

THE WORKS CONTRACT

between

SUPREME INFRASTRUCTURE INDIA LTD

(The EPC contractor of the SPV, SUPREME SUYOG FUNICULAR ROPEWAYS PVT LTD)

and

YASHITA AUTOMOTIVE ENGINEERING PRIVATE LTD

(the Sub-Contractor of EPC contractor and Member of SPV)

and

SUPREME SUYOG FUNICULAR ROPEWAYS PVT LTD

(the SPV and confirming party)

for

**DESIGN, MANUFACTURE, SUPPLY, DELIVERY, ERECTION AND COMMISSIONING
OF FUNICULAR RAILWAY SYSTEM AT MALANGGAD, TAL AMBERNATH, DIST
THANE**

CONTRACT NUMBER: 100

DATE: 10 July 2013

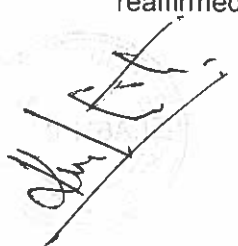


PREAMBLE

- 1) Government of Maharashtra PWD department had invited bids for the work of constructing a funicular railway / ropeway / trolley system at Hajimalang gad TQ Ambarnath dist Thane.
- 2) Accordingly government of Maharashtra PWD department had prescribed qualification criteria in their bid document. In order to fulfil those criteria to satisfy the financial and technical qualifications required in the bid document, it was decided to form a joint venture firm to successfully qualify for the bid.
- 3) AS per section V of volume II of bidding document the option II under clause 3, was selected. Accordingly three firms i.e. M/s Supreme Infrastructure India Ltd., 8 Bhavani Ind. Est. Opposite IIT Main gate, Powai, Mumbai 400076 M/s Suyog Telematics Pvt. Ltd., 41-A Suyog Ind. Estate 1st floor LBS Marg, Vikhroli (W) Mumbai 400083 and M/s Yashita Automotive Engineering Pvt. Ltd., A-501 Neelkanth complex, Sahar road, Andheri (East) Mumbai 400099 entered into agreement with their equity share shown as below.
 - a) M/s Supreme Infrastructure BOT Pvt Ltd
(Subsidiary of Supreme Infrastructure India Ltd 60%
(Lead Member)
 - b) M/s Suyog Telematics Pvt Ltd 30%
(Other Member)
 - c) M/s Yashita Automotive Engineering Pvt Ltd 10%
(Technical Member)

The joint venture which was called Supreme-Suyog-Yashita Consortium successfully submitted their bid to the government and were first lowest in the competition

- 4) The Government of Maharashtra PWD department after due scrutiny of tender and after approval from finance department and state infrastructure committee has issued letter of acceptance in the name of Suyog-Supreme-Yashita Consortium vide Executive Engineer Thane construction division Thane letter No. TCD/Tender/4271 dated 21.6.2008. Subsequently, PWD has also issued the work order.
- 5) After receiving the letter of acceptance, the first two partners of the aforesaid Consortium, viz. M/s Supreme Infrastructure and M/s Suyog telematics jointly promoted a company Supreme-Suyog Funicular Ropeways Pvt. Ltd. In October 2008, Supreme Suyog Funicular Ropeways Pvt Ltd and Yashita Automotive Engineering Pvt Ltd entered into a MOU to jointly implement the Funicular project. The MOU is annexed as Annexure I to this document. Subsequently on 10th June 2011, M/s Yashita Automotive Engineering Pvt. Ltd. (Yashita) also became a shareholder of Supreme-Suyog Funicular Ropeways Pvt. Ltd. Thereafter Supreme-Suyog Ropeways Pvt. Ltd. (SSFRPL) was nominated by Supreme-Suyog-Yashita Consortium as the SPV to implement the Malang Funicular Ropeway Project allotted to the Consortium. The Government of Maharashtra has approved the nomination.
- 6) The SPV appointed Supreme Infrastructure India Ltd (SIIL) as the EPC contractor for the entire project. On 10th July 2011, the original MOU between SSFRPL and Yashita, was reaffirmed with an Addendum between Supreme Infrastructure India Ltd and Yashita



Automotive Engineering Pvt Ltd attached as Annexure II to this document. The referred Original MOU between SSFRPL and Yashita, and the revised agreement incorporating the Addendum between Supreme Infrastructure India Ltd and Yashita, are binding to respective signatories, and all clauses, terms and conditions stipulated in the Memorandum of Understanding and the Addendum remain valid in this Works Contract, unless contradicted by terms and conditions mentioned in this Works contract, in which case the Terms and Conditions in the Works Contract take precedence.

This Works Contract Agreement is in between Supreme Infrastructure India Ltd (SIIL) who is the "Lead SPV Partner and EPC contractor" and Yashita Automotive Engineering Pvt Ltd who is the "Sub-Contractor and SPV Partner". As this Works Contract Agreement succeeds, as is a continuation of, a MOU between SSFRPL (SPV) and Yashita, and as the SPV has contractual obligations to third parties for this project, SSFRPL is the confirming party to this Agreement.

SIIL and Yashita shall act as stated in this contract, and in a spirit of mutual trust and co-operation.

Time of Project Completion

- The *starting date* is deemed to be **1st September 2012** for purpose of this contract.
- The *contract date* is the date this contract is signed and put in effect, including payments to Yashita of the dues for work done before the contract.
- The *Target Completion date* is **17 months after starting date**. **All parties to the Contract undertake to make Best Efforts to achieve the Target Completion Date. Completion programme is made as Annexure V of this document.**
- Yashita has supplied a General Arrangement Drawing of the project, along with drawings for their part of the civil works of the project, with explanatory texts, in form of softcopy and hardcopies, within 8 weeks of starting date. Yashita has given a Drawing Submission Schedule which is made as Annexure III of this document.
- All designs and drawings submitted and/or approved will be subject to change during manufacturing, erection, commissioning and testing. Yashita reserves the right to make these changes in concurrence with the Concessionaire from time to time. However, Yashita will submit the "as-built" drawings in final form within 4 weeks of COD, which will also be vetted by the foreign consultants.
- Yashita will give all co-operation to the Concessionaire to get approvals from Appropriate Authorities for drawings, safety approvals, COD, etc.
- Notwithstanding anything mentioned in the contract elsewhere, this contract is not subject to cancellation / revocation / curtailment / penalties on account of execution



delays due to perceived and unforeseen difficulties in execution of the project. There is no liquidated damages clause in this contract.

4 Testing and Defects

- Yashita gives a *warranty against* design and manufacturing defects for all items of their design and supply for 365 days the date of physical completion of the whole contract. The warranty obligations for bought out manufactured components are in nature of flow-through warranties and limited to warranties of original suppliers. Yashita's liability for a defect during warranty period is limited to repairs / replacement of the defective component / service, as per their best judgement.
- Downtime for the said rectification should not be normally more than 24 hours. Defects should be attended spontaneously the moment it gets identified during the warranty period. Necessary spare parts to carryout the defects should be made available by Yashita at site well in advance.

5 Bills and Payments

The currency of this contract is INDIAN RUPEE. All prices in this contract are exclusive of all taxes including VAT, Service Tax, Excise Duty, Customs Duty, and any other applicable levies by Central/ State Government / Local authorities. The prices include transportation, erection and commissioning charges to Site Malanggad and Yashita is responsible to make all Deliveries and perform all site activities at location of the Funicular at Malanggad, Dist Thane, Maharashtra State. No extra payments will be made to Yashita for transportation, Worker's quarters, construction equipment, ropeways, launching cranes, or lead. However, SIIL will provide a motorable road upto lower station and access to the work site at all times. SIIL will also provide Electricity and Water to Yashita at the Work site Free of Cost.

All payments due for work done by Yashita before the date of signing of the Works Contract, will be paid to Yashita on or before signing of the Works Contract. The payments for the contract will be made by SIIL to Yashita as per running bills submitted by Yashita to SIIL from time to time, and as certified by SIIL site-in-charge / PMC. For purpose of payments and work evaluation, the scope of Work has been divided as per various heads and activities. However, even if unspecified in the Bill of Materials or the Work lists, Yashita will have to perform without any extra costs, all that is necessary in their part to run a Funicular Trolley system as per the specifications in Volumes I, II and IV of the BOT document signed between PWD and the Concessionaire SPV in 2007. The quantities specified in this Work Contract are approximate and any deviations in either direction are to Yashita's account. The Contract is subject to Force Majeure conditions.

Yashita has appointed a Foreign Consultant to vet their designs and drawings, and to supply critical parts relating to Funicular operations, particularly all Brakes. SIIL is the Confirming party to the agreement between Yashita and the Foreign Consultants – Liftech-ISM of Spain and Portugal. It is Yashita's responsibility to pay the Foreign Consultants for this job.



6 Scope of Work, Contract value and payment schedule.

- The scope of Yashita's work under this Works contract is specified in Annexure IV of this document.
- The total value of this Works contract given by SIIL to Yashita is Rs. 2646.90 Lacs + all applicable taxes. There will be no escalation to these costs during the tenure of the project and the Contract price specified is Lump Sum price. Contract price would remain unchanged till the purpose of this agreement gets performed. Price escalation is only be applicable on the Force Majeure instances as referred in Point 8 of the General Terms and Conditions. No escalation will be paid on construction delays on account of Yashita by SIIL.
- The payments from SIIL to Yashita will be made as per the following schedule:

10% of entire contract value will be payable upfront to Yashita on or before signing this contract. SIIL will not pay any other advances other than this upfront payment to Yashita towards materials, machineries and at whatsoever grounds. Also SIIL will not give any other counter guarantees / LC to Yashita to perform their obligations under this Contract.

7.5% of contract value of each item will be paid to Yashita on acceptance of its design by designated authorities, or on 4 weeks after submission of itemwise design documents by Yashita, whichever is earlier. A buffer period of 30 days will be allowed to release the said payment to Yashita by SIIL from the date submission towards scrutinization and approval rationale.

68.5% of the contract value will be paid for each billable unit of each supply item on receipt of the goods at Malang site/ designated warehouse in case of a deliverable complete item / physical completion of work, at any place, in case of any component of electro-mechanical system that cannot be individually delivered to site without its final assembly (e.g. bogies, wheels, motors, etc which have identifiable prices in Annexure IV but cannot be delivered individually to site), and after carrying out the specified site activity in case of services.

10% of contract value will be paid for each item on installation of the supplied billable unit in its final location. Civil works are deemed to be installed when completed. Electromechanical items will be deemed to be installed after they are placed in their final working location and configuration.

4% of contract value will be paid on achieving COD from PWD at end of commissioning.

Yashita will periodically issue running bills for 96% of value of work completion as above assessed + applicable taxes, with supporting spreadsheet indicating the completed work under each head and total payments received from SIIL in cash or kind up-to-date, in the same format and sub-headings as per the Annexure IV to this Contract. The amount payable will be certified by SIIL project-in-charge / PMC and 50% of dues will be released by SIIL within 3 working days of approval, and balance 50% will be released within 2 weeks of approval. Yashita will submit their last bill for 4% of the value of the contract + applicable

Signature



taxes on completion of the job. This bill will be settled by SIIL within 30 days of receiving COD from PWD authorities / start of commercial operations whichever is earlier. Necessary tax deduction will be done by SIIL on Yashita's payables.

At no point of time, will Yashita provide any kind of Financial Guarantees to SIIL for any moneys received, and neither will Yashita refund any payments already received.

Identified
and defined
terms are in
BOLD
letters.

(1) The **Parties** are **SIIL, Yashita and SSFRPL**. *Yashita is responsible for their appointed subcontractors and foreign and Indian consultants.*

(2) **Others** are people or organisations who are not SIIL, SSFRPL, Yashita or firms and individuals related to Supreme group, the Arbitrators, Yashita or any employee, consultants, subcontractor or vendor of Yashita.

(3) The **Contract Date** is the date when this contract came into existence as determined in accordance with the *law of the contract being the date on which this contract is signed and sealed.*

(4) **Goods** are deliverable items as per the BOQ and which eventually become part of the Malanggad Funicular Project. To **Provide Goods or Supply goods** means to do the work necessary to provide the *goods* to anywhere in the Malanggad project site in accordance with this contract including all incidental work, services and actions which this contract requires.

