

Confidential



उत्तर मध्य रेलवे  
North Central Railway

सतर्कता विभाग,  
सूवेदारगंज, प्रयागराज-211015  
VIGILANCE BRANCH  
Subedarganj, PRAYAGRAJ

Lt No. : 20220902150/PC//V5/N/ALD

Dated: 15.02.2024

SIV- 07/2024

Principal Chief Signal & Telecom Engineer,  
North Central Railway  
Prayagraj.

**Sub:** To issue the guidelines in connection with record keeping related to the penalty clause given in the tenders conditions during the tender execution.

During a preventive check related to "Provision of Coach Guidance Display System and Train Timing Display Boards" at different stations i.e. ALJN, PRYJ, AF, AGC awarded through 5 different Tenders, it was found that *there is no provision of penalty for taking more than 24 hrs in rectification of under warranty failures of Coach Guidance Display System and Train Timing Display Boards* in these 3 tenders out of 5 Tenders.

Further, it was found that at Aligarh Station, there was 8 nos. of failures of IPIS system components of more than 24 hrs ranging from 25 hrs (min.) to 170 hrs (max.) from Jan. 2022 to Oct. 2022. At Prayagraj Station, 11 nos. of failures of IPIS system components were found of more than 24 hrs ranging from 27 hrs (min.) to 600 hrs (max.) from May 2019 to June 2020. At Agra Cantt station, 13 nos. of failures of IPIS system components were found of more than 24 hrs ranging from 32 hrs (min.) to 768 hrs (max.) from March 2019 to April 2021.


Despite the above failures, no penalty was imposed as there was no provision of penalty in the tender document. Due to no provision of penalty, the firm does not stress upon attending the failure of Coach Guidance Display System and Train Timing Display Boards within 24 hours of failures and thus the railway also faces financial losses.

In view of above following system improvements are recommended:

1. There should be provision of penalty for attending the failures within 24 hours of occurrence of fault.
2. There should be separate provision of penalty for failure of individual system as well as when the whole system fails.
3. There should be provision of penalty for 24 hours to 36 hours & 36 hours to 48 hours and further (if required) separately for failure of individual system and when the whole system fails.

Therefore, you are requested to issue appropriate guidelines and direct all the concerned units of the S&T Department of NC Railway to ensure their compliance. Please inform this office about the action taken.

This has approval of SDGM.

  
(Krishna Kant)  
Dy.CVO/EL/NCR  
for General Manager(Vig.)