Central Organization
Railway Electrification
Allahabad

Office of the
Financial Advisor and
Chief Accounts Officer

No.47/RE/FA/DL(O) 9th February, 1994

The CFM/RE/UMB/BPL/RNC/BSP/MAS/BZA
CEE/RE/DHR / NGP
Dy.CFM/RE/BRC.

Sub: Guidelines for payment to DOT for protective works.

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In connection with the subject matter, please find herewith a 3 page guidelines, along with the relevent annexures. This has the approval of CSTE and FA&CAO/CORE/ALD.

Please acknowledge receipt.

for FA&CAO/CORE/ALD.

Encl: i) Guidelines in 3 page.
ii) Photo copies of relevent annexures.

Copy to :- FA&CAO/RE/RNC/AS, Dy.FA&CAO/RE/UMB/BPL/BZA CAO/RE/DHR/BSP NGP/BRC along with guidelines and all relevant annexures for information and necessary action.

GUIDELINES FOR PAYMENT TO BE MADE TO DOT FOR PROTECTIVE WORKS CARRIED OUT BY THEM ARISING OUT OF RLY.ELECTRIFICATION

1.0 The protective works consists of 2 components :-

(i) Local protective works executed by territorial divisions of DOT known as local protective works.

(ii) Protective works for long distance trunk/main alignment running along the Railway tracks.

2.2 Payment for local protective works :-

(i) As per the present delegation of powers item no. D(3.29) b(I) of SOP expenditure upto Rs.01 crores can be sanctioned by CPM and Rs. 50 lakhs by CSTE(P) with prior finance concurrence subject to verification of Estimate by the Officer Incharge of telecom works in the RE/project with reference to existing agreement between Railway/RE and DOT

2.2 The following checks are considered essential while the Estimates are passed for payment by the RE project offices:-

2.2.1 a) FINANCE: Payment should be made under protest for stores component.
It should be checked that the Estimate pertains to the section where Electrificatic works are carried out and no work not directly arising out of RE in included in the Estimate.

2.2.2 b) Check by the Executive:

Quantities in the Estimate are realistic (if required a few sample check at site may be necessary.)
The rate for Estimation is realistic.
Only relevant items of work are included in the Estimate and T&P, M&P, Transport, Building, Land etc. not directly related are not included in the Estimate.

3.2 Payment for protective works on main trunk alignment :-

3.2.1 The sanction of expenditure for this item of work has been delegated to CSTE/CORE as per item D(3.29) ~~(ii) of SOP~~. These powers are however, required to be exercised with prior Finance concurrence subject to verification of the Estimate by project/CORE S&T officer incharge of Telecom. works with reference to existing agreement between RE/Railway and DOT.

3.2.2 As per decision taken by CORE in partial modification to the previsous agreement between Railways and DOT ~~in 1976 an~~ advance payment at therrate of Rs.8,000 per RKM is to be made to DOT for this work.

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3.2.3 Subsequently, on submission of Estimate, the Estimate is however, required to be scrutinised by the Office incharge of works and verify the Estimate before forwarding it to the concerned finance officers for concurrence.

3.2.4 The following aspects are required to be checked at the verification/concurrence stage by the projects and countercheck at CORE correspondingly by the Executive & Finance.

a) By the concerned Executives -

The estimate should be presented in a manner easy to check while scrutinising. The format of the Estimate is enclosed as Annexure II to the 1976 memorandum (copy enclosed for ready reference)

(Para 5 of 1976 memorandum)

b) Only proportionate share on account of depreciation of motor vehicle, Tent and Tools etc. to be charged.

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c) Certificate required to be furnished by the DOT authority forwarding the Estimate - "that the lines covered under the protective works are not due for replacement or reconstruction in the normal course and the shift/ reconstruction or provision of alternate media was necessitated by the decision of the Railways to electrify the tracks."

(Para 2 of 1976 memorandum)

(NOTE:- It may be worthwhile chekcing the year of construction of some of the trunk alignments from the office of DE(Trunks) to cross check these certificate. As the sections being undertaken for electrification where DOT alignment exists are mostly 20/30 years old most of these alignments would be overdue replacement now

3.2.5 The payments are to be made for the cash components of protective works as per agreement for the actual work done and not for any hypothetical diversion/estimate submitted by DOT. While re-engineering the circuits, the latest technic should be exploited e.g. overhead alognment diverted through microwave/VHF/UHF and even in such cases only out of pocket expenses are charged to the Railways. (Para 3 of 1970 memor

3.2.6 When the diversion of the existing circuits along the Railway alignment is carried out as a part of other planned development in that area care should be taken that only the proportionate cost of number of circuits which is on account of RE (out of pocket expenses only for an equivalent number of circuits as existing along the Railway alignment) is charged. (Para 3 of 1970 memoran

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3.2.7 Finance officers:- On receipt of the verified Estimate by the concerned Executive officer, the following checks should be exercised:-

i) Relevant certificates are provided by DOT.

ii) No expenditure on account of Stores whether purchased in cash or CTS Stores or purchased from ITI is chargeable to Railways. Only freight and establishment on stores under cash is chargeable to Railways.

