TENDER FOR INTEGRATED FEASIBILITY STUDY AND OBTAINING RAILWAYS APPROVALS FOR THE RAILWAY SIDING AT PROPOSED SITE AT JAMMU

1. PREAMBLE

Re-sitement of existing Rail fed Petroleum depots of the PSU oil Companies to a new location is to be done on Common User Facility (CUF) basis. BPCL shall be the lead company for this project. It is proposed to construct a new depot at identified site in Jammu with Tank Wagon Decantation siding (Single Spur) on CUF basis.

The products that shall be handled in proposed tank wagon decantation siding are High Speed Diesel (HSD) / Motor Spirit (MS) / Superior Kerosene Oil (SKO) through BTPN/BTFLN type Railway wagons.

2. BRIEF DESCRIPTION OF THE LOCATION

The identified plot for the above proposed project is situated on the Jammu-Udhampur line, at village Pargalta & Kanna Chargal, which is approximately 200m from the nearest Railway Station, Bajalta. This plot of Land admeasuring approximately 116 acres. The plot has a frontage of approximately 950 metre along the Railway track (Jammu- Udhampur line).

3. SCOPE OF WORK

The entire job of the tender are divided into two stages, Stage-1 and Stage-2, depending upon the feasibility of single spur full rake railway siding. Therefore, price bid shall be quoted accordingly against these two stages under Item no.10 (Stage-1) & Item no.20 (Stage-2).

The job in the Item no.10 & Item no.20 are given as below:

**Item no.10:** Preparation and submission of Conceptual plan of feasibility along with the application for RTC (Rail Transport Clearance) and obtaining approvals from Railways for the same.

**Item no.20:** Preparation and submission of DPR (Detailed Project Report), ESP (Engineering Scale Plan), LOP (Lay Out Plan), SIP (Signal Interlocking Plan), etc. and obtaining approvals from Railways; Preparation of general arrangement drawings (GAD) and detailed drawing for concrete Apron, Building and other structures inside the terminal as well as bridges (if any) and diversion/expansion of roads on the rail siding and obtaining Railways in-principle approval for the same. Preparation of BOQ and cost estimate of all civil works (rail hardware, buildings, bridges, culverts, pipeline crossings, pavements), OHE and signalling equipment and obtaining approval of the civil engineering, OHE (if required at station end) from Railways. Preparation of all the drawings required for land licensing approval to be put up by BPCL. The scope of consultancy shall also incl. Liaisoning with Railways until the execution of agreement between Railways and BPCL.

It is to be noted that Item no.20 shall be taken up by the consultant only after 100% completion of Item no 10 including obtaining the requisite approvals from railways and BPCL’s confirmation to proceed with execution of Item no 20.
In case of execution of Item no.10, if the proposed site is not found technically feasible due to any reason, whatsoever, to accommodate Railway siding, Item no. 20 shall not be executed and the contract will be concluded with payment against item no.10 only.

The scope of work for an integrated techno-economic feasibility study for the rail unloading siding at the above proposed location at village Pargalta & Kanna Chargal, Tehsil & district Jammu shall be as follows which is applicable for the jobs of stage 1 & stage 2 as the case may be:

i. Visit of the Proposed Locations for reconnaissance and carry out detailed survey of the site identified by BPCL for constructing the tank wagon unloading siding for handling POL rakes and Based on the results of the survey, recommend the optimal design of the rail infrastructure for development of upcoming unloading siding.

ii. Interaction with the client to understand operational/functional objectives and broad requirements and also review of the information provided by the client.

iii. Evaluation of site from the point of view of Railway connectivity and rail operation feasibility, access to site through road, availability of required area to accommodate the facilities.

iv. Based on our requirement of unloading arrangements and requirements prescribed by the railways, develop train handling facilities/terminals and related infrastructure.

v. To assess the volume of traffic in terms of tonnes, wagons and rakes on yearly as well as on daily basis.

vi. To select an operationally feasible take off from the proposed serving rail head, studying the adequacy of the existing rail facilities at the take off point and Collect the relevant data from the railway authorities and examine the various options for deciding the most suitable take off point in relation to the direction of traffic.

vii. Collect the layout and ‘L’ section of the proposed serving station and the railway section

viii. Designing rail layout for the terminal, keeping in mind the number of POL rakes requiring handling at the terminal.

ix. Suggest the signalling and telecommunication arrangements for safe movement of POL rakes between the serving station and the proposed rail terminal.

x. Preparing concept paper, detailed engineering scale plan (ESP), "L" section and also a schematic diagram of the proposed railway siding. Obtaining approval of conceptual plan along with the ESP for the proposal from the Railways (any fees to be paid to the Railways shall be deposited by the BPCL).

xi. Working out the abstract cost estimates for the suggested facilities.

xii. Preparation and Submission of application for RTC (Rail Transport Clearance) and obtaining RTC approval from Railway Board/Zonal Office, as the case may be and provide all assistance to BPCL for obtaining in-principle approval from Railways including attending meetings/liaison with concerned Railway authorities as per requirements.
xiii. Preparation and submission of Detailed Feasibility Report and Detailed Project Report and obtaining the approval of the same from railways.

xiv. Preparation of all the drawings required for land licensing approval to be put up by BPCL. The scope of consultancy shall also include liaisoning with Railway Officials until the execution of agreement between Railways and BPCL.

xv. Preparation of detailed Lay Out Plan (LOP) as per approved ESP and Railway guidelines and obtaining approval for the same.

xvi. Preparation and submission of drawings of culverts/bridges/pipe line crossings related to Railway siding. Obtaining the approval of the same from Railways.

xvii. Any other approval required from Railways not specifically mentioned above but necessary to start the construction activities.

xviii. Though the land is identified, acquisition process is under process for above proposed site. The pre-feasibility of Railway siding has to be established first by the successful party along with the due approvals from Railways for putting up the siding and submit the Conceptual Plan to the BPCL enabling us to final acquisition of Land.

