regulations now in force & also hereafter to be imposed, increased or modified from time to time. Nothing will be payable extra by the Company in respect of any duties/ taxes to be imposed on the procurement of materials for execution of the contract.

10. **GOODS AND SERVICE TAX (GST)**

- a) The successful bidder shall be liable to pay all applicable taxes [**including Goods and Service Tax (GST)**] or any other tax or cess and show the amount of CGST, SGST, IGST, Cess or any other tax, as applicable, separately in the bill/ invoice/ debit/ credit notes. Successful bidder shall quote their GST Identification No. (GSTIN) in all its bills/invoices/ debit/credit notes.

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- b) The successful bidder has to provide a proper invoice/ debit/ credit notes bearing QR Code wherever applicable in the form and manner prescribed under rules of the GST Act/ rules containing all the particulars mentioned therein. In the event the successful bidder fails to provide the invoice/debit/credit notes in the form and manner prescribed under GST, then in the event of such non-compliance of the GST Act/Rules, the successful bidder shall be liable to indemnify for any losses to the Company.
- c) The successful bidder shall raise their tax invoice in the regular interval as per contract condition and upload their supply invoice in GSTN Portal through GSTR-1 return with 10th of next month. Mismatch in return of BBJ due to any reason attributable to the bidder, the same shall be recovered from Bidder's bill.
- d) The successful bidder shall upload/ submit/ report all supply invoices/ debit/ credit notes details in the form of prescribed statements/returns on the GSTN portal on or before the prescribed due dates date as per GST act/rules. The successful bidder shall pay the balance payable GST amount against supplies made to the Company on a monthly basis within due date from the appointed date regularly. Successful bidder shall reconcile the differences/ mismatches in submissions on GSTN portal if any before submission of their final monthly return.
- e) The successful bidder shall issue a credit note or debit note (if any) with reference to an original invoice within the prescribed time limit as per GST Act/ rules only after acceptance from the Company and the same shall be uploaded by the successful bidder in the GSTN portal in the same month. Successful bidder shall issue and submit the supplementary invoices (if any) with reference to original invoices to the Company promptly and within the prescribed time limit as per GST act/rules and the same shall be uploaded by the successful bidder in the GSTN portal in the same month. In case there is any loss of credit or additional liability and/ or interest etc. arises due to non-compliance by the successful bidder, the same shall be reimbursed by the successful bidder to the Company. In case the successful bidder disqualifies in any of the above, please note that the input tax credit (GST) shall not be available to the Company and the Company has right to hold the GST amount without any intimation until the matter get resolved and credit is available to the Company.
- f) In the event where the input tax credit of the GST charged by the successful bidder is denied by the tax authorities to the Company, the Company shall be entitled to recover such amount from the successful bidder by way of adjustment from the next tax invoice/debit note. In addition to the amount of GST, the Company shall also be entitled to recover from the successful bidder interest along with applicable penalty imposed on the Company under GST laws. It is further agreed that in case the successful bidder fails to charge GST, if applicable, on the services/activities forming part of this agreement, at the time of raising invoices; the Company shall not be liable or responsible for reimbursing such tax, at any later date.
- g) The Company reserves the right to change the aforesaid GST/ Tax terms and conditions as notified from time to time by Government of India or respective State Governments. It is further clarified that all payments under this agreement shall be subject to withholding taxes, if applicable.
- h) At present GST-TDS is applicable. Deduction of GST-TDS at source would be enforced from the running bills at the rates prescribed. The GST (i.e., SGST, CGST or IGST) amount shall be shown separately in invoice and also submit proper Tax Invoice as per section 31 of CGST Act, and Rule 46 of CGST Rules, 2017 to get Input Tax Credit by BBJ.

11. **NEW LEVIES/ TAXES**

In case the Government imposes any new levy/tax or modifies rate of existing taxes including GST after awarding of the work during the tenure of the contract, BBJ shall reimburse the same at actual on submission of documentary proof of payment subject to the satisfaction of BBJ that such new levy/tax applies to this contract.

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12. **PERFORMANCE GUARANTEE**

