Sub:- Discrepancies in preparation of Estimates and use of Blanketing material.

(A) While examining Detailed Estimates/Revised Estimates/MM Proposals for new lines, gauge conversion and doubling projects, it is observed that Railways are not following the guidelines contained in Railway Board’s letter Nos. 98/W-I/Genl./0/30/Pt dated 13.06.2008 & 25.07.2008 available on Works Directorate’s website and various required Annexures are not furnished as per Board’s letter No. FX-II/2011/Est./1 dated 06.07.2011 available on Works & Finance Directorate’s websites. In this regard, it is reiterated that Railway may ensure the following :-

- The DEs/REs/MMs sent to Board are prepared in accordance with above mentioned letters and especially ensure that various Annexures required to accompany the Estimates are as per letter No. FX-II/2011/Est./1 dated 06.07.2011 (available on website of Board’s Works & Finance Expenditure Directorate).
- All the Annexures are properly filled in all respect including remarks column and signed by at least SAG level officer.
- Facilities proposed at various stages i.e. AE, DE & RE stages are mentioned in Annexure-III along with brief justification/reasons for variation in relevant items. The quantities reflected in Annexure-III should be cross checked with the actual provisions made in the estimate for respective items. Sometimes, quantities given are in running meters whereas the units taken are in Sq. m. This should not happen.
- Revised ROR as per latest cost estimate should also be mentioned in Annexure-IV and calculation sheet attached.
• In preparation of consolidated variation statement (MOD) as per Annexure-V, a chart/table indicating major items of variation due to escalation and other than escalation, with brief reasons for variation in each item and each segment (e.g. Civil, Elect., S&T, Mech. Etc. sub estimates) duly vetted by Finance should be furnished.
• The figures are shown in Lakh of Rs. and not in Rupees.
• Abbreviations should not be used in the estimate at any place.

(B) In case of 3rd & 4th line estimates, integration of 3rd and 4th line or 3rd/4th line should be as per Board’s letter No. 2013/PL/19/1 (Policy) dtd. 30.9.2013 (copy enclosed). In case, connectivity at every station is required, detailed justification for the same should be furnished.

(C) It is also observed that Railways are proposing and using blanketing material indiscriminately without following RDSO’s latest guidelines contained in GE-14. According to GE-14, the thickness of blanketing varies from 30 cm to 100 cm and maximum thickness of blanketing is restricted to 100 cm even for 32.5 T loading standard with poorest of formation soil. However, some Railways are proposing blanketing as much as 1.30 m or more. In this regard, Railway may ensure that provisions of GE-14 are strictly adhered to.

Railways should ensure the above guidelines to enable expeditious processing of Estimates in Board’s Office. This issues with the approval of competent authority.

(Anisur Rehman)
Director/Works-II
Railway Board.

Copy to: Chief Administrative Officers/ Construction,
All Indian Railways.