4. FEASIBILITY STUDY AND DETAILED FEASIBILITY REPORT

i. Final location survey of the selected alignments and pegging out the alignment as per railway standards. Picking up the field data for preparation of land plans and longitudinal sections and deciding bridge and culvert locations.

ii. The alignment of Track, formation level etc., shall duly take into account the highest flood levels Full supply levels, the anticipated water flows and the direction of such flows.

iii. The plan and L-section should indicate the HFL/FSL of nallahs/canals crossing the proposed tracks.

iv. The assessment of land requirement by giving details such as private, govt., forest etc. and preparation of land requirement on Sarja map (including schedules & cadastral map) as required for land acquisition purpose if any. Identification of structures required demolition and its cost estimate and compensation (if any) to be paid.

v. The Centre line of the alignment is to be marked on ground with concrete/stone pillars (size 300mmx300mm minimum) at 200meters regular intervals and closer intervals on curves as per railway standards. All pillars should have reference of GPS coordinates.

vi. Assessment of electrical (OHE) and S & T requirement over the construction siding and permanent siding.

vii. Liaison with Railway authorities and other Govt. authorities for getting clearance for the proposed rail linkages if any, as required.

viii. Assessment of locos and workshop facilities, if any, as required.
ix. Assessment of manpower as required and infrastructure.

5. PROJECT COST ESTIMATES

Based on the above studies, assessment of the project cost of various packages such as civil, electrical, S&T, OHE, work to be executed as deposit works and directly by BPCL through railway approved agencies for both inside the railway station and outside station premises and other equipment etc. The detailed cost estimate shall be prepared by considering the unit rates of the various materials/equipment which are required for the construction, commissioning and operation of the siding including works such as miscellaneous buildings, workshops, tools & plants, fuelling stations, bridges, culverts, ROB/RUB, FOB, General electrification etc. The cost estimate shall also cover the benefits/limitations of Railways Assisted Siding concepts and EOL concepts.

6. GENERAL REQUIREMENTS

i. Preparation and submission of Detailed Report incorporating above details to obtain approval from BPCL/Railways. The report should include recommendation clearly based on a techno-economic study by considering an integrated POL Wagon movement study.

ii. Complete co-ordination and liaison with Railway, state/central govt including the approval of the scheme from Railways and other agencies as required.

iii. Assisting BPCL in Co-ordination with NH/state authorities for ROB, RUB and manned/unmanned crossing and obtaining their clearances.

iv. Traffic study, Staffing study for O&M, railway staff to be deployed at BPCL cost, if any.

v. All coordination with any other agency whose facilities have interface with the Railway siding system.

vi. The consultant should have valid enlistment with the concerned Railways till the validity of this contract.

vii. The cost estimate shall be worked out based on the detailed market study for availability of materials, source etc.

viii. All site related activities such as survey, finalization of location of loading point/rail corridor, preparation of land plans etc. are to be done in the presence of BPCL Engineer at site.

ix. Consultant to carry out the health check of the existing rail lines connecting the Proposed Terminal from the nearest station.

x. Study of the capacity of the Rail route for taking into account the additional traffic on account of the additional POL wagon movement.
7. DELIVERABLES

Party shall submit, the following documents to BPCL:

i. Preliminary report eight (8) copies.
ii. Eight (8) copies of draft feasibility report including drawings and land plan assessment.
iii. Twelve copies (12) of final Feasibility report along with the drawings.
iv. Two reproducible copy (CD ROM) of preliminary report & final Feasibility report along with the drawings.

8. TIME SCHEDULE

Party shall start the work within one week from the date of issue of LOI and should complete the entire job in Eight (08) months of total time period as per the following terms and conditions:

- Item no.10 to be delivered within Three (03) months from the date of LOI.
- Item no. 20 to be delivered within next Five (05) months after confirmation given by the BPCL subjected to the successful completion of the job in item no.10 (i.e. if Railway siding done feasible).

9. PAYMENT TERMS

Payment terms shall remain as per the following schedule of activities. There will be a deduction of 10% towards retention amount from every running account bills, which may be released on completion of all jobs.

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<tr>
<th>S. No.</th>
<th>Activity</th>
<th>Payment</th>
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<tr>
<td></td>
<td><strong>Item no.10</strong> (Stage-1)</td>
<td></td>
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<tr>
<td>1.</td>
<td>Completion of preliminary reconnaissance survey &amp; investigation feasibility.</td>
<td>30% of the agreed rate of item no.10</td>
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<td>2.</td>
<td>Submission of recommendation along with the Conceptual plan.</td>
<td>40% of the agreed rate of item no.10</td>
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<td>3.</td>
<td>Preparation and submission of application to railways for approvals.</td>
<td>20% of the agreed rate of item no.10</td>
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<td>4.</td>
<td>Providing assistance till the conclusion of process for obtaining in-principle approvals from Railways including attending meetings/liaison with concerned Railway authorities as per requirements.</td>
<td>10% of the agreed rate of item no.10</td>
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<td><strong>Item no.20</strong> (Stage-2)</td>
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<tr>
<td>1.</td>
<td>Submission of the Draft report.</td>
<td>60% of the agreed rate of item no. 20</td>
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<td>2.</td>
<td>Submission of Final DPR &amp; ESP.</td>
<td>20% of the agreed rate of item no. 20</td>
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<tr>
<td>3.</td>
<td>Final approval of DPR &amp; ESP along with all other approvals from Railways</td>
<td>20% of the agreed rate of item no. 20</td>
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