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Heavy Electrical Equipment Plant, Haridwar – 249403  
**CENTRAL DESPATCH DIVISION**

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**TENDER DOCUMENT  
OF RATE CONTRACT FOR  
ALL INDIA ROAD TRANSPORTATION OF CONSIGNMENTS  
Weighing above 41 MT and up-to 54 MT  
THROUGH HYDRAULIC TRAILERS**



**ANNEXURE-A****TERMS & CONDITIONS**

Quotations are invited for entering into Rate Contract for Transportation of OWCs/ODCs from anywhere to anywhere in India through hydraulic trailers by road.

Category	H-1
Weight / Length Range	Weight > 41 MT & up to 54 MT <u>or</u> up to 4 Axles

**SCOPE OF ROAD TRANSPORTATION**

- i. **Incoming consignments** of equipment, materials and sundry items from our sub-contractor/supplier works/Air & Sea Ports/ Customer's sites or works at any point in India **to our works at Haridwar**.
- ii. **Outgoing consignments** of materials equipment and sundry items **from our works at Haridwar** to any destination in India on site/door/godown delivery basis including Northeastern States and all hilly/mountainous areas.
- iii. **Consignments** of materials, equipment and sundry items **from any point to any point in India**, including Northeastern States and all other hilly/mountainous areas.
- iv. **Outgoing, incoming** & any point to any point for specific Project/ Customer/ Region, under warranting situations.
  - BHEL is dispatching goods to our various sites/customers spread over throughout country's cities as well as remote working sites involving transportation of consignments to hilly terrain in various States and vice-versa including destination specific/project specific also.
  - Before quoting for the work, the tenderer should ascertain the nature of the transportation requirements and quote keeping all the factors in mind and consider all incidental expenditure related with transportation.
  - BHEL will not pay any extra charges for any reason after acceptance of the rate contract even if it is found later that the transporter has misjudged the nature and scope of work.
  - The scope of All India Road (Hydraulic) Transport Rate Contract shall cover transportation of heavy-lift jobs like turbines and its auxiliaries, stators, hydro plant items and their auxiliaries/ accessories etc., on hydraulic modular trailers, deploying different modular axle configurations up to 04 axles maximum by single row, flat bed from BHEL-Haridwar to various places all over India and vice-versa and any point to any point in India, on request of BHEL.

## **SECTION-I of Annexure-A** **(Pre-Qualification Requirements)**

The bidder shall ensure to comply with the following and submit all relevant documents in Part-1 bid to be eligible for this rate contract:-

1. **FLEET OWNERSHIP:-**

- 1.1) The Bidder should own minimum of 18-No's of Hydraulic axles registered with capacity of 18 MT or more per axle.
- 1.2) **Bidders quoting for H1 category:** One Prime movers of 350 HP and above capacity.

Ownership of Axles and Prime Movers should be either in the name of the company or in the name of Directors/partner. Axles and Prime movers should have valid fitness certificate (as on date of tender opening).

**Documents to be submitted:**

- i. List of Prime Movers and Hydraulic Axles (As per Annexure-B & Annexure-C) with make and year of manufacturing along with Registration Nos. to be furnished.
- ii. Duly notarized copies of Registration Certificate (RC) of Prime Movers & Axles.
- iii. Duly notarized copies of Fitness Certificate of Prime Movers & Axles (to be valid as on date of tender opening).
- iv. Notarized copy of Original Equipment Manufacturer (OEM)/Notarized Copies of Gazette Notification mentioning the load carrying capacity and numbers of the quoted hydraulic axles. (for axles only).

2. **EXPERIENCE:-**

**Bidders quoting for H1 categories:** Bidder should have transported minimum 3 (Three) single piece consignments not less than 41 MT in INDIA by road of minimum road distance of 200 kilometres for each consignment executed during last seven years ending last day of month previous to the one in which applications are invited i.e. executed after 30/08/2017.

**Documents to be submitted:**

- i. Copies of Work Order OR Contract agreement from Consignee/Consignor indicating consignment weight, origin and destination of the consignment.
- ii. Work Completion Certificate issued by Customer (Consignee/Consignor) OR GR-LR copies (duly acknowledged) indicating consignment weight, origin and destination of the consignment.
- iii. Customer name with address, e-mail and phone number of the concerned official for our reference.

**Note:- Experience of hired out / engaged by other transporters / leased out equipment's shall not be considered as experience of bidder.**

3. **FINANCIAL REQUIREMENTS:-**

- 3.1) **Annual Turnover:** The average annual turnover of last three financial years i.e. 2021-22, 2022-23 & 2023-24 should be more than ₹ **62,80,000/-** (Indian Rupees Sixty Two Lakhs and Eighty thousand Only).

**Documents to be submitted:**

- i. Duly certified copies of Balance Sheet and Trading/Profit & Loss Account Audited by Chartered Accountant (CA).
- ii. ITR (Income Tax Returns) for the last three financial years– FY 2020-21 (AY 2021-22), FY 2021-22 (AY 2022-23) and FY 2022-23 (AY 2023-24) are to be submitted.

iii. If audited Balance Sheet and Trading/Profit & Loss statements of last financial year i.e. FY 2023-24 is NOT completed then Transporter shall submit self-certificate for the same and shall submit ITR (Income Tax Returns) for FY years 2020-21, 2021-22 and 2022-23.

4. **GROUP CONCERNS/AFFILIATES**: The bidder shall disclose/confirm the following:
- 4.1) Details/particulars of Partners/Proprietors/Directors of bidder/such group concerns or affiliates etc. including details of DIN numbers (in case of Directors) and PAN number (in case of Partners/Proprietors) duly supported by self-attested copies of relevant documents.
5. **NOTARIZED AFFIDAVIT**: Bidder shall submit an Affidavit (As per Annexure-E) on non-judicial stamp paper of value Rs.100/- (duly notarized).
6. **Indian Banks' Association (IBA) Recommendation**: Bidder should have an IBA recommendation valid on the date of opening of techno-commercial bid, and if awarded, shall also ensure that the same is valid throughout the currency of the contract.  
**Documents to be submitted**:  
i. Notarized copy of IBA recommendation.
7. **PERMANENT ACCOUNT NUMBER**:- Bidder should have valid PAN Number.  
**Documents to be submitted**: Copy of PAN Card duly notarized OR Copy of "PAN allotment letter" issued by Income Tax Authorities duly notarized.

## **SECTION-II of Annexure-A**

### **8. SUBMISSION OF TENDERS:-**

- 8.1) The bids shall be submitted online at <https://eprocurebhel.co.in/nicgep/app> portal in two parts: (a) Techno-Commercial bid (Part-I) and (b) Price bid (Part-II).
- 8.2) The Techno-Commercial bid cover shall be submitted online and super scribed with “Techno Commercial Bid-Rate Contract for All India Road Transportation of Consignments Weighing above 41 MT to 54 MT Through Hydraulic Trailers” Tender Ref. BHEL/HWR/CDX/ENQ/2425-005 Dated 04.09.2024” and shall contain following **mandatory requirements:-**
- a) All the supporting documents for qualification requirements mentioned in SECTION-I of Annexure-A as above (No originals are to be enclosed).
  - b) Duly signed & stamped copy of **tender document** (all pages).
  - c) Proof for evidencing the authority of person signing the quotation. (Relevant extracts of AOA and/or MOA and /or copies of Board Resolution, **Notarized** Power of Attorney/Partnership Deed etc. as applicable).
  - d) **Banker’s Certificate**: Banker’s Certificate is to be submitted as per Annexure-D.  
**(Certificate should be issued not more than six months before the date of enquiry)**
  - e) Integrity pact (duly signed by authorized signatory) as per Annexure-K.  
**Transportation charges or any other charges should NOT be mentioned anywhere in the Techno-Commercial Bid.**
- 8.3) **The second part shall contain duly filled price bid as per Annexure-F only.**  
The rate quoted shall be firm during contract period. The tenderer shall quote their rates inclusive of all extra charges & costs like surcharges, *hammali* charges, statistical charges, goods tax, any civil cost and market fluctuations etc., so that the **rate quoted shall be a consolidated one** taking the aforesaid elements into consideration. No claim will be entertained on this account after acceptance of the tender or during the currency of the contract.
- Price bid cover shall super scribe with “**PRICE BID – Quotation for Rate Contract for All India Road Transportation of Consignments Weighing above 41 MT and up-to 54 MT Through Hydraulic Trailers: Tender Ref. BHEL/HWR/CDX/ENQ/2425-005 Dated 04.09.2024**”  
Any mentions like “actual” or “approximate” on any account or any other information in the price bid shall not be considered and the quotation is liable to be rejected. In case any other information other than cost of transportation is furnished in the price bid, information/deviation/condition etc. shall be ignored.
- 8.4) **If any bidder submits a combined bid or gives the price in Techno-Commercial bid, his offer is liable to be rejected.**
- 8.5) Bidders shall quote the rates in English Language and international numerals. The rates shall be entered in figures as well as in words. For the purpose of the tender, the metric system of units shall be used.
- 8.6) All entries in the tender shall either be typed or be in ink. Erasers, cutting and overwriting are not permitted and may render such tender liable to summary rejection. The Bidder shall duly attest all cancellations and insertions.
- 8.7) In case of discrepancy in quoted rates, following will be applicable:
- i) If there is an error in a total corresponding to the addition or subtraction of subtotals, the subtotals shall prevail and the total shall be corrected accordingly and,
  - ii) If there is a discrepancy between words and figures, the amount in words shall prevail, unless the amount expressed in words is related to an arithmetic error, in which case the amount in figures shall prevail subject of (i) above.

