

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

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2015/W-I/Genl./CORR.GM/Pt.III(a)(E- 3496960 )

New Delhi, Dated: 04.11.2025

**The General Manager,  
All Indian Railways,**

**Sub: Execution of projects through EPC and non-EPC tender modes.**

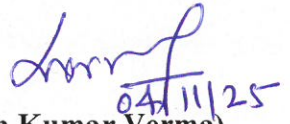
**Ref: NER's letter No. W/CON/BUW-BBK 3<sup>rd</sup> line/Misc./TP dated 12.08.2025.**

N.E. Railway's proposal, submitted vide letter under reference, regarding execution of projects through non-EPC tender mode has been examined in Board's office. In this regard, following instructions have already been issued regarding execution of projects:

1. Projects are to be executed through EPC tenders.
2. In order to cater to requirement of projects such as non availability of land in any stretch, construction of important bridges etc, powers have been given to CAO/Cs to approve packaging of contracts suitably.
3. EPC contract document has been modified to include Schedule G1 where item rate payment can be made for some items.
4. To cater to small patches where calling of EPC tenders is not feasible, powers have been given to CAO/Cs to call non-EPC tenders upto Rs.100 Cr.

Accordingly, all Zonal Railways are advised to plan execution of works in accordance with instructions already issued in this regard. Further, for EPC contracts with schedule G1, it should be ensured that it does not impact EPC contract.

This has the approval of competent authority.

  
(Avdhesh Kumar Verma)  
Director/Gati Shakti (Civil)-III  
Railway Board

**Copy to:** The Chief Administrative Officer (Con.), All Indian Railways for information and necessary action please.



**N.E. Railway**  
**(पूर्वोत्तर रेलवे)**

**Office of the  
Chief Administrative Officer/Con.  
Gorakhpur, N.E. Railway**

No. W/CON/BUW-BBK 3<sup>rd</sup> line/Misc./TP

Date: 12.08.2025

To,  
Executive Director/GS/Civil-II,  
Railway Board, New Delhi.

**Sub:** Obtaining approval of competent authority of Railway Board for proposal of execution of the project work of "3<sup>rd</sup> line between Barabanki- Burhwal (26.99 km) of North Eastern Railway" in Non-EPC mode of tenders.

**Ref:** (i) Railway Board's letter no.2015/W-I/Genl./CORR.GM/Pt.III, dated 24.03.2025.

1. Railway Board, vide letter no. 2024/W-1/NER/DPR/DL/BBK-BUW (E:3476371), dated- 18.11.2024 has sanctioned "3<sup>rd</sup> line between Barabanki- Burhwal (26.99 km) of North Eastern Railway" at a sanctioned cost of Rs.425.55 Crore.
2. Due to Project specific constraints, North Eastern Railway is of view to execute the project works through non- EPC mode of tenders.
3. As per Railway Board's letter dated 24.03.2025 at ref-(i), approval of Railway Board is required for non-EPC tenders of value more than Rs.100 Crore.
4. In this regard, a file containing the proposal for execution of 3<sup>rd</sup> line project between Barabanki- Burhwal in Non-EPC mode of tenders, with proper justification is being sent herewith.
5. CAO/Con/NER has accorded approval at Note-3 of case file for forwarding instant proposal to Railway Board for approval of competent authority in term of policy letter at ref-(i) above.

In view of above, it is requested to kindly arrange approval of Competent Authority for proposal of execution of the project work of "3<sup>rd</sup> line between Barabanki- Burhwal (26.99 km) of North Eastern Railway" in Non-EPC mode of tenders.

DA- 01 case file (C/1-18 & Note/1-3).

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**(R.K. Singh)**

**Chief Engineer/ Con-II  
N.E. Railway, Gorakhpur**

**Copy:** Chief Administrative Officer/Con/GKP: For kind information please.



Burhwal-Barabanki 3rd Line (Statement of Land availability & additional land requirement)														
Block Section	Chainage KM	Land (Reference: C/L of UP Track)	Offset	Special Feature	Offset (from C/L down track)	Offset (from C/L proposed line)	Width of land after formation (4m) Offset (In m) from C/L of proposed 3rd line	Height (h) of embankment (of proposed 3rd line) (3.925+2h)	Land width required for construction of embankment from C/L of proposed 3rd line (m)	Available land beyond proposed toe of embankment (of proposed 3rd line) (m)	Length of stretches where land is not available for construction of embankment (m)	Length of stretches proposed for acquisition (m)	Area of land proposed for acquisition (Hectare)	Remarks
BUW yard towards Sitapur side for connectivity	0.000 to 3.600													
	719.263			Burhwal Jn										
BUW YARD AREA	719.64													
	719.835													
	720.100	21.00	27.15	Bridge No.395	21.85	14.05	10.05	0.05	4.03	10.03				
	720.240	22.70	27.20		21.90	14.10	10.10	0.1	4.13	9.98				
	720.300	26.34	27.00		21.70	13.90	9.90	0.8	5.53	8.38				
	720.450	26.34	27.00	LC 304	21.70	13.90	9.90	0.5	4.93	8.98				
	720.615	25.12	25.30		20.00	12.20	8.20	0.85	5.63	6.58				
	720.786	24.40	23.60		18.30	10.50	6.50	0.4	4.73	5.78				
	720.870	23.80	20.60		15.30	7.50	3.50	0.56	5.05	2.46				
	721.000	22.84	18.00		12.70	4.90	0.90	1.23	6.39	-1.49				
	721.150	22.00	17.00		11.70	3.90	-0.10	1.25	6.43	-2.53				
	721.360	24.15	17.50		12.20	4.40	0.40	1.6	7.13	-2.73				
	721.450	26.70	18.90		13.60	5.80	1.90	1.57	7.07	-1.27				
	721.540	28.60	19.00		13.70	5.90	1.90	1.71	7.35	-1.45				
BUW- BINDAURA BLOCK SECTION	721.650	30.00	19.00		13.70	5.90	1.90	2.7	9.33	-3.43				
	721.840	30.15	19.00		13.70	5.90	1.90	2.66	9.25	-3.35				
	721.930	30.15	19.00	LC NO. 305	13.70	5.90	1.90	2.84	9.61	-3.71				
	722.120	30.50	20.10	BRIDGE NO. 396	14.80	7.00	3.00	3.4	10.73	-3.73				
	722.270	30.60	22.70		17.40	9.60	5.60	3.85	11.63	-2.03				
	722.460	30.00	23.60		18.30	10.50	6.50	3.25	10.43	0.07				
	722.570	29.40	24.00		18.70	10.90	6.90	2.6	9.13	1.78				
	722.600	30.00	25.84		20.54	12.74	8.74	2.72	9.37	3.38				
	722.650	32.00	60.00		54.70	46.90	42.90	1.85	7.63	39.28				
	722.750	32.00	60.00		54.70	46.90	42.90	2.11	8.15	38.76				
722.820	32.50	60.15		54.85	47.05	43.05	1.61	7.15	39.91					
722.910	31.00	58.00		52.70	44.90	40.90	2.16	8.25	36.66					
723.125	32.00	55.10		49.80	42.00	38.00	1.23	6.39	35.62					
723.250	32.15	54.20		48.90	41.10	37.10	1.85	7.63	33.48					
723.345	29.30	50.00		44.70	36.90	32.90	2.29	8.51	28.40					
723.410	29.00	30.15		24.85	17.05	13.05	1.95	7.83	9.23					