- a) For due and faithful fulfilment of the contractual obligations, the successful bidder shall furnish a Performance Guarantee for an amount equivalent to **5% (five percent)** of the contract price/ value of work order either by Bank Draft/ NEFT/ RTGS or in the form of Bank Guarantee. In the event, the Performance Guarantee is submitted in the form of Bank Guarantee the same should be from any Nationalized/ Scheduled Bank of India in the prescribed format of BBJ with due validity period and claim period of 180 days. The aforesaid Bank Guarantee should be submitted within 21 (twenty-one) days from the date of issue of Letter of Acceptance (LOA). BBJ administration reserves the right to cancel the bid and withdraw the LOA if the Performance Guarantee is not submitted within 21 days.
- b) Provided further that after receipt of a specific formal request letter (in writing) from the successful bidder with valid justification/ reason for their non-submission of Performance Guarantee within the stipulated period, the said period of 21 (twenty-one) days for submission of Performance Guarantee may be extended at the sole discretion of the Competent Authority of BBJ. In such event of extension, a penal interest of 12% (twelve percent) per annum on Performance Guarantee value shall be charged for the delay beyond 21 (twenty-one) days, i.e., from 22nd day after the date of issue of LOA and up to the actual date of submission. In case the successful bidder fails to submit the Performance Guarantee even within the extended period, as aforesaid, the bid of the successful bidder shall be liable for rejection by the BBJ administration, and the LOA shall stand withdrawn.
- c) The Performance Guarantee shall be initially valid up to the stipulated date of completion plus 60 days beyond that. In case, the time for completion of work gets extended, the successful bidder shall get the validity of Performance Guarantee extended to cover such extended time for completion of work plus 60 days.
- d) In case the successful bidder fails to submit the requisite Performance Guarantee within the stipulated period as mentioned in the above paragraphs, the bid may consequentially be cancelled by BBJ, and the LOA shall stand withdrawn. The defaulting successful bidder shall be debarred from participating in Re-Tender for that work and his EMD/ SD/ PG/ RA Bills shall be encashed/ invoked/ forfeited. In this regard, the decision of the Competent Authority of BBJ shall be final.
- e) The formal Order shall be issued/ contract agreement (if any) shall be executed within a reasonable time only after receipt of Performance Guarantee from successful bidder. Till such time the order is issued/contract agreement (if any) is executed the successful bidder shall execute the work on the strength of LOA, but no payment shall be made to the successful bidder without order/ contract agreement. In the event the bid is cancelled by BBJ, and LOA is withdrawn accordingly due to non-submission of Performance Guarantee, the successful bidder shall have no right to claim on the executed work if any as aforesaid or any other claim whatsoever.
- f) The value of Performance Guarantee originally submitted by the successful bidder need not be changed for a variation of contract price/ order value up to 25% (either increase or decrease). In case during the course of execution, value of the contract increases beyond 25% of the original value, an additional Performance Guarantee amounting to 5% (five percent) as applicable for the excess value over the original contract value shall be deposited by the successful bidder within 21 days from the date of receipt of intimation from BBJ.
- g) The Performance Guarantee shall be released after physical completion of the work plus after completion of 60 days thereafter based on 'Completion Certificate' issued by BBJ stating that the successful bidder has completed the work in all respects satisfactorily. The Security Deposit shall, however, be released only after expiry of the maintenance period/ defect liability period and after passing the final bill based on 'No Claim Certificate' from the successful bidder.
- h) Whenever the contract is rescinded by BBJ due to failure of the successful bidder, the

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EMD/ Security Deposit of the successful bidder shall be forfeited, and their Performance Guarantee shall also be encashed. The balance work shall be got done independently without risk & cost of the failed successful bidder. The failed successful bidder shall be debarred from participating in the tender for executing the balance work. If the failed successful bidder is a JV or a Partnership firm, then every member/ partner of such a firm shall be debarred from participating in the tender for the balance work in his/her individual capacity or as a partner of any other JV/partnership firm.

- i) BBJ shall make a claim under the Performance Guarantee for which the BBJ is entitled under the LOA/ Contract (notwithstanding and/or without prejudice to any other provisions in the LOA/ Contract Agreement) in the event of:
- Failure by the successful bidder to extend the validity of the Performance Guarantee as described herein above, in that event BBJ may claim the full amount of the Performance Guarantee from the successful bidder.
 - Failure by the successful bidder to pay BBJ any amount due, either as agreed by them or determined under any of the Clauses/ Conditions of the LOA/ Order/ Contract Agreement, within 30 days of the service of notice to this effect by BBJ.
 - In the event of the LOA/ Contract being rescinded by BBJ under provisions of any of the clause/ condition of the LOA/ Order/ Contract Agreement, the performance guarantee shall stand forfeited in full and shall be absolutely at the disposal of the BBJ.

13. **SECURITY DEPOSIT:**

As security for the proper and faithful fulfilment of the obligation under the order, a Security Deposit equivalent to **5% (five percent)** of the Total Contract Value shall be deducted and should be kept valid till completion of the entire contract period plus 12 (twelve) months i.e., up to end of Defect Liability Period. Security Deposit shall be in the following manner.

The Earnest Money deposited by the bidder along with the tender will be retained by the BBJ as part of the Security Deposit. The balance amount to make up with the total amount of the Security Deposit may be deposited by the Successful bidder in the form of a Demand Draft/ Pay Order or may be recovered by percentage deduction from the contractor's bills.