(5) To **provide a Service** means to perform all the Acts that describe the activities required to get a specified outcome ancillary to the provision of goods, as per the contract but not including provision of the goods.

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(6) The **Malanggad project site** is all the geographical area in the possession of SSFRPL as the designated SPV to implement the Malanggad Funicular Ropeway/Railway/Trolley project for PWD Thane. It includes areas occupied by the SPV in adverse possession during course of work, and also includes the approach road to the project site from the existing main road near Malanggad bus stand.

(7) The **Malanggad Funicular project is a Funicular Ropeway / Railway / Trolley project**, these terms being used synonymously to describe all civil, electrical and mechanical activities and components of the Transportation system to transport passengers and goods from the lower station at foot of Malang hill to the upper station located on a plateau on the hill.

(8) **Foreign Consultant**, means the firms Liftech SA of Porta, Portugal and their associate firm ISM of Zaragoza, Spain and their other associate firms who are technical consultants and components suppliers of Yashita for the Malanggad Funicular Project.

(9) **Equipment** is items used by Yashita, SIIL and others, at Malanggad Project Site during course of the Project work, but which are not included in the goods supplied and billed to SIIL as per the BOQ.

(10) **A Defect** is a part of the *goods* or services ancillary to the supply of the *goods* which is not in accordance with the applicable law, codes, Yashita's or Consultants' design, or good manufacturing practices. It could also be a **discovered defect** that is discovered to be a defect some time after the supply of goods.

In this contract, except where the context shows otherwise, words in singular also mean plural and the other way round and words in the masculine also mean in the feminine and neuter.

This contract is governed by the Indian *law of contract* 1872 as amended from time to time.

Interpretation and the law

Each communication which this contract requires has effect when it is received in a form that can be read, copied and recorded at the physical or email address notified by the recipient for receiving communications.

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Ambiguities and Inconsistencies

SIIL or Yashita notifies the other as soon as either becomes aware of an ambiguity or inconsistency in or between the documents which are part of this contract. SIIL gives an instruction resolving the ambiguity or inconsistency

Health and safety

Yashita acts in accordance with the health and safety requirements stated in the Goods Information.

Response time for communications.

If this contract requires SIIL or Yashita to reply to a communication, unless otherwise stated in this contract, the responder should reply within 3 days.

Early warning

Yashita and SIIL will give an early warning by notifying the other as soon as either becomes aware of any matter which could

- increase the total of the Prices,
- delay delivery, or
- impair the performance of the *goods* in use.
- Have any other effect on the progress and viability of the project.

Illegal and impossible requirements

Yashita notifies SIIL as soon as Yashita becomes aware that the Goods Information requires Yashita to do anything which is illegal or impossible. If SIIL agrees that it is illegal or impossible, SIIL gives an instruction to change the Goods Information appropriately.

du/lt



[Handwritten signature]

The Parties' main responsibilities

SIIL's obligations

SIIL has to do its part of work as stated in the MOU, Amendment and this contract. SIIL has to facilitate the site work of Yashita in every way possible.

SIIL and Yashita are partners in the SPV, and both are working for common cause of the Project. SIIL has to provide entire and timely finance for the project including the requirements of working capital, financing of equipment required by Yashita, within the overall payment agreements of the contract.

SIIL provides information, services and things that SIIL needs to provide for, and provides them as stated in this contract.

SIIL takes over the goods from Yashita in accordance from date of delivery.

SIIL promptly pays for the goods supplied / service rendered by Yashita. SIIL is responsible for paying all taxes on the goods and services rendered by Yashita, as applicable.

**Yashita's
Obligations**

Yashita

Provides the Goods in accordance with the Goods Information,

warrants that the goods are fit for the purpose stated in the Goods Information or otherwise.



warrants that the goods and Materials are new, unused, of the most recent or current models, and that they incorporate all recent improvements in design and materials, unless stated otherwise in the Goods Information, and

warrants that the goods and Materials conform to the authoritative standard for them applicable at the Contract Date and appropriate to the goods' and Materials' country of origin, if an applicable standard for the goods or Materials is not stated in the Goods Information.

Yashita transports and delivers goods to SIIL at project site at risk of loss and damages in transit. The cost of Yashita's obligations for transport, transit insurance insurance and site delivery is included in the Prices.

Yashita provides the documentation listed in the Contract Data and as required by different authorities.

Subcontracting

If Yashita subcontracts work, Yashita is responsible for Providing the Goods as if Yashita had not subcontracted. This contract applies as if a subcontractor's employees and equipment were Yashita's.

Access to work

Yashita provides access for SIIL and others notified by SIIL to work being done for this contract at site and off-site, and to stored Materials pertaining to the contract anywhere.

Co-operation

Yashita co-operates with Others as necessary for delivery of the goods, and in obtaining and providing information which they need in connection with the goods.

Approval from Others

Yashita gives all co-operation to SIIL to obtain approval of his design and delivery arrangements from Others where necessary.

Tests and inspections

Yashita and SIIL provide records, data sheets, materials, facilities and samples for tests and inspections as stated in the Goods Information

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Yashita and SIIL notify the other of each of their tests and inspections before it starts and afterwards notifies its results. Yashita notifies SIIL well in time for a test or inspection to be arranged. SIIL may watch any test done by Yashita.

If a test or inspection shows that any work has a Defect, Yashita corrects the Defect and the test or inspection is repeated.

SIIL does SIIL's tests, certifications, verifications and inspections without causing unnecessary delay to the work, or to a payment.

Searching for and notifying Defects

Until the end of the *warranty period*, SIIL notifies Yashita of each Defect which SIIL finds. Yashita has to correct the defect or replace the defective *goods* as stated in this contract.

Correcting Defects

After delivery Yashita corrects notified Defects or replaces the defective *goods* before the end of the *defect correction period*. This period begins at the later of delivery or when the Defect is notified. SIIL gives Yashita access to and use of the defective *goods* as needed for correcting a Defect

Payment

Invoicing the amount due

Yashita will provide *Proforma Invoices* to SIIL upon full / part delivery of any goods, or full / part completion of specified phase of service. The Proforma Invoice will include applicable taxes, levies and surcharges as per law.

Yashita's Proforma Invoice will include details of how the due amount has been computed.

SIIL will correct any wrongly calculated amount due and notifies Yashita of the correction before paying Yashita.



Payment period

SIIL promptly pays Yashita against the Bills and Invoices raised. SIIL / PMC have to certify the submitted bill of Yashita within 5 working days from the submission date. 50% of the due payments will be made in 3 working days from the certification and balance within 2 weeks from the certification.

Passing of title

Yashita ensures that when title to the goods passes to SIIL at the times stated in this contract, the title is full and unencumbered.

Confidentiality

The Parties do not disclose to third parties, information obtained in connection with this contract except as necessary to carry out their duties under this contract. SIIL agrees to only pass information to third parties / consultants / others on "need to know" basis.

Warranty obligations and Limitation of liability

Yashita gives a warranty against design and manufacturing defects for all Goods supplied by them for a period of 12 months from commissioning. Within the warranty period, it is the responsibility of Yashita to replace / repair at their choice any component that has failed under their warranty obligation.

Yashita is not liable to SIIL for any indirect losses including loss of revenue or loss of profit, either actually incurred or prospective, during their warranty obligation.

Yashita's warranty will become void if SIIL terminates the contract unilaterally for any reason.

SIIL is not liable to Yashita for any loss of revenue or loss of profit, either actually incurred or prospective, if Yashita terminates the contract unilaterally for any reason.



Yashita's liability to SIIL, and/or vice-versa, for a case of mutually negotiated termination of contract will be defined in the contract termination agreement.

Yashita's liability to SIIL, and/or vice-versa, for a case of dispute in termination of contract will be addressed by the dispute resolution mechanism mentioned herein.

Indemnities

SIIL indemnifies Yashita against claims, proceedings, compensation or costs payable which are the unavoidable result of the *goods* or services which arise from

- any fault, negligence, breach of statutory duty or unlawful act
- infringement of an intellectual property right, or
- interference with any legal right
- death of or injury to a person and loss of or damage to property (including the goods and Materials),

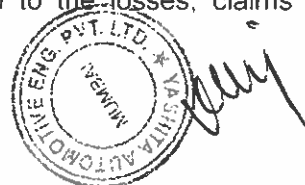
if the immediate cause for the death, injury, claim or damage is due to wilful or negligent acts or lack of action by SIIL or its employees or subcontractors.

Yashita indemnifies SIIL against claims, proceedings, compensation or costs payable which are the unavoidable result of the *goods* or services which arise from

- any fault, negligence, breach of statutory duty or unlawful act
- infringement of an intellectual property right, or
- interference with any legal right
- death of or injury to a person and loss of or damage to property (including the goods and Materials),

if the immediate cause for the death, injury, claim or damage is due to wilful or negligent acts or lack of action by Yashita or its employees or subcontractors.

The liability of one Party to indemnify the other is reduced to the extent that events which are the other Party's responsibility contributed to the losses, claims proceedings compensation and costs.



These mutual indemnities will not apply to the CAR insurance policy taken by SILL which cover Yashita's liabilities as a sub-contractor of SILL.

Insurance cover

Yashita is solely responsible for insuring against loss of or damage to the *goods* and Materials arising at any stage till the *goods* reach the work site. Yashita and SILL are jointly responsible to take a Comprehensive All Risk Insurance Cover for all Site activities, death or bodily injury to employees / bonafide visitors / third parties arising out of intentional or unintentional erroneous site operations or accidents, damage to owned property, property held in trust by either Yashita or SILL, and Third party liabilities, fire, flood and allied perils, SRCC, malicious damage, with cover including erection, commissioning and testing. SILL will take the insurance policy and debit to Yashita a part of the premium paid in proportion to the value of Yashita's work out of the total project cost. SILL can solely decide whether or not to take a LOP / ALOP policy for the project.

Interpretation of Delivered Items

In this clause, delivered items means items which are delivered in accordance with Yashita's obligations for delivery in this contract. A delivered item is a billable unit as per the agreed Price Break up in Annexure IV.

Assessing compensation events

Assessments for changed Prices for compensation events are in the form of changes to the Annexure IV

Unless it is stated to apply to the supply of the whole of the supplies and services, each reference in this contract to delivery, the Delivery Date, and the *warranty period* applies to a specific task in the *goods* and *services* included in a Task Order.



GENERAL TERMS AND CONDITIONS

- 1) No waiver: No waiver by any party of any default by any other party in the performance of any provision, condition or requirement herein shall be deemed to be a waiver of, or in any manner release the other party from, performance of any other provision, condition or requirement herein, nor deemed to be a waiver of, or in any manner release the other party from, future performance of the same provision, condition or requirement; nor shall any delay or omission of any party to exercise any right hereunder in any manner impair the exercise of any such right or any like right accruing to it thereafter.
- 2) Amendment: No amendment to this Agreement shall be effective unless in writing and signed by a duly authorized agent or representative of each party.
- 3) Assignment: Neither party may assign this Agreement without the prior written consent of the other, which consent will not be unreasonably withheld. Notwithstanding the preceding sentence, either party may assign this Agreement to an affiliate (an entity which is more than 50% owned and controlled by a party) or to a third party acquirer in the event of a sale or other disposition of assets of a party.
- 4) Survival: The rights and obligations under paragraphs shall survive the termination or assignment of this Agreement.
- 5) Severability: In the event any provision of this Agreement should be deemed inconsistent with or contrary to any central, state or municipal law, rule or regulation, said provision shall be deemed modified to the least extent necessary to be valid or, if not possible, deleted and this Agreement shall continue in full force and effect without affecting the enforceability of the remaining provisions, duties and liabilities set forth herein.
- 6) Merger: This Agreement with its Annexures I-IV contains the entire agreement between the parties hereto with respect to the transactions contemplated herein and all prior and/or contemporaneous understandings and agreements shall merge herein. There are no additional terms, whether consistent or inconsistent, oral or written, which are intended to be part of the parties' understanding, except as contained in this Agreement.
- 7) Rights of Creditors and Third Parties: This Agreement is entered into between for the exclusive benefit of the parties hereto, and to demarcate the roles and responsibilities of the parties in the Project. This Agreement is expressly not intended for the benefit of any creditor of any of the parties. It is not intended for the benefit of any other party than the signatories to this agreement.
- 8) Force Majeure: Neither party shall be liable to the other for any delays or damage or any failure to act due; occasion or caused by reason of any laws, rules, regulations or orders promulgated



by any central, state or municipal governmental body or the rules, regulations or orders of any public body or official purporting to exercise authority or control respecting the operations covered hereby, including the procurement or use of tools and equipment, or due, occasioned or caused by strikes, action of the elements, water conditions, inability to obtain critical materials, financial disability or other causes beyond the control of the party affected thereby. In the event that either party hereto is rendered unable, wholly or in part, by any of these causes to carry out its obligations under this Agreement for more than 15 days at a stretch, it is agreed that such party shall give notice and details of Force Majeure in writing to the other party as promptly as possible after its occurrence. Except as otherwise provided herein, in such cases the obligations of the party giving the notice shall be suspended during the continuance of any inability so caused. Both parties to the agreement will try to alleviate the situation arising out of a Force Majeure, and try their utmost to bring the Project Schedule on track.