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Arvind Kumar Pandey

Block Section:	Chainage KM	Land (Reference: C/L of UP Line Track)	Offset	Special Feature	Offset (from C/L down line track)	Offset of proposed 3rd line (4m)	Height of formation (in m)	Land width required for construction of embankment from C/L of proposed 3rd line (3.925+2h)	Length of stretches where land is available for construction of embankment (m)	Length of stretches where land is not available for construction of embankment (m)	Length of stretch proposed for acquisition (m)	Area of land proposed for acquisition (Hectare)	Remarks
BUW-BINDAURA BLOCK SECTION	723.450	29.00	19.00		13.70	5.90	1.90	2.08	8.09	-2.19	5.19		Land acquisition proposed= 560 x 4.67 =2615.20 sqm
	723.600	29.15	19.00		13.70	5.90	1.90	1.58	7.09	-1.19	4.19		
	723.700	29.20	19.00		13.70	5.90	1.90	1.8	7.53	-1.63	4.63		
	723.800	29.00	18.90		13.60	5.80	1.80	1.8	7.53	-1.73	4.73		
	723.970	29.00	19.00		13.70	5.90	1.90	1.8	7.53	-1.63	4.63		
	724.000	28.00	26.00		20.70	12.90	8.90	2.17	8.27	4.84	available		
	724.260	28.17	26.50		21.20	13.40	9.40	2.36	8.65	4.76	available		
	724.410	29.10	26.70		21.40	13.60	9.60	1.95	7.83	5.78	available		
	724.620	29.00	25.80		20.50	12.70	8.70	1.63	7.19	5.52	available		
	724.740	28.70	26.00		20.70	12.90	8.90	1.95	7.83	5.08	available		
	724.900	28.10	25.60		20.30	12.50	8.50	1.77	7.47	5.04	available		
	725.190	28.00	26.20	bridge no. 399	20.90	13.10	9.10	2.33	8.59	4.52	available		
	725.230	28.60	24.30		19.00	11.20	7.20	2.04	8.01	3.20	available		
	725.360	27.90	24.20		18.90	11.10	7.10	2.13	8.19	2.92	available		
	725.450	27.00	28.00		22.70	14.90	10.90	2.06	8.05	6.86	available		
	725.620	24.50	28.60	BRIDGE NO. 400	23.30	15.50	11.50	1.69	7.31	8.20	available		
	725.710	22.10	29.50		24.20	16.40	12.40	2.03	7.99	8.42	available		
	726.100	20.00	35.16		29.86	22.06	18.06	2.62	9.17	12.90	available		
	726.250	20.70	35.80		30.50	22.70	18.70	2.4	8.73	13.98	available		
	726.310	22.60	36.20		30.90	23.10	19.10	2.86	9.65	13.46	available		
BINDAURA YARD	726.490	22.60	36.60	BRIDGE NO. 401	31.30	23.50	19.50	2.35	8.63	14.88	available		
	726.620	21.80	35.80		30.50	22.70	18.70	2.19	8.31	14.40	available		
	726.860	22.10	34.20		28.90	21.10	17.10	2.23	8.39	12.72	available		
	726.910	22.60	34.60		29.30	21.50	17.50	1.65	7.23	14.28	available		
	727.245	24.60	35.00	BRIDGE NO. 402	29.70	21.90	17.90	2.43	8.79	13.12	available		
	727.360	25.10	35.60		30.30	22.50	18.50	2.16	8.25	14.26	available		
	727.475	25.50	36.60		31.30	23.50	19.50	1.9	7.73	15.78	available		
	727.615	26.30	34.50		29.20	14.20	10.20	3.9	11.73	2.48	0.53		
	727.950	27.40	34.50		29.20	14.20	10.20	3.9	11.73	2.48	0.53		
	728.100	15.40	38.20		23.20	8.20	4.20	3.9	11.73	-3.53	6.53		
	728.200	16.20	38.20	BRIDGE NO. 403&404 CANNEL	23.20	8.20	4.20	5.26	14.45	-6.25	9.25	0.410	
	728.365	18.40	39.50		24.50	9.50	5.50	3.18	10.29	-0.79	3.79		
	728.510	42.00	60.10		45.10	25.44	21.44	2.23	8.39	17.06	available		
	728.620	60.20	75.25	L.C NO. 310	60.25	40.59	36.59	2.31	8.55	32.05	available		
	728.800	60.20	75.25		60.25	40.59	36.59	1.2	6.33	34.27	available		
	728.800	60.00	75.10		60.10	40.44	36.44	1.2	6.33	34.12	available		

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Burhwal-Barabanki 3rd Line ( Statement of Land availability & additional land requirement)															
Block Section.	Chainage KM	Land (Reference: C/L of UP Line Track )	Offset	Special Feature	Offset(from C/L down line proposed 3rd line )	Offset (from C/L of land after formation (4m) Offset (in m) from C/L of proposed 3rd line	Height of required construction of embankment (of proposed 3rd of 3rd line (m) Line) (3.925*2'h)	Land width for width beyond land/ proposed 3rd of 3rd line (m) Line) (3.925*2'h)	Availability of land for acquisition to ensure width of 3.0 m beyond toe of proposed embankme 3rd line (m) embankment	Length of stretches where land is available for constructi on of embankm ent even with provision	Length of stretches where land is not available for constructi on of embankm ent even with provision	Length of stretch proposed for land acquisition (m)	Area of land proposed for acquisition (Hactere)	Remarks	
BINDAURA YARD	728.850	70.10	75.10	BINDAURA STATION	60.10	40.44	36.44	-0.23	3.47	36.98	available				
	729.200	18.35	52.30	c/l 728.851	37.30	17.64	13.64	2.9	9.73	7.92	available				
	729.450	25.37	40.60		25.60	5.94	1.94	3.37	10.67	-4.73	7.73				
	729.560	33.30	40.60		25.60	5.94	1.94	3.11	10.15	-4.21	7.21			0.195	Land acquisition proposed= 200 x 7.47 =1494.00 sqm
	729.750	38.20	50.50		35.50	15.84	11.84	3.15	10.23	5.62	available				
BINDAURA- RAFINAGAR BLOCK SECTION	729.900	42.00	55.20	BRIDGE NO. 405	49.90	42.10	38.10	3.34	10.61	31.50	available				
	730.200	44.00	60.00		54.70	46.90	42.90	2.55	9.03	37.88	available				
	730.300	44.50	60.50		55.20	47.40	43.40	3.7	11.33	36.08	available				
	730.560	45.00	60.00	BRIDGE NO. 406 KALYANI	45.00	30.00	26.00	5.02	13.97	16.04	available				
	730.670	45.10	60.70		45.70	30.70	26.70	6.33	16.59	14.12	available				
	730.820	45.90	58.20		43.20	28.20	24.20	3.03	9.99	18.22	available				
	730.910	46.40	60.20		54.90	47.10	43.10	3.72	11.37	35.74	available				
	731.100	40.00	55.10		49.80	42.00	38.00	3.48	10.89	31.12	available				
	731.200	40.00	30.00		24.70	16.90	12.90	3.13	10.19	6.72	available				
	731.400	35.00	28.00	BRIDGE NO. 407	22.70	14.90	10.90	2.57	9.07	5.84	available				
	731.615	32.00	25.00		19.70	11.90	7.90	1.53	6.99	4.92	available				
	731.720	30.10	24.10		18.80	11.00	7.00	1.32	6.57	4.44	available				
	731.800	3010.00	22.90		17.60	9.80	5.80	1.23	6.39	3.42	available				
	731.950	30.20	23.10		17.80	10.00	6.00	1.35	6.63	3.38	available				
	732.065		17.00		11.70	3.90	-0.10	0.06	4.05	-0.15	3.15	0.015	50.00	50.00	Land acquisition proposed= 50 x 3.15 =157.50 sqm
RAFINAGAR YARD	732.100	25.00	30.00	LC NO.311	24.70	16.90	12.90	0.61	5.15	11.76	available				
	732.250	25.10	32.00		26.70	12.35	8.35	-0.5	2.93	9.42	available				
	732.450	25.60	30.10	RAFINAGAR STATION	24.80	10.45	6.45	-0.25	3.43	7.02	available				
	732.540		30.10	RAFINAGAR STATION	24.80	10.45	6.45	0.64	5.21	5.24	available				
	732.670	52.20	21.60		16.30	1.95	-2.05	0.9	5.73	-3.78	6.78				
	732.750	52.20	22.30	BRIDGE NO. 408	17.00	2.65	-1.35	1.25	6.43	-3.78	6.78				
	732.800	26.40	22.00		16.70	2.35	-1.65	1.8	7.53	-5.18	8.18				
	732.900	26.40	22.80		17.30	2.95	-1.05	1.8	7.53	-4.58	7.59				
	732.900	26.25	22.75		17.45	3.10	-0.90	1.8	7.53	-4.43	7.43				
										1150.00	1150.00	1150.00	1150.00	1.150	Land acquisition proposed in Yard= 1150 x 10 =11500.00 sqm