Recovery of Security Deposit: The Security Deposit/ rate of recovery/ mode of recovery shall be as under:

- Security Deposit for work should be **5% (five percent)** of the Contract value and shall be recovered from the R/A bill.
- The rate of recovery should be at the rate of **10% (ten percent)** of the gross R/A bill amount till the full security deposit is recovered.
- Security deposits will be recovered only from the bills of the contractor and no other mode of collecting SD such as SD in the form of instruments like BG etc., shall be accepted towards security Deposit.

Security Deposit shall be returned to the contractor after successful completion of entire Order plus 12 (twelve) months i.e., after the end of Defect Liability Period and after the following:

- After passing the final bill based on the "No Claim Certificate" with the approval of the Competent Authority.
- Submission of an unconditional & unequivocal 'No Claim Certificate' from the concerned contractor. This certificate, inter alia, should mention that the work has been completed in all respects and that all the contractual obligations have been fulfilled by the contractor and that there is no due from the contractor to BBJ against the contract concerned.

14. **QUANTITY VARIATION**

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- a) There may be quantity variation as approved by BBJ/Railway during the actual execution of work.
- b) The accepted variation in the quantity of each individual location and item of the contract would be up to **30%** (thirty percent) of the quantity originally contracted.
- c) The Contractor shall be bound to carry out the work at the agreed rates and shall not be entitled to any claim or any compensation whatsoever up to the limit of 30% variation in the quantity of the individual item of works.

15. **TRANSPORT ARRANGEMENT:**

The work at entire stretch will be supervised by two or more railway supervisors, contractor shall provide & maintain proper transport facilities (at least 1 nos road vehicles) for efficient transport of men and material. Timely and adequate transport facilities in the form of well-maintained road vehicle like Ertiga /Scorpio/Tavera/TUV 300/Innova or similar (not older than 3 years) etc. with fuel and driver for 24hrs availability during entire completion period of work. No extra/additional payment will be made to the contractor for this arrangement. In case of contractors failures to maintain these facilities, Rs.1500/- per day per vehicle shall be deducted from running bills as a deterrent. In this regards decision of Engineer in charge shall be final and binding upon the contractor.

16. **PRICE VARIATION CLAUSE (PVC):**

Price variation Clause (PVC) shall be applicable. Provide further that, in a contract where PVC is applicable, following shall be outside the preview of price adjustments (i.e. shall be excluded from the gross value of the work for the purpose of price variation. PVC Clause as under or amended up to date of closing of this tender shall be applicable) Please refer GCC (Year-2022) with ACS no. 1 to 6 Clause 46(A) under Part-II Standard General Condition of Contract.

For calculation of PVC amount, Base month shall be decided one month prior to the tender closing date of Railway/ BBJ. The amount shall be payable whichever is less.

Clause 46A.6, Part II of GCC shall be read as under:

46A.6 The percentages of various components in various type of works shall be as specified for all item(s)/Bill(s) of Quantities in tender document and the same shall be fixed as per table & classification given below:

SN	Classification		1A, 2 & 3A	4A	5A	6A	7	8A	9A	1B,3B,4B,5B, 6B, 8B & 9B	1C,3C,4C,5C, 6C, 8C & 9C	3D, 4D, 5D, 6D, 8D & 9D	3E, 4E, 5E, 6E, 8E & 9E
	Components	*											
1	Fixed	*	15	15	15	15	15	15	15	15	15	15	15
2	Labour	L _o	20	25	30	20	50	20	20	0	0	10	25
3	Steel	S _o	0	0	0	0	0	0	0	85	0	50	0
4	Cement	C _o	0	0	15	0	0	0	0	0	85	0	0
5	Plant Machinery & Spares	PM _o	30	15	5	20	15	20	30	0	0	10	30
6	Fuel & Lubricants	F _o	25	15	5	15	15	20	15	0	0	10	20
7	Other Materials	M _o	10	15	30	30	5	25	20	0	0	5	10
8	Detonators & Explosives	E _o	0	15	0	0	0	0	0	0	0	0	0
Total			100	100	100	100	100	100	100	100	100	100	100

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*It shall not be considered for any price variation.

The classification mentioned in the table above represents following type of item(s) in the work(s)-

1. Earthwork in Formation

1A All Item(s) excluding 1B or/and 1C

1B Item(s) for supply of Steel

1C Item(s) for supply of Cement

2. Ballast Supply Works

3. Tunnelling Works (Without Explosives)

3A All Item(s) excluding 3B or/and 3C or/and 3D or/and 3E

3B Item(s) for supply of Steel

3C Item(s) for supply of Cement or/and Grout

3D Item(s) for Fabrication & Erection of Structures including supply of Steel

3E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

4. Tunnelling Works (With Explosives)

4A All Item(s) excluding 4B or/and 4C or/and 4D or/and 4E

4B Item(s) for supply of Steel

4D Item(s) for Fabrication & Erection of Structures including supply of Steel

4E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

5. Building Works

5A All Item(s) excluding 5B or/and 5C or/and 5D or/and 5E

5B Item(s) for supply of Steel

5C Item(s) for supply of Cement

5D Item(s) for Fabrication & Erection of Structures including supply of Steel

5E Item(s) for Fabrication & Erection of Structures excluding supply of Steel.