- 9) **Governing Law:** This Agreement shall be governed by and construed in accordance with the laws applicable to Agreements made and performed in Mumbai, without regard to principles of conflicts of laws.
- 10) **Notices:** All notices required or permitted to be given hereunder shall be in writing and hand-delivered, faxed, mailed by courier service or sent via electronic mail to the other party or parties hereto at the known and regular addresses of the parties as stated in this Agreement. A notice shall be deemed given when delivered personally, three business days after mailing by courier service, or on the delivery date if delivered by electronic mail or fax.
- 11) **Headings:** Headings stated in this Agreement are for convenience of reference only and are not intended as a summary of such sections and do not affect, limit, modify, or construe the contents thereof.
- 12) **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same document.
- 13) **Dispute Resolution:** Any controversy or claim arising out of or relating to this Agreement, or the breach thereof, shall be the subject of resolution efforts by each party for at least 90 days prior to any action being commenced. Any unresolved disputes shall be settled exclusively by arbitration. Such arbitration shall be conducted in accordance with the Arbitration Act applicable in Mumbai. Arbitration shall take place in Mumbai only. Judgment may be entered on the arbitrator's award in any court having jurisdiction, and the parties irrevocably consent to the jurisdiction of the courts of Mumbai for that purpose. The parties waive personal service in connection with any such arbitration; any process or other papers under this provision may be served by registered mail, return receipt requested, or by personal service, provided a reasonable time for appearance or response is allowed. All decisions of the arbitrator shall be final and binding on the parties. The parties shall equally divide all costs of the arbitrator. Each party shall bear its own legal fees in any dispute. The arbitrator may grant injunctive or other relief.

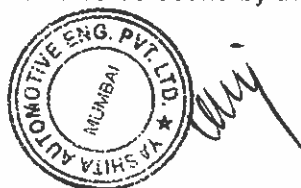


14) Independent Contractors.

- a) Both parties shall each act as independent contractors. Neither party shall exercise operational control over the activities of the other party.
- b) SIIL and YASHITA shall each conduct all their business relating to the project in their own name, and as they deem fit - provided it is not in derogation of the other's interests.
- c) Neither party shall engage in any conduct inconsistent with its status as an independent contractor, have authority to bind the other with respect to any agreement or other commitment with any third party, nor enter into any commitment on behalf of the other.
- d) The parties have a business relationship defined entirely by the express provisions of this Agreement. No financial partnership, agency, franchisee, tenancy, fiduciary or employment relationship is intended or created hereby.

15) Confidentiality:

- a) Both parties to the agreement will maintain confidentiality about the technology and commercial information about each other's business, to other parties. Yashita is using its own and licensed technologies for constructing the Funicular Railway in the project. On completion of this project, SIIL / SSFRPL / their successors in ownership of the Funicular Railway, will have a non-exclusive license to use the technology in the location of Malanggad in perpetuity, without payment of any royalties or fees, at their own risk and consequences, but without any right of free service support from Yashita or their Technology Providers. However any and all aspects of technology and Intellectual Property are not part of the Goods or Services defined in this agreement, and its ownership will remain with Yashita or the respective IP owners / licensors.
- b) YASHITA will use its proprietary and licensed technologies, Designs, Trade Marks, Intellectual Properties, Trade Secrets, in Design, Manufacturing, Erection and Commissioning of the Funicular Ropeway system at Malanggad. Yashita will indemnify SIIL for any liabilities arising out of disputes relating to any patents, copyrights or other IP rights in this regard.
- c) All confidential information actively supplied by YASHITA to SIIL, or coming to notice of SIIL from the operations, including but not limiting to all technical information regarding YASHITA's proprietary / licensed Processes, Equipment and performance shall be treated as confidential and shall not be divulged by SIIL/SSFPPL to any third party. SIIL will not use the information for any other project other than the Malanggad project covered by this Agreement, at any time.
- d) The provisions of this "Confidentiality clause" shall survive any termination or assignment of this Agreement. YASHITA and SIIL shall take all reasonable efforts to insure that their respective employees, members, managers, agents, representatives and/or subcontractors, successors in ownership shall also be bound by this paragraph.



- e) For purposes of this Agreement confidential information shall be defined as plans, technical information, process diagrams or plans, equipment designs, process procedures and systems, know-how, technique, drawings, specifications, data, financial information and other documentation or information, in oral, written, pictorial, graphic or digital form which is either non - public, confidential or proprietary in nature.
- f) During construction phase, SIIL will restrict entry of any unauthorized visitors from visiting the site other than SIIL's or YASHITA's authorized personnel or bonafide visitors.

16) Term and termination:

- a) This agreement will be effective immediately from the date of signing.
- b) The agreement will be valid till the completion of commissioning of the Malanggad Funicular Project, COD from Government of Maharashtra, and handover of the as-built drawings, and last payments from SIIL to Yashita, which are the last effective steps as per the agreement. The parties to this Contract have no obligations to each other after such time, excepting for the residual warranty from Yashita to SIIL under the agreement.
- c) If either party wishes to terminate this Agreement, it will inform the other in writing at least three months in advance. The parties will mutually decide to terminate this agreement or amend its terms for further continuation within this period of three months. The parties do not intend that the Agreement may be terminated for minimal or technical breaches.
- d) In the event of any termination of this Agreement, YASHITA will be entitled to freely remove their equipment, unbilled stocks, furniture and fixtures out of the Malanggad Site and SIIL will have no lien on the equipment, unbilled stocks, furnitures and fixtures.

17) Representations, Warranties & Covenants:

- a) Each party hereto represents and warrants that it has full power and authority to execute this Agreement and to take all actions required by, and to perform the agreements contained in, this Agreement, and that each party's respective obligations under this Agreement do not conflict with its obligations under any other agreement by which such party is bound.
- b) Each party represents warrants and covenants that the performance of its respective obligations under this Agreement complies and will comply with all applicable central, state, local and international laws and regulations.



Yashita undertakes to fulfil Yashita's obligations in terms of this contract

SILL undertakes to fulfil SILL's obligations in terms of this contract and in particular to pay to Yashita the amount due in accordance with the conditions of contract.

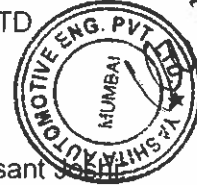
Signed on this _____ day of _____ (year)_____

For
SUPREME INFRASTRUCTURE
INDIA LTD

~~Mr. Vasant Joshi~~
~~Managing Director~~

Varthik. K.B.
AGM (Planning)
Authorized Signatory

For
YASHITA AUTOMOTIVE ENGINEERING
PVT LTD



Mr Vasant Joshi
Managing Director

For
SUPREME SUYOG FUNICULAR ROPEWAYS PVT LTD

[Signature]
Authorized Signatory

in the presence of the undersigned witnesses:

1 Name D. G. Merathe Signature: [Signature]

2 Name R. H. Latur Signature: [Signature]

ANNEXURES TO THE WORKS CONTRACT - I

[Handwritten signature]



[Handwritten signature]

**Draft MOU between
Supreme-Suyog Funicular Ropeways Pvt. Ltd.
& Yashita Automotive Engineering Pvt. Ltd.**

October 2008



Draft agreement between Supreme-Suyog Funicular Ropeways Pvt Ltd & M/S Yashita Automotive Engineering Pvt. Ltd. for the work of constructing funicular railway at Hajimalang gad TQ Ambernath dist Thane.

- 1) Government of Maharashtra PWD department had invited bids for the work of constructing a funicular railway system at Hajimalang gad TQ Ambernath dist Thane.
- 2) Accordingly government of Maharashtra PWD department had prescribed qualification criteria in their bid document. In order to fulfill those criteria to satisfy the financial and technical qualifications required in the bid document, it was decided to form a joint venture firm to successfully qualify for the bid.
- 3) AS per section V of volume II of bidding document the option II under clause 3, was selected. Accordingly three firms i.e. M/s Supreme Infrastructure India Ltd., 8 Bhavani Ind. Est. Opposite IIT Main gate, Powai, Mumbai 400076 M/s Suyog Telematics Pvt. Ltd., 41-A Suyog Ind. Estate 1st floor LBS Marg, Vikhroli (W) Mumbai 400083 and M/s Yashita Automotive Engineering Pvt. Ltd., A-501 Neelkanth complex, Sahar road, Andheri (East) Mumbai 400099 entered into agreement with their equity share shown as below.

- | | |
|-------------------------------|-----|
| a) M/s Supreme Infrastructure | 60% |
| (Lead Member) | |
| b) M/s Suyog Telematics | 30% |
| (Other Member) | |
| c) M/s Yashita Automotive | 10% |
| (Technical Member) | |

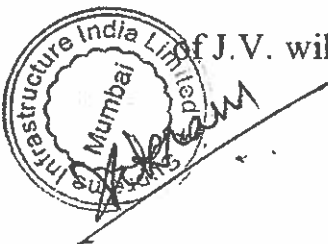


Signature



The joint venture which is called Supreme-Suyog-Yashita Consortium successfully submitted their bid to the government and were first lowest in the competition

- 4) The Government of Maharashtra PWD department after due scrutiny of tender and after approval from finance department and state infrastructure committee has issued letter of acceptance in the name of Suyog-Supreme-Yashita Consortium vide Executive Engineer Thane construction division Thane letter No. TCD/Tender/4271 dated 21.6.2008. Subsequently, PWD is in process of now giving the work order also.
- 5) After the letter of acceptance is received the two partners of J.V. M/s Supreme Infrastructure and M/s Suyog telematics have jointly promoted a company Supreme-Suyog Ropeways Pvt. Ltd. M/s Yashita Automotive Engineering Pvt. Ltd. (Yashita) are not a shareholder of Supreme-Suyog Ropeway Pvt. Ltd. And therefore Yashita does not have administrative / financial rights in Supreme-Suyog Funicular Ropeways Pvt. Ltd.(SSFRPL)
- 6) Under these circumstances the project of funicular railway at Hajimalang gad will be implemented as a joint venture between SSFRPL and (Yashita) in ratio of 90% : 10%; as per the conditions prevailing at the time of submission of tender. All letter heads, press releases, circulars, sign boards, brochures, web sites, leaflets, documentation literature, press releases, sign boards relating to the project will carry the title of 'SSFRPL -Yashita' J.V. thus giving all members of JV equal exposure during the construction period.
- 7) To successfully implement the project and divide scope of work and profits amongst promoters of the project the JV partners have reached an understanding between themselves as follows: Yashita as technical partner of J.V. will manufacture, supply, erect and commission the funicular



trolley system comprising of tracks and their foundations and its supporting beams and girders, the funicular trolleys, the electrical and mechanical systems relating to the traction communications and controls on agreed commercial price and other terms as per annexure (I) of this agreement which includes an escalation clause and force majeure clause. SSFRPL will arrange to pay Yashita as per the bills raised on execution of jobs as per annexure (I). Whenever mutually agreeable through prior written communication, SSFRPL may issue raw materials to Yashita as per mutually agreed rates. Only the basic cost of such material issued (not counting the ED or VAT) will be adjusted / deducted in the basic amount of bills raised by Yashita for the concerned jobs. E.g. if materials worth Rs. 10 lacs + ED + VAT + other charges are supplied to Yashita as free issues, Yashita will raise their bills for lesser basic amount by Rs. 10 lacs than the agreed rates.