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Burhwal-Barabanki 3rd Line (Statement of Land availability & additional land requirement)												
Block Section	Chainage KM	Land (Reference C/L of UP Line Track )	Offset	Special Feature	Offset (from C/L down line proposed 3rd line )	Height of C/L after formation (n m )	Land width required for construction of embankment (of proposed 3rd of 3rd line (m) (3.925+2*h)	Availability of land for acquisition to ensure width of 3.0 m beyond toe of proposed embankment 3rd line (m)	Length of stretches where land is not available for construction of embankment (m)	Length of stretches proposed for acquisition (n (m)	Area of land proposed for acquisition (Hactere)	Remarks
RAFINAGAR YARD	733.120	28.00	22.30		17.00	2.65	-1.35	1.46	6.85	-4.20	7.20	
	733.350	28.50	22.50		17.20	2.85	-1.15	1.39	6.71	-3.86	6.86	
	733.450	27.80	22.30		17.00	2.65	-1.35	1.43	6.79	-4.14	7.14	
	733.600	32.00	22.10		16.80	2.45	-1.55	1.7	7.33	-4.88	7.88	
	733.750	32.50	22.50	LC NO 313	17.20	9.40	5.40	1.85	7.63	1.78	1.23	Land acquisition proposed in Yard= 800 x 10 =8000.00 sqm
	733.800	32.10	22.10		16.80	9.00	5.00	1.77	7.47	1.54	1.47	
	734.000	32.20	22.10	BRIDGE NO. 409	16.80	9.00	5.00	1.95	7.83	1.18	1.83	
	734.215	32.20	21.10		15.80	8.00	4.00	2	7.93	0.08	2.93	
	734.465	31.10	21.50	BRIDGE NO. 410	16.20	8.40	4.40	1.73	7.39	1.02	1.99	
	734.550	30.40	22.00		16.70	8.90	4.90	1.9	7.73	1.18	1.83	
RAFINAGAR-JAHAGIRABADD BLOCK SECTION	734.600	29.00	21.00	BRIDGE NO. 411	15.70	7.90	3.90	2.25	8.43	-0.53	3.53	
	734.700	29.40	21.50		16.20	8.40	4.40	2.27	8.47	-0.07	3.07	
	734.900	29.40	21.50		16.20	8.40	4.40	2.25	8.43	-0.03	3.03	
	735.000	29.40	21.50	BRIDGE NO. 412	16.20	8.40	4.40	1.69	7.31	1.10	1.91	
	735.135	29.60	22.40	BRIDGE NO. 413	17.10	9.30	5.30	2.3	8.53	0.77	2.23	
	735.265	29.00	22.40		17.10	9.30	5.30	2.37	8.67	0.63	2.37	
	735.370	29.50	21.60		16.30	8.50	4.50	2.48	8.89	-0.39	3.39	
	735.450	28.40	22.60		17.30	9.50	5.50	1.82	7.57	1.94	1.07	
	735.650	28.10	22.70		17.40	9.60	5.60	1.79	7.51	2.10	0.91	
	735.800	22.20	22.20		16.90	9.10	5.10	1.79	7.51	1.60	1.41	
RAFINAGAR-JAHAGIRABADD BLOCK SECTION	735.950	22.50	22.00		16.70	8.90	4.90	1.79	7.51	1.40	1.61	
	736.200	28.30	20.40	BRIDGE NO. 414	15.10	7.30	3.30	1.79	7.51	-0.21	3.21	
	736.250	30.20	20.40	Lc No. 314	15.10	7.30	3.30	1.79	7.51	-0.21	3.21	
	736.400	30.60	25.40	BRIDGE NO. 415	20.10	12.30	8.30	2.13	8.19	4.12	available	
	736.500	29.50	28.00		22.70	14.90	10.90	1.83	7.59	7.32	available	
	736.6	30	29.1	BRIDGE NO. 416	23.80	16.00	12.00	2.12	8.17	7.84	available	
	736.8	30	29.1		23.80	16.00	12.00	1.95	7.83	8.18	available	
	736.95	30	30		24.70	16.90	12.90	1.76	7.45	9.46	available	
	737	30	30.2		24.90	17.10	13.10	1.76	7.45	9.66	available	
	737.126	25	21.2		15.90	8.10	4.10	0.5	4.93	3.18	available	