- 8.8) Both the above two covers i.e. Part-I Techno-Commercial bid and Part-II Price bid shall be submitted online at <https://eprocurebhel.co.in/nicgep/app> before **25/09/2024 by 13:45 Hrs. Offers received after due date & time shall be considered late and will be rejected. BHEL shall not be responsible for any delay.**
9. **OPENING OF TENDERS:-** The Techno-Commercial bids shall be opened online on date & time as specified on bid/ corrigendum.  
Price bids of those bidders who will be qualified for the subject job on the basis of evaluation of techno commercial bids, subsequent clarifications etc. will be opened on specified date. Bidders may depute their representatives to participate in opening of price bids. BHEL's decision in this regard is final & binding.
10. **ADDENDA/CORRIGENDA/AMENDMENTS/TIME EXTENSIONS:-**  
Addenda/Corrigenda/Amendments/Time Extension to the tender documents can be issued prior to the date of opening of the tenders to clarify documents or to reflect modifications in the design or contract terms. All such ADDENDA/Corrigenda/Amendments/Time Extension issued shall form part of tender documents.
11. **EARNEST MONEY DEPOSIT (EMD):-** EMD is fully exempted for all bidders.
12. Should a bidder or in the case of a firm or company of bidders, if one or more of its partners shareholders/ directors have a relation or relations employed in the capacity of an officer of BHEL, the authority inviting tender shall be informed of the fact along with the offer, failing this, BHEL may cancel the contract and forfeit the /PSD (Performance Security Deposit) forthwith.
13. **13.1) For Start-up Firms:** DHI circular No. 10(2)/2015-PE.XII dated 29.09.2020 shall be applicable. In subject matter all other connected circulars issued by Government of India viz. circular no. F20/2/2014-PPD (Pt.) dated 25.07.2017, 27.07.2017, 20.09.2016, 25.07.2016, DPE/7/(4)2007-Fin. Dated 08.11.2016, 1(2)(1)/2016-MA dated 10.03.2016 Etc. shall also be applicable. Any other circular issued hereafter on the subject matter by Govt., shall also be applicable.
- 13.2) PREFERENCE TO MAKE IN INDIA:**  
For this procurement, Public Procurement (Preference to Make in India), Order 2017 dated 15.06.2017, 28.05.2018, 04.06.2020 & 24.07.2020 and subsequent Orders issued by the respective Nodal Ministry shall be applicable even if it is issued after this NIT but before finalization of contract / PO / WO against this NIT. In the event of any Nodal Ministry prescribing higher or lower percentage of purchase preference and / or local content in respect of this procurement, same shall be applicable.
14. **BHEL RESERVES THE RIGHT TO:-**
- 14.1) Accept or reject any of the bid/all bids or cancel/withdraw the invitation for bid without assigning any reason whatsoever, and in such case no bidder/intending bidders shall have any claim arising out of such action by BHEL.
- 14.2) Reject conditional tenders, tenders containing absurd or unworkable rates and tenders which are incomplete and otherwise considered defective and tenders not in accordance with the tender conditions, during the tender evaluation process.
- 14.3) Evaluate the bids as per BHEL norms by the 'Committee' duly constituted by the BHEL management and its decision shall be final and binding on the transporter.
- 14.4) Reduce/ increase business volume and number of transporters, split the award without assigning any reasons thereof. Also, have parallel contract at the same rate or different rates with any number of transporters for any destination.
- 14.5) Approve such number of transporters as may warrant for smooth operational requirement.
- 14.6) Award rate contract either partly or in combination thereof or fully simultaneously with any transporters as it may deem fit at the beginning of the rate contract or at any time during the currency of contract.
- 14.7) To restrict allotment of load for outgoing consignments for specific sites to specific transporters.
- 14.8) Ensure selection of transporters as far as possible on 'low to high' rating of their quoted rates computed with the quantum of business under rate contract, but over-riding consideration will be applied to satisfy



and justify BHEL's operational requirement of handling incoming/outgoing consignments from/to multiple sites requiring wide network of branches as also the transporters having their Head Office locally.

- 14.9) Either short close or terminate or cancel (partial or full) the contract entered into with any of or all of the transport operators at its discretion without assigning any reason by giving one-month notice by registered post acknowledgement due or speed post or in person under recorded delivery.
- 14.10) Send the consignments by Railways or multi modal mode at its discretion and in such case, BHEL will not be liable for any cost or commitment made by/to the bidder.
- 14.11) Allot business loading subject to compliance of the following:
- Submission of Contract agreement.
  - Submission of 'Performance Security Deposit' (PSD) as bank guarantee from any of BHEL Consortium or nationalized banks valid till one year from the expiry date of contract.
  - Verification of the original documents relating to the vehicles submitted at the time of placement of vehicle by concerned.
  - Establishing local office with facilities as required and/or advised.

15. Non-compliance of BHEL's terms and conditions and/or conditional offer on the part of bidder will result in his offer being liable to be rejected. Offers of such bidders, who have underperformed in the earlier tenders of BHEL Hardwar, are also liable to be rejected.

16. **REJECTION OF OFFERS:** All information furnished by the bidder is taken to be authentic for evaluation of tender. Any information found to be incorrect subsequently at any time, the offer shall be rejected and PSD shall be forfeited and suitable disciplinary action shall be taken against the bidder.

17. **VALIDITY OF PRICE BID:** The rates quoted shall be valid for a period of **120 days** from the date of opening of Technical (Part-I) Bid.

18. **SCHEDULE OF RATES:**

Transporter has to quote in Rupees per MT per KM for H1 Category as per Annexure-F.

19. **BUSINESS VOLUME:**

Estimate of consignments for H1 Category, expected to be dispatched to various destinations for the next **1.5 Years (18 months)** is given hereunder:-

Sl. No	Category	Weight slab	(MT x KM) in Lacs
1.	H-1	> 41 up to 54 MT (Or up to 04 axes)	43.00

The above estimate value is approximate and **tentative which may reduce/increase** at the time of actual dispatches/ implementation.

20. **EVALUATION OF BIDS & AWARDS OF WORK**

- 20.1) Techno-commercial bids (Part-1) received shall be first evaluated in regard to compliance with tender terms & condition. Bids qualifying these criteria only shall be considered for Price bid (Part-2) opening.
- 20.2) No deviation shall be allowed in Techno-Ccommercial (Part-1) bid. In case of deviations, the bids shall be summarily rejected.
- 20.3) **Price bids shall be evaluated separately.**
- 20.4) The rates quoted by the bidders shall be compared and graded as L1, L2, L3 ... Ln. **The bidder quoting lowest rate will be graded as L-1.**
- 20.5) "BHEL shall be resorting to Reverse Auction (RA) (latest Guidelines as available on [www.bhel.com](http://www.bhel.com)) for this tender.

(i) Reverse Auction (RA) shall be conducted among the techno-commercially qualified bidders. Price bids of all techno-commercially qualified bidders shall be opened and same shall be considered for RA. In case any bidder(s) do(es) not participate in online Reverse Auction, their price cover along with applicable loading, if any, shall be considered for ranking.”

Reverse Auction will be conducted if two or more bidders are techno commercially qualified. In case of two or three qualified bidders, there shall be no elimination of H1 bidder (whose quote is highest in price bid cover). In case of four qualified bidders, the H1 bidder shall be eliminated whereas in case of five qualified bidders, H1 & H2 bidders shall be eliminated. However, in case of six or more qualified bidders are available, RA would be conducted amongst first 50% of the bidders arranged in the order of prices from lowest to highest. Number of bidders eligible for participating in RA would be rounded off to next higher integer value if number of qualified bidders is odd (e.g. if 7 bids are qualified, then RA will be conducted amongst lowest four bidders). However, there will be no elimination of qualified bidders who are MSE or qualifying under PPP-MII, Order 2017 provided their bids are within their respective margin of purchase preference {presently 15% for MSEs and 20% for PPP-MII, or as amended from time to time}. In case of multiple H1 bidders, all H1 bidders (except MSEs and bidders qualifying under PPP-MII, Order 2017, who are within the margin of purchase preference) shall be removed provided minimum two bidders remain in fray, else no H1 removal.

(ii) The lowest bidder in price bid cover shall be shown as current L1 automatically by the system. System shall have the provision to indicate this bid as current L1 for further bidding. This price can be displaced by an even lower bid of a competing bidder. If the start price is lower than the lowest price bid cover (in line with clause 8.0 of RA Guidelines), on acceptance of such start price by any bidder this bid would be indicated as current L1 for further bidding. However, if no bidder accepts the start price, RA shall be treated as cancelled for the respective line item(s) and the tender shall be processed accordingly. In case of no further bidding, RA will be deemed to have been successful with current L1 bidder. During RA, all bidders will see their rank and current L1 price on the screen. Once the RA is done, the ranking status would be based on the last quoted price of the bidder(s) irrespective of the quote received in RA or price bid cover.

(iii) No bidder shall be allowed to lower its bid below the current L1 by more than 5 decrements at one go.

20.6) In case of L1 position occupied by more than one bidder, effective L1 will be decided by soliciting discount from the respective L1 bidders. In case more than one bidder happens to occupy the L1 status even after soliciting discount, the L1 bidder shall be decided by a toss/ draw of lots, in the presence of the respective L1 bidder(s) or their representative(s). BHEL's decision in such situations shall be final and binding.

20.7) In other cases of same position, i.e. L2, L3 and so on, being occupied by more than one bidder, the percentage of business load attributed to that position as per work distribution criterion will be given to one bidder only who will be the winner of a draw based on lottery system conducted in the presence of tender committee and bidders' representatives. The remaining bidders will again participate in another such draw for the next lower position. This process will continue till the position of the last bidder holding the same position is decided. The position of the bidder holding the lower position next to the above concurrent holders will be shifted to the next available position and so on. In case all SEVEN positions (in original sequence from L1 to Ln), are occupied before all the concurrent holders of a position are allotted a position, the remaining bidders at whichever position (unsuccessful in all draws) will not be considered for allocation of work. BHEL's decision in such situations shall be final and binding.

20.8) If necessary, further negotiation (s) may be held with the Bidder whose rates are found L1 in the particular group.

20.9) The work will be awarded on finalised L1 rates by BHEL only.

20.10) **Counter Offer:** The negotiated rates (in Rs. per KM per MT) of this L1 Bidder would then be counter offered to all bidders in that category (except highest bidder i.e. H1) other than L1 bidder



simultaneously. However, if the H1 bidder (i.e. Highest bidder) is MSE transporter, it shall also be considered for counteroffer. In case there are only two successful bidders, BHEL has right to issue counter offer to highest bidder also. Based on acceptance or rejection from bidders in that particular category, **SEVEN transporters will be selected.** (in original sequence from L1 to Ln only).