- 8) The scope of Yashita is defined in Annexure (II) and explicitly excludes lower and upper station buildings other buildings, parking lot garden, roads any other civil work excepting under the rail track, water and electricity utilities which will be implemented by SSFRPL. SSFRPL will be responsible for obtaining permissions, consents, NOC's, security, general administration liaison and other procedural and administrative roles. SSFRPL will be responsible for raising entire finance for the project. SSFRPL will be responsible for maintaining and operating the funicular trolley system after it is opened for public operation and usage.
- 9) It is mutually agreed by SSFRPL and Yashita that Yashita will be paid by SSFRPL for scope of work shown in Annexure I & II as per terms and conditions given therein. And it is also mutually agreed that this valuation and payments include a reasonable and mutually agreeable element of



A handwritten signature in black ink, possibly reading 'Rajesh'.



profit accruing to Yashita from the project. It is mutually agreed that on receipt of entire payment of bills on time and in full as per agreed terms of Annexure I, the profit that Yashita will earn will be treated as full and final consideration / profit for Yashita for its participation in J.V. After receipt of all payments as per Annexure I, Yashita will forgo all claims on their share of profits / Losses for commercial operation of funicular railway during the operation and maintenance period (concession period excluding construction period) agreed by the Government of Maharashtra by SSFRPL. It is mutually agreed that Yashita will be absolved of all technical responsibility after certificate of successful testing is given by competent authority and shall be indemnified against all claims arising out of the J.V. after settling due and legitimate bills of Yashita. SSFRPL will be solely entitled for all the profits (and losses) of J.V. till the end of concession period including its revision if any.

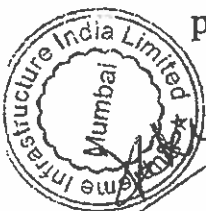
- 10) Yashita and SSFRPL will have no obligation to each other once the project is successfully commissioned and Yashita is paid in to its legitimate bills as per terms and conditions of Annexure I and II.
- 11) Yashita will be responsible for the design of track and other civil Electro Mechanical components given in Annexure II and will give all co-operation to SSFRPL to get approval for same from competent authority. It will be the responsibility of Yashita to execute their part of the project as per specifications / additional specifications given in volume I, II, & IV of the bidding documents. Yashita will monitor quality control on all the components, items included in his work and will technically satisfy the inspecting authorities from PWD, RITES etc. The materials / machinery parts will be tested and weekly progress report of physical progress as well as quality testing will have to be sent to SSFRPL.



Signature



- 12) SSFRPL will deduct 1% from every running bill of Yashita towards security deposit and the amount so deducted will be refunded to Yashita on successfully achieving completion certificate from the competent PWD authority.
- 13) The project will be insured by SSFRL-Yashita under CAR policy with premium and claim entitlements shared by both in proportion of their exposure.
- 14) The Annexure II gives the breakup of scope of Work and Bill of quantities. These are only indicative and not comprehensive. It is understood that every technical item essentially relating to the funicular trolley operation, even if not in the list, has to be provided by Yashita. The list is also subject to upgradation, revision and correction. Yashita has the right to use different methods of construction and design which comply with the tender specifications and the codes, to improve the performance, reliability, decrease costs and increase speed of execution of work. Any increases / decreases in expenses due to any revisions in Scope of Work and Bill of Quantities will be to Yashita's account.
- 15) Yashita will bring their own stores, equipment and construction equipment to site and will have the right to take it out as and when required by them. SSFRL will have to lien on this material in any way.
- 16) As the track work progresses, SSFRL will simultaneously lay the electric and water lines so that the benefit of these is available for Yashita's construction work also. Electricity and water will be provided to Yashita at the track side within 100 M of each workplace.
- 17) Yashita will give a Bar chart of activities and costs to SSFRL within 1 month of the work order. This will be reviewed every month and critical paths will be indicated.

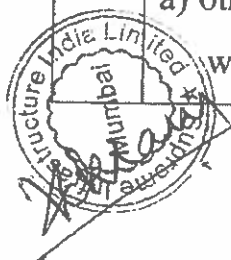


city

Annexure II

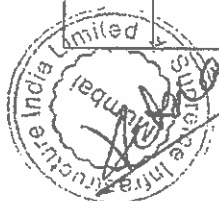
Indicative Break up of scope of work & bill of quantities.

| Sr. No. | Item | Unit | Unit rate | Amount (Lakhs) |
|---------|--|---------|------------------|----------------|
| 1 | Support structure for trolley system upto rails | | | |
| | a) columns support to rail track, foundations, footing columns protection at columns to columns distance of 8.0m | 150 Nos | Rs 2.1 Lakhs/No | 315 |
| | b) girders | 320 Nos | Rs 0.85 Lakhs/No | 272 |
| | c) Rails, related items | 1254 m | Rs 11000/m | 138 |
| 2 | Trolley system | | | |
| | a) other superstore & walkway | 1174 m | Rs 1.10 Lakhs/m | 130 |



10/11/14

| | | | | |
|----|--|----------|--------------------|------------|
| | b) machine rooms & frames. | 50 Sqm | Rs 12000/Sqm | 6 |
| 3 | Electrification / Transformer cables, control panels, Battery backup | 1 Set | Rs 92 Lakhs /set | 92 |
| 4 | Diesel Generating Set | 1 Set | Rs 35 Lakhs /Set | 35 |
| 5 | Instrumentation electronic equipment signaling wireless communication. | 1 Set | Rs 25 Lakhs /Set | 25 |
| 6 | Passenger trolleys | 2 No | Rs 80 Lakhs /No | 160 |
| 7 | Emergency rail clamps – 2 per trolley | 4 No | Rs 6.00 Lakhs /No | 24 |
| 8 | Goods trolley with fail safe brake & coupling of 8 tons capacity. | 1 No | Rs 6.00 Lakhs /No | 06 |
| 9 | Traction equipment including motor bull w wheel, gear box, Hydraulic caliper brakes, e pin bush couplings & main brake | 1 No | Rs 161 Lakhs/No | 161 |
| 10 | Rope & Sheaves | 1 Set | Rs. 45.0 Lakhs/No | 45 |
| 11 | End buffers & hydraulics | 1 Set | Rs 9.0 Lakhs / Set | 09 |
| 12 | Erection & commissioning | Lump sum | Rs. 32.00 Lakhs | 32 |
| 13 | Total | | | 1450 Lakhs |



Note: - 1. Yashita will supply two additional trolleys as per request of SSFRPL along with allied equipments at the rates mutually agreed.

2. Yashita will not be paid more or less than the contracted total amount even if the scope of individual work / activities increases or decreases than the above stated figures.

3. Hidden costs such as consultancy charges, transportation costs, administration overheads, wastages, shortages, profit margin, corporate taxes and surcharges are all included in the figure above and not billable separately. Only Excise Duty/Service Tax and VAT / CST charges are billable over the basic costs of Rs. 14.5 crores.



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| Unit rate | (Lakhs) | Classification | Calculation basis |
|--------------------|----------------|--|---|
| | 2007-08 prices | | |
| Rs 2.1 Lakhs/No | 315 | RCC casting 17.5 M3 @ Rs. 12000 / M3 | Avg footing 2.4 M x 1.8 M x 1.25 M = 5.4M3 + avg column height above footing (3M + 4 M)x 1 M2 + cap 2 M x 1 M x 1 M + (column protection 5 M x 0.5 M x 4 M x 30% = 3 M3) = 17.5 M3 x 12000 |
| Rs 0.85 Lakhs/No | 272 | H beam @ Base RM cost 35,250 | 78 Kg/M x 9 M = 700 Kg (+ 360 Kg acc.)@ Rs. 80/Kg - 85000 |
| Rs 11000/m | 138 | 52 Kg / m IU rail. Base price SAIL 44000 /Ton | 52 x 2 Kg/ M x 70 / Kg = 7280 rails + 3720 / M Rail accessories (rail clamps x 3 + Rail pads, Bolts, fish plates, etc. |
| Rs 1.10 Lakhs/m | 130 | base steel price 36500 / ton | est @ 550 Kg / M incl. walkway, staircases, lighting masts and lighting, exits from walkway, signalling support, sheave support and base frames for all equipment @ Rs. 200 / Kg |
| Rs 12000/Sqm | 6 | 12000 / Sq M BUA | |
| Rs 92 Lakhs /set | 92 | lumpsum | 500 kva transformer 10 lacs + electrical cables 30 lacs + changeover control panel / distribution board 10 lacs + battery backup (15 minutes journey time) 12 V x 150 AH x 100 nos. x 12000 = 62 lacs + 30 lacs other components and labour charges |
| Rs 35 Lakhs /Set | 35 | lumpsum | 500 KVA with synchronizatin Rs. 20 lacs + other components and labour |
| Rs 25 Lakhs /Set | 25 | imported | |
| Rs 80 Lakhs /No | 160 | lumpsum | |
| Rs 6.00 Lakhs /No | 24 | imported | |
| Rs 6.00 Lakhs /No | 6 | lumpsum | |
| Rs 161 Lakhs/No | 161 | lumpsum | |
| Rs. 45.0 Lakhs/No | 45 | lumpsum | |
| Rs 9.0 Lakhs / Set | 9 | lumpsum | |
| Rs. 32.00 Lakhs | 32 | lumpsum | |
| | 1450 | | |

| MACRO PROJECT (Constructing a Funicular Railway System at Hajimalang Gad TQ - beher Dist Thane) - Annexure - IV | | | | | | | | | |
|---|--|----------|--------------|--------------|--|---------|---------|---------|---------|
| ID | Task Name | Duration | Start | Finish | Remarks | 7/15/11 | 7/24/11 | 7/24/11 | 7/24/11 |
| 1 | Total Project Time | 783 days | Fri 7/15/11 | Sun 7/14/13 | | | | | |
| 2 | Handing Over of Site (Power, Bore-well & Access Road) Mobilization | 10 days | Fri 7/15/11 | Sun 7/24/11 | SPV has to look into this Activity | | | | |
| 3 | Establishment of Site Office and Yard | 60 days | Sun 7/24/11 | Sun 9/18/11 | | | | | |
| 4 | Survey & Alignment Fixing | 60 days | Sun 7/24/11 | Sun 9/18/11 | | | | | |
| 5 | Approval of all design & drawings | 60 days | Sun 7/24/11 | Sun 9/18/11 | | | | | |
| 6 | Sample Girders - Fabricators | 60 days | Sun 7/24/11 | Sun 9/18/11 | Has to be fabricated in Yashita's stock yard and supplied to site. | | | | |
| 7 | Civil Activities (1200 LM) | 515 days | Sun 9/18/11 | Thu 1/10/13 | | | | | |
| 8 | Launching of 01st Girder at site | 30 days | Sun 9/18/11 | Sun 10/16/11 | Column and Foundation shall be at place accordingly | | | | |
| 9 | Ramp Portion at Ground | 30 days | Sun 10/16/11 | Sun 11/13/11 | Girders shall be placed over flat ground | | | | |
| 10 | Stretch-01 (Column, Girder & Rail) | 40 days | Sun 11/13/11 | Tue 12/20/11 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 11 | Stretch-02 (Column, Girder & Rail) | 40 days | Tue 12/20/11 | Thu 1/26/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 12 | Stretch-03 (Column, Girder & Rail) | 40 days | Fri 1/27/12 | Sun 3/4/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 13 | Stretch-04 (Column, Girder & Rail) | 40 days | Sun 3/4/12 | Tue 4/10/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 14 | Stretch-05 (Column, Girder & Rail) | 40 days | Tue 4/10/12 | Thu 5/17/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 15 | Stretch-06 (Column, Girder & Rail) | 40 days | Fri 5/18/12 | Sun 6/24/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 16 | Stretch-07 (Column, Girder & Rail) | 40 days | Sun 6/24/12 | Tue 7/31/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 17 | Stretch-08 (Column, Girder & Rail) | 40 days | Tue 7/31/12 | Thu 9/6/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 18 | Stretch-09 (Column, Girder & Rail) | 45 days | Fri 9/7/12 | Thu 10/18/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 19 | Stretch-10 (Column, Girder & Rail) | 45 days | Fri 10/19/12 | Thu 11/29/12 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 20 | Stretch-11 (Column, Girder & Rail) | 45 days | Fri 11/30/12 | Thu 1/10/13 | 50 Mts in the Hilly Terrain in every 20 days | | | | |
| 21 | Other Activities | 250 days | Tue 4/10/12 | Thu 11/29/12 | | | | | |
| 22 | Trolley System (Walkway & Others) | 250 days | Tue 4/10/12 | Thu 11/29/12 | | | | | |
| 23 | Machine Room & Frames | 90 days | Fri 9/7/12 | Thu 11/29/12 | | | | | |
| 24 | Transition Period | 60 days | Fri 11/1/13 | Thu 3/7/13 | | | | | |
| 25 | Electrical Works | 30 days | Fri 11/1/13 | Thu 2/7/13 | | | | | |
| 26 | DG Set and Others | 30 days | Fri 2/8/13 | Thu 3/7/13 | | | | | |
| 27 | Installation of Cars (Gear Box, Hydraulic Brake, Brakes & Others) | 100 days | Fri 3/8/13 | Sun 6/9/13 | | | | | |
| 28 | Trail Paved | 30 days | Sun 6/9/13 | Sun 7/7/13 | | | | | |
| 29 | Commissioning Operation | 8 days | Sun 7/7/13 | Sun 7/14/13 | | | | | |
| 30 | | | | | | | | | |