6. Bridges & Protection work

6A All Item(s) excluding 6B or/and 6C or/and 6D or/and 6E

6B Item(s) for supply of Steel

6C Item(s) for supply of Cement

6D Item(s) for Fabrication, Assembly, Erection & Launching of Girders including supply of Steel

6E Item(s) for Fabrication, Assembly, Erection & Launching of Girders excluding supply of Steel

7. Permanent Way linking

8. Platform, Passenger Amenities

8A All Item(s) excluding 8B or/and 8C or/and 8D or/and 8E

8B Item(s) for supply of Steel item/fitting

8C Item(s) for supply of Cement Item

8D Item(s) for Fabrication & Erection of Structures including supply of Steel

8E Item(s) for Fabrication & Erection of Structures excluding supply of Steel

9. Any Other Works not covered in Classification 1 to 8

9A All Item(s) excluding 9B or/and 9C or/and 9D or/and 9E

9B Item(s) for supply of Steel

9C Item(s) for supply of Cement or/and Grout

9D Item(s) for Fabrication & Erection of Structures including supply of Steel

9E Item(s) for Fabrication & Erection of Structures excluding supply of Steel

Clause 46A.7 Formulae, Part II of GCC shall be read as under:

46A.7 Formulae: The Amount of variation in prices in various components (labour, material etc) shall be worked out by the following formulae:

$$(i) L = \frac{(W \text{ or } W_{SF} \text{ or } W_C \text{ or } W_{SF1} \text{ or } W_{F1}) \times (L_Q - L_B) \times L_C}{L_B \times 100}$$

$$(ii) M = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SF1} \text{ or } W_{F1}) \times (M_Q - M_B) \times M_C}{M_B \times 100}$$

$$(iii) F = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SF1} \text{ or } W_{F1}) \times (F_Q - F_B) \times F_C}{F_B \times 100}$$

$$(iv) E = \frac{(W) \times (E_Q - E_B) \times E_C}{E_B \times 100}$$

$$(v) PM = \frac{(W \text{ or } W_{SF} \text{ or } W_F \text{ or } W_{SF1} \text{ or } W_{F1}) \times (PM_Q - PM_B) \times PM_C}{PM_B \times 100}$$

$$(vi) S = \frac{(W \text{ or } W_S \text{ or } W_{SF}) \times (S_Q - S_B) \times S_C}{S_B \times 100}$$

$$(vii) C = \frac{(W \text{ or } W_C) \times (C_Q - C_B) \times C_C}{C_B \times 100}$$

PLEASE NOTE:

(i) This price variation clause shall be applicable during the contract period mentioned herein and the extended period where extension was allowed for the reason of BBJ/ Railway.

(ii) Similarly, this price variation clause shall not be applicable where time extension was allowed by BBJ due to any action / inaction of the successful bidder/ contractor. In this regards

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decision of BBJ shall be treated as final.

17. **LIST OF ESSENTIAL MINIMUM EQUIPMENT'S TO BE MAINTAINED AT SITE:**

Contractor will arrange minimum number of equipment's for execution of work as per mutually agreed programme as per earlier mentioned clause 30.3 of Special Condition of contract Part-I of this booklet:

Contractor will prepare a deployment scheme for above equipment in accordance with agreed upon plan of work and get it approved from Railways. Demobilization or reduction in machinery can be allowed during the course of work, subject to progress of work not getting hampered. Failure to provide above machinery will result in penalty of Rs 2000/- per day.

Contractor will arrange to carry out good quality drone survey of various stages of construction at least 3 times in a year, at times advised by Engineer and submit video to railway.

Equipment/Instrument to be provide by the Contractor will provide **Two (02) set of leading company's Computer** (BBJ/Railway approved make/brand) with configuration & all requisite accessories such as LCD monitor of 21", CPU (Intel I-5 processor, RAM 4GB, HDD-1TB, DVD writer), Optical Mouse, Multimedia Keyboard, UPS-750VA and 02 nos. A4 black & white Printer/Scan/Copier for Railway official use as decided by Engineer-in-charge and it will become the property of the Railway. **Nothing shall be paid on this account, and no dispute /claim will be entertained on this account.**

If the contractor fails to provide the computers of the above configuration with all requisite accessories, recovery will be done as per prevailing market rate.

18. **MOBILIZATION ADVANCE**

The mobilization advance, if agreed, shall be up to **5% (five percent)** of the contact value against Bank Guarantee of value comprising of advance amount plus 10% as per the format provided by the purchaser. Mobilization Advance to be interest bearing at the rate of SBI PLR plus 2% above.

