

WEST CENTRAL RAILWAY

BY SPEED POST

Purchase Order

HEAD QUARTER OFFICE
ENGG. BRANCH, 2nd FLOOR,
NEAR INDIRA MARKET,
JABALPUR

No.WCRTP2012223/PSC Spl. T-out/412

Dated- 07.02.13

**M/s ECON Antri Ltd.,
A-13, Basant Vihar,
Gwalior-474-007 (M.P.)
Fax-0751-2631246
Ph. No.07524-291095
Mobile No.09425115789**

Dear Sirs,

Sub: - Tender No.WCRTP2012223 dated 07.08.12 opened on 24.09.12 for Manufacture and Supply and transportation including loading/unloading of PSC Sleeper 60 kg for (1) Diamond Crossing without Slip (T-5362) (2) Diamond Crossing with Single/Double Slip (T-5363/5364) (3) Scissor X-Over1:8.5(T-6092)(4) Scissor X-Over1:12(T-8109)with latest amendments up to date of tender opening

Ref: - (1) Your offer received through E-Tender (IREPS Website) on dt. 24.09.12
(2) Your negotiation quotation No. EAL/Tender no.WCRTP2012223/G-207/12-13 dt. 27.11.12
(3) This office AAL No. WCRTP2012223 dt. 20.12.12

For and on behalf of the President of India, the Principal Chief Engineer West Central Railway is pleased to award you this contract under Indian Railway Standard Conditions of contract as amended up to date from time to time, special conditions incorporated in the tender documents and other terms & conditions shown here under:-

1. Full description of Stores

- (1) Manufacture ,supply and transportation of Prestressed Mono block concrete sleeper sets for T-5362(with latest alteration) for 1 in 8.5, 60 Kg. Diamond Crossing with out Slip for Broad Gauge (1673 mm) as per IRS Specification No.T-45-96 duly amended including loading/unloading
- (2) Manufacture ,supply and transportation of Prestressed Mono block concrete sleeper sets for T-5363/5364 (with latest alteration) for 1 in 8.5, 60 Kg. Diamond Crossing with Single/Double Slip for Broad Gauge (1673 mm) as per IRS Specification No.T-45-96 duly amended including loading/unloading.

2. Rate & Total cost: as shown below.

(A)

| Item | Consignee | Quantity (in set) | Quoted Rate (₹/sets) | | | All Inclusive Rate without freight (₹/set) | Total cost in ₹ without freight |
|--|-----------|-------------------|----------------------|--|--|--|---------------------------------|
| | | | Basic (₹/set) | ED Extra at the time of dispatch present rate 12.36% | CST/ VAT Extra at the time of dispatch present rate 13 % | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| (1)Diamond Crossing without Slip (T-5362) | Bina | 1 | 3,76,000/- | 46,473.60 | 54,921.57 | 4,773,95.17 | 4,77,395.17 |
| | Itarsi | 2 | | | | | 9,54,790.34 |
| (2)Diamond Crossing with Single/Double Slip(T-5363/5364) | Bina | 2 | 3,97,000/- | 49,069.20 | 57,989.00 | 5,04,058.20 | 10,08,116.40 |
| | Itarsi | 1 | | | | | 5,04,058.20 |
| | Jabalpur | 3 | | | | | 15,12,174.60 |
| | Katni | 2 | | | | | 10,08,116.40 |
| | Shamgarh | 2 | | | | | 10,08,116.40 |
| Total | | | | | | | 6472767.51 |

(B) Freight Charges:-

| Consignee | Freight rate in ₹ | Qty. in sets | Total freight in ₹ |
|---|-------------------|--------------|--------------------|
| Bina | 56,100/- | 3 | 168300/- |
| Itarsi | 80,000/- | 3 | 240000/- |
| Jabalpur | 90,200/- | 3 | 270600/- |
| Katni | 90,200/- | 2 | 180400/- |
| Shamgarh | 80,000/- | 2 | 160000/- |
| | | Total | 10,19,300/- |
| Grand Total (A+B) value = ₹ 74,92,067.51(Seventy four lakh ninety two thousand sixty seven and fifty one paise only) | | | |

