

Emailed on
07-09-22 by Bmcell

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.2022/CE-III/BR/Bridge Workshop Policy

New Delhi, Dated: 07.09.2022

Principal Chief Engineers,
All Indian Railways

Chief Administrative Officers/Con.
All Indian Railways

Sub:- Fabrication of girders through Bridge Workshops.

Ref:- Board's letters of even number dated 07.02.2022 & 24.08.2022.

With reference to the above, for EPC contracts, the provisions of fabrication of girders through Engineering Bridge Workshops of Railways is dispensed with.

This is issued with the approval of Member Infra.

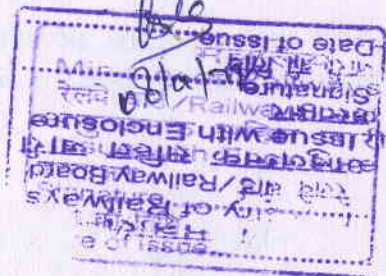
hoo
07/09/22
(L.L. Meena)

Director Civil Engg. (B&S)

Copy to: (i) OSD to MR for kind information of Hon'ble MR. *7/4*
08-09-22

(ii) PSO/CRB & CEO for kind information of CRB & CEO.

(iii) CMDs/MDs of RVNL, RITES, IRCON, KRCL & MRVC for kind information and necessary action please.



Emailed on
24.08.22 by BMCC
24/08/22

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.2014/CE-III/BR/Bridge Workshop Policy

New Delhi, dated 24.08.2022

Principal Chief Engineers,
All Indian Railways

Chief Administrative Officers/Con.
All Indian Railways

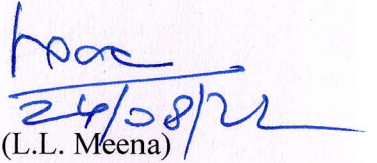
Sub:- Fabrication of girders through Bridge Workshops.

Ref:- Board's letters of even number dated 24.02.2014, 08.06.2016 & 07.02.2022.

Instructions already issued vide Board's letters under reference above on the captioned subject are time again reiterated that Zonal Railways should make a joint action plan at the beginning of each financial year to identify fabrication work to be allocated to Bridge Workshop and trade separately depending upon capacity of Bridge Workshop and target of commissioning of Works.

It is imperative for Zonal Railways to exhaust full capacity of Bridge Workshop before opting for trade and the procurement through trade should only be done after utilizing the full capacity of Bridge Workshop (Both primary and secondary).

DA: As above

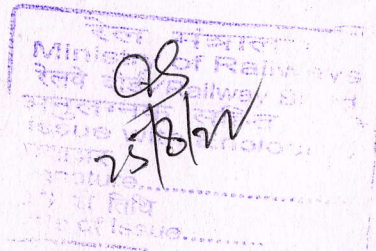

(L.L. Meena)

Director Civil Engg. (B&S)
Ph. No. 011-47845455

Copy to:

CMDs/MDs of RVNL, RITES, IRCON, KRCL & MRVC for kind information and place fabrication orders to Railway Bridge Workshops wherever considered feasible.

0/c



8/21/16/12/22 -
7-2-2022

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2014/CE-III/BR/Bridge Workshop Policy

New Delhi dt: 07.02.2022

Principal Chief Engineers,
All Indian Railways

Chief Administrative Officers/Con.
All Indian Railways

Sub: Fabrication of girders through Bridge Workshops.

Ref: (i) RB's letter No. 2014/CE-III/BR/Bridge Workshop Policy dated 24.02.2014.
(ii) RB's letter No. 2014/CE-III/BR/Bridge Workshop Policy dated 08.06.2016.