- 20.11) The award of work shall be distributed to a maximum of SEVEN parties, subject to acceptance of the L-1 rates. The percentage distribution of the business shall be on descending graded scale (in original sequence from L1 to Ln only) with highest share to L1 and lowest to 7<sup>th</sup> bidder, category wise as mentioned below:-

Assuming business to be distributed among n parties, the % business for the

$$LX = 100 \times (n-x+1) / \sum n \text{ (for } x = 1 \text{ to } n)$$

**Example:** Assuming the business to be distributed among 7 parties, the business for the parties will be as below:

$$\sum n = (1+2+3+4+5+6+7) = 28$$

$$L1 = 100 \times (7-1+1) / 28 = 25\%$$

$$L4 = 100 \times (7-4+1) / 28 = 14.29\%$$

$$L7 = 100 \times (7-7+1) / 28 = 3.58\%$$

- 20.12) **In case L1 rates are not accepted by other eligible bidders in a Category, the total business load of that category will be allocated to L1 bidder. Hence, the L1 bidder has to accept and execute the contract.**

Above % of business distribution are meant for calculation purpose, are indicative only and may vary on account of operational constraints. It will not form a basis for refusal by a transporter during contractual period.

- 20.13) In case one or more bidders are MSE and their quoted rates are within L1+15% and their total allocated BoQ is less than 25%, in that case their allocated BoQ shall be increased to 25%. Increase in BoQ shall be divided in the ratio of their rate wise rank in original bid. Consequently, the decrease in BoQ of other bidders shall be made accordingly. Out of the 25% for MSE vendors, 6.25% shall be earmarked to MSE owned by SC / ST and 3% shall be earmarked to MSE owned by women. If no SC/ST or women owned MSE bidders qualifies the above criteria, then total 25% shall be given to MSE transporter(s) who is fulfilling above criteria.

a) MSE suppliers can avail the intended benefits only if they submit along with the offer, attested copy of UDYAM Registration Certificate.

b) Non submission of above documents and other relevant documents will lead to consideration of their bid at par with other bidders. No benefit shall be applicable for this enquiry if any deficiency in the above required document is not submitted before price bid opening. If the tender is to be submitted through eprocurement portal, then the above required document is to be uploaded on the portal.

c) The above MSE document must be Notarized or attested by a Gazetted Officer.

d) Moreover, credentials of all MSE suppliers will be verified before considering the intended benefits for MSE suppliers at the time of tender evaluation.

e) Definitions of MSEs owned by SC/ST is under:

(i) In case of proprietorship firm, proprietor must be SC/ST.

(ii) In case of partnership firm, the SC/ST partners must be holding at least 51% shares in the unit.

(iii) In case of private limited companies, at least 51% share must be held by SC/ST promoters.

f) Definitions of MSEs owned by Women is under:

(i) In case of proprietorship firm, proprietor must be woman.

(ii) In case of partnership firm, the women partners must be holding at least 51% shares in the unit.

(iii) In case of private limited companies, at least 51% share must be held by women promoters.

g) Scheduled Caste (SC) / Scheduled Tribe (ST) Certificates to be from the authorities empowered to issue such certificates.

20.14) In an eventuality of the rate contract being finalized on less than the required number of transporters; the business volume would be redistributed among the eligible transporters and amount of performance security deposit shall be re-calculated accordingly.

21. **CONTRACT AGREEMENT:-**

- 21.1) The tender documents shall be deemed to form an integral part of the contract to be executed. The contract agreement is to be signed within 15 days from award of contract, on non-judicial stamp paper of ₹100/- (transporter will arrange and bear the cost of Stamp Paper). Business loading shall commence only on compliance.
- 21.2) The acceptance of contract has to be signed by the competent authority of Head Office or by the representative authorized by the Head Office of the transporter and shall be submitted to BHEL confirming its acceptance in toto.
- 21.3) The transportation rate contract being on all India basis, the Head Office of the transporter should inform all their Zonal/Regional and Branch Offices in the country about the terms & conditions and rates. This is to ensure smooth implementation of the contract.

22. **PERFORMANCE SECURITY DEPOSIT (PSD):-**

- 22.1) The successful bidder shall deposit required amount as security deposit within **twenty days (20 days)** from award of contract / letter of intent or before start of the work for satisfactory completion of work and shall not commence work under the contract before remitting security deposit except as directed by BHEL.
- 22.2) The total amount of Security Deposit will be 5% of the contract value.  
**The successful bidder shall submit the Security Deposit within twenty days from the award of contract or, before lifting of consignment whichever is earlier. In case of delay in submission of performance security, enhanced performance security which would include interest (Repo rate + 4%) for the delayed period, shall be submitted by the bidder. Further, if performance security is not submitted till such time the first bill becomes due, the amount of performance security due shall be recovered as per terms defined in NIT/contract, from the bills along with due interest.**
- 22.3) The balance amount to make up the required Security Deposit of 5% of the contract value may be accepted in the following forms:
- Local cheques of Scheduled Banks (subject to realization)/ Pay Order/ Demand Draft/ Electronic Fund Transfer in favour of BHEL
  - Bank Guarantee from Scheduled Banks/ Public Financial Institutions as defined in the Companies Act. The Bank Guarantee should be as per format given by BHEL.
  - Fixed Deposit Receipt issued by Scheduled Banks/ Public Financial Institutions as defined in the Companies Act (FDR should be in the name of the Contractor, a/c BHEL).
  - Securities available from Indian Post offices such as National Savings Certificates, Kisan Vikas Patras etc. (held in the name of Contractor furnishing the security and duly endorsed/ hypothecated/ pledged, as applicable, in favour of BHEL).
  - Cash (as permissible under the extant Income Tax Act).
  - Insurance Surety Bonds
- 22.4) Security Deposit shall be valid for the entire period of contract + further validity of one year + additional Claim Period of minimum six months (for submission & processing of freight bills and also to ascertain any loss/damage and consequent recoveries, if any) e.g. if the tender is expiring on, 31.07.2025,

security deposit shall remain valid till 31.07.2026 and claim period shall remain valid at least till 31.01.2027. SD shall be refunded only after settlement of all dues/recoveries and expiry of contract validity.

- 22.5) The security deposit shall not carry any interest.
- 22.6) Security Deposit shall not be refunded to the transporter/contractor except in accordance with the terms of the contract. Security Deposit (SD) furnished by the bidder shall be forfeited/adjusted if:
- i) The bidder does not commence the work within the period as per Letter of Award/ Contract and in case of non-performance of the contract.
  - ii) In case it comes to notice of BHEL at any stage during tendering process / contract period that the particular transporter, has given false / suppressed / forged / fake information.
  - iii) For any deviation from and/or breach of the Tender Terms & Conditions during execution of the Contract.
- 22.7) It is Transporter's responsibility to keep live Security Deposit (SD) throughout the contract period or extension if any or till settlement of any pending claim. If at any time, it is found that validity of SD is not extended, then BHEL reserves the right to invoke without informing the transporter.

Note: BHEL reserve the right of forfeiture of security deposit in addition to other claims and penalties in the event of the contractor's failure to fulfil any of the contractual obligations (including and not limited to liquidation or bankruptcy of the contractor, non-payment of money payable by means of arbitration award in favour of BHEL) or in the event of termination of contract as per terms and conditions of contract. BHEL reserves the right to set off these security deposit, against any claims of any other contract with BHEL.

23. **TENURE, EXTENTION & TERMINATION OF CONTRACT:**

- 23.1) **TENURE:** Unless specified otherwise in tender notice or mutually agreed, the contract shall be valid for a period of **18 months** from the effective date of first letter of award /LOI issued against contract. Bharat Heavy Electricals Limited reserves the right to **extend the period** of the contract for further period of **3 months** on the same rates, terms and conditions before expiry of this contract. The consignments booked within the contract period shall fall in the scope of contract irrespective of date of deliveries.
- 23.2) **EXTENTION:** One or more extensions of the contract may be done with mutual agreement between BHEL, Haridwar and the approved transporters, subject to a total extension period of **09 months**. Such agreements shall be based on acceptance of the lowest rates and terms & conditions of the corresponding contract.
- 23.3) **TERMINATION:** BHEL reserves the right to either short close or terminate the contract (partial or full) entered into with any of or all of the transport operators at its discretion without assigning any reason by giving one month notice by registered post acknowledgement due or speed post or in person under recorded delivery.
- 23.4) If the transporter fails or neglects or refuses to observe / perform any of the terms and conditions/obligation under the contract, BHEL may without prejudice to any other rights, terminate the contract by giving one month notice in writing and recover from the transporter any damage suffered by it on account of the failure, negligence, refusal, violation or breach of contract or any part thereof, including the amount by which the cost of completion of the work done by any other agency shall exceed the amount payable to the transporter under this contract.
- 23.5) If a transporter is not found to be IBA approved at any time during the contract period or fails to submit valid IBA approval extension, the loading of business on them will be stopped immediately and shall only start after submission of valid IBA approval.
- 23.6) The contract may be terminated at any time without paying any compensation whatsoever to the transporters in case of misbehavior, disobedience, dishonesty, clandestine insolvency of company, any inappropriate court order, non-sanction of road permit or any other related activities on their part or their failure to fulfill the terms and conditions of this agreement.

- 23.7) If a transporter after award of contract fails to start work in accordance with the terms of the contract and as per instructions, the PSD paid may be forfeited and contract may be terminated.
- 23.8) BHEL may enter into parallel contracts simultaneously with any other transporters as may be deemed fit at any time during the contract period in the interests of the work for any or all stations/sectors/specific projects.
- 23.9) In case it comes to notice of BHEL at any stage during tendering process / contract period that the particular transporter, has given false / suppressed / forged / fake information, then his contract is liable to be terminated and Earnest Money / Security Deposit shall be forfeited.