3. **Bill Passing Officer** Dy. Chief Engineer (TP) WCR (HQ) JBP.
4. **Bill Paying Officer** FA & CAO WCR, JBP.
5. **Place of Manufacture** M/s ECON ANTRY LIMITED GWALIOR, CSP at Antri North Central Railway.
6. **Name of Work** Manufacture & supply and transportation including loading/unloading of PSC Sleeper 60 kg for (1) Diamond Crossing without Slip (T-5362) (2) Diamond Crossing with Single/Double Slip (T-5363/5364)
7. **Terms of Delivery** FOR/FOT up to destinations. transportation of these special sleepers at their own cost (either by road or rail or both) from their plant to the locations including loading/unloading mentioned in "Schedule of Requirements"

8. **Delivery Period** As defined in Note (i) of “Schedule of requirement” of tender documents.
The quantity on order shall be supplied within the currency of **04 months** from the date of issue of purchase order. Pre-delivery will be permitted. i.e. up to 06.06.2013.
9. **Inspection** Applicable as per Clause No.4 of “Additional special condition of contract” of tender documents.
10. **Taxes** (i) Excise duty: - Extra as applicable at the time of dispatch present rate (12.36%)
(ii) CST : Extra @ 13%
(iii) Freight extra
(iv) Modvat:- As per tender condition 5.5 of “Additional special condition of contract” and annexure H of tender documents.
The tenderer needs to give declaration
“We hereby declare that we can avail additional duty set offs as per latest MODVAT/CENVAT scheme in force now and we hereby give a reduction of per unit and agree to revise the prices indicated in the order. The current ED of % is payable on this reduced price. Therefore, we request you to amend the order accordingly.”
11. **Payment** Applicable as per Clause No.7 of “Additional special condition of contract” of tender documents. Except clause 7.2. 90% payment will be made after submission of BG equivalent amount and after inspection. Balance 10% payment will be made after receipt of material by consignee in good condition.
12. **New Impost** Any taxes and duties other than Sales Tax, Excise Duty levied as statutory duties will be reimbursed subject to submission of documentary evidence in respect of payment made by the supplier. However, this will not be reimbursed during extended delivery period.
13. **Price Variation Clause** PVC will be applicable as per Clause 8 of “Additional special condition of contract of tender document” annexure H.
14. **EMD/SD** The firm is on RDSO’s/Railway board approved list of manufacturers for PSC sleeper, hence exempted from remitting EMD.
As per clause No. 2.2.3 of additional special condition of contract, you are requested to submit the Security deposit (SD)/ Performance Guarantee in the form of Demand Draft, FDR deposit or BG in favor of FA & CAO, West Central Railway Jabalpur for Rs. **7, 50,000/- (Seven Lakh Fifty thousand only)** valid up to 60 days, beyond the date of completion, before issue of PO. Firm has submitted BG No. SIB/BG/12-13/13 dt. 01.01.2013 for Rs.7, 50,000/- valid up to 30.06.2013
15. **Octroi** Not applicable as per Clause 5.3 of “Additional special condition of contract of tender document”
16. **IRS Condition of Contract** The firm has submitted tender documents duly signed and hence accepted IRS condition of contract up to date.
17. **Option to vary the ordered quantity** Accepted as per tender documents clause No. 10 of additional special condition of contract “The Principal Chief Engineer West Central

Railway reserves the right to enhance or reduce the contracted quantity up to 30% at the acceptance rate, terms and conditions of the order at the sole discretion. The discretion of the Principal Chief Engineer West Central Railway in this regard can be exercised any time before the expiry of D. P. /extended D. P. If quantity is increased by or up to 30% suitable extension in Delivery period will be granted by the purchaser.”

18. Force Majeure Clause

Railway’s Standard Force Majeure Clause, as per tender schedule shall be Applicable.

19 Rejection at destination

Irrespective of the inspection carried out by the nominated inspection authority and passing of the inspected stores, the consignee shall have the right to verify the quality of each consignment at his end, reject the defective supplies and seek replacement within 15 days after due notice in writing. The defective goods shall be lifted by the suppliers and matching replacement arranged at their cost with maximum period of 4 weeks from the date of such notice sent by the consignee.