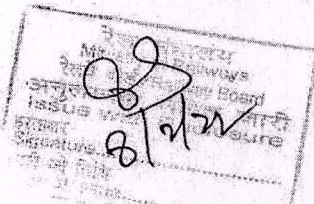
Vide ref. (i), Zonal Railways were advised to get their fabrication requirement met by Primary or Secondary Source of Bridge Workshop as under:

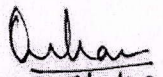
S.No.	Railway	Primary Source	Secondary Source
1	CR, WCR & SECR	Manmad	Sabarmati
2	ER, ECoR & ECR	Mughalsarai	Lucknow
3	NCR, NR	Jalandhar & Lucknow	Mughalsarai
4	SWR, SR	Arakkonam	Manmad
5	NWR, WR	Sabarmati	Manmad
6	SCR	Lallaguda	Manmad
7	NFR	Bogaingaon	Mughalsarai
9	NER	Gorakhpur	Lucknow
10	SER	Sini	Mughalsarai

Further, vide ref. (ii) it was advised that PCE & CAO(C) of each Zonal Railway should make a joint action plan at the beginning of each financial year to identify fabrication work to be allocated to bridge workshop and trade separately depending upon capacity of bridge workshop and target of commissioning of works.

Recently, few Bridge Workshops have represented that sufficient work order for fabrication are not being provided to them and railways are getting most of fabrication done from trade. It is imperative for Zonal Railways to exhaust full capacity of Bridge Workshops before opting for trade.

It is therefore reiterated that PCE & CAO(C) of each Zonal Railway shall make joint action plan for each year and procurement through trade shall only be done after utilizing full capacity of bridge workshops (both primary and secondary).




(O.N. Sharma)
Director (B&S)

Copy to: CMDs/MDs of RVNL, RITES, IRCON, KRCL & MRVC for kind information and place fabrication orders to railway bridge workshops wherever considered feasible.

o/c

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

No. 2014 /CE-III/BR/Bridge Workshop Policy

New Delhi, dt. 08.06.2016

Principal Chief Engineers,
All Zonal Railways

Chief Administrative Officers/Con,
All Zonal Railways

Sub: Fabrication of Bridge Girders & FOBs through Bridge Workshops.
Ref: Railway Board's letter of even no dated 24.02.2014

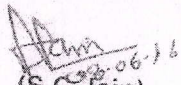
There are Ten Bridge Workshops across nine zonal railways on Indian Railways. Vide letter under reference above, primary source as well as secondary source for each zonal railway for meeting with its fabrication requirement was nominated. In order to ensure sufficient workload commensurate with the production capacity of the workshops, the instructions were issued that the efforts should be made by the Open line/Construction organisation of the concerned railway to get the requirement of their railway met by primary or secondary sources. In case workshops are not able to fulfil the requirement of concerned zonal railway within target date (that should be realistically given), then only with the prior approval of controlling CBE of the workshop (both primary and secondary), the indenting railway can go for trade for fabrication/supply of girders. RDSO to take up the inspection of the girders supplied by trade only after the certificate of the CBE of primary and secondary source regarding their inability to complete the requirement within the target date is produced by the requisite railway.

- 2.0 It has been observed that there has been delay in seeking the consent for manufacturing the girders or obtaining the NOC for approaching trade (in case workshop is not able to meet the requirement within target date) from the controlling authority of primary and secondary sources. This may results in delay in execution of Bridge works.
- 3.0 In view of above, existing instructions have been reviewed and in supersession to instructions issued earlier, with the approval of Board (ME) it has now been decided as under:

- (i) Normal requirement of Zonal railways for Bridge girder/FOB fabrication to be met with by the various Bridge Workshops as under:

S.N.	Railway	Attached Workshop	S.No.	Railway	Attached Workshop
1.	Central	Manmad	9.	North Western	Sabarmati
2.	Eastern	Mughalsarai	10.	Southern	Arakkonam
3.	East Central	Mughalsarai	11.	South Central	Lallaguda, Manmad
4.	East Coast	Mughalsarai	12.	South Eastern	Sini, Gorakhpur
5.	Northern	Lucknow, Jalandhar	13.	South East Central	Manmad
6.	North Central	Lucknow	14.	South Western	Arakkonam, Manmad
7.	North Eastern	Gorakhpur	15.	Western	Sabarmati
8.	Northeast Frontier	Bongaigaon, Mughalsarai	16.	West Central	Manmad