**24. SUB-LETTING OF WORK:**

- 24.1) Under no circumstances, the transporter after entering the rate contract would be permitted to sublet transportation of consignments entrusted to him through other transporters/ agencies.
- 24.2) Hiring of vehicles will be permitted; however, sub-letting of work is strictly prohibited. Whole responsibility of safe transportation will rest with the transporter(s) to whom the contract is/are awarded by BHEL. Violation shall lead to forfeiture of Performance Security Deposit and finally termination of the contract.

**25. TRAFFIC REGULATIONS & REQUIREMENTS:**

- 25.1) The transporters will operate their vehicles entirely at their own risk and BHEL shall not be held responsible for any accident/ damage to the vehicle while it is enroute or on the company's/customer's work or when parked in or around the company's/ customer's or any other premises, or during loading/unloading or any other circumstances.
- 25.2) The Transporters will make their own arrangements for proper parking of their vehicles overnight / during detention in company's/customer's premises.
- 25.3) The transporters will ensure that all vehicles used for the transportation of consignments under transportation rate contracts are covered by a comprehensive insurance policy. Under no circumstance shall the company be liable to compensate them for any loss or damage that may be caused to the vehicles while engaged in the discharge of the transporter's obligations under this contract.
- 25.4) It shall be the responsibility of the transporter to provide at his/her/their cost trained and licensed personnel for running the vehicles.
- 25.5) The transporter shall ensure placing vehicles of suitable category, capacity (i.e. size and load) and quality. Overloading of the vehicles will not be permitted except in exceptional circumstances.
- 25.6) Proper loading and lashing of the consignments in most secured manner shall be done by the transporter keeping in view extant government regulations and constraints en-route for safe transportation of consignments and its delivery to destination.
- 25.7) Transporters shall make aware concerned drivers/staff about the danger and safety aspects related to transportation of hazardous/ODC lifting, handling and tilting of such consignments.
- 25.8) Transporters shall ensure that Motor Vehicle Act 1988 (as amended from time to time) is strictly followed as applicable. Vehicles deployed for the job must be roadworthy, and having necessary road permit, insurance and related documents/ certificates.
- 25.9) All drivers/concerned staff related to the transportation activities under this rate contract should be well aware about material safety, data sheet, documents to be carried etc. and also conversant with the environmental impact arising from the wasteful activities pertaining to use of fuels, lube & other oils, its spillage and proper disposal of various items used in automotive vehicles.
- 25.10) Transporters shall follow all necessary instructions relating to environmental safety and occupational Health Safety.

**26. ROUTE PERMIT/NATIONAL PERMIT/CLEARANCE:**

- 26.1) The transporter shall arrange required permits from RTO or other concerned authorities and ensure compliance of any other legal and statutory formalities connected with the transportation of goods at his cost. BHEL doesn't take any responsibility in this regard.

- 26.2) The transporter shall get required permission from Govt. of India, Ministry of Road Transport & Highways (MoRTH) or from State Govt (s) or from local bodies necessitating such requirement relating to Motor Vehicles Act. The transporter has to produce such approved documents if asked by BHEL.

**27. PROTECTION/SAFETY OF CONSIGNMENT DURING TRANSIT:**

To ensure safe transit, the consignment loading shall be organised by BHEL in association with the transporters. The transporter shall ensure: -

- 27.1) Placement of vehicles of good and roadworthy conditions having all welded structures and joints of vehicle chassis in sound condition.
- 27.2) Good quality lashing ropes in sufficient numbers, length and diameters and other items required to accompany the vehicle so as to secure the consignment as per lashing scheme to be provided /explained by BHEL unit to ensure its safer transit in the same condition and same vehicle. Whenever explicitly mentioned by BHEL; the same should be got certified by BHEL authority.
- 27.3) To protect the consignments from rains in warranting situations, transporters shall ensure Tarpaulin and /or suitable covering to the consignments.
- 27.4) Compliance of all the safety precautions and other instructions required in road transportation e.g. red flags/lamps; pilot, escort etc. as may be required shall be the responsibility of the transporter.
- 27.5) Lashing to be proper and safe. The transporter to check the same and to be satisfied before departing from loading point.
- 27.6) Complaints of unsatisfactory packing or lashing will not be entertained after the vehicle has departed from the loading point.

**28. SAFETY OF CONSIGNMENT:**

- 28.1) The transporter shall be solely responsible for the safe custody of the consignments from the time documents are handed over to him until the consignments are delivered at the destination and acknowledgement for the same is duly obtained.
- 28.2) Any failure in this regard shall be viewed seriously and BHEL shall be free to take deterrent/penal action on the transporter concerned e.g. Suspension of business forthwith and future business dealings by BHEL and recovery of all losses suffered by BHEL from the transporter.
- 28.3) The transporter will indemnify BHEL and not hold BHEL responsible against any loss, damage, breakage, shortage and pilferage of any materials while in his custody.
- 28.4) Even, in cases where the transporter does not have his branch office or delivery points, all consignments shall be accepted for transportation and deliver at such points. Similarly, the transporter shall arrange for the collection of materials from such points and delivery at any such points.
- 28.5) Transporter shall auction no material belonging to BHEL where customer/ suppliers/ consignee/ destination agency have defaulted in taking delivery for various reasons. The transporter will give notice under registered post to BHEL and ask for instruction in the matter. The transporter concerned should take up these cases with the consignee as well as consigner simultaneously.
- 28.6) Where all measures have exhausted and still the consignment is held by the transporter for a period of one year or more, material shall be rebooked to the Consignor, on **freight "To Pay" but no demurrage payable** basis without waiting for instructions. In such cases, liability for *to & fro* freight will rest with BHEL.

**29. STATUTORY AND OTHER IMPORTANT OBLIGATIONS OF TRANSPORTER:**

- 29.1) The transporter will observe and comply with the requirements of the Minimum Wages Act, Payment of Gratuity Act and all other Industrial & Labour legislation for the time being in force or that may hereafter be brought into force, governing the relationship between the employer and its employees.
- 29.2) The transporter shall indemnify BHEL and not hold BHEL responsible against all claims, payments and losses that the company may have to make or suffer on account thereof. The transporter shall whenever required to do so by the company or Govt. officials authorized under law, produce for inspection all forms, register and other papers required to be maintained under the various statutes.



- 29.3) The transporter shall accept liability for compensation in accordance with the provision of the Indian Worker's Compensation Act 1923 read with Employees State Insurance Act 1948, amendments thereafter and or other law for the time being in force for personal injury caused to any workmen by accident arising out of and in the course of this contract.
- 29.4) All restrictions/ provisions under **Rule no.144 (xi)** of the **General Finance Rule (GFR)** i.e. procurement from bidders representing countries sharing land borders with India, Public Procurement shall be applicable as per order no. F.No..7/10/2021-PPD (1) dated 23.02.2023 issued by Department of Expenditure (DoE) (Order copy is available at <https://doe.gov.in/procurement-policy-divisions>).
- (a) Any bidder from a country which shares a land border with India will be eligible to bid in any procurement only if the bidder is registered with the Competent Authority. The requirement of registration has been applicable since 23.07.2020. Competent Authority for registration is specified in Annexure-I of DoE Order. (ref Clause 2 of DoE Order)
- (b) The definition of bidder (or entity) from a country which shares a land border with India is mentioned at clause 12 of DoE Order.
- (c) Beneficial owner for the purposes of para 12 (d) is mentioned at clause 13 of DoE Order .
- (d) The definition of 'Agent' for the purposes of para 12 (e) is mentioned at Clause 14 of the DoE Order. However, a bidder who only procures raw materials, components etc. from an entity from a country which shares land border with India and then manufactures or converts them into other goods, will not be treated as an Agent. (ref Note (ii) of clause 14 (Definition of Agent))
- (e) As per clause 17 of DoE Order i.e. Sub-contracting in Works contracts, contractors shall not be allowed to sub-contract works to any contractor from a country which shares a land border with India unless such contractor is registered with the Competent Authority. As per Note mentioned in the DoE Order, procurement of raw material, components, etc. does not constitute sub-contracting.

30. **INDEMNITY:**

- 30.1) The transporter shall have to indemnify BHEL and not hold BHEL responsible against all claims for injury or damage to any person or property caused by his negligence or negligence of his employees.
- 30.2) The transporter shall indemnify BHEL/ company against all payments by way of compensation or otherwise which the company may be called upon to make under the provisions of the applicable Acts to any workmen as aforesaid, and any cost incurred by the company in connection with any claim preferred by such workmen and or against all actions, claims and demands whatsoever in respect thereof or in respect of any loss, injury or damages whatsoever to any third person arising out of or occasioned by the negligent, imperfect or improper performance of this contract by the transporters, their workmen servants or agents.
- 30.3) The transporters approved and operating under the transportation rate contracts shall further indemnify BHEL against:-
- (i) Observance of Labour & Industrial Laws.
  - (ii) All claims by way of compensation and all other types of unforeseen claims, which may arise in the course of contract.
  - (iii) Documentary compliance relating to freight billing.
  - (iv) Indemnity shall cover the entire transit right after loading to the unloading at destination.

31. **TRANSSHIPMENT:**

- 31.1) For consignments dispatched by BHEL, transshipment (unloading from vehicle and then reloading on to another vehicle) en-route is NOT PERMISSIBLE. Midway unloading and transshipment may however be permitted in exceptional cases, e.g. on customer's request, accident en-route or other bona-fide reasons, provided approval is taken from BHEL in advance. The vehicle no. in which the material was originally loaded should be recorded in the G.R. for all materials. In the event of failure of vehicle anywhere en-route, prior written information will be given by transporter to BHEL with 72 hours of such failures mentioning the circumstances necessitating the transshipment. BHEL reserves the right to depute their representative to witness transshipment of materials to ensure safety. **Failing this, penalty of 5% of the gross freight amount will be levied.**



- 31.2) In all cases of transshipments; the entire responsibility for safety of goods shall be at the risk and cost of the transporter.
- 31.3) For all transshipments, detailed information needs to be furnished by the transporter to BHEL. Damage to the consignment under transportation, if any, shall be made good by the transporter.
- 31.4) Any transshipment anywhere shall be done under strict supervision of the transporter/his representatives to avoid the risk of any damage to the packing case or the consignment being transhipped.
- 31.5) Transshipment damages of the packing cases in all cases shall be made good by the transporter concerned. Transporter shall ensure that the equipment damaged due to transshipment for any reasons are collected from the site of damage and returned back to BHEL free of charge.
- 31.6) Transporter shall make good the costs incurred by BHEL towards repair, replacement, remaking, return freight, personnel expenses, back charging of BHEL by customer and other incidentals for damaged goods, if not settled by the underwriter for any reason whatsoever.
- 31.7) Vehicle carrying consignment on full trailer load (FTL) basis shall not carry any other consignment in the same vehicle en-route. Should such a case be found, freight payment shall be restricted to single consignment only.
- 31.8) Change of Puller only shall not be considered as transshipment. However, prior approval from BHEL (not below the rank of DGM) shall be required.