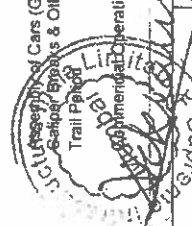
Project: Joshi - Hahi Mangal Programme
Date: Sun 7/10/11

Task
Progress
Milestone

Summary
Rolled Up Task
Rolled Up Milestone

Rolled Up Progress
Split
External Tasks

Project Summary
Group By Summary
Deadline



ANNEXURES TO THE WORKS CONTRACT - II

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ADDENDUM-01

Recd
12/07



Addendum-01

Addendum-01 towards Memorandum of Understanding for "constructing funicular railway at Hajimalang gad TQ Ambernath, Dist Thane, signed in the month of October 2008 between Supreme - Suyog Funicular Ropeways Pvt. Ltd. (SSFRPL) & Yashita Automotive Engineering Pvt. Ltd (Yashita)". This addendum is signed, sealed and delivered on 11th July 2011.

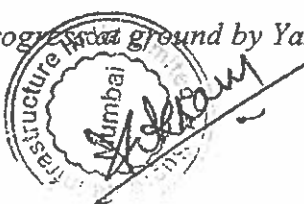
Cl 06 shall be added with "Further the project of funicular railway at Hajimalang gad will be implemented by SSFRPL and the EPC part shall be awarded to M/s. Supreme Infrastructure India Ltd and Yashita will execute the jobs as per scope of work set forth in Annexure-I & II for M/s. Supreme Infrastructure India Ltd (SIIL) on back-to-back sub contract basis".

Cl 08 shall be replaced and read as "The scope of Yashita is defined in Annexure (II) and explicitly excludes lower and upper station buildings, other buildings, parking lot garden, roads, any other civil work, excepting under the steel girders carrying the rail track, water and electricity utilities which will be implemented by SIIL. SIIL will be responsible for obtaining permissions, consents, NOC's, security, general administration liaison and other procedural and administrative roles. SIIL will be solely responsible for raising entire finance for the project. Yashita will be responsible for maintaining their part of funicular trolley system after it is opened for public operation and usage for initial one year at Yashita's own cost as warranty obligation. If Yashita is also asked to operate the system, it would be on chargeable basis. Further for next four years the O&M service could be continued by Yashita on payable basis by SIIL / SSFRPL, on mutually acceptable terms".

Cl 11 shall be added with "In avoidance of doubt Yashita will be responsible for vetting all design & drawings (with a domestic and overseas consultant having hardcore experience), and will supply all technical inputs for obtaining necessary approvals and clearances from the concerned authority pertains to all safety measures.

If the concerned authority like PWD, RITES object to quality of work executed or inapt work done by Yashita under all circumstances; the same shall be rectified / remedied by Yashita at their own cost during Construction Period".

Cl 12 shall be replaced and read as "SIIL will deduct 04% from every running bill of Yashita towards Security Deposit / Retention Money and the amount so deducted will be paid to Yashita on successfully achieving completion certificate from the competent PWD authority". Further add that "BOQ item no 12 of Erection and commissioning can be operated proportionately in accordance with the physical progress on ground by Yashita in monthly Running Bills"



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Cl 17 shall be replaced and read as "Yashita has to give a micro level programme, cash flow projection, quality assurance / quality control manual & work execution methodology to SIIL for perusal and records within 15 days from the date of commencement. This will be reviewed every month / quarter and critical paths will be indicated".

Annexure – I, Point-02, Cost of Project shall be replaced and read as "Rs. 1450 lakh + escalation as mentioned below + ED + VAT & service tax and other taxes and levies, as applicable. It is agreed between the two parties that the chartered accountant appointed for this project by Supreme Infrastructure India Ltd (SIIL) will advise both parties regarding tax payments & both parties will try to follow his advice".

Also add that "Yashita has to give the E section line and alignment as per the required design arrangement to SIIL, to enable SIIL to inform the same to PWD and Forest Department, etc for the purpose of demarcation and possession timely". Further add that "The detailed working of the individual components on the Bill of Quantities is also enclosed as Annexure – III for reference".

where is Ann III?

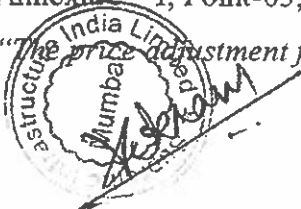
Annexure I, Point-03, Time Period, "24 months after receipt of mobilization advance payment as per clause 9 (excl monsoon periods)" shall be replaced and read with "24 months from 15th July 2011 (including monsoon periods). Also add that "If Yashita would fail to deliver the scope of work assigned to them within the stipulated time period set forth, the liquidated damages shall be levied on Yashita's account at the rate of 0.05% of the contract price per day of delay and the maximum limit of liquidated damage amount shall be 05% of the Contract Value".

Further add that "A macro level programme is agreed by both the parties (SIIL & Yashita) and the same is enclosed herewith as Annexure-IV with all key dates and activities. Also monthly and quarterly review meeting shall be conducted amongst the Parties (SIIL / Yashita / SSFRPL) to monitor Yashita's work progress at site. Yashita has to attain SIIL has full rights to terminate Yashita Contract if their performance is found non-satisfactory".

Annexure – I, Point-04, Exchange Rate, shall be added with "the current exchange rate for EURO to INR is fixed as 65 and the same shall be unaltered during the complete construction period. Also, for the imported materials from the overseas countries no other price adjustments shall be considered except the said currency exchange rate. Hence, for all imported materials a fixed percentage of 20% (Twenty) shall be paid to Yashita by SSFRPL on the agreed BOQ items (Item No 5 & 7)".

Annexure – I, Point-05, Base Cost of Steel, shall be added with

"The price adjustment for all steel components shall be calculated in terms of the following formula:-



Signature



$$\text{Escalation Percentage (\%)} = (((\text{Current Rate} - \text{Base Rate}) / \text{Base Rate}) \times 100)$$

- Base Rate = 35,250 /- for 450 x 190 x 78 Parallel Beam of Jindal steel which excludes Excise Duty, other taxes and levies.
- Current Rate = The current rate shall be the moving invoice rate for the same item as above (only basic) during the period for which the escalation will be calculated for all steel items.

The escalation percentage shall be added up on the agreed BOQ price for the items which are purely pertains with steel components (BOQ item no 1b, 1c & 2a).

The price adjustment for all other components shall be calculated based on the following mechanism:-

$$\text{Escalation Percentage (\%)} = (((\text{Current RBI Index} - \text{Base RBI Index}) / \text{Base RBI Index}) \times 100)$$

- Base RBI Index = All Commodities RBI Index value for the year 2007-08 shall be taken as base RBI index value, which is 116.63.
- Current RBI Index = Average All Commodities Index value for each quarter for which the escalation will be calculated. to

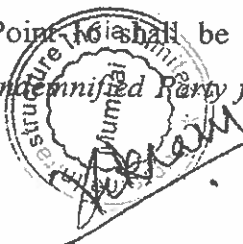
The escalation percentage shall be added up on the agreed BOQ price for all items other than covered above (Imported materials & Steel items) i.e. components in (BOQ item no 1a, 2b, 3, 4, 6, 8, 9, 10, 11 & 12)".

Point-06 of Annexure-I shall be added with "The price adjustments / escalation amount on the agreed BOQ amount shall be calculated on every quarter as per the aforesaid scenario up to the Contract Completion Period mentioned above, and bills for the quarter will be evaluated accordingly".

Point-09 of Annexure-I shall be replaced and read as "Yashita has raised their first Proforma Invoice for Rs. 88.24 lacs (Incl. of Service Tax) on 16/06/2011, as mobilization cum tendering consultancy charges. This will be settled in part after adjusting the total advance of Rs. 30 lacs already given to Yashita before and after the tender stage (From the balance amount of Rs. 58.24 lacs, Rs. 38.24 lacs will be paid on the date of commencement set forth above and 20 lacs shall be paid by a Post-dated Cheque payable after 30 days from the date of commencement. The said payment will be adjusted in 08 equal installments on the running monthly bills which Yashita would put up with SIIL (since first running account bill)".

Point-10 of Annexure-I shall be replaced and read as "Security advance on key construction materials is payable (75% of the invoice price) under this contract for which Yashita shall submit all necessary documents such as invoices, receipts, challens & manufacturing test certificates and etc. as applicable".

Point-16 shall be add in the Annexure-I "Yashita shall indemnify, defend and hold harmless the Indemnified Party from and against any and all claims for loss, damage and expense of whatever kind



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nd nature (including all related costs and expenses) in respect of the death of or injury to any person employed by Yashita in connection with the performance of the Works except to the extent that such death or injury is caused by the acts or omissions of SIIL. Also Yashita has to follow all safety guidelines while executing the works at site".

Notes of Annexure-II shall be further add with "It is agreed and understood that if the column spacing is increased by Yashita in some or all places, differential payment will not be made to Yashita to account for the increase in sections of the steel girders and higher cost of girder launching cranes and other material handling systems" Further add that "SIIL / SSFRPL can suggest Yashita for adopting new technology / mechanism for ease site execution to minimize the time consumption".

Also Yashita has to support SIIL / SSFRPL in all respects in getting approvals, permissions, technical advises and etc. The Memorandum of Understanding referred above also enclosed with this Addendum for ready reference.

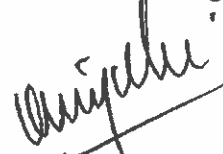
Other terms and conditions stipulated in the *Memorandum of Understanding* in the month of October 2008 will remain same and not been changed.

