GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2011/W-1/RVNL/4

New Delhi, dt.10th Jan., 2013

The General Managers,
All Indian Railways.

The General Manag(Constr.),
North Frontier Railway,
Maligaon.

Sub: Memorandum of understanding between Ministry of Railway and Rail Vikas Nigam Limited.

Please find enclosed herewith copy of Memorandum Of Understanding signed between Ministry of Railway and Rail Vikas Nigam Limited on 10.01.2013 for kind information and necessary action please. MOU contains streamlined and standardized instructions for facilitating proper co-ordination and smooth execution of railway projects being executed by Rail Vikas Nigam Limited.

This has approval of Railway Board (Member Engineering & Member Electrical).

DA: Copy of MOU in 20 pages.

(Virender Kumar)
Director(Works)-I

Copy to:

Managing Director, Rail Vikas Nigam Limited, 1st Floor, August Kranti Bhawan, Bhikaji Kama Place, New Delhi – 110066.
This Memorandum of Understanding is entered into on 10th day of January 2013 between the first part, the President of India represented by Shri A.K.Gupta, Additional Member(Works), Railway Board, Ministry of Railway (hereinafter referred to as “MOR”), which expression shall, unless repugnant to the context or meaning thereof, includes its successor and assignee of the FIRST PARTY

AND

Rail Vikas Nigam Limited represented by Sh. S.C.Agnihotri, Managing Director, Rail Vikas Nigam Limited (hereinafter referred to as RVNL) which expression shall, unless repugnant to the context or meaning thereof, includes its successor and assignee of the SECOND PARTY

Memorandum of Understanding between Railway and RVNL was entered into on 16.10.2003 and para 2.10 of MOU was subsequently amended in Dec., 2006. Instructions were issued regarding timely and smooth execution of RVNL projects wherein Railways were directed to draw MOU for each of the projects at zonal level. This approach lead to different MOUs at zonal railways due to different practices being followed by them affecting implementation of projects adversely. A need was felt to streamline and standardize various instructions to be followed uniformly across all zonal railways for facilitating proper coordination and smooth execution of railway projects entrusted to RVNL. Present MOU addresses these concerns and supercedes all previous MOUs entered between RVNL and zonal railways.

1. BACKGROUND:

1.1 Rail Vikas Nigam Limited (RVNL), a PSU wholly owned by Ministry of Railways, is a Special Purpose Vehicle created to undertake project development, mobilization of financial resources and implementation of projects pertaining to strengthening of Golden Quadrilateral & Diagonals, Port Connectivity and other railway infrastructure projects.

1.2 RVNL is executing a number of projects on different Zonal Railways and RVNL has been entering into separate MOUs for each project with respective Zonal Railways. This approach has led to different practices being followed by different Railways which result in delays in finalization of MOU and in turn adversely affect the progress of the works. This MOU is being entered into between Ministry of Railways and RVNL to serve as a framework for facilitating proper coordination and smooth execution of
Railway Projects entrusted to RVNL by Ministry of Railways with an objective to ensure uniformity across all Zonal Railways. With signing of this MOU there will be no need to enter into any separate MOUs between RVNL and any Zonal Railway:

1.3 The provisions of this MOU shall supercede all MOUs already entered into by RVNL at Zonal Railway level.

2. The provisions of this MOU are based on the following documents and instructions issued by Railway Board:

(i) Memorandum of Understanding dated 16.10.03 entered between Ministry of Railways and RVNL.

(ii) Railway Board’s Letter No. 2005/W-1/RVNL/5 dated 12.5.2005 on “Timely and smooth Execution of RVNL Projects”

(iii) Railway Board’s Letter No. 2005/W-1/RVNL/5 dated 27.01.2006 on “Issue of Railway Materials to Rail Vikas Nigam Limited”

(iv) Railway Board’s Letter No.2010/LMB/7/2 dt. 04.3.2011


(vii) Board’s letter No.2005/W-I/RVNL/5 dated 02.11.2005 on “Mechanized Tamping of RVNL Projects”

(viii) Board’s letter No.2006/W-I/Genl/Targeted works/06-07 dated 19.05.06.

(ix) Board’s Letter D.O. No.2004/WI/RVNL/10 dated 20.05.2011 issued by ED/Works.