20 Guarantee:

- 1** The contractor guarantees that the PSC Sleepers which he supplies shall be manufactured fully in accordance with specifications. In all cases, the contractor guarantees that its design shall strictly follow the “as made” detailed drawing with such modifications as are notified in respect of each type.
- 2** The contractor further guarantees that the PSC sleepers shall be free from defects in material and workmanship. The contractor shall be liable to arrange the necessary replacements of the defective sleepers free of any charge only to the extent that such replacements are attributable to or arise from faulty workmanship or material or design in the manufacture of the sleepers. All replacements shall be made free of cost at destination. If the contractor so desires, the replaced sleepers can be taken over by him for disposal as he deems fit, within a period of three months from the date of receipt of the replacement of defective sleepers by the purchaser. At the expiry of this period, no claim in this respect shall lie on the purchaser.
- 3** The guarantee herein contained shall not apply to any material which shall have been repaired or altered by the Purchaser, or on his behalf in any way so as to effect its strength, performance or reliability, or to any defect to any part due to misuse, negligence or accident.
- 4** The guarantee herein contained shall expire in respect of each sleeper on the expiry of 5 years from the date of the delivery or 3 years from the date of its placing in service whichever is earlier, except in respect of defects notified to the contractor prior to the expiry of such date.
- 5** All replacements that the purchaser shall call upon the contractor to deliver under this guarantee shall be delivered by the contractor within three months from the date of intimation of such rejection of defective sleepers. If the contractor fails to replace the defective sleepers within the said period, the cost of the said sleepers at the rate stipulated in the contract shall be recovered from the payments due to the contractor.

6 Any approval of acceptance by the purchaser of the sleepers or of the materials, incorporated therein shall not in any way limit the contractor's liability hereunder.

7 The decision of the purchaser in regard to contractor's liability under this guarantee shall be final and conclusive.

21. Conditions quoted by M/s ECON ANTRY LIMITED GWALIOR, CSP at Antri North Central Railway and Railway's remarks thereon are as under:

| S. N. | As per tender | Quoted condition by firm | Remarks of firm | TC's Remark |
|-------|--|---|---|---|
| 1 | 7.2 Full 100% of the price of each consignment will be paid after the sleepers are delivered by railway wagon/road at destination of consignee | 90% of the price of each consignment will be paid after the turnout sets are inspected and passed by the purchaser on execution of indemnity bond for an equivalent amount by the contractor. In such cases of 90% advance payment, a copy of the inspection certificate shall be enclosed with the bills. The contractor may submit the indemnity bond for 90% of the contract values in one go in lieu of submitting several indemnity bonds for 90% of value of each inspected consignment. Balance 10% of the price of each consignment will be paid on proof of dispatch and on submission of indemnity bond for 25% of the value of stores supplied covering the warranty period as per warranty clause. The contractor may submit the indemnity bond for 25% value of the entire value of the contract in one go in lieu of submitting several indemnity bond for 25% of each consignment. Consigner's certificate shall be enclosed with 10% bills. In case 90% payment as laid down in clause 15.2 above is not sought, 100% of the price of each consignment will be paid on proof of dispatch of stores and on submission of indemnity bond. | The same mode of payment is followed in all Railway Board tenders for manufacturing and supply of PSC Sleepers. | Firm vide his letter dtd 10.12.12 agreed to furnish BG of equal amount. As Railway now have BG as a guarantee, firm condition of payment of 90 % on inspection can be accepted. |
| | | Negotiated condition- (1) Excise Duty and VAT as applicable at the time of dispatch shall be paid by the purchaser (2) Freight payment is to be mentioned separately in purchase order otherwise freight rate offered by us will be included in the Basic rate and Excise Duty and VAT shall be charged on same. (3) In case Railway decides to do the transportation on their own by placing rake/truck in our factory then loading for same shall be done by us free of cost. | | Accepted. Accepted. Transportation will be done by firm only. |

| | | | | |
|---|---|---|--|--|
| | | <p>(4) 90% of the price of each consignment will be paid after the turn out sets have inspected and passed by the purchaser on execution of indemnity bond for an equivalent amount by the contractor (item no.7.2 as mentioned in statement of deviation in our offer marked as annexure-J shall be applicable)</p> <p>(5) The Delivery Period shall commence after issue of letter of permission from Chief Engineer/TS, NCR, and ALD for which we will apply within 07 days of receipt of detailed acceptance letter from WCT. The ordered quantity shall be supplied within period of 04 months from the date of issue of letter of permission from CE/TS, NCR. Inspection charges of PSC Sleepers shall be paid directly by the purchaser to the concerned Zonal Railway.</p> <p>6. Octroi exemption certificate and any form required for the purpose of transportation shall be issued by purchaser free of cost</p> | | <p>Firm vide his letter dtd 10.12.12 agreed to furnish BG of equal amount. As Railway now have BG as a guarantee, firm condition of payment of 90 % on inspection can be accepted. Accepted.</p> <p>Accepted. However Railway will not be responsible if octroi exemption certificate so issued is not honored by relevant authority</p> |
| 2 | 9. Delivery period:- 04 Months for the items mentioned in schedule of requirement from the date of issue of purchase order, as defined in notes to Para 1.0 of Schedule of Requirement ”. | The delivery period shall commence issue of letter of permission from the Chief Engineer (TS), North Central Railway, Allahabad for which supplier will apply within seven days of receipt of detailed acceptance letter. The ordered quantity shall be supplied within period of 04 months from the date of issue of letter of permission from CE (TS), North Central Railway, Allahabad. Inspection charges for Turnouts shall be paid directly by purchaser to the concerned Zonal Railways. | We are not allowed to manufacture any type of sleepers, other than order of N.C. Rly, without permission of Chief Engineer (TS). Therefore, on receipt of detailed acceptance letter we will seek permission from NCR HQ (Purchaser that is West Central Railway can directly write to N.C. Rly. for giving permission.) | Accepted. |

