

**Factory Civil Department**

**TENDER DOCUMENT**

**TENDER ENQUIRY NO. FCX/TW/20/08**

**DATE: - 10.10.2020**



**TENDER DOCUMENT**

**For Works Contract**

**For Tender Enquiry No : FCX/TW/20/08**

**For**

**Repair & Maintenance of BHEL Railway siding for one year.**

**Contact Person :**

Name : Anshuman Sharma

Designation : Deputy Manager (CMM)

Email : anshuman.sharma@bhel.in

PH : 0510 – 241 – 2784

**Tender Due Date 03.11.2020 at 13 :15 Hrs**

**Tender Opening Date : 03.11.2020 at 14 :00 Hrs**

**Material Management Department**

**BHEL, PO : BHEL, Jhansi 284120 (UP)**

**BHARAT HEAVY ELECTRICALS LIMITED, JHANSI****Factory Civil Department****TENDER DOCUMENT****TENDER ENQUIRY NO. FCX/TW/20/08****DATE: - 10.10.2020****Detail of Bidder and Documents to be submitted along with Technical Bid**

Please number your documents in continuation with tender documents at bottom (footer) of page.

S.No.	Particular	Detail	
1.	Name of the firm		
2.	Name of the Proprietor/Partners		
3.	Address		
4.	Mobile No.		
5.	E-mail ID		
<b>Essential Documents</b>			
	<b>Particular</b>	<b>Detail</b>	<b>Page No</b>
6.	Acceptance of Terms & conditions Signature on all pages without conditions of contractor	Submitted/ Not submitted	
7.	Blank price bid format duly signed by the contractor.	Submitted/ Not submitted	
8.	Copy of ESI Registration	ESI No-	
9.	Copy of PAN card	PAN No-	
10.	Copy of GST registration	GST No-	
11.	Self declaration as per as per annexure V on Rs 100 stamp paper .	Submitted/ Not submitted	
12.	Copy of ownership of firm	Submitted/ Not submitted	
13.	Reciept of tender fees deposition	Amount	
14.	Reciept of EMD deposition	Amount	
15.	Copy of turn over for last three year i. 2017-18 ii. 2018-19 iii. 2019-20	Submitted/ Not submitted	

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**We hereby accepted above (Signature & seal of bidder)**

**BHARAT HEAVY ELECTRICALS LIMITED, JHANSI****Factory Civil Department****TENDER DOCUMENT****TENDER ENQUIRY NO. FCX/TW/20/08****DATE: - 10.10.2020**

<b>16.</b>	Work Experience i. Work order ii. Completion Certificate iii. Bill of Quantity <b>Relevant TDS/TRACES (in case of Experience in private sector)</b>	Submitted/ Not submitted	
<b>17.</b>	Copy of IncomeTax return i. 2016-17 ii. 2017-18 iii. 2018-19	Submitted/ Not submitted	
<b>18.</b>	Copy of PF registration	PF No-	

We will fulfill all the obligations of the contractor and abide by the terms & Conditions mentioned in the enquiry.

Date :-

Signature With Name &amp; Seal

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**We hereby accepted above (Signature & seal of bidder)**

**BHARAT HEAVY ELECTRICALS LIMITED, JHANSI****Factory Civil Department****TENDER DOCUMENT****TENDER ENQUIRY NO. FCX/TW/20/08****DATE: - 10.10.2020****TABLE OF CONTENTS****PART I: TECHNO-COMMERCIAL BID**

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**PART II: PRICE BIDP****(Separate envelope)**

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<b>1.</b>	PRICE BID (JS 146)	1-Page

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## **NOTICE INVITING TENDER**



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**BHARAT HEAVY ELECTRICALS LIMITED, JHANSI****Factory Civil Department****TENDER DOCUMENT****TENDER ENQUIRY NO. FCX/TW/20/08****DATE: - 10.10.2020****1- NOTICE INVITING TENDER**