Recovery of Mobilization Advance: The mobilization advance shall be recovered as under:

- Mobilization Advance, if applicable, for work shall be **5% (five percent)** of the Contract value and shall be recovered from the R/A bill.
- The rate of recovery should be at the rate of **5% (five percent)** of the gross R/A bill amount till the full mobilization advance is recovered.

Bank Guarantee against mobilization advance shall be released after the recovery of full mobilization advance plus 30 days.

19. **SUPERVISION & LABOUR:**

The bidder will be responsible for providing labour of adequate skill and supervisory staff for the timely execution of work.

20. **WATCH & WARD**

The successful bidder is responsible for the watch and ward of the materials. The price quoted by the Successful bidder is inclusive of the watch and ward expenses and no extra claim will be entertained for the deployment of watch and ward or loss, damage of machinery/ materials at the workshop. BBJ shall not be liable for the loss or damage of any of the successful bidder's equipment, machinery and temporary works.

21. **DEFECT LIABILITY PERIOD**

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The successful bidder shall fully guarantee all work as per the scope of this tender/ order perform strictly in accordance with the drawings, specifications etc. The work shall be free from all defects. Should any work be not performed as intended or proved defective within a **minimum period of 12 (twelve) months from the completion of the entire work or as per the Railway's tender**, the work shall upon notification of deficiency/ defect be promptly rectified by the successful bidder to the satisfaction of Railway and/or any other Inspection Agency appointed by Railway without any delay and at no extra cost to BBJ.

If the successful bidder fails to effect proper replacement within a reasonable time of receipt of BBJ's notification to this effect, BBJ shall be free to take any corrective action against the successful bidder.

22. **EMPLOYEES COMPENSATION INSURANCE**

The successful bidder shall submit proof of Employees Compensation Policy for all their workmen/ supervisors and any other person whom the successful bidder will deploy for our Project work before the commencement of the work.

Workmen's Compensation and Employer's Liability Insurance: WC Policy/ Insurance shall be affected for all the employees of the successful bidder. If any of the work is sublet, the successful bidder shall require their Sub-Contractor to provide workmen's compensation and employee's liability insurance for the latter's employees, if such employees are not covered under the Sub-Contractor's Insurance.

23. **PROVIDENT FUND**

The successful bidder will be required to cover all their workmen engaged and eligible under the Employees Provident Fund Act by them under provident fund (P.F.) from the commencement of the work. The successful bidder will have to submit the challan of payment made towards P.F. for their labour and staff to BBJ's HR Department as and when asked for.

24. **STATUTORY COMPLIANCE**

The successful bidder shall ensure strict compliance with all relevant labour laws, Minimum Wages Act, Payment of Wages Act, Industrial Disputes Act, Payment of Bonus Act, Boch Act, 1996 & Rules thereunder, Contract Labour (Regulations & Abolition) Act, E.S.I. Act, P.F. Act, Industrial Safety Regulations, laws pertaining to use/storage of explosives for the work. The successful bidder shall submit to BBJ' HR Department declaration as per format enclosed of compliance with payment of Minimum Wages, PF, ESI. Additionally, the proof of the same shall also be submitted to HR Department, as and when asked for as proof of compliance. Payment of wages & submission of ESI (if applicable) & PF have to be complied with as per the timeline defined under the relevant Acts and documentary evidences to be furnished to BBJ's HR Department.

- (a) Minimum Wages Act, 1948 & Rules thereunder.
- (b) Payment of Wages Act, 1936 & Rules thereunder.
- (c) Industrial Dispute Act, 1949 & Rules thereunder.
- (d) Payment of Bonus Act, 1965 & Rules thereunder.
- (e) Contract Labour (Regulation and Abolition) Act, 1970 & Rules thereunder
- (f) ESI Act, 1948 & Rules thereunder.
- (g) Employees Provident Fund & Miscellaneous Provisions Act, 1952 & Rules thereunder
- (h) All Acts as stated as well as their latest amendments to be followed & complied.

CONFIDENTIALITY OF DOCUMENTS

The successful bidder shall treat all documents, specifications, drawings and contents therein as private and confidential.

25. **SUBLETTING OF WORK**

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No part of Work Order nor any share or interest thereof shall in any manner of degree be transferred, assigned, or sublet by the Successful bidder directly or indirectly to any firm or corporation whatsoever without the prior consent in writing of BBJ.

26. **INSPECTION OF WORKS**

Inspection & testing of work executed by the sub-contractor will be done by BBJ and/or Railway and/or their authorised representative and the sub-contractor is required to get the work passed through BBJ and/or Railway and/or their authorised representative.