**32. PLACEMENT OF VEHICLES & LIFTING OF CONSIGNMENTS:**

- 32.1) (i) All vehicles carrying materials to/from BHEL will be normally allowed to enter the Plant only between 7.30 AM to 14.30 hrs on all working days.
- (ii) Vehicles as and when requested by BHEL in the form of letter/email or any other mode of communication, will have to be placed by the Transporter within stipulated period as per below table, except in exigencies requiring shorter duration for placement.

Sl.	Vehicle Type & Placement location	Allowed time for placement	
<b>A. At Haridwar</b>			
	For H1, Above 41MT & up to 54 MT	SEVEN (7) Days	
<b>B. At other stations</b>			
	For H1, Above 41MT & up to 54 MT	TEN (10) Days	

\* Other station means: BHEL project sites/ Supplier /Sub-Contractor/ Customer/Site Office/Ports or location specified by BHEL.

- (ii) In case of late placement, late placement charges @ ₹5000 per day will be applicable subject to maximum of 30 % of gross freight. However, wherever possible, sufficient advance intimation in writing shall be given for placement of vehicles for loading consignment. The exit timings shall be generally up to 5.00 PM on working days.
- (iii) If maximum allowable period falls on Sundays/ holidays (as per BHEL Haridwar's calendar), then Sunday/holiday will not be counted for penalty of late placement. However, If BHEL requests and allows the vehicle to be placed on a Sunday/ Holiday, then that Sunday/ Holiday will also be counted.
- 32.2) The transporters shall also ensure that Motor Vehicle Act/Rules as stipulated therein are strictly followed. It will be the transporter's responsibility to deploy proper vehicles to transport consignments covered under the scope of work of the rate contract w.r.t. axle and tyre configuration ensuring the load bearing capacity as per Motor Vehicle Act/Rules stipulated by Ministry of Road Transport & Highways (MoRTH).
- 32.3) The vehicle/vehicles required to be deployed under the transportation rate contracts will be in roadworthy conditions, to give uninterrupted service to the BHEL. In case transporters fails to deploy suitable roadworthy vehicles, BHEL shall be at liberty to make suitable alternative arrangement. All

additional expenditure and damage/losses incurred by the BHEL as a result of break-down of the transporter's vehicle/vehicles or non-arrangement of transportation will be payable by the transporter to the BHEL and such damage/losses shall be determined by the BHEL at its sole discretion.

- 32.4) Allocation of work shall be done on transporters, based on their percentage distribution of business (as per clause 20.11. In exceptional cases, BHEL reserves the right to change the work allocation.
- 32.5) In case transporter refuses/fails to place vehicle within stipulated time and at required place, BHEL shall make suitable alternative arrangement at risk and cost of defaulter transporter(s).

33. **CONSIGNMENT WEIGHT/MEASUREMENTS:**

- 33.1) The weight & dimensions of consignment dispatched from ROD-Mumbai shall be taken as mentioned on RDA (Road Despatch Advice) issued by ROD-Mumbai office. The weight & dimension on RDA shall be based on vendor's packing list/BL/AWB.

The weight and dimensions of consignment dispatched from vendors works/sub-contractors works, Project Sites/ Supplier Works/ Customer Sites/ Ports or any locations specified to Haridwar and vice-versa and anywhere to anywhere in India, shall be taken as mentioned on Invoice/Challan /PPMIV (Part Processed Material Issue Voucher)

**As regards the outgoing consignments of finished goods, their documentation, invoicing, dispatch, planning & actual dispatch is done on the basis of weight appearing on packing list fed in system by Design/Shop planning. This weight appearing on Packing List shall be the basis of freight payment and no actual weighment is done.**

**Weight of any accessories which may be used by the transporter such as spreader beam/sling/rope etc. will be extra & will not be considered for freight billing purpose. Any expenses on this account are to borne and included in the price of transportation quoted by transporter.**

For outgoing material, in case there is a representation by transporter regarding variation in weight mentioned in the packing list and actual weighment got done by transporter, this claim for change in weight shall be accepted only if the representation is supported by document of weighment of consignment done at BHEL/customer Weigh Bridge. This document shall be countersigned by the executive of BHEL (In charge of weighbridge) or customer representative not below the rank of Executive Engineer. In case consignment has left Hardwar, and suitable capacity of Weigh Bridge is not available at customer, weighment at any weighbridge on the way duly witnessed and verified by BHEL's executive may also be considered.

34. **CONSIGNMENT NOTE CERTIFICATION:**

The following information shall invariably be **legibly and clearly indicated on the BHEL's** (as per **Annexure-G) Consignment Note** (i.e. LR Performa) by the transporter at the time of loading of the consignment and prior to certification of dispatch:-

- i) Registration No(s). of the vehicle(s).
- ii) Weight, dimensions and No. of the packing cases or liquid quantity in KL.
- iii) Name & address of the consignor and consignee with specific locations.
- iv) Description of the consignments with BHEL Purchase Order (PO) / Work Order (WO) reference.
- v) Distance to destination in KM and rate of freight.
- vi) Dispatch Control Record entry No. and reference to all other relevant information thereto etc.
- vii) Freight details and consignment value.

35. **LOSS IN TRANSIT / DAMAGES / SHORTAGES / INSURANCE / CLAIMS:**

The transporter is responsible for safe delivery of the consignment at the destination. Though BHEL / CUSTOMER / VENDOR / SUB-CONTRACTOR (as the case may be) shall arrange insurance of the consignment, but, this will not in any way absolve the transporter of the responsibility of safe and proper transportation of the goods, and of transporter's liability either direct or consequential thereof including legal complications, if any. Besides,

- The Contract as entered into between BHEL and the transporter shall in no way, nullify, reduce, mitigate or absolve the parties of any responsibility, obligation or liability that may devolve upon them.
- The weight, measurement and description of Goods/Materials mentioned in the Challans/Packing Lists/Loading Advise/Delivery documents/Shipment document of Company or the supplier besides other documents shall form the basis for assessing the loss in transit and for recovery of damages compensation thereof, if any. Loss shall be assessed solely by BHEL and shall be on cost basis (Cost shall include freight incurred in replenishment, if any).
- The transporters shall also be responsible for checking the packing conditions of consignments before he/she/they takes delivery of the same for transportation. Once the materials are accepted for transportation, they shall be deemed to have been handed over by the consignor in good conditions, unless the transporter has pointed out any defects whatsoever at the time of taking delivery from the consignors at the loading points and recorded the same in LR/GR/Docket.
- In case of accident/loss/theft during transit, transporter shall register FIR at nearest Police Station at earliest and report the case to BHEL within 48 hours in writing or through email. Transshipment in such case may be allowed (without imposing transshipment penalty) with permission of concerned BHEL officials.

Further, in case of accident the transporter is obliged to submit the required documents in time. The failure to do this shall be treated as fault that is attributable to transporter:

1. Vehicle RC copy, 2. Insurance Certificate of vehicle with validity, 3. Fitness Certificate of the vehicle, 4. Valid Driver license, 5. LR/GR copy duly acknowledged (with remarks, if any), 6. Damage/Open delivery Certificate (Original), 7. FIR Copy, 8. Any other documents as required by Insurance Agency.

- The Transporter shall be liable for any loss, damage or compensation to third parties arising from or in relation to transport operations done by the transporters; the transporters shall reimburse such loss, damage or compensation to the company together with the costs incurred by the company on any legal proceedings pertaining thereto.
- Freight charges for consignments acknowledged on delivery under damage / shortage / discrepancy condition(s) shall be paid only after clearance by concerned product commercial in regard to acceptance of consignments by Customer.
- In case, where the damage / loss due to willful negligence of transporter is proved or in case of non-delivery of consignment, the full cost of the loss shall be recoverable from the transporter, besides non-payment of freight of that consignment/package.
- In cases of damaged or open delivery or shortages, freight amount shall be payable only after assessment / adjustment of loss from freight.
- The recovery of such loss shall be done from the amount of freight of the respective consignment.
- However, the payment of freight processing of invoice in any of the above cases, shall not relieve the transporter of their total liability towards loss in case of any reason attributable to transporter arose even at any later stage. BHEL reserves the right to recover such liability at later stage.
- In case transporter fails to pay the recoverable amount, necessary action in the Court of Law may be initiated by BHEL. Simultaneously, action towards suspension of business dealings with defaulting transporter shall also be considered as per company policy.
- Transporter has to ensure that all the material shall be delivered and freight bills for the same to be submitted at least two months before the expiry of the Security Deposit. Also, if damage / insurance case is still pending and validity of security deposit is going to expire, the validity of security deposit shall be extended accordingly by transporter.

However, if the amount to be settled is lower than the amount of security deposit then transporter will have to provide the extended Security Deposit for that amount only for the extended period. If Security Deposit is not extended by transporter before expiry, the respective Security Deposit shall be invoked.

During the extended period, if the Insurance claim / case is settled, the freight bill will be processed as mentioned above.

If damaged consignment is received, transporter shall have to furnish/submit following (indicative) documents for raising & subsequent admittance of insurance claim:

- a) Permanent registration (R.C) of vehicle in which load carrying capacity of vehicle is clearly indicated (for ensuring that vehicle was not overloaded).
- b) Valid driving license of driver for relevant category (for ensuring that authorized person was only driving the vehicle).
- c) Damage/shortage certificate certifying that material has been damaged/shortage in transit.
- d) Any other documents required by BHEL/Insurance agency.