S. No.	Particulars	Details
1	Name of work	<b>Repair &amp; Maintenance of BHEL Railway siding for one year</b>
3	Tender Evaluation Criteria	(As per GTC issued by “Central Contracting Cell” and Special, condition of contract for Civil Work of BHEL Jhansi.
4	Duration of the Contract	<b>One year</b>
5	Last date of receipt of the Tender	(As on page # 1)
6	Date of opening Tender	(As on page # 1)
7	Address for submitting the tender	(As on page # 7)
8	Earnest Money Deposit (EMD)	<b>Rs. 9992/- (Rupees Nine Thousand Nine Hundred Ninety Two Only)</b>
9	Cost of tender (Non refundable)	<b>Nil</b>
10	Validity of Offer	120 days
11	Defect liability period	<b>Nil</b>

**Note:** The EMD may be accepted only in the following forms:

(i) Electronic Fund Transfer credited in BHEL account (before tender opening)

**BHEL account details: Bank Name: - SBI; A/c No.: - 10670828866; IFSC Code: - SBIN0003807 A/c Holder Name: - BHARAT HEAVY ELECTRICALS LIMITED**

(ii) At BHEL cash office through POS machine **No Demand Drafts shall be accepted.**

The contractors may physically visit the work place before quoting their rates. For relevant details, please visit our website “www.bhel.com” & “www.bheljhs.co.in”

**Note: BHEL takes no responsibility for any delay / loss of documents or correspondence sent by courier or post. Late tenders shall be rejected outright.**

The techno-commercial bid comprising (i) all its sections, (ii) all enclosures in support of various clauses and requirements and (iii) EMD, shall be duly signed and sent in a sealed envelope boldly super-scribing **“PART-I TECHNO COMMERCIAL BID FOR “Repair & Maintenance of BHEL Railway siding for one year.** Similarly, the Price-bid must be duly signed and sent in a sealed envelope boldly super-scribing **“PART-II PRICE Repair & Maintenance of BHEL Railway siding for one year.** Both these envelopes shall be placed inside 3<sup>rd</sup> sealed envelope super-scribing” duly signed and sent in a sealed envelope boldly super-scribing **“Repair & Maintenance of BHEL Railway siding for one year.**

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We hereby accepted above (Signature & seal of bidder)

**BHARAT HEAVY ELECTRICALS LIMITED, JHANSI**

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**The tender shall be addressed to as follows:**

Anshuman Sharma

Dy. Manager (CMM)

Email : [anshuman.sharma@bhel.in](mailto:anshuman.sharma@bhel.in)

PH : 0510 – 241 – 2784

Sealed Tenders can be submitted (i) personally, (ii) by Courier, or (iii) by post.

If submitted personally

Tender Box

CISF Control Room/Office

Administrative Building

Bharat Heavy Electricals Limited

Jhansi-284120 (U P)

Or if sent through Courier / Post

Office of

Anshuman Sharma

Deputy Manager (CMM)

Material Management Department

Email : [anshuman.sharma@bhel.in](mailto:anshuman.sharma@bhel.in)

BHEL, JHANSI - 284120

PH : 0510 – 241 – 2784

**Part-I Techno Commercial bid:**

Part I of the sealed tenders alone will be opened by BHEL in the presence of tenderers who are present at the time & place of opening. A signed blank price-bid copy should be enclosed with this bid. The spaces for prices should be crossed (x).

**Part-II Price bid:**

The price bid should contain prices only. Price bid will be opened only for the parties who qualify in techno commercial bid.

**TO BE SIGNED BY THE TENDERER**

Certified that all Sections of the Tender have been read / complied & agreed to, and each page of the tender offer has been signed & stamped.