(x) Board’s Letter No.98/W-I/Gen/O/30-Pt. dated 01.11.2011 issued by Adviser(Projects) &

(xi) Board’s Letter No.98/W-I/Gen/O/30-Pt. dated 30.01.12 & 21.08.12 issued by Adviser (Bridge) & EDCE(G) respectively.
2.1 In the event of any contradiction between instructions issued by MoR and the stipulations of this MOU, the provisions of this MOU will prevail.

3. CO-ORDINATION AND PLANNING:

3.1 For effective communication between the concerned Zonal Railway and RVNL, a single window concept will be followed. For new line, gauge conversion and doubling projects Principal Chief Engineer of the Railway (or any other officer as nominated by GM of the Railway) shall be the Project co-ordinator from the Railway at Headquarters level & Sr. DEN/Co-ordination (or any other officer as nominated by DRM of the Division) shall be the Project co-ordinator at Divisional level. From RVNL’s side the concerned CPM/RVNL shall be the project coordinator. Normally all routine communication from RVNL to the Railway/ Division and vice-versa shall be routed through the respective Project Coordinators. For Railway Electrification Projects, CEE (or any other officer as nominated by GM of the Railway) shall be project coordinator from the Railway at headquarter and Sr.DEE/Sr.DEE/TRD/Sr.DFE(G) shall be project coordinator at Divisional level.

3.2 Before commencement of works, RVNL will furnish a list of RVNL officers and PMC officials of the Project Management Consultant (PMC) who will be liaising with the Railway, both at Headquarters and Division level, for assistance required in obtaining Traffic/Power Blocks, imposing speed restrictions, permitting S&T disconnection/reconnections, permission to enter relay rooms and make alterations etc.

3.3 The Project Coordinator of RVNL (or his authorized representative) will attend all periodical review meetings called by the Project Coordinator of the Railway at Headquarters and Division level.

4. SUPERVISION OF WORKS AND CONTRACT MANAGEMENT:

4.1 All civil engineering, S&T and electrical works will be executed by RVNL under supervision of PMC or directly by RVNL through contracts awarded by RVNL except for the works as mentioned in 8.2.2. Wherever supervision of works is entrusted to PMC, PMC will co-ordinate with Railway officials on day-to-day basis. However, in the event of failure of PMC to act on the instructions of the Railway, RVNL will take prompt action to attend to the situation.
4.1.1 PMC for signalling works shall be a certified Official for carrying out Signalling works who will coordinate with Railway Supervisor for day to day execution of works like taking disconnections, carrying out alteration works, permitting entry in relay/equipment rooms and carrying out correspondence checks before NI is taken.

4.2 Representative of RVNL will ensure that the work is executed by the agency/agencies employed by RVNL as per prescribed norms, specifications, requisite quality assurance, fully complying with the extant instruction of the Railway regarding safe running of trains and within the stipulated time schedule.

4.3 For execution of works, in yard and other works, requiring power/traffic blocks, DRM of the concerned division will nominate a group of officers and supervisors who will coordinate with RVNL or its representative.

5. APPROVALS:

5.1 Drawings & Plans:

5.1.1 Drawings & Plans submitted by RVNL shall be approved by the Railway expeditiously. A schedule for supply of station-wise/section-wise drawings/plans by RVNL and their clearance by the Railway shall be drawn so as to avoid bunching of documents and to ensure that the time taken for approval is minimised.

5.1.2 The Railway will arrange to scrutinise the drawings/plans expeditiously and offer their remarks within 15 days of submission of the same by RVNL. RVNL shall ensure compliance within the next 10 days. Thereafter, Railway shall communicate the approval in next 10 days. RVNL shall liaise with the Railway on regular basis for expeditious approvals.

5.1.3 The following shall be the respective Nodal Officers for approval of plans:

- CBE of the Railway will be the nodal officer for approval of General Arrangement Drawings of bridges.
- HOD of Engineering Department of the Railway, nominated by Pr CE for approval of Plans and Drawings of other than Bridges, shall be the nodal officer for coordination for approval of Plans and Drawings of other than Bridges i.e. L-Section, ESPs, LWR plans, etc.
CSTE(Planning)/CSTE(Projects) or any other SAG officer nominated by CSTE of the Railway shall be the nodal officer for coordination of S&T plans, drawings etc.