In case transporter fails to furnish the above documents & insurance claim is rejected due to same, the loss to BHEL shall be recovered from transporter.

**36. VEHICLE MOVEMENT REPORTING:**

- 36.1) The transporters shall be bound to report progress of movement of consignments through written communication as and when demanded by BHEL.
- 36.2) For consignments carried by Hydraulic trailers, the transporter shall ensure that the vehicle driver carries with him a mobile phone to enable BHEL/Customer to contact him for monitoring the movement progress. The mobile phone no. shall be intimated to BHEL before the consignment is moved.
- 36.3) Besides, status of movement (as and when requested by BHEL) of consignments shall be conveyed by e-mail to concerned officials of Planning Section of CDX and Product Commercial Group.

**37. ROUTE & DISTANCE:**

- 37.1) The transporters are advised in their own interest to conduct and update/confirm route on their own before carrying the consignment to avoid any delays en-route considering the safety of consignment. **In specific cases, BHEL reserves the right to seek a Route Survey Report from the transporter for which no separate charges shall be payable by BHEL. The Route Survey should, then be got certified by an IRDA approved surveyor / BHEL nominated Insurance agency by the bidder and to be submitted before loading of consignment.**
- 37.2) The distance for the purpose of freight admissibility shall be the shortest route exhibited in the Station to station distances calculated and approved by the Distance Committee of BHEL and distance chart is given at BHEL Website <https://hwr.bhel.com> under the heading "FORMS & DETAILS", sub-heading "Approved Transporter" at address:- <https://hwr.bhel.com/bhelweb/Atransporter.jsp> Regular updation of BHEL approved distances on above mentioned website shall be in the scope of BHEL's Distance Committee.
- 37.3) If it is found later that the transporter has adopted a route shorter than the claimed route, freight paid for the excess distance shall be recovered from the transporter's running bills/Security Deposits.
- 37.4) Where longer route becomes necessary due to validly unavoidable circumstances, the transporter shall inform BHEL & take prior permission for longer route. If the transporter transport material without taking permission from BHEL, freight payment will be made as per the shortest route as per clause no. 37.2. Longer route permission will be obtained by transporter from consignor (i.e. not below the rank of DGM), clearly mentioning the reason for this and BHEL's decision shall be final and binding on the transporter.
- 37.5) Wherever the consignee or consignor has re-directed the consignment to other destination, the transporter shall obtain such request from concerned authorities in writing and submit it along with freight bill for claiming the distance as per redirected route.

**38. SAFE DELIVERY:**

- 38.1) The timely delivery of consignments is the essence of the contract. Consignment will have to be transported safely to the destination within the normal permissible running/transit period.
- 38.2) Transporters shall make available the delivery information within 2-3 days of delivery in all cases referred to them by BHEL.
- 38.3) For all overdue consignments (i.e. delayed beyond the stipulated delivery time, transporters shall, through their local office, submit delivery status of the consignments regularly on weekly basis.

39. **DESPATCH DOCUMENTS:**

- 39.1) While accepting the consignments for transportation, the transporter shall ensure to collect all the necessary documents from the consignor viz.
- i. Despatch Advice Note/Challan,
  - ii. Tax Invoice copy indicating Purchase/Work Order reference.
  - iii. Driver /Lorry/Destination Copy of LR along with 'freight bill copy',
  - iv. Consignee Copy of LR for door delivery,
  - v. E-way bill, wherever applicable,
  - vi. SMIV/PMIV/Gate Pass, wherever applicable.
- 39.2) The transporter shall be responsible for delivering the connected documents particularly gate pass/invoice, counter-foil of MDCC, E-Way bill etc. to the consignee and obtaining acknowledgement of the same.
- 39.3) In case the transporter fails to deliver original Tax Invoice/ Gate Pass (duplicate for transporter to claim Modvat) and any other required documents to CDX/CSX or concerned departments of BHEL and counter-foil of the waybill to Consignee, responsibility for loss shall be entirely on transporter.
- 39.4) Wherever BHEL has arrangement with customer for furnishing Road Permits at Check-posts, transporter shall collect the same from customer's office en-route.
- 39.5) All documents related with transportation, required to be shown at various check posts are to be collected by the transporter so that the consignments are not detained/delayed en-route on this account. Detention / delays on this account will be the transporter's responsibility.
- 39.6) E-way bill compliance is to be ensured specially w.r.t. transit time. If E-way bill lapses enroute or, in case of transshipment amendment to e-way bill will be done as per the guidelines of e-way bill system.

40. **SPECIAL FACILITIES REQUIRED AT MUMBAI/ MUMBAI PORT/ ANY OTHER PORT:**

The transporters involved in transportation of consignments through BHEL ROD/Mumbai or any other ROD office will have to ensure the following: -

- 40.1) Posting of a skilled and educated staff exclusively for liaison and coordination to ensure smooth functioning.
- 40.2) Godown facility to book and store small consignments immediately after port clearance for despatch after due consolidation.
- 40.3) Regular communication with CDX-BHEL Haridwar immediately after receipt of goods.
41. **ESCORTS:** Wherever BHEL intends to depute an escort for important consignments; he shall be allowed to travel in the same vehicle to the destination free of charge. The transporter will have to organize their own escort on BHEL's request for which no charge will be paid.

42. **DELIVERY & ACKNOWLEDGEMENT:**

- 42.1) The transporter shall be responsible to obtain acknowledgement of delivery of goods from the consignee strictly in the prescribed manner with signature, name & seal of consignee's representative receiving the material duly specifying date & time and Registration No(s) and condition of the consignment on delivery incorporated overleaf LR/MR submitted along with their freight bill claim. In case of any lapse, processing of the freight bill for release of payment will be made only after due investigation. **Transporters will be required to get the delivery acknowledgement information preprinted behind their GR forms as follows:**



**Acknowledgement / Receipt of Consignment**

*(To be pre-printed on reverse side of GR/LR)*

Received .....case(s) ..... crate(s) ..... loose ... bundle(s) on (Date).....through [\*] **Trailer**. Regn. No..... sent vide Consignment Note/LR No .....Dated ..... in [\*] Proper / Damaged condition.

Handed over documents in original [\*] (i) Duplicate for Transporter copy of invoice (ii) Packing List / Other Document(s) (to be specifically mentioned)

Remarks, if any:

Date

Authorized Signatory of the Consignee with Name & Seal

[\*] Strike out which is not applicable.

- 42.2) All door delivery consignments with consignee copy attached will have to be delivered to site / customer/ destination point in case of outgoing consignments and to CSX/CDX (as per specific case) BHEL Haridwar for incoming consignments.
- 42.3) Door delivery consignments with consignee copy for self-consignments and also godown /store delivery consignments will have to be delivered by the transporter to CSX, BHEL Haridwar as soon as the intimation either telephonically or in writing, is received by the transporter, as to the availability of consignee copies of LR's with BHEL.
- 42.4) The consignee copies of LR's in all such cases may be collected immediately on delivering the consignments to CSX/CDX (as per specific case) BHEL Haridwar. Additional delivery charges from the city godown to BHEL Haridwar may be billed extra subject to satisfactory completion of delivery.
- 42.5) The consignee copy of the LR shall be surrendered by BHEL only after physical delivery of consignment is taken from the transporter and obtaining qualifying certificates, if required, regarding open delivery / damages / breakage / shortages / leakage etc. Pending issue of these certificates, the consignee copy shall be retained by BHEL.
- 42.6) No other miscellaneous charges will be paid against such consignments both for incoming/ outgoing cases irrespective of nature of booking including godown/stores delivery consignments.
- 42.7) In case of any damage to the consignment in transit, open delivery certificate and joint inspection memo [JIM] whenever so called for by BHEL / Consignee shall be adhered to by the transporter.
- 42.8) The transporter will be bound under the contract to give shortages/ damage/open delivery/ joint inspection certificate(s) wherever required for lodging our claim with the underwriters. In case they fail to comply with this, any loss, liability thus arising will rest with the transporter. In case of joint inspection memo (JIM), the transporter should intimate the BHEL representative authorized to sign the JIM, which should be properly stamped with the name of the person to avoid any dispute later. Manager of Transport Company shall duly attest the signature of the representative.
- 42.9) The transporter will be bound to accept letters/notice/claims from BHEL/ Insurance Co. in accordance with the provision of the Insurance Act.
- 42.10) Transporters shall ensure submission of damage/shortage/loss/discrepancy certificate in the prescribed **Annexure-I**, immediately on receiving intimation to the effect under acknowledgement of the concerned official with submission of the 'acknowledged copy' of the certificate on freight billing.
- 42.11) In case a vehicle meets an accident en-route, the transporter shall immediately inform BHEL, furnishing details of the mishap, copy of FIR, photographs and damage report etc. to enable BHEL arrange survey, if required. The transporter shall move such consignment only after specific clearance is given by BHEL.
  - No freight bill for movement of such consignment shall be entertained till BHEL/Customer's insurance claim is settled.

**43. RECOVERY TOWARDS IDLE CRANE CHARGES:**

As and when cranes are hired by BHEL/its representative(s)/clearing agents and same have to remain idle due to failure of the transporter not providing vehicles in time, in spite of advance intimation, such crane charges would be recoverable from the transporters.



#### 44. **SCOPE OF CONTRACT AND PAYMENT TERMS:-**

- 44.1) **Category of Loads:-** Single Piece Equipment's / jobs weighing above 41 MT and up-to 54 MT will be covered under the scope of this contract.
- 44.2) The scope will also cover Loading, Unloading, dragging and placement on plinth wherever and whenever required by BHEL/ its customer / site offices.
- 44.3) The consignments covered under the scope for transportation against the rate contract shall be single piece consignments of **width of up to 4.50 meter, height of up to 3.50 meter, beyond which the consignment will be treated as ODC.** The length of the job will not exceed the platform length of the axle. The axles are to be deployed to suit the weight consignment. The weight per axle should not be more than 13.5MT, and in case of any technical variance, the same will have to be informed by the transporter to BHEL.