SIGNED SEALED AND DELIVERED

Supreme Infrastructure India Ltd


Authorized Signatory

Yashita Automotive Engineering Pvt. Ltd


Authorized Signatory

Encl: As above (Annexure – III & Annexure – IV)

ANNEXURES TO THE WORKS CONTRACT - III

The design and drawings will be submitted by Yashita's to SIIL as per the following schedule. The design and Drawings will be amended from time to time and the revisions will be submitted immediately. As-built drawings will be submitted after Work completion.



| Sr No. | Description and schedule of sub-item for which design and drawings are to be submitted | Expected month of submission | Comments |
|--------|--|------------------------------|----------|
| 1 | GAD of track and lower and upper stations | December-12 | |
| 2 | Bottom pit, and Pylon drawings as per Column schedule from 0 to 11 M | December-12 | |
| 3 | Composite girders with foundation bolts | December-12 | |
| 4 | Straight girders, left handed girders and right handed girders with horizontal walkway supports and girder bearing assemblies | December-12 | |
| 5 | Special shaped passing loop girders with horizontal walkway supports and girder bearing assemblies | May-13 | |
| 6 | Rail points and crossings at passing loop | May-13 | |
| 7 | Platforms at lower and upper stations | December-12 | |
| 8 | Galvanized steel walkways . Walkways include vertical supports and staircases. | January-13 | |
| 9 | Passing bridge for two walkways under the passing loop | May-13 | |
| 10 | Traction equipment civil foundations | July-13 | |
| 11 | Base frames for Traction Equipment with foundation bolts, | July-13 | |
| 12 | Traction equipment GA drawing including motor, main gearbox, aux. motor, aux. gearbox, couplings, emergency and service brakes, bull wheel, idler sheaves. | July-13 | |
| 13 | Service brake and emergency brake on bull wheel | March-13 | |
| 14 | Main gearbox | July-13 | |
| 15 | Bull wheel and bearing stands. | July-13 | |
| 16 | Idler wheel and hydraulic slider mechanism. | July-13 | |
| 17 | Machine room with Overhead manual long travelling motorized hoist 5 T cap with manual cross travel. | July-13 | |
| 18 | Electrical diagram: Lighting and ventilation. | July-13 | |
| 19 | MSEB approved 800 KVA Transformer, metering, Pole isolator, and related equipment. | July-13 | |
| 20 | Distribution and Busbar panel, DG changeover switch, ACB, Outgoing Feeders for Main control panel 800 A, 100 A, 32 A, 32 A. Capacitor panel | July-13 | |



| | | | |
|----|--|-----------|--|
| 21 | Main control unit and Power cabinet, including main PLC and VFD (complete set of drawings) | July-13 | |
| 22 | Supervision monitor and control table with Audio / Video monitors, PC with Graphic front end, panel instrumentation and own UPS, Control cabinet in car with PLC and controllers, operator console in car (IComplete set of drawings) | August-13 | |
| 23 | Lighting for machine room and emergency walkway. Cable to lower station | July-13 | |
| 24 | Auxiliary DG of 50 KVA CP50DSP (instead of storage batteries) and auxiliary VFD control panel to complete any journey in case of simultaneous mains and DG failure at any stage. (This DG will drive auxiliary motor of 25 KW by VFD drive through auxiliary gear box) | July-13 | |
| 25 | Earthing pits, earthing strips and other provisions | July-13 | |
| 26 | 630 KW/800 KVA SILENT Diesel Generating Set | July-13 | |
| 27 | DG set for Generator car | July-13 | |
| 28 | Radiant cable for communication, other cables and wires, service support to suppliers, and line equipment, devices, detectors and actuators imported and indogenous | August-13 | |
| 29 | Main passenger trolley chassis and bogies with flat wheels, flanged wheel, rope winding drum, couplers and other accessories (set of drawings) | April-13 | |
| 30 | Emergency rail clamp brakes | July-13 | |
| 31 | Passenger cabins with accessories (set of drawings) | June-13 | |
| 32 | Main haul rope | May-13 | |
| 33 | Line rollers straight, left curved, right curved with accessories | July-13 | |
| 34 | Goods Vehicle and Generator car | July-13 | |
| 35 | Roof mounted air conditioning for cabins | August-13 | |
| 36 | Hydraulic system with power pack, cylinders and sliding yokes for moving Idler wheel in support stands for rope length adjustment | July-13 | |
| 37 | Bearing blocks and bearings for Main shaft and Idler Sheaves (SKF /FAG / ZKL) | July-13 | |
| 38 | Idle sheave of 4000 mm diameter of single sheave and deflection sheaves of 470 mm diameter | May-13 | |
| 39 | Main flexible Coupling between gear box and main shaft, couplings between main motor and main gearbox, main gearbox and aux gear box, auxiliary gear box and auxiliary motor, and alignment aids and guideways. | July-13 | |
| 40 | Insulating Liners for Main Bull wheel and Idler sheaves and Deflection sheaves (Imported) | July-13 | |



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| | | | |
|----|--|-----------|--|
| 41 | Auxiliary gear box ratio 20, Power rating 25 KW, Auxiliary motor of 25 KW, TEFC, 1440 RPM, EEF2, Siemens | July-13 | |
| 42 | Hydraulic bottom buffer assembly. | June-13 | |
| 43 | Mechanical (Compression spring based) top buffer assembly. | July-13 | |
| 44 | Lighting of walkway | August-13 | |
| 45 | Instrumentation at stations (set of drawings) | August-13 | |



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ANNEXURES TO THE WORKS CONTRACT - IV

Please insert here the spreadsheet with both worksheets as updated on date of signing agreement.



Signature

YASHITA AUTOMOTIVE ENGINEERING PVT LTD.
Price Matrix for MALANGGAD FUNICULAR PROJECT.

| Sr. No. | Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Reference Units | Price with Jan 2013 base price (excl. all taxes and levies) |
|---------|---|----------|--|-------------------------------|--|---------------------|-----------------|---|
| 1 | | | | | | | | (Rs Lacs) |
| a) | columns support to rail track. Excavations, PCC, footings, columns, column caps at nominal pitch 12.0 M. Please note revised line length to 1148 M after GPS measurements and surveys attached. | 1 | Excavation, including pit excavation at track beginning, excavations for column footings, trench excavations for track passings, excavation at track end and all incidental excavations. | 100 units | 35% | 1174 M | | 456.75 |
| | | 2 | PCC of all footings and ground slabs | 100 units | 5% | | | |
| | | 3 | Footings as per Column schedule, including special anchorage wherever required. | 100 units | 20% | | | |
| | | 4 | Columns as per column schedule | 100 units | 20% | | | |
| | | 5 | Column caps over columns as per design | 100 units | 20% | | | |
| | b) girders Please note revised line length to 1148 M | 1 | Composite girders with foundation bolts | 8 nos | 8% | 1174 M | | 386.24 |
| | | 2 | Straight girders with horizontal walkway supports and girder bearing assemblies | 34 nos | 34% | | | |
| | | 3 | Left handed girders with horizontal walkway supports and girder bearing assemblies | 20 nos | 20% | | | |
| | | 4 | Right handed girders with horizontal walkway supports and girder bearing assemblies | 26 nos | 26% | | | |
| | | 5 | Special shaped passing loop girders with horizontal walkway supports and girder bearing assemblies | 12 nos | 12% | | | |
| | c) Rails, related items. Please note revised line length to 1148 M | 1 | Rails - 52 Kg/M IU rails, straight, curved left or curved right as per underlying girder. | 1128M | 78% | 1174 M | | 195.96 |
| | | 2 | Rail clamps mounted on girders @ 4 nos. @ every 0.8 M | 5749 units | 20% | | | |
| | | 3 | Rail points and crossings at passing loop | 20 M | 2% | | | |
| | | 1 | Platforms at lower and upper stations considered as walkways with 20.9 times length due to higher widths | 154 + 145 = 300 M | 27% | 1174 M | | 185.00 |
| | | 2 | Galvanized steel walkways Walkways include vertical supports and staircases | 1081 M (estimated) | 80% | | | |
| 2 | a) other superstructure and walkway incl. 155 M lower platforms (Excess over 1174 M is billable extra) | 3 | Vertical walkway supports and structure to support passing bridge below passing loop | 180 nos + 1 | 16% | | | |
| | | 4 | Passing bridge for two walkways under the passing loop | 24Meters | 3% | | | |
| | | 1 | Traction equipment civil foundations - app size of base frame = 4 M x 4 M | M30 grade | 20% | 50.00 Sq M | | 11.17 |
| | | 2 | Grouted Base frames in foundation with foundation bolts. | 2 Tons | 30% | | | |
| | | 3 | Corrugated steel roofing and sides | 49 Sq M | 20% | | | |
| | b) machine rooms & frames | 4 | Overhead manual long travelling motorized hoist 5 T cap with manual cross travel | 8M x 5 M | 25% | | | |
| | | 5 | Lighting and ventilation | 5 tubelights + 2 exhaust fans | 5% | | | |
| | | 1 | MSEB approved 800 KVA Transformer, metering, Pole isolator. | 1 set | 8% | | | 229.22 |
| | | 3 | Electrification / Transformer cables, control panels, Battery backup | | | | | |
| | | | | | | | | |



| Sr. No. | Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Reference Units | Price with Jan 2013 base price (excl. all taxes and levies) |
|---------|---|----------|---|------------------------------|--|---------------------|-----------------|---|
| 3 | Diesel Generating Set for traction | 2 | Distribution and Busbar panel, DG changeover switch, ACB, Outgoing Feeders for Main control panel 800 A, 100 A, 32 A, 32 A, 32 A, Capacitor panel | 1 no. | 11% | | | |
| | | 3 | Main control unit and Power cabinet, including main PLC and VFD (imported) | 1 no. | 40% | | | |
| | | 4 | Supervision monitor and control table with Audio / Video monitors, PC with Graphic front end, panel instrumentation and own UPS, Control cabinet in car with PLC and controllers, operator console in car | 1 no. | 26% | | | |
| | | 5 | Lighting for machine room and emergency walkway Cable to lower station | 1 set | 8% | | | |
| | | 6 | Auxiliary DG of 50 KVA CP50DSP (instead of storage batteries) and auxiliary VFD control panel to complete any journey in case of simultaneous mains and DG failure at any stage. (This DG will drive auxiliary motor of 25 KW by VFD drive through auxiliary gear box) | 1 set | 5% | | | |
| | | 7 | Earthing pits, earthing strips and other provisions | 2 sets | 2% | | | |
| | | 1 | 630 KW/800 KVA SILENT Diesel Generating Set with CPCB approved acoustic enclosure comprising of Cummins make Radiator Cooled, Diesel engine developing 900 BHP at 1500 RPM, complete with standard accessories, coupled to "Stamford" Alternator rated at 630 KW/800 KVA at 415 Volts, mounted on Channel Iron Base Frame complete with Fuel Tank of 1000 Ltrs capacity with Standard Manual Control Panel and 2 no 12V Batteries | 1 | 100% | | 1 Set | 62.29 |
| 4 | Diesel Generating Set for Air conditioning AND Inverter for lighting cars | 1 | Powertrac Cummins S series model CP62.5 D5P 62.5 KVA Diesel Generating Set with CPCB approved acoustic enclosure comprising of "Cummins" Model S3.8 G7 watercooled turbocharged intercooled air Diesel engine developing 80 BHP at 1500 RPM, complete with standard accessories, coupled to "Stamford" Alternator rated at 50 KW/62.5 KVA at 415 Volts, mounted on Channel Iron Base Frame complete with Fuel Tank of 200 Ltrs capacity with Standard Manual Control Panel and 1 Nos. 12 V Battery. Size 2950mm x 1150mm x 1575mm Dry Weight: 1681 Kg. Weight with fuel, oil app 2000 Kg. | 2 | 80% | | 2 Nos. | 17.18 |
| | | 2 | 6 KVA 1 phase inverter with tubular batteries for non -AC loads of cars including lights, ventilation fans, communications, automatic doors, and control system | 2 | 20% | | | |
| 5 | Instrumentation electronic equipment signaling wireless communication | 1 | Communication system between Main control unit and cars. Front end control software in control room and cars for operation, display, installation support and diagnostics. Voice, data and video over the network | 1 | 63% | | 1 Set | 41.24 |
| | | 2 | Radiant cable for communication, other cables and wires, service support to suppliers, and line equipment, devices, detectors and actuators imported and indigenous | | 27% | | | |
| | | 3 | CCTV installation in stations, track points and cabins on wireless IP protocol. | | 10% | | | |
| 6 | Passenger trolleys with roof air conditioners | 1 | Main passenger trolleys frame with 2 slewing bearings | 4 | 26% | | 4 Nos | 467.37 |
| | | 2 | 4 car Bogies with arrangements for emergency rail clamp brakes | 8 | 21% | | | |
| | | 3 | Flanged wheels | 16 | 5% | | | |
| | | 4 | Flat wheels | 16 | 5% | | | |
| | | 5 | Rocker, rocker support and bearing support | 8 | 3% | | | |
| | | 6 | Rope fixing drum and clamps with deflection shoes and safety device, fixing grips | 2 | 3% | | | |
| | | 7 | Vehicle joints with adjacent vehicles | 4 | 2% | | | |