- (ii) In view of increased work load of bridge girder/FOB fabrication due to high targets of doubling, new line, Gauge conversion, Passenger amenities works etc in the coming years, the fabrication requirement can only be met by fabrication through both Bridge workshops & trade. In this regard, keeping in view the targets for next 2-3 years, PCE & CAO/C(s) of each zonal railway should make a joint action plan at the beginning of each financial year to identify fabrication works to be allocated to Bridge workshop and trade separately depending upon capacity of the Bridge Workshop and target of commissioning of work. The targets projected by the Zonal Railways and the commitment given by the Bridge Workshops should be realistic. A copy of the joint action plan to be given to RDSO for planning their inspection schedule. Railways may also explore and approach workshops other than nominated workshops for meeting their requirement. The work orders already placed on Bridge workshops may also be reviewed by the Zonal Railways keeping in view the targets. However, efforts should be made to ensure that Bridge Workshops are fully utilized.
- (iii) It has also come to notice that subsequent to issue of instructions vide letter under reference above, many zonal railways have gone to trade for fabrication of girders without obtaining NOC from controlling authority of Primary and secondary sources due to urgency of work/tight targets etc. As one time measure, all such works where Agencies have been finalised or Tenders have been invited may also be exempted from the instructions contained in Board's above referred letter.


(S C Jain)
Executive Director/ Civil Engg.(B&S)-II
Railway Board

Copy to:

1. ED/B&S/RDSO for information and necessary action.
2. Chief Bridge Engineers, All Zonal Railways – for information and necessary action.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No.2014/CE-III/BR/Bridge Workshops Policy

New Delhi, Dt: 24.02.2014

Principal Chief Engineers,
All Indian Railways

Chief Administrative Officers/Con.
All Indian Railways

Sub: Nomination of Bridge Workshops-Secondary source.

Ref: Railway Board's letter No. 2005/CE-I/BR-III/11(RDSO) dated 24.07.2009.

Vide letter under reference above, it was conveyed that the normal requirement of seven railways which are not having their own workshops, will be taken care by existing workshops as under:

Workshop	Railway(S)
Manmad(CR)	WCR & SECR
Mughalsarai (ECR)	ER & ECoR
Jalandhar & Lucknow (NR)	NCR
Arrakonam(SR)	SWR
Sabarmati(WR)	NWR

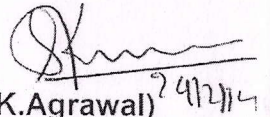
2.0 The above issue has been reviewed and now with the approval of Board (ME) it has been decided that primary source as well secondary source of different Zonal Railways would be as under:

S.No.	Railway	Primary source	Secondary Source
1	CR, WCR & SECR	Manmad	Sabarmati
2	ER, ECoR & ECR	Mughalsarai	Lucknow
3	NCR, NR	Jalandhar & Lucknow	Mughalsarai
4	SWR, SR	Arakkonam	Manmad
5	NWR, WR	Sabarmati	Manmad
6	SCR	Lallaguda	Manmad
7	NFR	Bogaingaon	Mughalsarai
8	NER	Gorakhpur	Lucknow
9	SER	Sini	Mughalsarai

3.0 Efforts should be made by the Open line/Construction Organization of the concerned railway to get the requirement of their railway met by primary or secondary sources. While exploring this aspect, they should advise realistic target date to concerned CBEs. In case, primary and secondary sources are not able to complete the requirement within the planned target date, concerned CBEs should advise the requisite railway, their ability / inability to supply girders within the stipulated time. Only after obtaining the confirming in writing from CBEs of both the primary and secondary sources that they are not able to meet the request of the zonal railway, the concerned railways may go to the trade for fabrication/supply of girders. In such cases, zonal railway will have to ensure that the trade supplies the material within the target date given originally by railway to the CBE of primary and secondary source.

4.0 RDSO will take up the inspection of the girders supplied by trade only after the certificate of the primary and secondary source i.e CBE of primary and secondary source regarding their inability to complete the requirement within the target date is produced by the requisite railways.

5.0 The above arrangement will be effective from 01.04.2014.



(S.K. Agrawal)

Executive Director CE/B&S
Railway Board

Copy to: ED/B&S, RDSO, Lucknow-226011