4.1 No payments are made on the basis of the Minutes of the meeting of any office of the Railway/DOT. Any departure from the payment in quantum/scope should be based only with a formal instructions from CORE/ALD, issued with Finance concurrence. Letters of DOT, Minutes of the meeting notes of discussion enclosed with Telex/Telegrams, forwarding letters issued by Executive Offices should be implemented only after a formal confirmation from the office of FA&CAO/ CORE/Allahabad.

4.2 In order to facilitate quick scrutiny the Estimates in Finance, it would be desirable to have the following summary of information with every Estimate :-

SHEET:I

Section : Project: REPC Divn. executing protective works :-

Details of trunk circuits existing

No.	From	To	App. dist.	Existing media	Year of Const.	Opera- tional in last 1 yr.	Remar

SHEET:II

Details of Diverted circuits

Enclosed medium	From	To	Total capa- city to be commi- ssioned	No. of circuits diverted in the new medium	Total cost of the system	Cost of stores excl. freight & estt.	Cost charg- eable to Rlys.	Rema

Recapitulation of the cost of protection
(Breakup of Engineering costs on page 13)

Item	Calculation	Debit of Railwa
(1) Land		
i) Cash	75,000	
ii) Overheads @ 3 %	2,250	2,250
(2) Building		
i) Cash	4,70,000	
ii) Overheads @ 15 %	71,700	71,700
(3) Cable		
i) Cash	60,400	60,400
ii) Stores	1,94,000	
iii) Freight @ 1% of (ii)	1,940	1,940
iv) Sub-total	2,57,140	
v) Establishment @ 7% of (iv)	18,000	18,000
(4) Apparatus & Plant		
a) O/H Systems		
i) Cash	19,670	19,670
ii) Stores CTS	32,500	
iii) Stores purchased in ITI	2,85,530	
iv) Stores purchased in Cash	7,670	
v) Freight @ 1% on (ii)&(iii)	3,180	3,180
vi) Sub-total	3,48,550	
vii) Establishment @ 10% of (vi)	34,855	34,855
b) Interstice systems		
i) Cash	50,000	50,000
ii) Stores CTS	13,700	
iii) Stores ITI	7,81,000	
iv) Stores cash	5,800	
v) Freight @ 1% on (ii) & (iii)	7,947	7,947
vi) Sub-total	8,59,247	
vii) Establishment @ 10% of (vi)	85,925	85,925
c) Motor Vehicle		
i) Cash	1,50,000	
25 % to this work		37,500
ii) Overheads @ 10%	10,000	10,000

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	Calculation.	Exhibit of Rail
a) P.W.		
i) Construction		
(i) Cash		
(ii) Stores	4,02,300	4,02,300
(iii) Freight @ 1% of (ii)	41,530	41,530
(iv) Sub-total	45,96,830	
(v) Establishment @ 7% on (iv)	3,21,778	3,21,778
ii) W.C. Construction		
(i) Cash		
(ii) Stores	1,06,000	1,06,000
(iii) Freight @ 1%	8,27,300	
(iv) Sub-total	9,41,573	8,273
(v) Establishment @ 7% on (iv)	65,910	66,190
iii) Tools		
(i) Cash		
(ii) Stores @ 1%	8,600	8,600
(iii) Freight	35,500	17,750
(iv) Sub-total	355	355
(v) Establishment @ 10%	44,455	
	4,446	4,446
b) P.W. Dismantlement		
(i) Cash		
(ii) Stores	1,60,000	1,60,000
(iii) Stores credit(cash)	16,82,600	
	12,100	
iv) Sub-total	13,54,700	
v) Establishment @ 7%	1,29,829	1,29,829
c) W.C. Dismantlement (P & T)		
i) Cash		
ii) Stores	84,300	
iii) Stores cash	3,84,400	84,300
	2,21,900	
iv) Sub-total	6,90,600	
v) Establishment @ 7% on(iv)	48,342	48,342
Total cost of protection to be paid by Railways =		18,02,863