(Signature of Authorized person(s))

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**Brief Description of work/Scpoe of work**

**A. Through packing of Track including following operation (minimum on round over the entire track length in year)**

- (a) **Opening of the road:-** Ballast is opened out on either side of the rail seat for a depth 50mm (2") below the bottom sleepers with the help of shovel or wire claw without distributing the cores under the sleepers. The width of opening should be upto end of sleeper on outside and on inside it should be 450 mm (18") for B.G., 350 mm (14") for M.G. and 250 mm (10") for N.G. from the rail seat
- (b) **Examination of rails, sleepers and fastenings:** - The rails, sleepers and fastening are thoroughly examined. Rails are examined for corrosion, fracture/crack & wear. Defective sleepers are replaced with new ones and loose fastenings are tightened. The kinks if any in the rails are removed by jim-crowding.
- (c) **Squaring of sleepers:** - The sleepers get out of square quite frequently resulting gauge variations and kinks. One of the rails is taken as sighting rail and on this rail correct sleepers spacing is marked. The position of the sleepers with reference to the second rail is checked with the help of a T- square. The sleepers, which are either out of square or not at correct spacing, are then attended.
- (d) **Slewing of track to correct alignment:** - The alignment of the track is normally checked by eye judgment sighting the rail from a distance of about 4 rail lengths or so. Small error in the alignment is corrected by slewing the track after loosening the cores at ends and drawing out sufficient ballast at the end of sleepers.
- (e) **Gauging of track:-** The gauge should be checked and a uniform gauge within permissible tolerance should be attempted. The following tolerances \* for gauge variations including the side wear are prescribed at the time of laying from considerations of riding comfort provided uniform gauge can be maintained over long lengths.
- (f) **Packing of sleepers :-** The basis rail is sighted by the mate or Permanent Way Supervisor (PWS) and the dip or the low joints are lifted correctly to ensure a perfect longitudinal level of the sighting rail. The sleepers are then packed by Scissors Packing Method, Four men should tackle one sleeper simultaneously two at each rail. The ballast under the sleeper bed should be properly packed by the men standing back to back and working their beaters diagonally by lifting the same up to chest level. While carrying out packing, the second rail is brought to the correct cross levels thereby ensuring a perfect surfacing of the track. In case of wooden and steel through sleepers, it should be ensured that the sleepers are not centre bound and as such a trough is made in the ballast section at the centre of sleepers.  
After Completing the packing, the alignment and top should carefully be checked and minor adjustment carried out.
- (g) **Repacking of joint sleepers:** - The Joint sleepers are then packed once again and the cross levels checked.
- (h) **Boxing ballast section and tidying:** - The ballast section is then properly boxed and dressed with the help of a special template. The cess should be dressed up and its level maintained in a way that proper drainage is ensured.

- B.** Lubrication of and oiling of fish plate & bolts (minimum once a year after the entire track length)
- C.** Creep adjustment (as and when required).
- D.** Overhauling of track

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- E.** Overhauling of level crossing
- F.** Overhauling of points & crossing
- G.** Repairs to dues and cleaning of side catch water drains (immediately before and during rainy season)
- H.** Earth work for repairs to banks and cutting (round the year particularly during and immediately after the rains)
- I.** Clearing grass/ vegetation & pruning of trees
- J.** Emergency works (as and when required)

**Note:- The Scope of work is only indicative not exhaustive and will include any other activities apart from above necessary for completing the subject work.**

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**Qualifying Requirements**

1. Copy of PAN Card to be submitted.
2. Copy of GST Registration to be submitted.
3. Self-Declaration undertaking duly signed with stamp of the bidder on Stamp Paper of Rs 100 /- to be submitted.
4. Copy of independent ESI Registration.
5. Signed copy of Blank Price Bid.
6. **(A)** The bidder should have the experience of having successfully completed similar work against completed work order during the last seven years ending on **30.09.2020** amounting to values mentioned as under:
  - (1) One Work valuing not less than **Rs 4.00 Lakhs.**  
Or
  - (2) Two works each valuing not less than **Rs 2.50 Lakhs.**  
Or
  - (3) Three works each valuing not less than **Rs 2.0 Lakhs.**

Definition of Similar Work: **All type of civil construction/renovation/maintenance works.**

(Note: For verification by the department, work order copy and work completion certificate mentioning successful completion by the client shall be submitted by the vendor. If the work is done for a private customer, relevant TDS Certificate (TRACES Only) must be submitted as evidence in addition to above work completion certificate & work order copy by the vendor.