27. **SAFETY AND ENVIRONMENT AT SITE/SHOP**

- a) The successful bidder shall strictly abide by all safety standards, specifications, practices, rules, and regulations in construction and also the instruction of our safety (EHS) Engineer. Any kind of unsafe action or unsafe method of work by The Successful bidder's workmen, which may lead to injury to the successful bidder's workmen, will be viewed seriously and a penalty for the same will be levied on the successful bidder for such unsafe actions.
- b) The successful bidder will be responsible for the safety of their staff and employees of other agencies working in the successful bidder's area of operation.
- c) The Successful bidder shall delegate the responsibility of implementation of safety rules to one of The Successful bidder's staff.
- d) All safety appliances required like safety helmets, safety belts, shoes, retro-reflective jackets and other Safety PPE, etc., shall be arranged by the successful bidder at The Successful bidder's cost.
- e) In the event of non-availability of such safety gadgets at the required point of time, we may, at the sole discretion of the Site in charge, procure such gadgets and issue the same to The Successful bidder on a chargeable basis on actual plus 20% overhead charges.
- f) The successful bidder's authorized representative shall attend all safety meetings convened by the site safety (EHS) Engineer and abide by his instructions and follow the site safety practices without failure.
- g) Night working: Utmost care shall be taken during night operations with proper illuminations and safety.
- h) Any other safety arrangement is recommended to be followed as per instruction of Railway.
- i) Further, the successful bidder should ensure compliance with COVID-19 protocols as applicable.

28. **LIQUIDATED DAMAGES**

The time for the execution of the work shall be deemed to be the essence of the contract and the works must be completed not later than the date(s) as specified in the contract.

If the contractor fails to complete the works within the time as specified in the contract for the reasons not attributable to the successful bidder, BBJ may, if satisfied, allow the contractor to complete the work for further extension of time without imposing LD.

If the successful bidder fails to complete the works within the time as specified in the contract for the reasons attributable to the successful bidder, BBJ allows, if satisfied that the works can be completed within a reasonable short time thereafter, the successful bidder for further extension of time. On such extension, BBJ will recover from the bills of the successful bidder, as agreed damages, a sum equivalent to ½ (half) of 1% of the contract value per week or part of the week of any supplied equipment/services not delivered within stipulated time period or total order value in the case where part delivery is of no use to the purchaser, subject to the maximum limit of 10% for contract value up to 2 (two) lakh and 5% for contract value above 2 (two) lakh.

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For the purpose of this Clause, the contract value of the works shall be taken as the value of work as per contract agreement including any supplementary work order/contract agreement issued.

Provided further, that if BBJ is not satisfied that the works can be completed by the Successful bidder and in the event of failure on the part of the successful bidder to complete the work within the further extension of time allowed as aforesaid, BBJ shall be entitled to encash the successful bidder's Security Deposit and Performance Guarantee and also rescind the contract, whether or not actual damage is caused by such default.

29. **INDEMNITY**

Bidder shall indemnify BBJ against all claims & losses in respect of their contractual obligations in the event of non-compliance of any terms & conditions of this documents or contract agreement / statutory rules/ obligations/ laws/ taxes & duties etc.

30. **TERMINATION OF CONTRACT**

In the event, BBJ finds that the successful Bidder's progress is consistently below the accepted pace based on the program scheduled mentioned in this document or fixed by BBJ and/or if the quality of works being executed by the successful Bidder falls below the expected standards laid down by BBJ, in such cases, in the interest of timely and successful completion of the project and to maintain the high quality of work, BBJ reserve the right to delete the Scope of Work of the successful Bidder, or, the entire balance work to be taken away from the successful Bidder and BBJ shall be at liberty to get such works done/executed by any other Bidder/ agencies. Moreover, BBJ shall not be liable to pay any compensation or make good any damage/s or to affect any other payment to the present successful bidder for any ground whatsoever.

In the above event, the successful bidder shall be debarred from participating in the tender for executing the balance work. If the successful bidder is a JV or a Partnership firm, then every member/partner of such a firm shall be debarred from participating in the tender for the balance work in his/her individual capacity or as a partner of any other JV /partnership firm.

The defaulting successful bidder shall not be issued any completion certificate for the contract.

All the statutory obligations including maintaining all other relevant Statues, Laws/ Rules, Local Rules & Regulations/ Rules of Central/ Local Govt. bodies should abide & comply by the successful Bidder and any consequence comes out from the act or omission of the successful Bidder which can result in stoppage of work or the successful bidder fails to comply any of its respective Contractual obligation(s) within the stipulated time frame, in that event BBJ reserves the right to terminate the contract and to take any action against the successful Bidder (such as forfeiture of EMD/ Security Deposit, encashment of Performance Bank Guarantee, non-payment/ forfeiture of RA Bills etc.) and the decision of BBJ in this respect shall be final.

In the above situations, BBJ reserves the right to issue a notice in writing to that effect and if the successful bidder does not within seven days after the delivery to him of such notice proceed to make good his default in so far as the same is capable of being made good and carry on the work or comply with such directions as aforesaid of the entire satisfaction of the BBJ, then BBJ shall be entitled after giving 48 hours' notice in writing to rescind the contract as a whole or in part or parts (as may be specified in such notice) and after the expiry of 48 hours' notice, a final termination notice should be issued by BBJ.