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Burhwal-Barabanki 3rd Line (Statement of Land availability & additional land requirement)															
Block Section:	Chainage KM	Land (Reference: C/L of UP Line Track)	Offset	Special Feature	offset (from C/L down line track)	offset (from C/L of proposed 3rd line)	Height of (4m) Offset (from C/L of proposed 3rd line)	Height (h) of formation (in m)	Land width required for construction of proposed embankment (of 3rd line) (3.925+2'h)	Available land beyond toe of proposed 3rd embankment	Length of stretches where land is not available for construction of embankment (m)	Length of stretches where land is not available for construction of embankment (m)	Length of stretch proposed for land acquisition (m)	Area of land proposed for acquisition (Hactere)	Remarks
JAHAGIRABAD YARD	737.3	25	21.2		15.90	8.10	4.10	1.35	6.63	1.48	1.53				
	737.4	25.6	21.3	Bridge No. 417	16.00	8.20	4.20	0.98	5.89	2.32	0.69				
	737.6	28	22.6		17.30	-2.36	-6.36	parallel			9.36				
	737.75	30	30	LC No. 315	19.40	-0.26	-4.26	road to track will	3.93	-4.19	7.19				
	737.85	30	30		19.40	-0.26	-4.26	be shifted	3.93	-3.69	6.69				
	738	30.15	30.5		19.90	0.24	-3.76		3.93	-3.19	6.19				
	738.1	30	31		20.40	0.74	-3.26	due to	3.93	-3.19	6.19				
	738.128	31		JBR station	20.40	0.74	-3.26	which add	3.93	-19.69	22.69				
	738.25	36	14.5		3.90	-15.76	-19.76	5.0m+8m	3.93	-5.19	8.19				
	738.4	36	29		18.40	-1.26	-5.26	width have	3.93	-5.09	8.09				
	738.400	36.20	29.10		18.50	-1.16	-5.16	to taken.	3.93	-5.09	8.09				
	738.600	36.10	29.50		18.90	-0.76	-4.76		3.93	-4.69	7.69				
	738.850	36.40	30.40	Br. No. 418	19.80	12.00	8.00	0.75	5.43	6.58				0.650	Land acquisition proposed in Yard 500 x 13=6500 sqm
738.950	36.50	30.40		25.10	17.30	13.30	0.73	5.39	11.92				500.00		
739.100	38.00	29.50	Br. No. 419	24.20	16.40	12.40	0.94	5.81	10.60						
BARABANKI - JAHAGIRABAD BLOCK SECTION	739.350	38.20	30.10		24.80	17.00	13.00	1.56	7.05	9.96					
	739.500	36.00	30.00		24.70	16.90	12.90	1.9	7.73	9.18					
	739.5	36.2	30.3		25.00	17.20	13.20	1.9	7.73	9.48					
	739.61	36.5	30.2		24.90	17.10	13.10	2.31	8.55	8.56					
	739.82	36.1	30.5		25.20	17.40	13.40	1.88	7.69	9.72					
	739.95	34.2	30	BRIDGE NO. 420	24.70	16.90	12.90	2	7.93	8.98					
	740.2	30	30	LC NO. 317A	24.70	16.90	12.90	0.41	4.75	12.16					
	740.35	28	30		24.70	16.90	12.90	0.26	4.45	12.46					
	740.46	20	25		19.70	11.90	7.90	0	3.93	7.98					
	740.62	18	20		14.70	6.90	2.90	0.49	4.91	2.00					
	740.7	14.7	14.2		8.90	1.10	-2.90	0.7	5.33	-4.23					
	740.9	14.4	18.2	BRIDGE NO. 421	12.90	5.10	1.10	0.84	5.61	-0.51			300.00		
	741.1	20.1	20.3		15.00	7.20	3.20	0.57	5.07	2.14					
	741.25	23	20.1		14.80	7.00	3.00	0.45	4.83	2.18					
	741.4	23	21.9		16.60	8.80	4.80	0.81	5.55	3.26					
	741.5	23	20.5		15.20	7.40	3.40	0.89	5.71	1.70					
	741.6	23	21.2		15.90	8.10	4.10	1.15	6.23	1.88					
741.8	23.5	22.3		17.00	9.20	5.20	0.98	5.89	3.32						
742	23	22		16.70	8.90	4.90	1.11	6.15	2.76						
742.15	20	27	Br. No. 422	14.70	6.90	2.90	1.75	7.43	-0.53						
742.3	14.2	30.4	LC NO 318 SPL	8.90	1.10	-2.90	2	7.93	-6.83						
742.4	14.3	28		9.00	1.20	-2.80	2.59	9.11	-7.91						

Arvind Kumar  
Pandey

*Kaifrauf*

Digitally signed by Arvind Kumar Pandey  
Date: 2025.08.08 17:26:16  
+05'30'

Land acquisition proposed= 2500 x 3.78 =9450.00 sqm

0.945

1100.00

300.00

200.00

500.00

500.00

500.00

500.00

500.00

500.00

500.00

500.00

500.00

500.00

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500.00

Burhwal-Barabanki 3rd Line ( Statement of Land availability & additional land requirement)															
Block Section:	Chainage KM	Land (Reference: C/L of UP Track )	Offset	Special Feature	Offset (from C/L down line track)	Offset (from C/L of width of land after formation (4m) Offset (in m) from C/L of proposed 3rd line	Height of formation (in m)	Land (h) required for construction of embankment (of proposed 3rd of 3rd line (m) Line) (3.925+2*h)	Available land/ width beyond toe of embankment ensure acquisition of land for 3rd line embankment	Length of stretches where land is not available for construction of embankment beyond toe of proposed 3rd line embankment	Length of stretches where land is not available for construction of embankment even with provision	Length of stretches proposed for land acquisition (m)	Area of land proposed for land acquisition (Hactere)	Remarks	
BARABANKI - JAHAGIRABAD BLOCK SECTION	742.6	15.2	30.1		9.90	2.10	-1.90	1.34	6.61	-4.51	7.51	1100.00	1100.00		
	742.8	14.1	30		8.80	1.00	-3.00	1.59	7.11	-6.11	9.11				
	743.1	20.1	42.2	1.1	14.80	7.00	3.00	2.06	8.05	-1.05	4.05				
	743.2	30.7	50.6		45.30	37.50	33.50	2.08	8.09	29.42	available				
	743.3	30	58		52.70	44.90	40.90	1.32	6.57	38.34	available				
	744.26														
BARABANKI YARD	744.9														
	745.26														
746.26															
										10983.00	8678.00	13328.00	18.405		
										10983.00	8678.00	13328.00	18.405		
										6968.00	6968.00	6968.00	16.025		
										4015.00	1710.00	6360.00	2.380		
Total															
Stretches [ Yards + Block section ] where land is not available for construction of embankment (m)															
Stretches [ Yards ] where land is not available for construction of embankment (m)															
Stretches [ Block section ] where land is not available for construction of embankment (m)															

Vinod Kumar  
Verma

Arvind Kumar  
Pandey



Digitally signed by  
Arvind Kumar Pandey  
Date: 2025.08.08  
17:20:29 +05'30'

Digitally signed by  
Vinod Kumar Verma  
Date: 2025.08.08  
17:32:40 +05'30'



**Annex - II**  
**(Schedule-A)**

**Dates for providing Right of Way**

The following are complete details of the Right of Way showing the dates on which the Authority shall provide the different sections of the Right of Way to the Contractor:

Sl. No	From km to km	Length (km)	Distance of Railway Boundary from C/L of [UP/DN] line (in m)		Date of providing Right of Way
			Right Hand Side	Left Hand Side	
1	2	3	4	5	6
<b>Part A:</b>					
Right of Way being 95% (ninety five percent) of the core land length and 90 % (ninety percent) of the non-core length of the Project, under Clauses 4.1.3 read with Clauses 8.2 and 8.3 of the Agreement					Within 15 (fifteen) days of the signing of the Agreement or within 30 (thirty) days of the date of receiving the Performance Security from the Contractor, whichever is later.
(i) Full Right of Way (full width) a) Section b) Section c) Section					
(ii) Part Right of Way (part width) a) Section b) Section c) Section					
	Total length	*** km			

<b>Part B</b>					
Balance of the Right of Way not covered in Part A above.					
(iii) Balance Right of Way					
a) Section					
b) Section					
c) Section					
Total length	**** km				

**For Electrification Work\***

[The dates on which the Authority shall provide the Right of Way to the Contractor on different sections of the Site are specified below:

Sl. No	From km to km	Length (km)	Width (m)	Date of Providing Right of way
1	2	3	4	5
For OHE work (a) Section (b) Section (c) Section				
For Sub-Station work (a) (b)				
For Switching Posts (a)				



ARTICLE 4

**OBLIGATIONS OF THE AUTHORITY**

**4.1 Obligations of the Authority**

- 4.1.1 The Authority shall, at its own cost and expense, undertake, comply with and perform all its obligations set out in this Agreement or arising hereunder.
- 4.1.2 The Authority shall be responsible for the correctness of the Scope of the Project, Project Facilities, Specifications and Standards and the criteria for Testing of the completed Works.
- 4.1.3 The Authority shall, upon receiving the Performance Security under Clause 7.1.1, provide to the Contractor:
- (a) the Right of Way in accordance with the provisions of Clauses 8.2 and 8.3 on no less than 95% (ninety five per cent) of core land length and 90% (ninety percent) of non-core land length of the total length of the Railway Project before appointed date;
  - (b) all environmental and forest clearances as required under Clause 4.3<sup>7</sup> before appointed date; and
  - [(c) approval of the general arrangement drawings (the "GAD") from concerned authorities to enable the Contractor to construct road over-bridges, under-bridges and canal crossings on the Railway Project in accordance with the Scope, Specifications and Standards, and subject to the terms and conditions specified in such approval, within a period of 60 (sixty) days from the Appointed Date.]<sup>8</sup>
- 4.1.4 In the event that (i) the Authority does not procure fulfilment of any or all of the obligations set forth in Clause 4.1.3 within the period specified in respect thereof, and (ii) the delay has not occurred as a result of breach of this Agreement by the Contractor or due to Force Majeure, the Authority shall pay to the Contractor Damages in a sum calculated in accordance with the provisions of Clause 8.3 of this Agreement and grant Time Extension in accordance with the provisions of Clause 10.4.

[For the avoidance of doubt, the Parties agree that the Damages for delay in approval of GAD by the road authorities for a particular railway over-bridge or a railway under-bridge or a canal crossing shall be deemed to be equivalent to the Damages payable under the provisions of Clause 8.3 for delay in providing Right of Way for a

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<sup>7</sup> Clause 4.1.3(b) may be suitably modified in the event that all the environmental clearances for the Project Railway have been received or are not required. It should be clearly stated that all the environmental clearances for the Project Railway have been received; or such environmental clearances for the Project Railway are not required.

<sup>8</sup> Clause (c) may be omitted if the Project does not include a road over-bridge/under-bridge.

## ARTICLE 8

### RIGHT OF WAY

#### 8.1 The Site

The site of the Railway Project (the "Site") shall comprise the site described in Schedule-A in respect of which the Right of Way shall be provided by the Authority to the Contractor. The Authority shall be responsible for:

- (a) acquiring and providing Right of Way on the Site in accordance with the [alignment plan, Longitudinal section, Yard Plans/ESP and electrification sectioning diagram] finalised by the Authority and attached with this document, free from all encroachments and encumbrances, and free access thereto for the execution of this Agreement;

[This Right of Way will not include completely free access to locations where working may affect safety of train traffic (i.e. relay room, locations boxes etc). In such cases, right of work will be arranged by the Authority Engineer on written request made by contractor at least 7 days in advance, if such request is reasonable.]

- (b) obtaining environmental clearance and forest clearance for the Railway Project.

#### 8.2 Handing over of the Project Site

- 8.2.1 The Authority Representative and the Contractor shall, within 15 (fifteen) days of providing the Performance Security by the Contractor in accordance with the provisions of Clause 7.1, jointly inspect the Site and prepare a joint memorandum containing an inventory of the Site including the vacant and unencumbered land, buildings, structures, road/ railway works, trees and any other immovable property on or attached to the Site. Subject to the provisions of Clause 8.2.3, such memorandum shall have appended thereto an Appendix (the "Appendix") specifying in reasonable detail those parts of the Site to which vacant access and Right of Way has not been given to the Contractor. Signing of the memorandum, in 2 (two) counterparts (each of which shall constitute an original), by the authorised representatives of the Parties shall be deemed to constitute a valid evidence of handing over of the Right of Way to the Contractor for discharging its obligations under and in accordance with the provisions of this Agreement and for no other purpose whatsoever.

For the avoidance of doubt, the Parties agree that subject to the provisions of Clauses 8.2.2 and 8.2.3, whenever the Authority is ready to provide Right of Way for any part or parts of the Site included in the "Appendix", it shall by notice inform the Contractor, of the proposed date and time when the Authority Representative and the Contractor shall inspect the specified parts of the Site, and prepare a memorandum which shall be deemed to constitute a valid evidence of handing over of such Right of Way to the Contractor in accordance with the provisions of this Clause 8.2.1.

- 8.2.2 Notwithstanding anything to the contrary contained in this Clause 8.2, the Authority shall specify the parts of the Site, if any, for which Right of Way shall be provided to the Contractor on the dates specified in Schedule-A. Such parts shall also be included in the Appendix prepared in pursuance of Clause 8.2.1. For the avoidance of doubt,



the Parties expressly agree that the Appendix shall in no event contain Sections of the Railway Project the cumulative length of which exceeds 5% (Five per cent) of the core land length and 10% (Ten percent) of the non-core land length of the Railway Project.

- 8.2.3 The Authority shall provide the Right of Way to the Contractor, in respect of the land included in the Appendix, by the date specified in Schedule-A for each part of the Site referred to therein, but in no case later than 180 (one hundred and eighty) days of the Appointed Date, and in the event of delay for any reason other than Force Majeure or breach of this Agreement by the Contractor, it shall pay to the Contractor, Damages in a sum calculated in accordance with Clause 8.3.

### 8.3 Damages for delay in handing over the Site

- 8.3.1 In the event the Right of Way to any part of the Site is not provided by the Authority on or before the date(s) specified in Clause 8.2 for any reason other than Force Majeure or breach of this Agreement by the Contractor, the Authority shall grant a suitable extension to time and no damages will be paid to the contractor.

In the event that any Damages are due and payable to the Contractor under the provisions of this Clause 8.3.1 for delay in providing the Right of Way, the Contractor shall, subject to the provisions of Clause 10.4, be entitled to Time Extension equal to the period for which the Damages have become due and payable under this Clause 8.3.1, save and except that:

- (a) if any delays involve time overlaps, the overlaps shall not be additive; and
- (b) such Time Extension shall be restricted only to the Works which are affected by the delay in providing the Right of Way.

For the avoidance of doubt, the Parties expressly agree that the Damages specified hereunder and the Time Extension specified in Clause 10.4 shall be restricted only to failure of the Authority to provide the Right of Way for and in respect of the width of the Site required for Works in accordance with the Good Industry Practice.

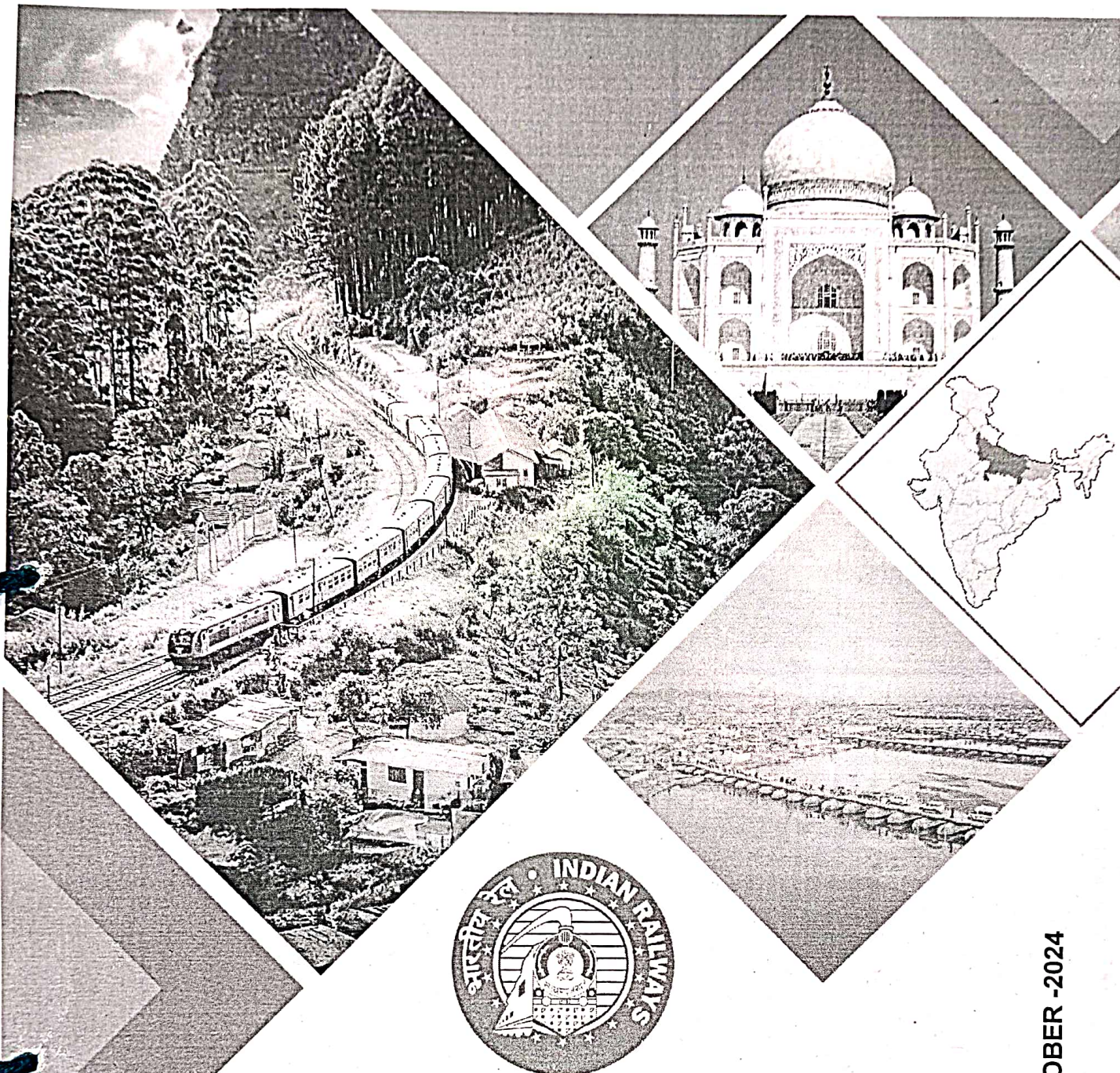
- 8.3.2 Notwithstanding anything to the contrary contained in this Agreement, the Contractor expressly agrees that Works on all parts of the Site for which Right of Way is granted within 180 (one hundred and eighty) days of the Appointed Date, or with respect to the parts of the Site provided in Schedule-A, no later than the date(s) specified therein, as the case may be, shall be completed before the Scheduled Completion Date and shall not qualify for any Time Extension under the provisions of Clause 8.3.1.
- 8.3.3 Notwithstanding anything to the contrary contained in this Agreement, the Authority may at any time withdraw any part of the Right of Way and the Works forming part of this Agreement, subject to such Works not exceeding an aggregate value, such value to be determined in accordance with Schedule-G, equal to 5% (five per cent) of the Contract Price.

Provided that if Right of Way has not been provided within 240 (two hundred and forty) days of the Appointed Date, for commencing construction on any part of the Site included in the Appendix, the affected Works shall be deemed to be withdrawn under the provisions of this Clause 8.3.3 unless the Parties agree to the contrary, and



7

7



DETAILED PROJECT REPORT  
VOLUME - I  
BARABANKI to BURHWAL - 27 Kms.  
(Third Line)

FIRR: (+) 10.09% & EIRR: (+) 23.07%

OCTOBER -2024

Conducting Final Location Survey including preparation of DPR, Geotechnical Investigation, Signalling works, Electrical works & Operating/ Traffic work for construction of Electrified New BG line, Doubling, 3rd & 4th line.

 **aarvee associates**  
architects engineers & consultants pvt. ltd.



(6) (6)

3IV

List of Villages between Barabanki to Burhwal section (26.99 km)			
S.No.	Village name	Tehsil Name	District Name
21	Dalsarai		
22	Sadaranpur		
23	Devli		
24	Burhwal		

#### 4.5 Details of land requirement.

The details of land requirements are as shown below-

Table 4-2 Details of land requirement.

Item	Required	Available	Balance	Remarks
Land (Ha)	182.20	164.15	18.07	18.07 Ha Land is to be Acquired.
Forest (Ha)	Nil			
Wildlife (Ha)	Nil			



**North Eastern Railway**  
(पूर्वोत्तर रेलवे)

**Office of the  
Chief Administrative Officer/Con.,  
N.E. Railway, Gorakhpur**

No.-W/247/BG/LJN/BUW-BBK 3<sup>rd</sup> line/

Date: 11.04.2025

**Chief Administrative Officer/Con-II  
Northern Railway,  
Kashmiri Gate, Delhi-110006.**

**Sub:** Regarding execution of works (Civil + Elec. +S&T) at Barabanki yard in connection with 3<sup>rd</sup> line work between Burhwal (BUW) – Barabanki (BBK) section.

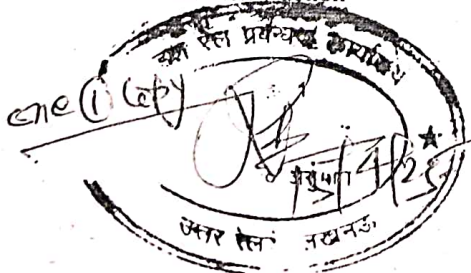
**Ref:** Railway Board's letter no-2024/W-1/NER/DPR/DL/BBK-BUW (E: 3476371), dated-18.11.2024.

- 1.0 Railway Board vide above referred letter (copy enclosed) has sanctioned "3<sup>rd</sup> line between Barabanki- Burhwal (26.99 km) of North Eastern Railway". Target for completion of work has been kept as 03 years. The project is under the jurisdiction of North Eastern Railway except Barabanki Yard.
- 2.0 The Engineering, Electrical and S&T work in Barabanki Yard and arranging CRS's minor sanction of Barabanki Yard will have to be done by Northern Railway. Necessary Fund will be provided by North Eastern Railway.
- 3.0 In view of the above, it is requested to issue necessary instructions to all concerned for executing works of Barabanki yard related to 3<sup>rd</sup> line. Executing unit (CE/Dy.CE) may also be nominated and intimate the same for further coordination at field levels.

**(Abhay Kumar Gupta)  
Chief Administrative Officer/Con.  
N.E. Railway, Gorakhpur**

**Copy to :**

- (i) Secy. to GM/NR, New Delhi for kind information of GM/NR please.
- (ii) AM/Works & PED GatiShakti Railway Board for kind information please.
- (iii) DRM/LJN/NER and DRM/LKO/NR for kind information please.
- (iv) CE/CON-II/NER, CSTE/CON/NER & CEE/CON/LJN/NER for information and necessary action



**Chief Administrative Officer/Con.  
N.E. Railway, Gorakhpur**



(A) (A) 5

भारत सरकार / Government of India  
रेल मंत्रालय / Ministry of Railways  
(रेलवेबोर्ड / Railway Board)

No. 2015/W-I/Genl./CORR.GM/Pt.III

New Delhi, Dt: 24.03.2025

The General Managers,  
All Indian Railways.


Sub: EPC Tender.

Ref: Railway Board's letter No. 2015/W-I/Genl./CORR.GM/Pt.III dated 30.11.2018, 04.03.2022 and 20.05.2024.

In supersession to the instructions issued vide Board's letter dated 30.11.2018, 04.03.2022 and 20.05.2024 referred above regarding EPC Tender, following instructions are to be implemented with immediate effect:-

1. After sanction of the projects, packaging of the contracts to be approved by CAO/Cs with an idea to have EPC tenders of large value so that the contractors invest in new technology/methodology of construction.
2. The scope of works/items of different disciplines to be included in the EPC tender shall be approved by CAO/C.
3. The standard tender documents of EPC tenders as approved by Railway Board are to be adopted. Schedule G-1 of standard EPC tender document to be used for the works with uncertainty rather than going for Non-EPC tenders.
4. The tenders for New Line, Gauge Conversion, Doubling, large colonies, Workshops and important bridges shall be EPC tenders only irrespective of the value of tender. Under exceptional circumstances (such as remodeling of major yards etc.), non- EPC tenders of value less than Rs. 100 crore can be invited by CAO/Cs duly recording the reasons for not going for EPC tenders. All drawings, designs shall be approved before going for non EPC tenders in such cases and this must be recorded while according approval.
5. Proposals for non-EPC tenders of value more than Rs.100 crore, in exceptional cases should to be sent to Railway Board for approval with proper justification.