**(B) Turnover criteria:** Turnover criteria: Average annual financial turnover during the last three years, ending 31st March, 2020 (i.e. FY-2017-18, FY-2018-19 and FY-2019-20) applicable as per norm shall be at least Rs 1.50 Lakh. Duly audited financial statement/balance sheet/certified by CA to be submitted as supporting documents. If all balance sheet/financial statement are not available for three years then the average shall be calculated by dividing the sum of turnover of submitted balance sheet/certificate from CA/Financial statement by three.

Bidder not having statutory obligation to get financial statement audited must submit following documents as evidence for turn over:

1. Complete ITR with all annexure as filled on line as per proof to verify turn over.  
OR
2. A certificate from CA duly vetting the turnover.  
OR
3. Audited balance sheet & profit and loss account.

**Note:** Provisional turnover for the FY 2019-20 duly certified by C.A. shall also be acceptable for evaluation purpose.

Taxes & Duries, Payment Terms, Bonus & LD Clause will be as per GTC issued by "Central Contracting Cell" and "Special Conditions of Contract for Civil Works" of BHEL Jhansi.

7. Documentary proof in support of above eligibility criteria along with EMD shall be submitted along with Techno Commercial Bid.
8. The documents required for legal entities under whose name and style contractor has participated in the tender are as follows:

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- (i) Partnership Firm: Partnership Deed & registration certificate issued by office of registrar of Firms.
- (ii) Company: Certified copy Memorandum of Association, Article of Association and Incorporation Certificate.
- (iii) Society: Registration certificate issued by Registrar of societies.
- (iv) Sole Proprietor-ship: Undertaking on oath (Rs. 100 stamp paper) that Proprietor is solely responsible for all rights and liabilities while working under the name and style of Sole Proprietorship firm namely (\_\_\_\_\_)

**GENERAL TERMS AND CONDITIONS OF ENQUIRY (JHS2055C R00)**

**UPLOADED IN SEPERATE FILE - PAGE NO 01 TO 14**  
**(To be signed by contractor and submitted along with bid)**

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**TECHNICAL SPECIFICATION**

1. The works shall be executed with the directions, instructions, which shall be given to the contractor by BHEL from time to time and as per technical specifications in price schedule and drawings available in the office to give a general idea of the work to be executed and is liable for modifications during the actual execution based on the designs prepared and approved by the Competent authority.
2. The works have to be carried out as per INDIAN RAILWAY specifications on labour basis. In case of defective BHEL will have full right to reject the work or part there of. Such defective work if any will have to be rectified at contractor's cost. The opinion of Engineer in charge shall be final in this matter. If the defective work is allowed to stand BHEL shall have the absolute right to reduce the rates for such items and the contractor shall have no claims over such defective work allowed on reduced rates
3. The contractor shall be fully and finally responsible for correctness and quality of his work to the entire satisfaction of the BHEL/Customer.
4. If in the opinion of the contractor any work is insufficiently specified or required modifications, the contractor shall refer the same in writing to the Engineer and obtain his instruction/approval in writing before proceeding with the work. If contractor fails to refer such instance, any excuse for faulty erection, for poor workmanship or delay in completion shall not be entertained.
5. The contractor shall keep the point levers and the switch portion of the point & crossing clean and well-oiled and in proper working condition at all time during the entire period of contract.
6. The curves, points and crossing, bridge level crossing etc. shall be inspected at regular intervals. The Schedule of inspection, made by the engineer - in-charge must be adhered and any defects detected in the course or such inspections, shall be rectified promptly and as per the direction of the engineer - in-charge.
7. In case of emergencies such as accident, department and the contractor shall attend to restoration work A committee shall be appointed by MGR-FCX B.H.E.L Jhansi to ascertain the cause of such accident/Derailment. The contractor's authorized representative shall also be associated as the member of committee. The findings of the committee as accepted by Sr. MGR- FCX shall final & binding on the contractor. It will be the responsibility of the contractor to contact the concerned Indian railway authorities for getting the Inspections done during the year before march and getting the safety certificate issued, which the contractor Will submit to the engineer - in-charge promptly, and further payments to the contractor shall be released only after the production of the safety certificate from the concerned railway authorities
8. In case it is established that the cause of accident/ derailment is faulty maintenance of permanent way contractor, the contractor will be penalized by an amount of Rs 2000/- plus 10% of the cost of repairs to the rolling stock as assessed by MGR - FCX and no additional payment shall be made for restoration work.
9. Workers required to work inside factory area shall have to follow the factory shift timings and follow security rules. The work shall normally be arranged on working days only. However, it may also be arranged on Sunday/Holiday /Late hours as directed by Engineer – in Charge Specific written permission of the Engineer – in – charge and chief of security shall be required for executing the work beyond normal working hours.