31. **RESOLUTION OF DISPUTES AND ARBITRATION**

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In case a dispute or difference of any kind whatsoever arises out of or relates to the Contract or ancillary/incidental as to the terms and conditions of it or relates to any matter for execution and/or performance of the contract, between the parties to the Contract, it is a term of the agreement by and between the parties herein that before invoking arbitration, the aggrieved party shall first & foremost refer the matter within sixty (60) days from the date of cause of action of the said dispute(s) or difference(s) arosed, to the Competent Authority of BBJ and the decision/recommendation/interpretation made by the said Competent Authority of BBJ shall be final & binding upon both the parties.

On the failure of the procedure prescribed above or if a party is dissatisfied with the decisions/recommendations aforesaid, and notwithstanding anything else contained elsewhere, the aggrieved party may by notice in writing to the Competent Authority of BBJ evince the intention to refer the disputes and differences that have arisen between the parties to Arbitration by the constitution of an Arbitral Tribunal. The Arbitral Tribunal shall consist of three arbitrators, one each to be nominated by the respective parties and the third to be appointed by the nominated arbitrators.

Pending submission of and/or decision on a dispute or difference as aforesaid or until the Arbitral Award is published, the parties (if the Contract is not terminated/ cancelled) shall continue to perform all of their obligations under this Agreement and the Contract, without prejudice to a final adjustment in accordance with such award.

The decision of the Arbitral Tribunal arrived at after hearing the parties shall be final and binding upon the parties. The Arbitration Proceedings shall be conducted in accordance with the Arbitration and Conciliation Act, 1996 or any statutory modifications or re-enactments thereof.

It is also agreed by the parties that the Arbitration Proceedings shall be conducted in the English language. The venue of Arbitration shall be Kolkata only and any proceedings arising out of this Agreement / Contract shall be subject to the jurisdiction of Courts at Kolkata.

While executing the work by the Bidder and/or after completion of the work and/ or till completion of the maintenance period as per order, a dispute or difference of any kind whatsoever arises out of or relates due to actions of the Railway and/ or the Bidder, the same will at first instance be settled amicably with the Railway through BBJ. In case amicable settlement cannot be reached and it is required to initiate arbitration proceeding by BBJ with the Railway, the Bidder will bear entire costs related to arbitration proceedings including legal expenses, incidental costs e.g. costs related to travelling, food & lodging of BBJ's representatives including BBJ's legal experts/ lawyers, costs of documentation etc.

In the event of any dispute and/or difference arises due to any non compliance/ default caused by the successful bidder and for that reason any litigation/ arbitration arises between the concerned Railway authority and BBJ for work related matters e.g. extra work done/ quantity variation & payment thereof, non-payment of bills, deletion/ modification of items, legal/ local/ state/ national statutory compliances (other than those, which are to be complied with by the Bidder as per BBJ's order) etc., the same will be forwarded to the concerned Railway authority by BBJ and necessary follow ups to be done by the Bidder. In case these issues are need to be settled through legal process (arbitration/ court cases etc.), cost involved in such legal processes will be borne by the Bidder till finalization of the process, irrespective of realization of the claims etc. Any payment in this regard, due to be paid to the Bidder, will be paid only after the realization of the same from the Railway authority.

32. **FORCE MAJEURE:**

If any time, during the continuance of this contract, the performance in whole or in part by either party under obligation as per this contract is prevented or delayed by reasons of any

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war or hostility, the act of the public enemy, civil commotion, sabotage, fire, flood, explosion, epidemic, quarantine restrictions, strike, lockout or acts of God (hereinafter referred to as "eventuality"), provided notice of happening of any such eventuality is given by either party to the other within 21 (Twenty) days of the date of occurrence thereof, neither party shall because of such an "eventuality" be entitled to terminate this contract nor shall either party have any claim or damages against the other in respect of such non-performance or delay in performance and deliveries under the contract. The contract shall be resumed as soon as practicable after such "eventuality" has come to an end or ceased to exist.

In case of any dispute, the decision of BBJ shall be final and conclusive, provided further that if the performance in whole or part of any obligation under this contract is prevented or delayed because of any such eventuality for a period exceeding 60 (Sixty) days, either party may at its options, terminate the contract.

Provided that if the contract is terminated under this clause, the Purchaser shall be at liberty to take over from the supplier at a price to be fixed by the purchaser, which shall be final, all unused, undamaged and acceptable equipment, bought out components and other stores in the course of manufacture which may be in the possession of the Supplier at the time of such termination, or such portion thereof as BBJ may deem fit except such equipment, as the Supplier may, with the concurrence of the Purchaser, elect to retain.