All terms and conditions as per tender document

Material schedule:

(1) PSC sleeper for Diamond crossing without Slip (T-5362)

| S. N. | Indents No. | Date | Indent Qty. (in sets) | Fund availability 12-13 | Allocation | LB/PB No./item No | Location of original indent |
|------------|-------------|--------------|-----------------------|-------------------------|-----------------|-------------------|-----------------------------|
| BPL | | | | | | | |
| 1 | 54410458 | 18.01.12 | 01 | Av. | DRF-21314204 | LB 253/12-13 | 32/12-13 |
| 2 | 54410459 | 19.01.12 | 02 | Av. | Revenue-0421128 | - | 31/12-13 |
| | | Total | 03 | | | | |

(2) PSC sleeper for Diamond with Single Slip (T-5363)

| S. N. | Indents No. | Date | Indent Qty. (in sets) | Fund availability 12-13 | Allocation | LB/PB No./item No | Location of original indent |
|------------|------------------------------|----------|-----------------------|-------------------------|------------------|-------------------|-----------------------------|
| JBP | | | | | | | |
| 1 | M.S. No.08 | 18.01.12 | 02* | Av | Revenue-04221028 | - | 36/12-13 |
| | | Total | 02 | | | | |
| BPL | | | | | | | |
| 1 | 54410459 | 19.01.12 | 01 | Av. | Revenue-0421128 | - | 31/12-13 |
| | | Total | 01 | | | | |
| | Grand Total (JBP+BPL) | | 03 | | | | |

*Indent quantity 04 sets, only two set to be procured in this PO.

(3) PSC sleeper for Diamond with Double Slip (T-5364)

| S. N. | Indents No. | Date | Indent Qty. (in sets) | Fund availability 12-13 | Allocation | LB No./item No | Location of original indent |
|------------|-----------------------------------|--------------|-----------------------|-------------------------|-------------------|----------------|-----------------------------|
| JBP | | | | | | | |
| 1 | M.S. No.08 | 18.01.12 | 03 | Av. | Revenue-04221028 | - | 12-13/36 |
| | | Total | 03 | | | | |
| BPL | | | | | | | |
| 1 | 54410459 | 19.01.12 | 02 | Av. | Revenue-0421128 | - | 31/12-13 |
| | | Total | 02 | | | | |
| KTT | | | | | | | |
| 1 | 44283122 | 18.01.12 | 02 | Av. | Revenue-04-211-28 | - | 45/12-13 |
| | | Total | 02 | | | | |
| | Grand Total (BPL+ JBP+KTT) | | 07 | | | | |

The contract shall be governed by Indian Railway Standard Conditions of contract (latest revision) with amendments, instruction to tenderer, instructions for quoting rates and other conditions incorporated in the subject tender document which will form part of the agreement. The conditions modified have been covered above.

(Dinesh Chand)
Dy. CE (TP)
For and on behalf of President of India

(Part of Annexure- 'G' clause 8 of additional special conditions)

PRICE VARIATION

TENDER NO. WCRTP2012223 dated 07.08.12

1.1. The accepted rate will vary in accordance with the price variation formula as detailed below in clause 1.2 to take into consideration variation in prices during execution of contract. Price variation will be worked out by taking into consideration the Indices/basic rates for the month of production.

1.2 Price Variation Formula:

$$P1 = Po/100 (5 + 31 I1/ Io + 23 L1/ Lo + 25 F1/ Fo + 16 W1/ Wo) + H1 + C1$$

Where

P1 = Updated cost of sleeper per set / no.