This has the approval of Board (Member/Infrastructure)

  
(Vivek Kumar)  
24/03/25  
Executive Director/GS/Civil-II  
Railway Board

Copy to:- CAO/C, All Indian Railways.

(2) (3)

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

No. 2015/W-1/Genl./ CORR.GM/Pt.III

New Delhi, Dt. 20.11.2018

The General Managers,  
All Indian Railways.

**Sub: EPC Tender.**

**Ref: Board's letter of even number dated 04-05-2016.**

**A- EPC Tender**


In continuation of Board's letter referred above, regarding invitation of EPC Contract, following instructions are to be implemented with immediate effect:-

- 1) The tenders for new line works, gauge conversion works, doublings, large colonies, workshops and important bridges shall be EPC tenders only. In case EPC tenders are not to be invited, then personal approval of GM shall be taken. However, in case of major yards, the decision of its exclusion from EPC contracts be taken by CAO/C.
- 2) The value of EPC tenders shall be more than ₹ 100 crores.
- 3) The standard tender documents of EPC tenders as already circulated by Railway Board are to be adopted.
- 4) The scope of works/items to be included in the EPC tender shall be approved by CAO/C.
- 5) Before inviting the EPC tender, if required, comprehensive DPR be prepared including concept plans and considering the standard drawings.
- 6) Action plan for implementation of EPC scheme, project wise, shall be sent to Railway Board by 15.12.18.

**B- Other than EPC Tender**

The tenders in construction works shall be invited for value more than ₹20 crores only, so that they are evaluated at SAG level tender committee. In case any tender below ₹ 20 crores value is to be invited, then personal approval of CAO/C shall be taken.

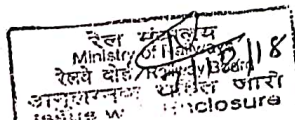
This has the approval of Member(Engineering).

  
(S.C. Jain)

**Executive Director Works  
Railway Board**

**Copy to:-**

1. CAO/C, All Indian Railways.





GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

\*\*\*\*\*

No. 2024/W-1/NER/DPR/DL/BBK-BUW (E: 347)

The General Manager,  
North Eastern Railway,  
Gorakhpur.

महाप्रबन्धक कार्यालय  
पूर्वांचल रेलवे, गोरखपुर  
03:19 PM  
महाप्रबन्धक सचिव/महाप्रबन्धक

Delhi, dated: 18.11.2024

Subj: "3rd line between Barabanki-Burhwal (26.99 km) of North Eastern Railway"- detailed Terms of Reference (TOR).

Ref.: This office letter of even no. dated 12.11.2024.

- Sanctioned cost of "3rd line between Barabanki-Burhwal (26.99 km) of North Eastern Railway" is Rs.425.55 crore as conveyed vide this office letter under reference.
- Tentative completion cost of the project worked out is Rs.445.92 crore with assumption of 5% escalation per annum.
- The expenditure is chargeable to Capital (GBS) under umbrella work of Doubling/Tripling/Quadrupling/ Flyover/Bye-pass works on Indian Railways except in ER, ECR, ECoR, SER & SECR to augment capacity of exiting lines (Umbrella Work 2023-24) against Item#34 of Pink Book 2024-25 of CR.
- The project will require acquisition of 18.07 Hectare (Ha) land costing Rs. 40.72 crore.
- Financial Implications:

The project will be completed in 3 years. Year-wise allocation of funds for the project is mentioned as under:

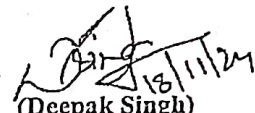
Year	Present Estimated cost (Rs. in crore)	Estimated Completion Cost (Rs. in crore)
1 <sup>st</sup>	150.00	150.00
2 <sup>nd</sup>	150.00	157.50
3 <sup>rd</sup>	125.55	138.42
Total	425.55	445.92

- Railway should plan execution of works and mobilize resources to achieve aforesaid target and avoid cost and time overrun.
- The Financial Internal Rate of Return (FIRR) is (+) 10.09% and the Economic Internal Rate of Return (EIRR) is (+) 23.07%.
- The project will include construction/modification of Barabanki, Jahangirabad, Rafinagar, Bindaura and Burhwal stations.
- The project to be executed in EPC (Engineering, Procurement and Construction) mode.
- The deviation statement with respect to DPR is as mentioned below:

S.No.	Item Description	As mentioned in DPR	Sanctioned Project
		NIL	

11. The project should ensure adherence to following observations:

- a. No expenditure should be incurred before sanction of the project.
- b. All efforts are to be made to not create any additional post. However, as the project involves creation of additional assets, bare minimum manpower, if required, will be processed as per prescribed norms only following due procedure.
- c. The prescribed post completion Productivity test for the project is carried out to evaluate its efficiency and the result to be shared with Railway Board (*wherever applicable*).
- d. Railways should provide information on Outputs and Outcome indicators which are being captured by IRPSM. Besides, information on some of the relevant indicators should be mandatorily uploaded on Online Computerized Monitoring System (OCMS) portal also, which is operated by the Ministry of Statistics and Programme Implementation (MoSPI), hence, it is requested that information on such indicators is regularly updated on the same.
- e. Endeavour should be made to restrict D&G charges to the barest minimum requirement.
- f. Availability of at least 90% land required for the project free from all encumbrances should be ensured before award of tender for the project.
- g. All statutory clearance including Forest and Environment clearance should be taken before the award of the project.
- h. Zonal Railways should get the necessary approvals, if there is substantial deviation from the approved proposal, subject to viability of the project.

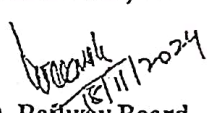
  
(Deepak Singh)  
Director/Gati Sakti (Civil)-I  
Railway Board

No. 2024/W-1/NER/DPR/DL/BBK-BUW (E: 3476371)

New Delhi, dated: 18.11.2024

Copy to:

- (i) The PFA, North Eastern Railway, Gorakhpur.
- (ii) The Principal Director of Audit, North Eastern Railway, Gorakhpur.
- (iii) The Deputy Comptroller and Auditor General of India (Railways), Room No. 224, Rail Bhavan, New Delhi.

  
For Member (Finance), Railway Board

Copy forwarded to:

- (i) PS to MR for kind information please.
- (ii) EDPG/MR for kind information please.
- (iii) PPS to CRB&CEO, M/Infra, M/O&BD, M/T&RS, M/Finance, Railway Board.
- (iv) The CAO (Con.), North Eastern Railway, Gorakhpur.
- (v) ED/GS(F), Dir/GS(F)-II, ED(F)B, EDGS(C)-II, Works-I, Works-II, Railway Board.

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**Note/1**

**Sub:** Proposal for calling of Non-EPC tender in connection with 3<sup>rd</sup> line work between Burhwal (BUW) – Barabanki (BBK) section (26.99 km).

**Ref:** (i) Railway Board letter no- 2024/W-1/NER/DPR/DL/BBK-BUW (E: 3476371), dated- 18.11.2024.  
(ii) Railway Board letter no 2015/W-I/Genl./CORR.GM/P.II., dated 30.11.2018.  
(iii) Railway Board letter no.2015/W-I/Genl./CORR.GM/Pt.III, dated 24.03.2025.