33. **NON-SCHEDULE ITEM OF WORK**

Settlement of rate of the extra item(s) of work which is/are not covered by the schedule:

The successful bidder shall notify any extra item(s) of work to BBJ immediately after he comes across the same during the execution of work and submits the rate for the same. Based on merit, BBJ shall take up with RAILWAY for settlement of the rate of the extra item(s) of work. If RAILWAY admits the said extra item(s) of work and settles the rate thereof then BBJ shall also admit the said extra item of work for the successful bidder and pass on 90% of the rate settled by RAILWAY.

34. **IMPORTANT NOTES:**

BBJ reserves the right to:

- i) Accept or reject any bid received at its discretion without assigning any reasons whatsoever.
- ii) Increase/ decrease/ alter the job description/ scope of work with the corresponding change in the value of the contract.
- iii) Postpone or extend the above-mentioned date, split and distribute the work among more than one bidder without assigning any reason whatsoever.
- iv) May ask for further qualification during techno commercial scrutiny of bids received.
- vi) BBJ shall not be liable for any expenses incurred by the bidder for delivery of materials or during the preparation of the bid irrespective of whether it is accepted or not.
- vii) Canvassing i.e., soliciting favour, seeking advantage etc. in any form is strictly prohibited and any bidder found to have engaged in canvassing shall be liable to have his bid rejected summarily.
- viii) If the bidder deliberately gives any wrong information in his tender to create circumstances for the acceptance to his bid, BBJ reserves the right to reject such application.

(पार्थ नंदी / PARTHA NANDY)
मुख्य प्रबंधक (परियोजना) / CHIEF MANAGER (PROJECT)

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ANNEXURE-I

FORMAT

CERTIFICATE

(TO BE SUBMITTED ON BIDDER'S LETTER HEAD)

REF.:

DATE:

SUB: DEPLOYMENT OF WORKMEN FOR THE WORK AT UTTAR PRADESH STATE

This is to certify that we have complied with all the Statutory Obligation for our workmen engaged for the subject work which includes payment of Minimum Wages, P.F. & E.S.I. contribution and other benefits as per prevailing Labour Laws and other Statutes/Rules in the State of ODISHA.

We hereby indemnify our employer THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION CO. LTD. regarding compliance of all statutory requirement of Labour Laws as stated above. THE BRAITHWAITE BURN AND JESSOP CONSTRUCTION CO. LTD. will have no responsibility in this regard.

(Authorized Signatory)
Signature with Office Seal

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Annexure-A

DECLARATION BY AUTHORISED SIGNATORY OF BIDDER

(To be typed and submitted in the Letter Head of the Company/Firm of Bidder)

To,

(Write Name and Designation of Officer of BBJ inviting the Tender)
The Braithwaite Burn And Jessop Construction Co. Ltd.
(A Government of India Enterprise)
27, Rajendra Nath Mukherjee Road,
Kolkata – 700001

Dear Sir,

Sub: Declaration by Authorized Signatory regarding Authenticity of submitted documents.

Ref: 1) NIT/Tender Enquiry No. & Date:
2) All other pertinent issues till date

I/We, hereby certify that all the documents submitted by us in support of possession of "Qualifying Requirements" are true copies of the original and are fully compliant required for qualifying / applying in the bid and shall produce the original of same as and when required by The Braithwaite Burn And Jessop Construction Co. Ltd.

I / We hereby further confirm that no tampering is done with documents submitted in support of our qualification as bidder. I / We understand that at any stage (during bidding process or while executing the awarded works) if it is found that fake / false / forged bid qualifying / supporting documents / certificates were submitted, it would lead to summarily rejection of our bid / termination of contract. BBJ shall be at liberty to initiate other appropriate actions as per the terms of the Bid / Contract and other extant policies of The Braithwaite Burn And Jessop Construction Co. Ltd.

Yours faithfully,

(Signature, Date & Seal of Authorized Signatory of the Bidder)
Date:

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Annexure-B

DECLARATION BY AUTHORISED SIGNATORY OF BIDDER

(To be typed and submitted in the Letter Head of the Company/Firm of Bidder)

To,

(Write Name and Designation of Officer of BBJ inviting the Tender)
The Braithwaite Burn And Jessop Construction Co. Ltd.
(A Government of India Enterprise)
27, Rajendra Nath Mukherjee Road,
Kolkata – 700001

Dear Sir,

Sub: Declaration

Ref: NIT/Tender Enquiry No. & Date:

We certify that, in accordance with the terms and conditions of this tender document, we will provide all arrangements, services and activities as outlined below:

- (a) We shall arrange all necessary transportation/vehicle facilities at the project site.
- (b) We shall provide minimum essential equipment at site for execution of work.
- (c) We shall arrange all equipment / instruments at the Railway office of the project site.
- (d) We shall follow all Health, Safety & Environmental (HSE) applicable rules and regulations at project site

The aforementioned expenses have been taken into consideration when calculating our rate for doing the work, service and arrangements specified above in the bidding documents.

Yours faithfully,

(Signature, Date & Seal of Authorized Signatory of the Bidder)
Date: