

GOVERNMENT OF INDIA (भारतसरकार)
MINISTRY OF RAILWAYS (रेलमंत्रालय)
RAILWAY BOARD (रेलवेबोर्ड)

No. 2013/TK-II/22/19/1 (Specification)

New Delhi, Dt. 28.10.2021

**Principal Chief Engineer,
All Zonal Railways.**

**Chief Administrative Officers(Const.)
All Zonal Railways.**

**Executive Director/Track-III,
RDSO, Manak Nagar,
Lucknow.**

**Sub: Supply and fixing of Composite Sleepers of various sizes on girder bridges
for various Zonal Railways**

- Ref: (i) CE/TS/WR's letter No. WTR/17/2020/Composite sleeper dtd. 28.07.2020
(ii) ED/TK-III/RDSO's letter No. CT/DSD dtd. 22-09-2020 & 29.09.2020
(iii) Railway Board letter no. 2013/TK-II/22/19/1 Pt.(Specification) dated 13.12.2017.
(iv) Railways Board letter of even no. dated 23.05.2016.
(v) RDSO letter no. CT/CS/Nandi Track dated 18.12.2020.
(vi) Railway Board letter of even no. dated 02.06.2021.
(vii) RDSO letter no. CT/DSD dated 20.07.2021 & 24.08.2021.

Based on feedback received from RDSO, Western Railway, industry and other stake holders, following modified system of procurement of composite sleeper has been approved by Railway Board (MI):

1.0 Proposed Way forward for proliferation of Composite sleepers on IR

- 1.1** At present RDSO is maintaining a list of provisionally approved OEMs & their Indian representatives who are eligible to supply composite sleepers for IR's requirement. Based on discussion with various stake holders and in order to have a wider vendor base duly giving opportunity for indigenous manufacture of composite sleepers, it is proposed to allow any sleeper or track item (Switches, Crossings, SEJs, Glued joints, rubber pads) manufactures in addition to OEM firms and their Indian partners having their prototype already approved by RDSO to supply composite sleepers by either importing or by setting up manufacturing facility in India which will ensure adequate competition and wider geographical spread.
- 1.2** Firms will be free to supply either imported sleepers or indigenously produced sleeper. However, price preference for indigenous products as per Make in India policy will be applicable. Further in case of indigenously produced composite sleepers, RDSO will be certifying the composite sleepers manufacturing plants for mass production upon satisfactory initial prototype testing. During regular supply also RDSO shall be the inspection authority for both imported as well as indigenously manufactured composite



sleepers. Suitable provision for longer Delivery period in case of indigenous production of composite sleepers is to be kept for enabling contracting firms to set up manufacturing unit.

1.3 With implementation of the revised guidelines, the existing provisionally approved list of suppliers of Composite sleepers which is based on Imported sleepers only shall stand discontinued for further use.

2.0 Detailed Guidelines including eligibility criteria and other terms and conditions

2.1 ELIGIBILITY CRITERIA

- 1) Firm should have successfully supplied sleeper to Indian Railways in preceding 3 years (before date of tender opening) or should be approved/developmental vendors of track item (Switches, Crossings, SEJs, Glued joints, rubber pads) as on date of tender opening. In addition, the firm shall have **technical tieup/ technology transfer/ technology being adopted from any experienced manufacturer** (firm to provide details on performance/ past supply orders of composite sleepers manufactured by experienced manufacturers and used on passenger carrying Railway system). Further there is no limit on number of bidders taking technology from same experienced manufacturers and final allotment of quantity to bidders will be based only on their inter-se ranking after electronic-Reverse Auction.

OR

- 2) OEMs of composite sleepers through their 100% owned Indian subsidiary or a JV with majority share holding of the OEM. Such a subsidiary or JV should be registered in India. Such OEMs should have proven experience of supplying composite sleepers to any of the passenger carrying Railway system.


OR

- 3) OEM firms of composite sleeper having their prototype already approved by RDSO in the past or their Indian partner (through JV/MOU/letter of Intent).

2.2 FINANCIAL ELIGIBILITY CRITERIA

Firms desiring to supply and fixing composite sleepers shall fulfill the following eligibility criteria:


- a) The firms should be of sound financial standing and should have a total turnover of at least **Rs 10 Crores** from all business activities in preceding 3 financial years including the current year upto date of tender opening. In support of financial standing, necessary document as per latest instructions to be submitted.



- b) The firm shall be financially solvent for at least Rs 1.5 Crores and a certificate to this effect issued by a Scheduled bank shall be enclosed with the tender.

2.3 Other terms and Conditions

- 2.3.1 Supplier of the composite sleepers shall also be responsible for fixing of the supplied composite sleepers on the railways nominated girder bridges to ensure that fixing of sleepers is done following RDSO and Railway Board's advised guidelines in this regard.
- 2.3.2 Extant RDSO's technical specifications and guidelines to be part of tender document for composite sleeper tender.
- 2.3.3 Any new make/OEM of composite sleepers to be introduced on Indian Railways for the first time, whether imported or indigenous, would require its prototype to be approved from RDSO. However, such prototype approval would not be necessary in case of firms qualifying as per the eligibility criteria stated at para 2.1(3) above.
- 2.3.4 Present EOI (notice no. CT/CS/EOI dated 27.11.2015) from RDSO shall continue with eligibility conditions duly modified as per guidelines listed above.


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