CEE/CEDE/CEGE/CEE(Conv) of the Railway shall be the nodal officer for plans and drawings pertaining to Electrical Department.

For Metro Rail, Kolkata, approvals shall be by Metro rail.

A. Civil Engineering Works:

(i) RVNL will prepare all Plans, Drawings and Designs for Civil Engineering works required for execution of the projects entrusted to it. RVNL will obtain approval of Railways for the General Arrangement Drawings (GADs) for various structures and facilities such as bridges, station and service buildings etc., yard arrangements, Plan & L sections of the Projects.

(ii) The plans, drawings, station working rules etc. required for the execution of work shall be prepared by RVNL before submission to the Railway for approval.

(iii) The GADs for the bridges prepared by the consultant appointed by RVNL, or by RVNL itself, duly incorporating the details of rail levels etc. based on the project report and approved ‘L’ sections shall be scrutinized and signed by concerned CPM of RVNL before it is submitted to Railway for approval. The GADs of the bridges shall be scrutinized by CBE’s office and approved by CBE.

(iv) The Design Offices of the Railway will provide access to designs and drawings already approved on the Railway, especially for Bridges and Buildings, so that the same can be adopted in the Project. For structures, where standard RDSO drawings are not adopted, RVNL will prepare all Working Drawings including Structural Designs & Drawings as per relevant Railway standards and codes which will be proof checked by an independent consultant appointed by RVNL. Proof checking of bridges will be done by an IIT/NIT or by any other Institution/Consultant of repute approved by CBE. These designs will not require approval of the Zonal Railway. However, the drawings so proof checked will be approved by concerned CPM before issuing the same for execution.
B. S&T Works:

(i) All Plans & Design documents for S&T works relating to the project shall be prepared by RVNL and approved by the Headquarter/Division as detailed in Annexure-1. Plans will be signed by the concerned S&T officer-in-charge of RVNL; DGM/AGM(S&T) before submission of the same to the Railway.

(ii) Testing and Commissioning: Complete installation with all the test records after full testing and certification by RVNL officials will be offered for final testing and commissioning by the Railway. The different authorities for testing different aspects of work are summarized in Annexure-2. The test reports shall be submitted to the Railway at the time of simulation tests. OEM's Certificate is to be obtained prior to commissioning for Els, MSDACs/SSDACs, IPS and AFTCs.

C. Electrical Works:

(a) Composite Works

(i) Copies of the existing layout plans for the electrifying system will be handed over by the Railway to RVNL within 7-10 days on receipt of such request. All Plans & Design documents relating to the project shall be prepared by RVNL/PMC and submitted to the Division/Railway for approval after the same is signed by the concerned Electrical Officer Incharge of RVNL. RVNL shall prepare the OHE layout plans for the single line/doubling/3rd line for OHE in AutoCAD, incorporating the layout plans for the existing one/two/three lines. All the drawings of TRD in one soft copy and six sets of printouts of each drawing shall be handed over to the Railway for internal distribution.

(ii) Cross-Section Drawings and Structure Erection Drawings will be approved by the concerned RVNL unit.

(iii) Proposed General Power Supply Diagram shall be incorporated in the existing General Power Supply Diagram of the section.

(iv) All the plans, designs & drawings required for the project shall be got prepared by RVNL through its agency & scrutinized by its PMC, before submission to Railway for approval wherever required.
submitted by RVNL to Railway, should have signatures of RVNL's field in charge (minimum at the level of DGM).

5.2.2 **Sanction of EIG:** The documents for EIG will be prepared by RVNL (or its PMC) and the documents, complete in all respects, duly signed by RVNL and PMC, shall be submitted to Sr. DEE/TRD of respective Divisions for arranging EIG sanction. In case of Metro rail, Kolkata, application shall be submitted by RVNL officials, directly to EIG, since Sr. DEE/TRD is not available there.

5.2.3 **Temporary arrangements:** RVNL will submit the details of temporary arrangements requiring sanction of CRS to the nominated Officer of the respective Division for further processing and submission of papers to CRS for obtaining his sanction.