#### **ODC Charges**

- i) For ODCs having width more than 4.5 meter and below 6.00 meter OR height more than 3.5 meter and below 5.00 meter, ODC charges shall be calculated as mentioned below:

<u>Width(mtr)→</u>	Above 4.5 mtr & upto 5 mtr	Above 5 mtr & upto 5.25 mtr	Above 5.25 mtr & upto 5.5 mtr	Above 5.5 mtr & upto 5.75 mtr	Above 5.75 mtr & below 6 mtr
<u>Height(mtr) →</u>	Above 3.5 mtr & upto 4 mtr	Above 4 mtr & upto 4.25 mtr	Above 4.25 mtr & upto 4.5 mtr	Above 4.5 mtr & upto 4.75 mtr	Above 4.75 mtr & below 5 mtr
<u>ODC charges</u>	<b>5%</b>	<b>10%</b>	<b>17%</b>	<b>25%</b>	<b>35%</b>

(For example if the width of the consignment to be transported is 5.62 Meter and the gross basic freight value is 10 Lacs then the ODC charges will be 25% and the increased total freight will be  $10 \times 1.25 = 12.5$  Lacs ).

- ii) No ODC charges will be paid for length.

- iii) For ODC consignments, ODC charges in relation to basic non ODC size will be made, but only for one extra dimensional feature (Either Height or Width), whichever is more.

**Note:** - Basic Freight= Rate (in Rs./KM/MT) x Distance (in Kms) x Weight (in MT)

Diesel variation will be chargeable on the basic freight

ODC charges will be applicable on Basic freight and diesel variation

Gross freight = Basic freight + Diesel variation + ODC charges

- 44.4) **Payment will be made at the rate of 13.5MT per axle deployed limited to maximum of 6 axles.**
- 44.5) Once a consignment is dispatched, the minimum chargeable distance will be 200 KMs.
- 44.6) **Payment will be made for number of hydraulic axles suited to transport the job considering both weight and length consideration (higher of the number of axles computed from the two considerations), subject to actual deployment.**

**For weight consideration suitable number of axles will be computed by dividing weight by 13.5MT.**

**For length consideration, suitable number of axles will be computed by dividing length by 1550 mm. Furthermore, axles deployment shall be considered in multiple of two (02) for the purpose of payment subject to actual deployment.**

- 44.7) **In cases where urgent delivery is requested by BHEL and transporter arranges delivery earlier than the normal stipulated time, the incentives @ Rs.2500/- per day for days below 80% of total allowed delivery time will be made. The urgency of such consignment shall be certified by concerned GM/Product Manager.**

- 44.8) **Transportation of more than one job by using same puller is not allowed. However, in exceptional cases clubbing may be allowed under prior approval from CDX/BHEL (not below DGM). Failing this, penalty of 5% of the gross freight amount (for that specific consignment) will be levied. In case jobs are clubbed to single puller, payment will be restricted to number of axles based on consideration of total weight of the jobs.**
- 44.9) **Mid-way unloading and transshipment** in exceptional cases e.g. on customer requests, accident enroute or other Bonafide reasons, may be permissible under advance approval by BHEL (not below the rank of DGM). Also refer Clause No. 31 on "Transshipment" in this regard.
- 44.10) If BHEL desires the change in destination after the vehicle has left BHEL premises, the transporter would comply with the requirement on written instruction from BHEL and would divert the consignment from the location at that time to the new destination. Freight in such a case would be computed on the basis of the most feasible route from the point of diversion to the new destination.
- 44.11) BHEL Haridwar shall be responsible for loading of all outgoing and unloading of all incoming consignments in its factory premises.

45. **TRANSIT TIME:**

- 45.1) Timely delivery is the essence of the contract. The transit time shall be reckoned based upon average run/day as under, inclusive of time taken to clear obstructions and RTO formalities en-route.

Sl	Consignment Category	H1 Category
	<b>Axle deployment</b>	<b>Per axle load shall not exceed 13.5 MT</b>
1.	<b>Minimum Average Run/day for normal consignments</b>	<b>100 KM</b>
2.	<b>Minimum Average Run/day for ODCs (Clause no. 44.3) considering safety of ODC.</b>	<b>50 KM</b>

- 45.2) Delivery delays shall result in performance assessment, over and above the penalty leviable as per Terms & Conditions of the contract.
- 45.3) In case type of consignments warrants further transit time, then same shall be considered by BHEL based on due representation by transporter. Decision of BHEL in this regard shall be final and binding on transporter.

46. **PENALTY FOR DELAY IN DELIVERY:**

- 46.1) If consignments are not delivered within the **transit schedule** [transit time reckoning the permissible speed, plus 2 (two) days grace period], a penalty @ **2/7% of the gross freight charges (for that specific consignment) per day delay** subject to a maximum of 30% of gross freight shall be levied. Date of dispatch of consignments from the loading point and the date of reporting of vehicle at the unloading point will be excluded from the transit time.
- 46.2) For determining the number of days for transit time, for the left over distance, which is below the distance fixed per day, one additional day, will be computed.
- 46.3) Additional grace period for the purpose of penalty computation, as given hereunder shall be allowed on documentary substantiation in following cases.

i.	At each railway crossing (For o/h height barrier removal or/and power shutdown only)	4 working days
ii.	From / to hilly regions/Euregions	5 days
iii.	Self and Delivery Against Consignee Copy	7 days

Condonation of delays/transshipment etc. and waiver of penalties thereto shall be at the discretion of BHEL based on the representation received from the transporter on case-to-case basis. For typical designs requiring slow movement in the interest of safety of the consignment, CDX, BHEL Haridwar shall decide additional transit time in consultation with the concerned departments of BHEL.

46.4) **Force Majeure:**

- i) The following shall amount to *force Majeure*. Acts of God, Acts of any Government, War, Sabotage, riots, Civil Commotion, Police Action, Revolution, Flood, Fire, Cyclones, Earth Quakes and Epidemic over which transporter has no control. Mechanical failure shall not come under *force majeure*.
- ii) If the Contractor suffers delay in the due execution of the contract, due to delays caused by force majeure conditions, as defined above, the agreed time of completion of the work covered by this contract may be extended by a reasonable period of time by the approval of competent authority of BHEL (e.g. CDX/CSX), provided written intimation/notice/email of the happening of any such cause / event is given by the contractor to BHEL within 04 days from the date of occurrence thereof.
- iii) For the purpose of computing the delivery time, the date of LR or actual date of exit from plant (whichever is later) shall be taken as dispatch date. The date of unloading at destination shall be taken as the delivery date. In case there is a delay in unloading by consignee, the actual date of reaching of consignment at destination shall be taken as delivery date provided the detention at destination is certified by the Consignee/Concerned product commercial groups/other BHEL officers/Central Despatch.

47. **FREIGHT PAYMENT:**

47.1) Mode of payment of freight will be either on:

- i) **"To Pay"** [TP] (*i.e. to be paid by our Consignee/Customer*) basis after receipt of goods at destination, or
- ii) **"To be billed/Prepaid"** [TBB] (*to be paid by BHEL*) after satisfactory delivery of goods to Consignee/Customers or to our stores at BHEL Haridwar and production of documentary evidence in support thereof.

47.2) All freight payments for (a) incoming consignments to Haridwar and (b) from one destination to another, under category '**To be billed/Prepaid**' will be paid at Haridwar through CDX.

47.3) For Outgoing consignments despatched from Haridwar under 'To be Billed/Prepaid' category, payment will be made at Haridwar through CDX only after getting/ submission of acknowledgement from site/customer and other relevant documents.

47.4) All freight payment will be made through e- payment after deducting TDS as per applicable law. Total freight amount will be rounded off to nearest full rupee value for claiming freight charges.

47.5) Payment of clear and admissible freight bills shall normally be made within the period as given in below table from the date of presentation of the bills duly supported by properly acknowledged GR. The GR should also clearly bear the registration number of the vehicle on which the consignment has been dispatched. Freight bills shall be submitted in Performa attached at **Annexure-J** along with following documents:

- a) Original freight bill (4 copies)
- b) Original acknowledged GR with 2 photocopies.
- c) Loading plan, Gate pass, Requisition (2 copies each)
- d) Approval for transshipment if transshipment/puller change is done enroute
- e) Approval for diversion if the consignment is diverted from original destination

Type of bidders	Payment (No. of Days)
Micro & small enterprises (MSME)	45 Days
Medium Enterprises	60 Days
Non MSME	90 Days