**(A) Background:**

- 1.0 Railway Board, vide letter under ref.-(i) has sanctioned 3<sup>rd</sup> line work between Burhwal (BUW) – Barabanki (BBK) section at a sanctioned cost of Rs.425.55 Crore. Target for completion of project is 03 years. (C/01-02).
- 2.0 Aforesaid project is geographically covered under jurisdiction of North Eastern Railway (Majorly) and Northern Railway (Barabanki yard and its approach). The total project length is 26.99 Km.
- 3.0 As per DPR of above project, total land requirement is 182.20 Ha, total land available is 164.15 Ha. As such, as per DPR, total 18.07 Ha land is required to be acquired (C/06-07) which is about 9.92% of total land requirement.
- 4.0 After detailing of works, it has been found that maximum quantum of land acquisition is involved in yards. The details are kept at SN/13-18 and summarised as under:

<b>(a) Additional land requirement in yards</b>		
SN	Yards	Area (Ha)
1	Burhwal Yard	
	(a) Land in Sitapur side (in connection with shifting connectivity of existing BUW-STP line.	10.87
	(b) in BUW yard area	0.260
2	Bindaura Yard	0.605
3	Rafinagar Yard	1.95
4	Jahangirabad Yard	2.34
	<b>Sub -Total</b>	<b>16.025</b>
<b>(b) Additional land requirement in block sections</b>		
1	Burhwal- Bindaura	1.05
2	Bindaura-Rafinagar	0.016
3	Rafinagar-Jahangirabad	0.369
4	Jahngirabad- Barabanki	0.945
	<b>Sub -Total</b>	<b>2.380</b>
<b>Total</b>		<b>18.405</b>

- 5.0 The project length in block section, where land is not available up to toe of proposed new embankment are given as under:

SN	Block Section	Length (km)	Remarks
1	Burhwal- Bindaura	1.960	<b>Percentage of Total Project Length =</b>  <b>(4.015 / 26.99) x100 = 15.10%</b>
2	Bindaura-Rafinagar	0.050	
3	Rafinagar-Jahangirabad	0.705	
4	Jahngirabad- Barabanki	1.30	
	<b>Total</b>	<b>4.015</b>	
<b>Note:</b> Embankment at some stretches may be constructed with the provision of retaining wall of about 1.5 m height, and in that case, <b>total stretches of about 1.710 km requiring land acquisition to accommodate proposed embankment, which is about 6.33% of total project length.</b>			

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**Note/2**

- 5.0 Burhwal (BUW) yard is Major junction yard having 03 directional traffic (towards Barabanki-Lucknow, towards Sitapur-Moradabad, towards Gonda-Gorakhpur) therefore lots of coordination/blocks/Shifting of masts/shifting of cables etc. will be required while execution of the work.
- 6.0 Further, BBK yard is Major junction yard, under jurisdiction of Northern Railway, having 03 directional traffic (towards Lucknow, towards Ayodhya-Varanasi, towards Gonda-Gorakhpur) therefore lots of coordination/blocks/Shifting of masts/shifting of cables etc. will be required while execution of the work.
- 7.0 Various works (Civil, Electrical & S&T) connected with Barabanki yard along with its approach, need to be executed by Northern Railway. Suitable correspondence in this regard has already been made with Northern Railway vide CAO/Con/GKP letter dated: 11.04.2025 (C/05).

**8.0 Under Article-4, and Article-8 along with Annexure-II (Schedule-A) of Model EPC tender document, following is stated-**

Right of Way in accordance with the provisions of Clauses 8.2 and 8.3 on **no less than 95% (ninety five per cent) of core land length** and 90% (ninety percent) of non-core land length of the total length of the Railway Project need to be handed over to the contractor within 15 days of signing of contract agreement or within 30 days of receiving of performance security, whichever is later. Supporting documents related with above provisions under EPC are placed at C/08-12.

**(B) Tender through EPC mode V/s Non EPC mode for this project.**

- 1.0 As detailed in the above para [A], 95% of project land length is not available, which is prerequisite for EPC tender, therefore, tender in EPC mode cannot be invited at this stage.

At present survey work has been completed and land acquisition papers are under preparations. Land acquisition will take about 12 to 18 months' time. If the project is planned for execution through EPC mode, then execution will start only after land acquisition (i.e. after 18 months i.e. after January'2026).

- 2.0 Whereas, if work execution is planned through Non-EPC mode, works (especially long lead time works such as Major bridges, Minor bridges, Earthwork / Blanket work) can be taken up in substantial parts (about 85 % of project length in block section) in about 06 months' time (i.e. in January'2026) and substantial progress may be achieved till completion of land acquisition in balance project length and yards. Thus, by planning the tender through Non-EPC mode, Project is likely to be completed 01 year earlier in comparison through EPC mode of tender and time and cost overrun may be avoided.
- 3.0 The above work involves jurisdiction of two zonal Railways (NR & NER), wherein execution of works connected with Barabanki yard (BBK) to be executed by Northern Railway. BBK yard is Major junction yard having 03 directional traffic, therefore lots of coordination/blocks/shifting of masts/shifting of cables etc. will be required while execution of the work in BBK yard. Possibility of non-availability of block as per schedule can also not be ruled out in unforeseen situations. Under the above circumstances separate non-EPC tender (for NER & NR), having great flexibility in comparison to combined EPC tender, is preferable as EPC tender is associated with compensation/damage/penalty clause.
- 4.0 Similarly, Burhwal yard (BUW) is Major junction yard having 03 directional traffic, therefore lots of coordination/blocks/shifting of masts/shifting of cables etc. will be involved while execution of

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Note/3

the work in BUW yard. Possibility of non-availability of block as per schedule can also not be ruled out in unforeseen situations. Under the above circumstances non-EPC tender, having great flexibility in comparison to EPC tender, is preferable as EPC tender is associated with compensation/damage/penalty clause.

**(C) Proposal:**

- (i) In consideration of issues, as detailed above, it is seen that Non-EPC tender for the above project is preferable over EPC tender.
- (ii) As per Railway Board letter dated: 24.03.2025 at ref.-(iii) (C/04), tender for doubling, new line etc. has to be on EPC tender mode. However, in exceptional cases with due justification, tender for works having value more than 100.00 Crore, can be invited through Non-EPC tender mode with approval of Railway Board.
- (iii) Therefore, it is proposed to approach Railway Board through CAO/Con/GKP sir for according approval for execution of project [3<sup>rd</sup> line work between Burhwal (BUW) – Barabanki (BBK) section] works through Non-EPC tender mode.

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Dy.CE/Con-II/LJN

CE/Con-II/GKP: May kindly see Note/1-3. Considering the details as mentioned in above para(A) and (B), it is seen that Non-EPC mode of tender for the above project is preferable over EPC mode of tender as work execution through Non-EPC mode of tender can be taken up in about 06 months' time (i.e. by January'26), whereas work execution through EPC mode of tender can only be taken up after land acquisition (i.e. after Jan'27), and project through Non-EPC mode of tender likely to be completed much earlier than EPC mode of tender. Non-EPC mode of tender ultimately save time and cost over run.

Put up for kind perusal and obtaining approval of Railway Board for execution of project (3<sup>rd</sup> line works [CAO/Con/GKP:] between BUW-BBK) works through Non-EPC mode of tender

CAO/Con/GKP

In view of the justification put forth vide N-1 to N-3, the proposal for execution of the project work of 3<sup>rd</sup> line between Barabanki-Burhwal in non-EPC mode is approved for forwarding to RB for obtaining approval

CE/C/II

21/08/25  
11/08/25

21/08/25  
01-08-25