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

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

(ii) Required documents for obtaining condonation(s) for infringement to schedule of dimensions will be prepared by the RVNL/PMC and documents, complete in all respects, duly signed by RVNL officials shall be submitted to the nominated officer of the respective Division for further processing and obtaining approval of competent authority as per extant practice being followed in Railways.

5.3 **Inspection of materials:**

5.3.1 All P.Way materials to be used by RVNL for execution of projects will be procured through RDSO approved sources with inspection certificate from the respective agencies as per practice of the Railway.

5.3.2 All the materials to be used for Railway Electrification will be procured from RDSO/CORE/Zonal Railway approved suppliers and inspected as per practice of the Railway before installation of the same.
5.3.3 All the materials to be used for S&T will be procured from RDSO approved suppliers & inspected as per practice of the Railway before installation of the same.

6. LAND ACQUISITION:

6.1.1 The concerned Zonal Railway will carry out land acquisition and make available the land required for execution of the project based on plans submitted to the Railway by RVNL. RVNL will submit to CAO/C details of requirement of land after Final Location Survey. RVNL will appoint an agency to assist the Railway in preparation of proposals for land acquisition and necessary follow up at different stages of acquisition. Possession of land shall be timely taken by the Railway for successful completion of the work as per target. Expenditure on acquisition of land shall be chargeable to the project.

6.1.2 The Railway will pursue with the concerned Revenue authorities to expedite the land acquisition process for early publication of necessary Gazette Notifications, and payment of compensation to Project Affected Persons (PAPs).

6.2 Land boundary posts shall be fixed/maintained by the Railway for existing land/additional land acquired for the project.

6.3 Permission for forest clearance (felling of trees), removal of encroachments or alignment, if any, will be obtained/arranged by the Railway.

7. USE OF RAILWAY LAND AND RAILWAY STRUCTURES:

7.1 On the specific request of RVNL, Railway shall identify any land/buildings that can be spared and given to RVNL for its office accommodation. Nominal license fee of Rs.1000/- per acre of land or per structure/building per annum (or both) shall be charged from RVNL for the same (Railway Board’s Letter No. 2010/LMB/7/2 dated 04.03.2011).

7.2 For execution of projects, Railway will permit the contractors fixed by RVNL to use the available Railway land on the same terms and conditions as applicable to Railways’ contractors depending upon availability of railway land and as per conditions laid down in RVNL’s contract, to:

(i) store construction materials such as – ballast, rails, sleepers, OHE materials like masts, conductors etc.
(ii) erect temporary sheds, site offices, drive bore wells, string power lines, etc.

(iii) Lay temporary roads to access various sites.

(iv) Carry out any other work connected with the project.

(v) Any temporary work/works done by RVNL during the course of execution of the project shall be removed, if demanded by the Railway, and land restored to its original condition. The cost incurred for such removal shall be borne by RVNL.

7.3 The contractors, through PMC, will submit a dimensioned sketch for temporary use of available land to the concerned SSE (P.Way/Works), as the case may be, who will after verification forward the same to the concerned AEN for approval/obtaining approval of competent authority.

7.4 RVNL will advise the Railway regarding any ballast stacks or any other railway material obstructing the proposed work, and RVNL shall be permitted to shift the same suitably to a location jointly identified.

6. **EXECUTION OF WORKS:**

8.1 General:

8.1.1 RVNL will procure the railway materials such as rails, sleepers, track fittings, electrical and S&T materials etc. However, Railway material may be given to RVNL for work within the jurisdiction of the Railway, subject to availability, to meet exigencies with the approval of PCE/CSTE/CEE. Railway materials such as rails, sleepers, track fittings, electrical and S & T materials etc. may be given to RVNL at rates as is being issued by open line to construction organisation of the railway. All assistance that the Open Line normally extends to the Construction Organisation will also be extended to RVNL on the same terms and conditions so that the cost of the project is contained. Similarly, Construction Organisation may issue any such material to RVNL on payment basis at the normal issue rates. The Railway shall not insist on advance payment before issue of the material. However, RVNL shall ensure that the payment is made within 15 days from the date of receipt of demand notice from the railway.
8.1.2 The Railway shall provide free and unhindered access to officers, staff and contractors/consultants of R.VNL to railway premises in connection with carrying out the project related activities (In terms of Rly Bd's letter no. 2005/W-I/RVNL/5 dt. 12.05.05).

