

**SPECIFICATION OF COMPUTERISED UNRESERVED TICKET
TO PL NO 83983430**

1) DESCRIPTION OF UTS TICKET:-

Ticket unreserved, computerized, pre-printed, pre-perforated for computerized unreserved ticketing system of size 10 cms x 6.35 cms in continuous stationery of 500 tickets per roll to be printed on 130 GSM (+/- 5%) virgin pulp water mark paper to be procured only from approved 'A' grade paper mill with Indian Railway logo of not more than 1 inch size. [One number = one roll of 500 tickets per roll]

2) PAPER SPECIFICATION: -

- (a) Paper Virgin Pulp Security Bond water mark Paper of 130 GSM (tolerance +/- 5%) confirming to specifications IS 1848/1991 or latest. Watermark paper to be purchased only from the approved "A" Grade paper Mills. The paper shall have clear Watermark as per Annexure 'A'
- (b) Top Band: Top Band shall be full solid in Copper Brown Color full solid of 8mm
- (c) Caliper: 165 microns +/- 5
- (d) Tear: 60-65 (min)
- (e) Smoothness: 30 +/- 5sec/100
- (f) Rag Contents: 40% (min)
- (g) Breaking length CD 2500 (min), MD-3200 (min)
- (h) One min Cobb Test 17 (max)
- (i) Brightness: 70 (min)
- (j) Opacity: 30 (min)
- (k) P.H. Value: 5.0 (min)
- (l) Finish: The paper shall have smooth finish and shall be free from fluff, creases, cuts, specs, wrinkles etc. and shall be of uniform thickness throughout. The winding should be even and tight throughout from core to outer edge. The paper shall be bleached White having uniform shade throughout. The variation in shade shall be treated as sub-standard.
- (m) Grade of Paper: The paper shall be manufactured from Grade "A" paper Mill from virgin pulp.
- (n) Inner Diameter of Core: 2 to 3 cms.
- (o) Hatching of Ticket: The paper shall be hatched with INDIAN RAILWAY logo of 8mm diameter. The hatching shall be printed in 10% density (screen) in such a way that the dot matrix printing on the ticket has contrast.

3) PRINTING SPECIFICATION:-

- 3.1 One Color printing with distinguishing features in the background printing on the front. Successful tenderer shall submit and get the art work and other elements approved within 7 days or earlier from the issue of the Purchase Order from CCM/PM/Central Railway, Mumbai CST. After the approval of Art Work is communicated the supplier shall be required to submit 3 sample rolls for test printing. One sample roll shall be returned back to the supplier, one shall be retained by HQ office (CCM/PM office, CSTM) and one shall be sent to the depot for final inspection of the bulk supply.
- 3.2 "SHUBH YATRA" in Hindi and "HAPPY JOURNEY" in English should be printed on light grey color strip in reverse color. "INDIAN RAILWAY" in English/ BHARTIYA RAIL in Hindi with logo printed on strip in centre.
- 3.3 Hatching of zonal Railway printed diagonally all over the ticket (except light grey strip). The ticket should be bilingual.
- 3.5 Ticket Printing should be similar to the Annexure-B

4) NUMBERING:-

The ticket number shall be printed in dark black colour on the right top corner under the strip. Pre-printed serial numbers shall be in eight digits. The last four digits of the serial number shall be printed in double font (Bold Type) and numbering shall be done

- by fool proof system machine numbering (printing Press). In no case the number shall be printed on Dot Matrix/inkjet or laser jet printers. The numbering shall be done by special indelible penetrating ink such that the number is visible on the back of the ticket and cannot be erased. The serial numbers shall be communicated to the supplier at the time of communicating the approval of the Art Work/Sample roll.
- 5) SPROCKET HOLES:-
Sprocket holes shall be provided on both sides of the ticket for feeding of the paper.
- 6) PERFORATION:-
- (a) Horizontal (end to end) perforation after each ticket shall be provided to tear off the ticket without obstruction for issue to the passenger.
- (b) Perforation shall not cause breakage in the continuity of rolls at any level.
- (c) The Stationery used after last ticket in the ticket Roll should be of same thickness with perforation and not by tape to avoid "NON-ISSUE TICKET" of last ticket in a roll.
- 7) PACKING SPECIFICATION:-
- (a) Tickets shall be supplied in roll of 500 tickets (as specified) each securely packed with a label pasted outside each roll showing commencing number and closing number of tickets in each roll.
- (b) Before the tickets are wrapped on the supporting cylinder plain white paper of same width as the ticket stationery up to one meter in length to be provided with sprocket holes on both sides and shall be joined at the end of last ticket by pasting paper tapes through the width of the ticket leaving movement of the last ticket for printing.
- (c) The direction of winding of tickets shall be same as the reservation tickets. The front of the ticket shall be inside when wrapped and the lowest ticket number on the roll will be the first ticket for printing.
- 8) QUALIFICATION FOR THE VENDOR:-
- (a) Only RBI/IBA approved security printer and ISO 9001 certified security printers shall be considered for placement of Order. Railway reserves the right to arrange bulk/entire quantity from the vendor with sufficient experience in printing of Railway Tickets.
- (b) The vendor is required to have fool proof numbering arrangements for printing ticket number in two sizes.
- (c) Vendors are also required to have suitable security area for stocking printed tickets
- (d) Vendors are required to have suitable arrangements for destroying the mutilated or mis-printed tickets. They will further give an undertaking that there will be synchronous computerized record of serial numbers being printed on ticket roll to prevent any chance of any extra ticket, duplicate ticket and ticket without number.
- (e) Successful vendor shall be required to indemnify Central Railway through an I/Bond against mis-use of tickets in their stock, printing of duplicate tickets and missing numbers/duplicate numbers and resultant loss to the Railways.
- (f) Vendor shall have to arrange for inspection of press and storage area by nominated officer/officers of Central Railway when and if so desired.
- (g) Vendor shall be required to make own arrangement for procurement of the IR watermark paper from the approved mills directly.
- (h) The vendors shall give a declaration at the time of submission of the offer that they comply with the above conditions and shall submit necessary supporting documents.
- (i) Vendors shall require providing security features as prescribed from time to time and also informing all security features to purchase officer and CCM/PM before printing.
- (j) Vendors shall give undertaking that they will not supply such type of material to anyone except Railways.
- 9) INSPECTION:-
- (a) Inspection shall be done by RITES.

(b) The inspecting authority shall be in addition to normal inspection shall also verify the documents to ensure that the water mark paper of required grade has been obtained and used from mill and that the firm is having facility and is maintaining the synchronous computerized record of numbering. The vendor shall allow inspection and make available the necessary documents for verification.

10) PENALTY CLAUSE:-

10.1 Tenderers must note that the tickets are money value items and utmost care is expected for error free printing and supply. It may also be clearly noted that failure to supply error free tickets may cause serious and huge loss to railways.

10.2 Without prejudice to other terms & conditions of contract and Railways legal rights in case of errors, following pre-determined losses will be recovered form the vendors in case of mis-printing, mistake in numbering (including double numbering or missing number) excess printing, missing tickets, duplicate tickets or other errors:
"Rupees one thousand only (Rs.1000/-) for per error per ticket."

10.3 The decision to determine whether or not an error has occurred in Printing/supply shall rest with Controller of stores, Central Railway and the decision shall be final and binding. The recovery of these predetermined losses shall not in any way mean dilution of any other contractual or legal rights that Railways might have in matter. The railways also reserves the right to take any other actions as deemed fit in addition to the recovery of the above specified pre-determined losses."

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