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**10.** It will be the responsibility of the contractor /PWI to carryout joint inspection along with engineer in charge or his representative at least once in Six month and submit Joint inspection report.

**11. Routine Track inspection:**

The PWI / BHEL representative shall inspect the entire section at least one week or more often as necessary and shall:

- (I) Take note of the kilometrages requiring immediate attention, direct, and instruct the mate for doing the work.
- (II) Check the gangs work done on the previous days in detail and take remedial actions on any shortcomings.
- (III) Prepare schedule / programme for round the year systematic maintenance of railway siding. With consultation of the Engineer- in- charge, immediately after award of work and ensure systematic work to the, Round the year schedule /programme for track maintenance.
- (IV) Instruct and upgrade men at methods of work.
- (V) Mark and Initial musters of key men, gang men, trolley men, and mate.
- (VI) Check the correctness of the gauge and spirit levels with gangs once a month.
- (VII) Arrange for replaying of all unserviceable tools and plant sand defective of periodically examined.
- (VIII) Ensure that mate, keymen, gangmen, trolley men, have Knowledge of rules in which they should be regularly cancelled and periodically examined.
- (IX) Check the tools, safety equipment and materials with gangs once a month.
- (X) He shall maintain the progress of the maintenance work in a gang chart which should be up dated every time he makes a round of inspection.
- (XI) Measure and maintain the 'creep' of rails once in 3 month in creep register.
- (XII) Conduct detailed inspection of points and crossing and record the findings in appropriate points and crossing register. The points and crossings inspection shall be done once in 3 month for each points and crossings.
- (XIII) He shall specially be vigilant and check for and maintaining the relevant track parameters as per 'Indian Railway s schedule of standard dimensions for railway' any infringement should be promptly removed.
- (XIV) The PWI / BHEL representative shall prepare progress report of the works under his control and submit the same to the engineer – in- charge of the contract.
- (XV) The BHEL representative shall keep liaison with concerned Indian Railways authorities and accompany periodical Obligatory inspection by the Indian Railway officials and obtain the fitness certificate' for the BHEL Railway siding.
- (XVI) The PWI / BHEL representative also act as an extension to the contractor to ensure that the rules laid down in Acts and regulation and as modified from time. Are strictly complied.

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**12.** For all natural minerals used in the work like sand, aggregate, bricks, etc royalty certificate (MM-11) must submitted along with bills. If royalty certificate is not submitted the cost of royalty shall be deducted from contractors bill as per prevailing Govt. order including penalty as applicable.

**13. METHODS OF MEASUREMENTS**

Except where any general or detailed description of the work in quantities expressly shows the contrary, schedule of quantities shall be deemed to have been prepared and measurements shall be taken in accordance with the procedure set forth in the schedule of rates – specification notwithstanding any provision in the relevant standard method of measurement or any general or local custom. In the case of items which are not covered by the CPWD schedule of rates – specification, measurement shall be taken in accordance with the relevant standard method of measurement issued by the Indian standards institution.