8.1.3 The works will be executed by RVNL through their nominated agencies under the supervision of Project Management Consultants (PMC) who will be responsible for day to day coordination with Railway officials.

8.1.4 During execution of the works, RVNL (through its PMC) will take reasonable safeguards consistent with the extant instructions on safety and the practices prevailing on the Railway, to ensure safe and smooth train operations. Railway officials, during their routine inspections, may check whether the systems for ensuring safety are in place or not and advise deficiencies, if any, to RVNL/PMC.

8.1.5 During execution of Electrification, S&T and Civil Engineering works requiring Traffic/Power Block, the detailed block planning will be submitted by RVNL/PMC to the Railway. Railway will ensure availability of Power and traffic blocks as per programme. For this, a nominated "TI" by the Railways may be posted at the Control Room for coordination with RVNL for arranging the Power and Traffic Blocks. The Railway shall not ask for any charges to be deposited towards arranging power/traffic block or way leave charges. The detailed requirement of blocks shall be advised 7 days in advance to the Railways by RVNL/PMC.

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

8.1.6 All power/traffic blocks will be arranged and cancelled by the Railways Supervisor.

8.1.7 During execution of railway electrification Works, the Railway will permit stabling of wiring train/Tower Car/ Diesel Crane, if any procured by RVNL as per provisions of the sanctioned estimate, at any suitable stations in the section. Drivers for such wiring train/Tower Car/ Diesel Crane will be arranged by the Division. Such wiring train/Tower Car/ Diesel Crane will be handed over to the Railway after completion of the project. Drivers for tower car will be arranged by RVNL in the Railway/Division where none of the sections is electrified and tower wagon drivers are not available.

[Signature]
8.1.8 Shifting of existing Cables for various services like signaling, communication, power etc. and infringements like HT/LT panels, Track Crossings and other electrical installations, LB's/Signals and Rodding etc. required for progress of Civil & OHE works coming in the way of laying of the new track, building or any other services, will be jointly identified by the Inspectors of S&T and Electrical departments of the concerned Division and RVNL. RVNL will carry out the shifting of existing cables and removal of infringements. However, divisional manpower will be made available to co-ordinate in obtaining and clearing the blocks, taking re-connections/disconnections. Competency for drivers, arranged by RVNL, for working of rolling stock has to be issued by concerned Divisional officer (Sr.DME or Sr.DEE (Op) or Sr.DEETR as may be the case.

8.1.9 Subject to availability, Railways will extend power connections to the contractors of RVNL at the same charges applicable to other Railway contractors.

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

8.1.11 RVNL will make available to the Division a list of all RVNL officials, concerned Supervisors/Engineers from PMC and Contractor who may be contacted in case of any emergency which will be circulated to all concerned.

8.1.12 (a) In terms of Railway Board's letter dated 2004/W-1/RVNL/15 dated 30.01.12, 0.25% of the cost of project being executed by RVNL will be allocated to respective Zonal Railway as D&G charges.

(b) Out of provision of 0.25% of total project cost as D&G charges, 0.075% shall be allocated to S&T department for carrying out works of Doubling/3rd line under Doubling plan head executed by RVNL. Share of Electrical department in D&G charges for doubling plan head shall be "NIL".

(c) For works under Railway Electrification plan head, the distribution of D&G charges shall be 0.125% for S&T and 0.125% for Electrical department. i.e. 0.125% each for Electrical & S&T department.
Any major structural modifications, if required during construction, shall jointly be inspected by RVNL and Railway and RVNL shall execute the modifications as per standard RDSO design.

(b) RE Works

(i) The general power supply diagram shall be approved by the Railway.

(ii) The various site plans shall be approved by Railway/Division.

(iii) The lay-out Plans, design & drawings like CSD & SEDs shall be approved by RVNL.

(iv) 6 copies of as erected drawings shall be handed over along with commissioning of RE.

