

No.K-14011/21/2009-MRTS  
Government of India  
Ministry of Urban Development  
(MRTS Cell)

Nirman Bhawan, New Delhi,  
Dated the 19th April, 2011

To

1. MD, DMRC, New Delhi
2. MD, BMRCL, Bangalore, Karnataka.
3. GM/Metro Railway, Kolkata
4. MD, KMRCL, Kolkata, West Bengal
5. MD, CMRL, Chennai, Tamil Nadu
6. Commissioner, MMRDA, Mumbai
7. MD/ MMRC, Mumbai
8. MD, HMRL, Hyderabad, Andhra Pradesh
9. MD, JMRCL, Jaipur, Rajasthan.

**Sub: Track Fastening System for Ballast less track.**

Sir,

The "Performance Criteria of Fastening System for Ballastless Track" were circulated vide this Ministry's letter of even number dated 09th June, 2010. The intention was to provide guidance to the ongoing and upcoming Metro rail systems about the performance requirements of track fastening systems which would be acceptable to RDSO/Ministry of Railways (MoR) and thus avoid any reason for delay in approval of Track Structure by RDSO/MoR. The Metro Rail Administrations (herein after called "The Metros" in short) have the freedom to choose a fastening system completely compliant to the Performance Criteria without having the need to approach the MoR for approval.

2. Certain comments were received from the Metros on the Performance Criteria circulated which have been considered and dealt by the Ministry of Railways and accordingly no change in the Performance Criteria already circulated has been felt necessary. However, during the interactions with the Metros, it has been noted that there is still a lack of clarity on certain issues which is coming in the way of the intended application and usage of the Performance Criteria.

3. In order to remove doubts or misconceptions and to provide a uniform basis of selection of a fastening system for ballastless track on all the Metros, it is felt necessary in consultation with MoR, that certain clarifications and broad principles are issued with regard to the letter dated 09.06.2010 in the interest of smoother implementation of the requirements of the Performance Criteria.

4. Accordingly, the following are the clarifications on the process of approval of fastening systems as envisaged and laid down in the Performance Criterion:-

(a) The tenders invited by the Metros shall specify only the Performance Criteria, issued vide Railway Board's letter number 2009/Proj/MAS/9/2 dated 21.05.2010, as the required specifications (without giving name of any particular fastening system) and the tenderer should be asked to undertake to supply a fastening system compliant to the Performance Criteria. The Metros should satisfy themselves that the fastening system proposed to be used by them meets the requirements of the Performance Criteria.

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(b) If it is proposed to use Fastening system used elsewhere, it will not require a fresh examination if the operating environment conditions such as gauge, rail section, wheel profile etc. do not undergo a change.

(c) Test report for a fastening system is specific to that fastening system encompassing a set of components of that fastening system, i.e. change in any component of a Performance Criterion compliant system will require a fresh test report.

(d) The above implies that after 09.06.2010, the tenders, for supply of fastening, system or track laying including supply of fastening systems, have to be accompanied by a statement from the tenderer showing compliance or otherwise to the Performance Criteria including all test reports. The Metros are under obligation to get the approval of MoR in case they opt for a system not complying fully to the Performance Criteria. This shall be done by the Metros before opening of financial bid of supply tenders or committing a particular fastening system to the track laying contractor.

(e) In case of the tenders invited before 09.06.2010 and yet to be approved, the details of the same should be submitted to RDSO who shall examine the details of the non-compliant fastening systems.

(f) In case, a Metro is fully satisfied that a system proposed by supply contractor/track laying contractor is fully compliant to the Performance Criteria, then the metro will advise its details to RDSO before finalising the financial bid of the supply contractor/committing a particular system to the contractor. If no comments are received from RDSO/MoR within four weeks, it would be deemed that they have no comment to offer and the Metro can proceed ahead in this regard.

5. It is also clarified that the limitation of provenness for 5 years is not a pre requisite in cases that are referred to and examined by the MoR/RDSO since in their examination they see all the technical aspects of the system and then take a decision on its use. *The performance criteria laid down by Ministry of Railways only talks of proven track record in terms of satisfactory performance for 5 years in service irrespective of the length of track on which the system has been laid.*

6. The Ministry of Railways have certified that the "Double resilient base plate fastening system" supplied by M/s. Pandrol Rahee Technologies is technically suitable as per the requirements of the Performance Criteria. However, since it does not meet the requirement of provenness for 5 years as per the Performance Criteria, it is to be kept under monitoring by RDSO for two years under service condition. In such a case, the Metro should carry out other technical examination such as anchor bolt/stud calculation etc. required to suit the specific project, as required in the Performance Criteria, and send the details to RDSO before the system is installed in track so that RDSO may carry out monitoring effectively. Railway Board have also clarified that the only other fastening system which has been cleared on 11.02.2010 (i.e. before the issue of Performance Criteria) for use on one metro on Standard Gauge is the "Fastening System 336", and is presently under monitoring of RDSO. Since this system has not been cleared as per the requirements of the Performance Criteria, for use of this fastening system as well as other prospective fastening systems that the Metros may decide to choose, procedure as outlined above in para 4 and 5 shall be applicable.

7. I am to request you to please note the above contents for information and strict compliance.

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8. This issues with the approval of the competent authority, and in consultation with the Ministry of Railways.

Yours faithfully,



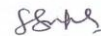
(S.K. Gupta)

Under Secretary to the Government of India

Tel:23062594

Copy to :

1. Executive Director/Works (Plg), Railway Board, Ministry of Railways, New Delhi in reference to MoR letters - DO from Member Engineering No.2003/Proj/Bangalore/2/2(Vol.I) dated 4.4.2011, 2003/Proj/Bangalore/2/2/Pt II dated 23.3.2011, No.2009/Proj.MAS/9/2 dated 18.03.2011, 2003/Project/Bangalore/2/2 (Vol.I) dated 12.1.2011, 98/Proj/DLI/30/1/Vol.II dated 11.2.2010 and this Ministry's letter of even number dated 4.4.2011.
2. Chief Commissioner of Railway Safety, Lucknow for circulation amongst all Commissioners of Metro Railway Safety and Commissioners of Railway Safety.
3. DG/ RDSO, Luknow



(S.K. Gupta)

Under Secretary to the Government of India