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| Sr. No. | Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Reference Units | Price with Jan 2013 base price (excl. all taxes and levies) |
|---------|---|----------|--|--|--|---------------------|-----------------|---|
| | | 8 | Cabin body with 6 automatic doors, Panoramic windows, 2 manual doors, Insulation, lighting, sound system | 4 | 12% | | | |
| | | 9 | 36 Seats + 6 hand rails with 24 grips for standing passengers in totally 3 sections in each car Cabin interiors including plastic and upholstery. | 4 | 6% | | | |
| | | 10 | Roof mounted air conditioning for cabins: Nominated cooling capacity 32,000 kcal/h 37.2kw / 127,000Btu/h; Evaporation Air Flow (0 ESP) 6000 m ³ /h Condensation Air Flow 8000 m ³ /h; Fresh Air 1500 m ³ /h Size in mm (l x w x h) 5000 x 1902 x 233.5 mm; Power Consumption(24V) 8.8kw Max Ambient temp 46 °C; Compressor Brand HITACHI Model G700DLV-90BTP Displacement 90 cc; Compressor Weight 39 kg Refrigerant Type R407c Amount 7 kg Evaporator Type Hydrophilic aluminum foil with internal ridge copper tube Fan motor 7-speed centrifugal type; No. of fan motor 6 pcs Condenser Type Aluminum foil with internal ridge copper tube Fan motors Axial type; No. of fan motor 4 pcs (Electrical power supply to the AC units not included) | 4 | 17% | | | |
| 7 | Emergency rail clamps - 2 per trolley | | Mounted on bogies in between flanged wheels. Hydraulic release. Spring operated. Replaceable brake shoes. Fully imported. | 8 | 100% | | 8 Nos. | 49.49 |
| 8 | Goods (and DG set) trolley with coupling. | | Trolley with size 2.5 M length and 3 M width, with 1 Ton goods carrying capacity on open platform of 1300 x 3000 in addition to space for mounting DG set (weighing 2 Tons) for cars. Only parking brakes for this trolley (no automatic brakes). Tare weight of trolley 1.5 Ton. Laden weight 4.5 Tons. | 2 | 100% | | 2 Nos | 22.42 |
| 9 | Traction equipment including main motor, bull wheel, gear box, Hydraulic caliper brakes, pin bush couplings & service brake | | 1 Main motor TEFC Siemens EFF2, Flange mounted, 500 KW. 2 Main gearbox. ELECON, cast iron body, 3 stage helical, Ratio 40, Fan cooled, Rated at 700 KW at 1500 RPM input. 3 Fabricated and Machined Bull wheel 2880 mm diameter with 2 rope grooves and Forged main shaft 270 mm x 2200 long. Bull wheel fabricated and machined in 3 parts for transportation and site assembled. 4 Hydraulic system with power pack, cylinders and sliding yokes for moving Idler wheel in support stands for rope length adjustment 5 Bearing blocks and bearings for Main shaft and Idler Shafts (SKF / FAG / ZKL) 6 Idle sheaves of 1900 mm diameter of single sheave and deflection sheaves of 360 mm diameter 7 Fabricated and Machined Base Frame and overhead structure weighing about 22 Tons of about 4 M x 4 M x 6 M for mounting traction equipment. Fabrication in several sub assemblies, pre-machined, and matched and shipped separately for transportation and re-integration at site. 8 Service Brakes on high speed shaft, and Emergency brakes on Bull wheel. 9 Main flexible Coupling between gear box and main shaft, couplings between main motor and main gearbox, main gearbox and aux gear box, auxiliary gear box and auxiliary motor, and alignment aids and guideways. 10 Insulating Liners for Main Bull wheel and Idler sheaves and Deflection sheaves (Imported) | 1 1 1+1 1 2+6 3+4 1 2+2 1+3 5 grooves | 5% 6% 8% 8% 4% 10% 8% 25% 5% 6% | 1 Set | 388.03 | |

YASHITA AUTOMOTIVE ENGINE PVT. LTD. ★ MUMBAI



| Sr. No. | Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Reference Units | Price with Jan 2013 base price (excl. all taxes and levies) |
|---------|--------------------------|----------|---|------------------------------|--|---------------------|-----------------|---|
| 10 | Rope & Sheaves | 11 | Auxiliary gear box ratio 20. Power rating 25 KW. Auxiliary motor of 25 KW, TEFC, 1440 RPM, EFF2, Siemens | 1+ | 5% | | | |
| | | 12 | Integration and assembly of traction drive and its testing (factory erection), with initial fillings of gear oil. | 1 | 10% | | | |
| | | 1 | Main rope 36 mm pretensioned, compacted, fibre core, anti-twist construction. Lang Lay, Right hand, 6 x 19 or superior, 1960 N/mm ² wire, galvanized, prelubricated. | 1 | 25% | | 1 Set | 112.12 |
| | | 2 | Line Sheaves (rope rollers) in UHMW-PE material, diameter 380 mm, width 90 mm with groove of 40 mm dia. | 250 | 35% | | | |
| 11 | End buffers & hydraulics | 3 | Dual Straight roller supports and brackets in Galvanized Mild steel with side adjustments | 40 | 12% | | | |
| | | 4 | Single Angular roller supports and brackets in Galvanized mild steel with side and angular adjustments | 170 | 28% | | | |
| | | 1 | Hydraulic bottom buffer assembly. | 1 | 80% | | 1 Set | 22.42 |
| | | 2 | Mechanical (Compression spring based) top buffer assembly | 1 | 20% | | | |
| | Total | | | | | | | 2646.90 |



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ANNEXURE-V (WORKS PROGRAMME)



TARGETS CONSIDERING

QTY

| Sr. No | Item of Work | Unit | Total | Executed as upto 08th July | Bal as on 9th July '13 | July | Aug | Sept | Oct | Nov | Dec | Jan | Total Bal Executed |
|----------|--|------|-------|----------------------------|------------------------|------|-----|------|-----|-----|-----|-----|--------------------|
| 1 | Columns (Section-01) - upto Pier-35 | | | | | | | | | | | | |
| A | Excavation | NO | 35 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| a | PCC | NO | 35 | 34 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| b | FOOTING | NO | 35 | 32 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| c | PIER | NO | 35 | 30 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| d | PIER CAP | NO | 35 | 29 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| e | GIRDER FABRICATION | NO | 35 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| f | GIRDER LAUNCHING | NO | 35 | 8 | 27 | 8 | 12 | 7 | 0 | 0 | 0 | 0 | 27 |
| g | STAIRCASE FABRICATION | RMT | 420 | 371 | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| h | STAIRCASE ERECTION | RMT | 420 | 161 | 259 | 59 | 100 | 100 | 0 | 0 | 0 | 0 | 259 |

Columns (Section-02) 36-61 passing loop

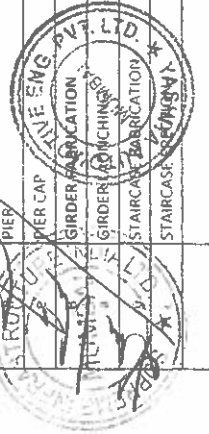
| | | | | | | | | | | | | | |
|----------|-----------------------|-----|-----|----|-----|----|----|-----|-----|-----|---|---|-----|
| B | Excavation | NO | 26 | 0 | 26 | 4 | 11 | 11 | 0 | 0 | 0 | 0 | 26 |
| a | PCC | NO | 26 | 0 | 26 | 4 | 11 | 11 | 0 | 0 | 0 | 0 | 26 |
| b | FOOTING | NO | 26 | 0 | 26 | 0 | 10 | 10 | 6 | 0 | 0 | 0 | 26 |
| c | PIER | NO | 26 | 0 | 26 | 0 | 6 | 10 | 10 | 0 | 0 | 0 | 26 |
| d | PIER CAP | NO | 26 | 0 | 26 | 0 | 5 | 10 | 11 | 0 | 0 | 0 | 26 |
| e | GIRDER FABRICATION | NO | 26 | 14 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| f | GIRDER LAUNCHING | NO | 26 | 0 | 26 | 0 | 6 | 10 | 10 | 0 | 0 | 0 | 26 |
| g | STAIRCASE FABRICATION | RMT | 312 | 0 | 312 | 0 | 12 | 180 | 120 | 0 | 0 | 0 | 312 |
| h | STAIRCASE ERECTION | RMT | 312 | 0 | 312 | 0 | 12 | 100 | 100 | 100 | 0 | 0 | 312 |

Columns (Section-03) 100 - 87 in Reverse Direction

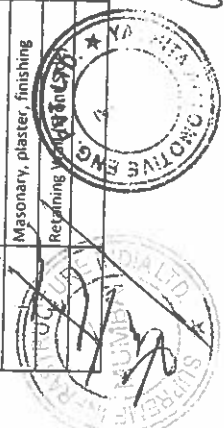
| | | | | | | | | | | | | | |
|----------|-----------------------|-----|----|---|----|---|----|---|---|---|---|---|----|
| A | Excavation | NO | 13 | 0 | 13 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| a | PCC | NO | 13 | 0 | 13 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| b | FOOTING | NO | 13 | 0 | 13 | 7 | 6 | 0 | 0 | 0 | 7 | 0 | 20 |
| c | PIER | NO | 13 | 0 | 13 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| d | PIER CAP | NO | 13 | 0 | 13 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| e | GIRDER FABRICATION | NO | 13 | 0 | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| f | GIRDER LAUNCHING | NO | 13 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| g | STAIRCASE FABRICATION | RMT | 78 | 0 | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 78 |
| h | STAIRCASE ERECTION | RMT | 78 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Columns (Section-04) 82 - 85

| | | | | | | | | | | | | | |
|----------|-----------------------|-----|-----|---|-----|---|---|---|---|----|---|---|-----|
| D | Excavation | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 |
| a | PCC | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 |
| b | FOOTING | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| c | PIER | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| d | PIER CAP | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| e | GIRDER FABRICATION | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| f | GIRDER LAUNCHING | NO | 24 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| g | STAIRCASE FABRICATION | RMT | 144 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| h | STAIRCASE ERECTION | RMT | 222 | 0 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222 |