5.1.4 After approval of GADs/Plans by the Railway, normally drawings will be treated as frozen so as not to affect the planning, execution and cost of works. However, in exceptional cases requiring alteration to the approved plans concerning additional facilities to be provided not forming a part of the sanctioned Detailed Estimate, the modifications may be considered by RVNL only if such changes do not substantially affect the cost and completion schedule and will be carried out only in consultation with Division for modification of plans and drawings and after approval of GM of the Railway. However, in case of matters of purely a technical nature, modification may be done after bringing it to the notice of the concerned PHOD of the Railway. Changes required during execution, based on site requirement, will be done by RVNL under intimation to the Railway. These changes will be reflected in the completion plans/drawings.

In case of any dispute to include additional requirements of the Railway, not initially included in the sanctioned estimate, the matter will be referred initially to GM and if case is not resolved then to Railway Board whose decision shall be final and binding on both the parties.

5.2 Statutory Approvals:

5.2.1 Sanction of CRS: RVNL will prepare and submit the documents to the nominated Officer of the respective Division for further processing and submission of papers to CRS for obtaining his sanction. All drawings, EIG application, CRS application etc.
8.2 Yard Remodeling Works:

8.2.1 RVNL, PMC, Zonal Railway and the Works Contractors shall make a detailed plan for execution of Yard remodeling works. These agencies shall maintain close coordination among themselves as to how different agencies will work together for smooth execution of works, adopting jointly decided schedules, logistic administration and interfacing at various levels to ensure safety and operation of trains.

8.2.2 The following works in the yard shall be executed by an agency fixed by RVNL under the supervision of the Railway and assisted by RVNL's PMC:-
- OHE modification works,
- Insertion/Dismantling of Turnouts with or without traffic blocks,
- Slewing of existing track,
- Any addition and alteration of the existing track required as per the approved plans,
- All S&T works requiring disconnections/interference with the existing gears,
- Launching of FOB girders requiring traffic blocks; and
- Shifting of materials requiring traffic crossing & traffic block.

8.2.3 The following works shall be executed by RVNL, with supervision of PMC, as per approved plan:
- Construction/Extension of Station buildings, platforms, foot over bridge, staff quarters, overhead tanks,
- laying of electrical cables, Yard lighting, Electrification of Buildings,
- laying of S&T cables, Signal posts and junction boxes.

8.2.4 Execution of any other work in the yard, not covered by the above, will be decided mutually by the Railway and RVNL.

8.2.5 All pre-commissioning tests like cable meggering, track circuit measurements, interlocking tests as per selection table etc. shall be completed by RVNL and results submitted to the Railway. Supervisory staff of the Railway shall associate during such tests/measurements. After the station is offered for testing to Railway for issue of safety certificate, necessary arrangements shall be made by RVNL for carrying out simulation, correspondence tests and any other test required as per SEM. These tests will be carried out jointly by RVNL and Railway's representative to save time of testing.
8.2.6 RVNL will be allowed to make changes in the running S&T installations for commissioning of any phase work under the supervision of the Railway's staff. Normally, such work will be restricted to one station at a time. It is understood that in phase working, it may not always be possible to adhere to standard arrangements as the existing installation may be quite old, obsolete and congested. In such case, approval of CSTE is to be obtained detailing plan of work.

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

8.3 Dismantling of existing structures

8.3.1 Before start of dismantling of existing track, structures, TRD installations, S&T installations and other assets, these will be jointly surveyed by RVNL and the concerned Railway officials who will record and sign the report of the joint survey.

8.3.2 All released material from dismantling will be sorted, transported and properly stacked at identified / nominated locations with approach road and shall be handed over to the Railway after due verification. All released materials will be finally disposed off by the Railway and necessary credit will be transferred to the project by transfer of such proceeds to RVNL.

8.4 Emergency Works:

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

8.4.2 The Railway should maintain necessary records and advise RVNL about the specific failure of the Contractor in all such cases, for taking suitable action in terms of contract conditions.
8.4.3 If the personnel of contractor or the PMC continue with conditions of unsafe working, despite instructions to the contrary, Railways will advise promptly RVNL to take immediate appropriate action against such personnel.

8.5 **Construction of Bridges:**

8.5.1 Where construction of bridges involves working close to the existing bridges requiring issue of caution order, RVNL will identify such bridges and furnish the details of caution required to the Division. Railway will permit imposition of caution order/speed restriction as intimated by RVNL. Work at such locations shall only be started after imposition of caution order/speed restriction.

