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**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
RAILWAY BOARD**

No.2004/Track-II/22/11/5

New Delhi, dated 22.02.2006

**The Principal Chief Engineers,  
All Indian Railways.**

**Sub: Policy guidelines for shifting of concrete sleeper plants.**

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1.0 Representations are often received from the sleeper manufacturers for shifting of plants from one location to another location for various reasons. To go into the various implications of shifting of plants within the same Railway as well as outside Railway, Board had appointed a committee. Based on the committee's recommendations and further deliberations in Railway Board, Board (ME & FC) have decided the following policy to be adopted while dealing with requests seeking permission for shifting of sleeper plants.

1.1 Requests for granting permission for inter-railway shifting of sleeper plants shall not be acceded to. Requests for permission for shifting of a sleeper plant within the Zonal Railway may be acceded to subject to the following:

- (i) The proposed location for shifting within the same Railway zone, should be suitable from Railway's point of view in respect of availability of land, feasibility of providing siding and operational requirements.
- (ii) Shifting must result in reduction in cost to Railway in terms of lead from factory to work site for sleepers required for the works sanctioned in the command zone of the plant at the time the proposal is considered and freight of HTS wire, inserts and Cement which are reimbursed by the Railway.
- (iii) Entire cost of shifting the plant including that of laying the siding and all incidental cost should be borne by the supplier, who requests for the shifting.
- (iv) The process of shifting must be completed within a period of six months from date of granting permission for shifting and regular production should start within a period of 3 months thereafter.
- (v) Regular production at new location should commence only after the existing factory is closed. Trial production may, however, be permitted while the old plant is running.
- (vi) RDSO's clearance for mass production will have to be obtained before starting bulk production.
- (vii) For on going contracts, change in location shall ordinarily be not agreed to except in exceptional circumstances subject to above. Grant of permission for shifting of plant will not absolve the firm from the responsibility of supplying sleepers against pending orders.

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(viii) GM of concerned Zonal Railway will be competent to permit shifting on recommendation of PCE/CE(Co-ord.) with concurrence of the FA&CAO. This power shall not further be delegated.


(ix) Granting permission for shifting shall not be construed, in any way, as any commitment from Railway for any assured order in future. For obtaining orders for supply, the firm will have to participate in tenders that would be floated by Railway and placement of order will depend upon decision in respect of such tenders based on rates and terms quoted by the firm.

1.2 The above instructions supersede the Board's letter No.98/Track-II/22/11/17 dated 23.11.1998.

2.0 In addition to above, Board have also taken the following decisions:

- (i) In case of future tenders, the permissibility of such request should be indicated in the conditions of contract. The option of Railways to direct for relocation may also be specified. Provision of sidings at Railway's cost can be dispensed with.
- (ii) Future tenders may be invited for supply from locations not necessarily from the existing factory locations but based on the Railway's requirement regions so that lead of finished product is minimum. Tenders can be invited at least 6 months earlier to the date of completion of ongoing contracts so that with minimum time gap, plants can be shifted by existing manufacturers, if necessary.

This issues with the concurrence of Finance Directorate of Ministry of Railways (Railway Board).

  
22/11/2006

(Arun Kumar)  
Executive Director, Track(M)  
Railway Board.

Copy to: FA&CAOs of all Indian Railways

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