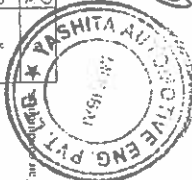


| TABLE 3.1: CONSIDERING | | | | | | | | | | | | | |
|------------------------|---|------|-------|----------------------------|-----------------------|------|-----|------|-----|-----|-----|-----|--------------------|
| 1 | Item of Work | Unit | Total | Executed as upto 08th July | Bal as on 9th July'13 | July | Aug | Sept | Oct | Nov | Dec | Jan | Total Bal Executed |
| 2 | Lower Station | | | | | | | | | | | | |
| a | Piling 500 dia | No | 75 | 52 | 23 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| b | Piling 600 dia | No | 73 | 39 | 34 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| c | Pile Cap | No | 74 | 13 | 61 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| d | Tie Beam | No | 102 | 11 | 91 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| e | Column (BASEMENT - GF) | No | 74 | 0 | 74 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 64 |
| f | Column - GF - FF | No | 62 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 62 |
| g | Column FF - TF | No | 62 | 0 | 62 | 0 | 0 | 0 | 62 | 0 | 0 | 0 | 62 |
| h | Grid Slab | No | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| i | GF slab | No | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| j | FF slab | No | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| k | Roof | No | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| | Masonry, plaster, finishing | No | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| PARELLEL ACTIVITY | | | | | | | | | | | | | |
| 3 | Other Infra & Plot Development Activities | | | | | | | | | | | | |
| a | Staff Quarters | No | 1 | 0 | 1 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.2 | 0 | 1 |
| b | Public Toilet | No | 1 | 0 | 1 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.2 | 0 | 1 |
| c | Parking Lot | No | 1 | 0 | 1 | 0 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.2 | 1 |
| d | Other Infra Work | No | 1 | 0 | 1 | 0 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.2 | 1 |
| | | | | | | 0 | 0 | 0 | 0.2 | 0.3 | 0.3 | 0.2 | 1 |
| 3 | Retaining wall (outer) | | | | | | | | | | | | |
| a | Excavation | cum | 20000 | 20000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| b | Raft Concreting | cum | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| c | Wall Concreting | cum | 756 | 500 | 256 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | Inner Wall (Plot Side) | | | | | | | | | | | | |
| a | Excavation | cum | 5000 | 0 | 5000 | 5000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| b | Raft Concreting | cum | 250 | 0 | 250 | 0 | 125 | 125 | 0 | 0 | 0 | 0 | 0 |
| c | Wall Concreting | cum | 350 | 0 | 350 | 0 | 50 | 150 | 150 | 0 | 0 | 0 | 0 |
| | Upper Station | | | | | | | | | | | | |
| a | Footing Excavation | No | 45 | 28 | 17 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 17 |
| b | Footing Casting | No | 45 | 24 | 21 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 21 |
| c | Pedestal | No | 45 | 15 | 30 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 30 |
| d | Stub column steel | No | 45 | 0 | 45 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 45 |
| e | GF slab | No | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| f | Column GF - FF | No | 45 | 0 | 45 | 0 | 20 | 25 | 0 | 0 | 0 | 0 | 45 |
| g | FF slab | No | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| h | Column FF - TF | No | 45 | 0 | 45 | 0 | 0 | 0 | 20 | 25 | 0 | 0 | 45 |
| i | Roof | No | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | PARELLEL ACTIVITY | | | | | | | | | | | | |
| | Masonry, plaster, finishing | No | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| | Retaining Wall (Plot Side) | No | 1 | 0.1 | 0.9 | 0.4 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0.9 |

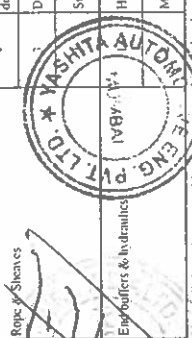


WORK PROGRAMME FOR ELECTRO MECHANICAL ITEMS

| Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Referen ce Units | May/13 | Jun/13 | Jul/13 | Aug/13 | Sep/13 | Oct/13 | Nov/13 | Dec/13 | Jan/14 |
|---|----------|--|------------------------------|--|---------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Electrification / Transformer cables, control panels, Battery backup | 1 | MSEB approved 800 KVA Transformer, metering, Pole isolator. | 1 set | 8% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 2 | Distribution and Busbar panel, DG Chumpover switch, ACB, Outgoing Feeders for Main control panel and A, 110V A, 32 A, 32 A, Capacitor panel | 1 no | 11% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| | 3 | Main control unit and Power cabinet, including main PLC and VFD (supported) | 1 no | 40% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| | 4 | Supervision monitor and control cable with Audio / Video monitors, PC with Graphic (from end panel instrumentation and on a UPS, Control cabinet in car with PLC and controllers operator console in car | 1 no | 26% | | 1 Set | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| | 5 | Lighting for machine room and emergency walkway, Cable to busbar station | 1 set | 8% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| | 6 | Avulsion, DG of 50 KVA CP-SDSP (instead of storage batteries) and inverter, VFD control panel in complete air journey in case of sanitation mains and DG failure at any stage. (This DG will drive auxiliary motor of 25 KW by VFD drive through auxiliary gear box) | 1 set | 5% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 7 | Earthing pits, earthing strips and other provisions | 2 sets | 2% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 |
| Diesel Generating Set for tractor | 1 | 670 KVA/800 KVA SILENT Diesel Generating Set with CPFB approved acoustic enclosure comprising of Cummins make Padmount Cooled Diesel engine developing 900 BHP at 1500 RPM, complete with standard accessories coupled to "Stanford" Alternator rated at 670 KVA at 415 Volts mounted on Channel Iron Base Frame complete with Fuel Tank of 1000 Ltrs capacity with Standard Manual Control Panel and 2 no 12V Batteries | 1 | 100% | | 1 Set | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 1 | Powercat Cummins S series model CM62 : DSP 62 : KVA Diesel Generating Set with CPFB approved acoustic enclosure comprising of "Cummins" Model S3 : 67 watercooled turbocharged intercooled air Diesel engine developing 80 BHP at 1500 RPM, complete with standard accessories coupled to "Stanford" Alternator rated at 60 KVA at 415 Volts mounted on Channel Iron Base Frame complete with Fuel Tank of 200 Ltrs capacity with Standard Manual Control Panel and 1 Nos 12 V Battery. Size 295mm x 1150mm x 1575mm Dr. Weight 1681 Kg. Weight with fuel oil app 2100 Kg. | 2 | 80% | | 2 Nos | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Instrumentation electronic equipment signaling wireless communication | 2 | 6 KVA 1 phase inverter with tubular batteries for non-AC loads of cars including lights, ventilation fans, communications, automatic doors, and control system | 2 | 20% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 1 | Communication system between Main control unit and cars. Front end control software in control room and cars for operation, display, installation support and diagnostics. Voice, data and video over the network. | 1 | 63% | | 1 Set | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 2 | Radiant cable for communication, other cables and wires, service support to suppliers, and line equipment, devices, detectors and actuators supported and integrated. | | 27% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 3 | CCTV installation in stations, track, points and cabins on wireless IP protocol | | 10% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 1 | Main passenger rolley's frame with 2 steering bearings | 4 | 26% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 2 | 4 car Bogies with arrangements for emergency, rail clamp brakes | 8 | 21% | | | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 3.00 | 4.00 | 4.00 | 4.00 |
| | 3 | Flanged wheels | 16 | 5% | | | 0.00 | 0.00 | 0.00 | 1.00 | 4.00 | 16.00 | 16.00 | 16.00 | 16.00 |
| | 4 | Flay wheels | 16 | 5% | | | 0.00 | 0.00 | 0.00 | 1.00 | 4.00 | 16.00 | 16.00 | 16.00 | 16.00 |
| | 5 | Rocker, rocker support and bearing support | 8 | 3% | | | 0.00 | 0.00 | 0.00 | 1.00 | 4.00 | 8.00 | 8.00 | 8.00 | 8.00 |
| | 6 | Rope fixing drum and clamps with deflection shoes and safety device, fixing grips | 2 | 3% | | | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| | 7 | Vehicle points with adjacent vehicles | 4 | 2% | | | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 2.00 | 4.00 | 4.00 | 4.00 |
| | 8 | Cabin body with 6 automatic doors, Panoramic windows, 2 manual doors, insulation, lighting, sound system | 4 | 12% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 4.00 |
| | | 16 Seats + 6 hand rails with 24 grips for standing passengers in total, 3 sections in each car Cabin interiors including plastic and upholstery. | 1 | 6% | | 4 Nos | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 4.00 |



| Item | Sub-item | Description and schedule of sub-item | Numbers of subitems in total | Price breakup of subitems as percentage of main item | Qty for price basis | Referen ce Units | May/13 | Jun/13 | Jul/13 | Aug/13 | Sep/13 | Oct/13 | Nov/13 | Dec/13 | Jan/14 |
|------|----------|--|------------------------------|--|---------------------|------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| | 10 | Roof mounted air conditioning for cabins. Nominate cooling capacity: 32,000 kcal/h 32 kW / 127 MBtu/h. Evaporation Air Flow (0 ESP) 6000 m ³ /h. Condensation Air Flow 3000 m ³ /h. Fresh Air 1500 m ³ /h. Size in mm (L x W x H) 5000 x 1902 x 233.5 mm. Power Consumption (24V) 8 kW. Max Ambient temp -46 °C. Compressor Brand HITACHI Model GR00DLV-90BTP Displacement 90 cc. Compressor Weight 39 kg. Refrigerant Type R407c. Amount 7 kg. Evaporator Type Hydrophilic aluminum foil with internal ridge copper tube Fan motor 7 speed centrifugal type. No. of fan motor 6 pcs. Condenser Type Aluminum foil with internal ridge copper tube Fan motors Axial type. No. of fan motor 4 pcs (Electrical power supply to the AC units not included) | 1 | 17% | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 4.00 |
| | | Mounted on bogies in between flanged wheels. Hydraulic release. Spring operated. Replaceable brake shoes. Fully imported | 8 | 100% | 8 Nos. | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.00 | 8.00 |
| | | Trolley with size 2.5 M length and 3 M width with 1 Ton goods carrying capacity on open platform of 1200 x 3000 in addition to space for mounting DG set (weighing 2 Tons) for cars. Onks parking brakes for this trolley (no automatic brakes). Tare weight of trolley 1.5 Ton. Laden weight 4.5 Tons | 2 | 100% | 2 Nos | | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| | 1 | Main motor TEFC Sencore EE22, Flange mounted, 300 KW | 1 | 5% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 2 | Main gearbox, ELECON, cast iron body, 3 stage helical. Ratio 40:1. Fan cooled. Rated at 700 KW at 1500 RPM input | 1 | 6% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | 3 | Fabricated and Machined Bull wheel 2800 mm diameter with 2 rope grooves and Forged main shaft, 270 mm dia, 22000 long. Bull wheel fabricated and machined in 3 parts for transportation and site assembled | 1+1 | 8% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 4 | Hydraulic system with power pack, cylinders and sliding valves for raising/lowering wheel in support stands for rope length adjustment | 1 | 8% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 5 | Bearing blocks and bearings for Main shaft and Idler Sheaves (SKF FAG / ZKL) | 1 set | 4% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 6 | Idle sheaves of 1900 mm diameter of single sheave and deflection sheaves of 360 mm diameter | 3+1 | 10% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 7 | Fabricated and Machined Base Frame and overhead structure weighing about 22 Tons of about 4 M x 4 M x 6 M for mounting traction equipment. Fabrication in several sub-assemblies, pre-machined and matched and shipped separately for transportation and re-integration at site | 1 | 8% | | | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| | 8 | Service Brakes on high speed shaft and Emergency brakes on Bull wheel | 2+2 | 25% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 |
| | 9 | Main Flexible Coupling between gear box and main shaft, couplings between main motor and main gearbox, main gearbox and aux gear box, auxiliary gear box and auxiliary motor, and alignment aids and guides | 1+3 | 5% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 |
| | 10 | Insulating Liners for Main Bull wheel and Idler sheaves and Deflection sheaves | 5 grooves | 6% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 5.00 | 5.00 | 5.00 |
| | 11 | Auxiliary gear box ratio 20:1. Power rating 25 KW. Auxiliary motor of 25 KW, TEFC, 1440 RPM, EE22, Siemens | 1+1 | 5% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 2.00 |
| | 12 | Integration and assembly of traction drive and its testing (factor, erection) with final fillings of gear oil | 1 | 10% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| | 1 | Main rope 46 mm compacted, plastic filled/fibre core anti-twist construction. Long Lay. Right hand, 6 x 19 or superior, 1960 N/mm ² wire, galvanized | 1 | 25% | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| | 2 | Line Sheaves (rope rollers) in UHMW-PE material. diameter 300 mm, width 90 mm with groove of 40 mm dia | 240 | 35% | 1 Set | | 0.00 | 0.00 | 0.00 | 80.00 | 160.00 | 250.00 | 250.00 | 250.00 | 250.00 |
| | 3 | Dual Straight roller supports and brackets in Galvanized Mild steel with side adjustments | 40 | 12% | | | 0.00 | 0.00 | 0.00 | 30.00 | 40.00 | 40.00 | 40.00 | 40.00 | 40.00 |
| | 4 | Single Angular roller supports and brackets in Galvanized mild steel with side and angular adjustments | 170 | 28% | | | 0.00 | 0.00 | 0.00 | 100.00 | 170.00 | 170.00 | 170.00 | 170.00 | 170.00 |
| | | Hydraulic bottom buffer assembly | 1 | 80% | 1 Set | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| | | Mechanical (Compression spring based) top buffer assembly | 1 | 20% | 1 Set | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 |



NOTE: All the activities would get commenced immediately after completion dates are given above