9. **BREAKDOWNS AND UNSAFE SITUATIONS:**

9.1 In case any emergency arises during the course of execution of works requiring imposition of caution, then the Station in-charge will promptly receive and acknowledge such messages submitted by PMC/RVNL contractor's Engineers and regulate the trains as per the advice received, in the interest of safety.

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

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

10.1 RVNL will furnish the requirement of track machines like CSM, Duomatic, UTM, Dynamic track stabilizer, T-28 BFR mounted Crane, Wiring train, with power diesel crane and tower wagon etc. at least two weeks in advance of actual requirement. The exact dates will be finalized in consultation with CTE/CEDE. Tower wagon will be arranged by RVNL for non-electrified Railways.
10.1 RVNL will furnish the requirement of diesel locomotives required for the Railway Electrification works. This shall also be made part of the Zonal Railway power plan. Actual requirement on weekly basis shall be provided by RVNL field officials to the Divisional officials. M&P as per sanctioned estimate shall be procured by RVNL & handed over to open line for regular use and maintenance. M&P available with Division shall be provided to RVNL on demand with operating crew.

10.2 The Railway will make available the requisite machinery in good working condition along with operators. RVNL/their Contractor will provide Fuel and Lubricants. The Railway will attend to all routine maintenance, breakdown of machinery and major repairs. All minor repairs such as reconditioning of tamping tools etc. will be attended to by RVNL contractor. Railway will raise their demand on RVNL for payment, for sparing their machinery. Maintenance of tower wagon and other TRD related machine and plants will be arranged by RVNL for non-electrified railways. RVNL shall maintain only those construction machines like wiring train etc. not handed over to Open Line.

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

10.4 The Railway will provide all machinery on the same terms and conditions as applicable to the Construction organization of Railway.

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

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

10.7 To train out ballast in the new BG track, the Railway shall provide 30 BOBN wagons with dedicated power and crew for training out of ballast from the Ballast Depots to Section. The concerned Division shall provide Power and arrange movement of the
Ballast DMTs upon request of RVNL, on charges as applicable to the construction organization.

10.8 Railway shall arrange Motor trolley and Inspection Carriage free of cost for inspection of project area by senior officers of RVNL from time to time.

11. COMMISSIONING AND TAKING OVER OF ASSETS:

11.1 For new line, gauge conversion and doubling works CAO/C and for RE works, CEE of the Railway will be the coordinating authority from Railways side for submission of required documents for opening of section.

11.1.1 CEE of the Rly will be authority of EIG approval for commissioning of electrical installation viz. TSS, FP, SP, SSP etc. Further, for processing of EIG sanction, the individual performa may be signed by DGM or higher officials in RVNL.

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

11.3 RVNL will prepare bilingual Station Working Rules, Traction working Rules, L-Xing working rules etc., and submit the same to the Railway for approval. Railway will arrange approvals within two weeks from the date of submission.

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

11.5 The deficiencies noted by CRS as a precondition for opening of the track pertaining to the work done by RVNL shall be promptly attended to by RVNL within an agreed time schedule.

11.6 All assets will be deemed to be taken over by the Railway immediately after commissioning. Deficiencies, if any, present at the time of commissioning, will be made good by the contractor fixed by RVNL within the framework of a separate MOU to be drawn between RVNL and the Railway at the time of commissioning, as per
practice being followed by Railways between Open Line and Construction Organisation.

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

12. ACCOUNTAL OF FUNDS RELEASED BY RVNL TO ZONAL RAILWAY

12.1 During course of execution of the Project RVNL may release funds to the Railway for project execution on account of (i) land acquisition, (ii) supply of materials to RVNL, (iii) execution of specific activities of work. In all such cases RVNL will release funds to the FA&CAO/Open Line who will transfer funds to the respective units and maintain and provide a consolidated account of all receipts and expenditure to RVNL on quarterly basis and at the time of completion of project for drawing the Completion Estimate/Report.

This has approval of Board (Member Engineering & Member Electrical).

S.C. Agnihotri  
Managing Director  
For & on behalf of  
Rail Vikas Nigam Ltd.

DATE : 10.01.2013  
PLACE : NEW DELHI

A.K. Gupta  
Additional Member(Works)  
For & on behalf of  
President of India
# PLAN PREPARATION

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<td>IPS Pre Commissioning Checks.</td>
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