Po = Accepted Cost Net of Modvat - (Ho + Co)

I1 = WPI for Pig Iron during Production Month as per Economic Advisor, Ministry of Industry web site [http://eaindustry.nic.in./](http://eaindustry.nic.in/) (1+ Excise Duty Rate of Pig Iron during Production Month)

Io = WPI of Pig iron during Tender Opening Month as per Economic Advisor, Ministry of Industry web site <http://eaindustry.nic.in.> / (1 + E.D. Rate of Pig Iron during the Tender Opening Month)

L1 = All India Consumer Price Index for Industrial Labour during Production Month, as per Labour Bureau, Ministry of Labour web site [http://labourbureau.nic.in.](http://labourbureau.nic.in)

Lo = All India Consumer Price Index for Industrial Labour during Tender Opening Month, as per Labour Bureau, Ministry of Labour web site [http://labourbureau.nic.in.](http://labourbureau.nic.in)

F1 = WPI for Fuel & Power for Production Month as per Economic Advisor, Ministry of Industry web site [http://eaindustry.nic.in.](http://eaindustry.nic.in)

Fo = WPI for Fuel & Power for Tender Opening Month as per Economic Advisor, Ministry of Industry web site [http://eaindustry.nic.in.](http://eaindustry.nic.in)

W1 = WPI for All Commodities during Production Month as per Economic Advisor, Ministry of Industry web site [http://eaindustry.nic.in.](http://eaindustry.nic.in)

Wo = WPI for All Commodities during Tender Opening Month as per Economic Advisor, Ministry of Industry web site [http://eaindustry.nic.in.](http://eaindustry.nic.in)

$H_o = 1.21 \times \text{Weight of HTS Wire per Set of Turnout/per Sleeper in Kg.} \times \text{Basic price per kg of Rashtriya Ispat Nigam Limited, Visakhapatnam, ex- Visakhapatnam for High Carbon Wire Rod (7.0 mm grade PC 115)} + \text{CST chargeable by RINL, during Tender Opening Month}$

$H_1 = 1.21 \times \text{Weight of HTS Wire per Set of Turnout/per Sleeper in Kg.} \times \text{Basic price per kg of Rashtriya Ispat Nigam Limited, Visakhapatnam, ex- Visakhapatnam for High Carbon Wire Rod (7.0 mm grade PC 115)} + \text{CST chargeable by RINL, during Production Month}$

$C_1 = 1.10 \times \text{Weight of Cement per Set of Turnout/per Sleeper in Kg.} \times \text{Basic Cement Cost Per Kg} + \text{CST during Production Month (irrespective of source of procurement).}$

$C_o = 1.10 \times \text{Weight of Cement per Set of Turnout/per Sleeper in Kg.} \times \text{Basic Cement Cost Per Kg} + \text{CST during Tender Opening Month}$

1.3 CENVAT

In the event of 'CENVAT' credit being extended by the Government of India to more items than those already covered, the firm should advise the purchaser about the additional benefits accrued or any variation thereof, through a letter containing the following certificate, as may be considered necessary by the purchaser. "We hereby declare that we can avail additional duty set-offs as per latest CENVAT Scheme in force now and we hereby give a reduction of per unit and agree to revise the prices indicated in the order. The current excise duty of% is payable on the reduced price. Therefore, we request you to amend the order accordingly."

1.4 VAT Credit to be passed on to the purchaser:

Total VAT Credit to be passed on to the purchaser will be

$$V = N_1 \times V_C + N_2 \times V_H + N_3 \times V_I + N_4 \times V_O$$

Where

N_1 = Number of sets of Sleeper produced by procuring cement from within the State during the month.

N_2 = Number of sets of Sleeper produced by procuring HTS Wire from within the State during the month

N_3 = Number of sets of Sleeper produced by procuring SGCI Inserts from within the State during the month

N_4 = Number of sets of Sleeper produced by procuring Aggregate from within the State during the month

VAT Credit for Cement Per set of Sleeper = V_c

$$= (C_1 + \text{ED on } C_1) \times \text{CST Rate on Cement during Production Month}$$

(to be passed to purchaser if the approved source is within the State in which plant is situated. In case approved source of cement is outside the State V_c will be Zero).

VAT Credit for HTS Wire Per set/Sleeper of Sleeper = V_H

$$= (H_1 + \text{ED on } H_1) \times \text{CST Rate on HTS during Production Month}$$

$$\begin{aligned} \text{VAT Credit for Inserts Per set/Sleeper of Sleeper} &= \text{VI} \\ &= 0.51 \times \text{Po}/100 (5 + 31 \text{ I1/ I0} + 23 \text{ L1/ L0} + 25 \text{ F1/ F0} \\ &\quad + 16 \text{ W1/ W0}) \times (1 + \text{ED Rate on Inserts}) \times \text{CST} \\ &\quad \text{rate on Inserts, during Production Month} \end{aligned}$$

$$\begin{aligned} \text{VAT Credit for Aggregate Per set/Sleeper of Sleeper} &= \text{Vo} \\ &= 0.07 \times \text{Po} \times \text{W1/W0} \times \text{VAT on Aggregate during} \\ &\quad \text{Production Month} \end{aligned}$$

VAT benefit shall be calculated on monthly basis and should be accounted for in PV claim.

Documentary proof of the rates of VAT payable, will be verified before such payments are made.

2.0 Payment of Freight on Input Materials:

2.1 In addition to the accepted rate, the cost of transportation of Inserts, HTS Wire and Cement shall be reimbursed extra as under:

$$\text{Freight} = \text{Freight (Cement)} + \text{Freight (Inserts)} + \text{Freight (HTS)}$$

Freight (Inserts) = Irrespective of location or number of sources from where this item is procured, Railway freight for wagon load classification during the month of production from the nearest live source (which is in production and capable of supplying the required quantity) of SGCI Inserts if the material is drawn from the nearest source and if not from the nearest source, the actual freight or the Average freight of the nearest two sources whichever is lower through the shortest possible rail route, irrespective of actual size of the consignment. If Railway feels that it is necessary to procure the material from the 3rd nearest source then the freight reimbursement shall be the actual freight or the average freight of the nearest source and 3rd nearest source, whichever is lower. In case the material is transported by Road then the method of lead calculation will be as outlined above, but reimbursement shall be made maximum upto 150% of relevant rail tariff or actual Road freight, whichever is lower.

Freight (HTS Wire) = Irrespective of location or number of sources from where this item is procured, Railway freight for wagon load classification during the month of production from the nearest live source (which is in production and capable of supplying the required quantity) of HTS Wire if the material is drawn from the nearest source and if not from the nearest source, the actual freight or the Average freight of the nearest two sources whichever is lower through the shortest possible rail route, irrespective of actual size of the consignment. If Railway feels that it is necessary to procure the material from the 3rd nearest source then the freight reimbursement shall be the actual freight or the average freight of the nearest source and 3rd nearest source, whichever is lower. In case the material is transported by Road then the method of lead calculation will be as outlined above, but reimbursement shall be made maximum upto 150% of relevant rail tariff or actual Road freight, whichever is lower.

Freight (Cement) = Railway freight for rake/wagon load classification during the month of production from the nearest approved source of Cement as fixed by the Railway through the shortest possible rail route. For reimbursement of freight, in case special cement is transported by road, Railway Board's instructions circulated under letter No. 90/Track-II/22/15/1 dated 12.2.1991 and 89/Track-II/22/15/1 (Pt. B) dated 22.7.1991 will hold good except that the road freight will be reimbursed at actuals subject to a ceiling of "150%" in place of "120%" of the corresponding rail freight.

2.3 For calculating freight under clause 2.1 above & clause 1.2, following weight of input materials shall be considered:

| S N | Raw Material | Diamond Crossing with out Slip, T-5362 (Total length =304.45 m) | Diamond Crossing with Single/Double Slip, T-5363/5364 (Total length =335.49 m) | Scissor X- Over1:8.5(T- 6092). Total length =762.564 m) | Scissor X- Over1:12(T-8109). Total length =1139 m) |
|--------|--|---|--|---|---|
| 1 | Cement | 8443kg. | 9303kg. | 21146 kg. | 31584 kg. |
| 2 | HTS Wire 3x3 mm 9.5 mm (7ply) | 1512 kg. or 1457 kg. | 1666 kg. or 1605 kg. | 3786 kg. or 3648 kg. | 5656 kg. or 5450 kg. |
| 3 | Mild Steel | 230 kg. | 254 kg. | 592 kg. | 884 kg. |
| 4 | SGCI Inserts | 551Nos. | 384 Nos. | 1188 Nos. | 1772 Nos. |

2.4 Total freight as calculated above shall be added to the accepted rate immediately after the acceptance of tender on the basis of freight applicable **for the month of opening of tender**. Further change in freight shall be accounted for at the time of updating/ escalation.

(Dinesh Chand)
Dy. CE (TP)
For and on behalf of President of India