- 47.6) Transporter will furnish money receipt for the freight payment wherever required within 15 days of the receipt of the payment, failing which the amount paid can be recovered back / withheld from his further bills. Security deposit of a transporter will not be released unless money receipts (wherever required) against all the freight payments made to him has been received.
- 47.7) All Freight Bills must be submitted within 6 months of GR date or 3 months of delivery date whichever is earlier, beyond which BHEL reserves the right to accept/ reject bills on case to case basis.
- 47.8) Freight charges for consignments acknowledged on delivery under damage/shortage/ discrepancy condition(s) shall be paid only after clearance by concerned product commercial in regard to acceptance of consignments by Customer, or settlement of insurance claim by underwriters in case of equipment damage. Further, BHEL's decision shall be final and binding on the Transporter in such cases.
- 47.9) The PAN Number & GST Number shall be pre-printed on the freight bill. GST as applicable shall be paid by BHEL. Input TAX credit would be available to BHEL. In the event of any disallowance of input credit or applicability of interest or any other financial liability arises on BHEL-Haridwar due to any default of transporter under GST, such implication shall be to transporter's account.  
The bidder to provide status under Goods and Service Tax (GST), registered or un-registered. If Goods Transport Agency (GTA) is registered under GST, copy of GST registration to be provided along with technical bid.  
The bidder shall clearly indicate Service Accounting Code (SAC Code), its description and applicable rate of GST in his technical bid.  
As per Notification No. 20/2017-Central Tax (Rate) 22nd August, 2017, **Goods Transport Agency is having option to opt either 5% GST rate without input tax credit to GTA, which shall be paid by Service Recipient under Reverse Charge Mechanism (RCM) or 12% GST rate with input tax credit to GTA payable under forward charge by GTA.** The bidder shall clearly provide option opted and same shall be valid for the said financial year. GST shall be reimbursed as per actual, after showing/available on GST portal.
- 47.10) E-Invoicing under GST is being implementing w.e.f. 01.08.2023 for all the taxable persons (suppliers/vendors etc.) having turnover more than Rs. 5 Cr. It has been specified by the Govt. that it is mandatory to mention a valid unique invoice reference no. (IRN) and QR code as generated from govt. portal on a tax invoice. Based on such information, GST ITC as claimed by BHEL in GST returns shall be matched with the corresponding details uploaded by supplier in E-Invoicing system.
- 47.11) In case the bidder delays or fails to provide all the documents as per the purchase order / work order at the time of submitting tax invoice to BHEL, any subsequent financial loss to BHEL on account of vendor/contractor shall be to bidder's account. BHEL has further right to take necessary steps to protect its interest at the time of release of payment. This further requires inclusion of IRN and QR code on tax invoice as announced by Govt. of India.
- 47.12) CBIC has issued Notification No. 17/2022 & 10/2023-Central Tax | Dated: 10<sup>th</sup> May 2023, for "mandatory declaration on the invoice" for such taxpayers who are not mandated to generate e-invoice/IRN although having aggregate turnover exceeding ₹5 crores in any of the FY from 2017-18 and onwards. Accordingly, in terms of above notification such persons (suppliers/vendors etc.) shall be required to provide below declaration to that effect in the invoices issued by them.  
**"I/We hereby declare that though our aggregate turnover in any preceding financial year from 2017-18 onwards is more than the aggregate turnover notified under sub-rule (4) of rule 48, we are not required to prepare an invoice in terms of the provisions of the said sub-rule."**

**47.13) PAYMENT FOR UNUTILISED VEHICLE:**

If any vehicle is placed after giving requisition and vehicle is not utilized due to any reason not attributable to transporter, then payment of freight charges shall be made to transporter for minimum 200 km for the demanded vehicle category and number of axles deployed/ required. In addition to payment for minimum 200 km, the transporter will be eligible for detention charges as per Clause No. 56.1 & 56.2 subjected to maximum of 30% of gross freight calculated with 200 kms. Approval from BHEL Competent authority (not below the rank of DGM/ Commercial/ Spares/ Other User dept.) shall be required for returning the unutilized vehicle.

**48. LOADING AND UNLOADING OF CONSIGNMENTS:**

- 48.1) BHEL shall be responsible for loading of all outgoing & unloading of all incoming consignments in its factory premises.
- 48.2) Unloading of outgoing consignments at the customer's end / BHEL site / sub-contractors works shall be done as per terms of BHEL's contract with the customers / sub-contractors.

**49. PERFORMANCE EVALUATION/BUSINESS DISTRIBUTION:**

- 49.1) The performance of the transporters shall be evaluated time to time and evaluation will be based upon the parameters like Booking acceptance, timely placement of vehicles, Providing GPS details, safe & timely delivery, material reach reporting, transshipment and timely submission of freight bills.
- 49.2) Business distribution as specified in Terms & Conditions may therefore, vary from time to time, depending upon the performance of the transporters.
- 49.3) Preference in allocation of demand will be given to those transporters who are able to place vehicles as per time frame required by BHEL.

**50. ARBITRATION:**

If at any time, any questions, disputes or differences whatsoever arising out of or in any way concerning the contract between BHEL and the bidders/contractors, the same shall be referred to the sole arbitrator i.e. Head of the Unit/Executive Director, HEEP, BHEL, Haridwar or nominee appointed by him in writing. The arbitration shall be conducted in line with the provisions of Indian ARBITRATION AND CONCILIATION ACT, 1996. The award of the arbitrator shall be final and binding on both parties.

The contract shall continue to be operated during the arbitration proceedings unless otherwise directed in writing by BHEL or unless the matter is such that the contract cannot be operated till the decision of the arbitrator is received.

The place of Arbitration will be Haridwar.

**51. JURISDICTION:**

In case of any suit or other legal proceedings arising under or relating to the rate contract, the courts at Haridwar only shall have jurisdiction.

**52. RESCUE OPERATION**

Transporter shall be fully responsible for rescue operation. If any consignment gets toppled during transit. Relief towards expenditure incurred by transporter in rescue operations (excluding expenditure incurred, if any, on the carrier /crew or loss to the third parties) may be reimbursed to them subject to and to the extent of getting relief by BHEL from underwriter on this account, after settlement of the insurance claim.

**53. Grace Period for Kanwad Mela (In July/August)/other delays:**

- 53.1) A grace period of total 12 (Twelve) days on account of Kanwad Mela (10 days relaxation before Date of Shivratri, 1 day of Shivratri and 1 day relaxation after Date of Shivratri) shall be given only in respect of the consignments which are due to pass in the restricted zone i.e. Haridwar– Roorkee–Muzaffarnagar - Meerut - during the period as per the contract and starting date of consignment. This relaxation shall be for placement time of vehicles as well as for delivery time.



- 53.2) Delays in transportation of consignment due to imposition of restriction by State Governments, beyond the control of transporters, will be granted grace period by BHEL authorities for the purpose of obtaining clearances from the various state govt. departments. Maximum grace period will be limited to 15 days. However, transporter has to obtain prior permission from BHEL and also required to submit documentary evidence obtained from the department concern of the State Government in support of the same.
54. **POWER BLOCK/HEIGHT GAUGE CHARGES AND ODC CHALLAN REIMBURSEMENT:-**
- 54.1) The power block/height gauge charges at railway crossings shall be paid initially by the transporter.
- 54.2) The Power Block Charges and Service Charges thereon shall be reimbursed along with freight charges on submission of the proof from concerned Railway authority. The proof submitted shall contain the respective vehicle Nos. against which the charges are paid. This shall be applicable for the consignments whose height is above 3500 mm.
- 54.3) Wherever (at Railway Crossings) the power shut down is involved or height barriers are to be removed, an additional grace period of **four (4) working** days shall be considered at each gate subject to submission of the proof. The transporter shall intimate BHEL prior to take power block.
- 54.4) **Challan for ODC Consignment.**
- i) If on account of ODC, any challan is paid by the transporter to State Govt. Authorities, the same will be reimbursed on production of original receipt/ proof; the receipt/ proof submitted shall contain the respective vehicle Nos. against which the challan is paid and reason for which challan has been levied. (This is to be noted that, payment will be made only for one i.e. ODC charges mentioned at clause no 44.3 or ODC challan reimbursement at clause no. 54.4, whichever is more).
- ii) No reimbursement will be allowed for any penalty/ challan/ charges attributable to or on account of any loss or damages occurring to any public or private property due to movement of ODC consignment.
- iii) **No reimbursement will be allowed for any penalty/ challan/ charges for overloading of the vehicle beyond loading capacity of the vehicle. In case of overloading, no payment will be made for weight in excess of the loading capacity and transporter will be totally responsible for any damage occurring to the consignment.**
55. **HILL AREA FREIGHT:-**
- The transportation of consignments to various hill area sites is also included. The transporter shall be paid extra freight @ of 60% of basic freight rate applicable for the categories of consignments for hill distance portion only in addition to the normal freight due to the transporter for the total journey.
56. **DETENTION CHARGES:**
- 56.1) **AT UNLOADING POINT:-**
- Detention charges at unloading point shall be payable/regulated as under.
- a. For first three (3) days from the date of reporting/date of entry at site (date of entry/ reporting is including in 3 days): Nil  
Reporting should be certified by the BHEL Executive at the site or customer.
- a. Beyond three (3) days: Rs. 1500/- (Rupees Fifteen hundred only) per axle per day for each additional day.
- b. Date of exit will not be counted for detention.
- c. No detention charges, whatsoever shall be payable if the responsibility for delay in unloading rests with the transporter and the site is ready to receive the goods.
- d. Regarding detention of vehicles of transporters carrying export consignments at Octroi/Naka etc. and since the Octroi is exempted for export goods, the necessary formalities/clearance etc. at Octroi/Naka etc. are done by BHEL ROD. Therefore, any detention in clearance is BHEL responsibility.
- e. Immediately on reaching the site, transporter shall have to inform the reaching/site entry date. In case they are not allowed inside the site/works, then they will inform through email, and, GPS data shall be required to confirm the location. The period of detention shall be certified by the consignor/ Customer/ Site-In-charge/ Product Commercial/ concerned RODs/ CDX/ CSX.



Moreover, due to any problem at Mumbai Port or other Ports including non-availability of ship in time, the vehicles if detained by BHEL ROD at port, payment of detention charges at Port and non-recovery of LD for the corresponding period of detention shall be applicable in such cases. For this, the date of arrival at Port will be accepted as date of arrival at destination. The stamp/endorsement of Port or verification by any BHEL official will be treated as proof for this purpose. Further the vehicle detention charges will be paid as per contract till date of release of vehicle as per acknowledgement by BHEL ROD.

56.2) **LOADING POINT:**

Detention charges at loading point shall be payable/regulated as under:

- a. For first three (3) days from the date of reporting (from requisition date if placement date is earlier, Date of requisition/ placement date is including in 3 days): Nil
- b. Beyond three (3) days: Rs. 1500/- (Rupees One thousand only) per axle per day for each additional day.
- c. Date of exit will not be counted for detention.
- d. The period of detention shall be certified by the consignee/Customer/Site-In-charge/Product Commercial/concerned RODs/Central Despatch.
- e. No detention charges, whatsoever shall be payable if the responsibility for delay in loading rests with the transporter.

56.3) Total detention Charges for both loading and unloading points taking together under clause 56.1 and 56.2 above shall not exceed Thirty (30%) percent of the gross freight charges (for that specific consignment).

56.4) In case vehicle is detained en-route due to delay in completion of document formalities by BHEL or any other reason attributed to BHEL, the period shall be verified on case to case basis and detention charges shall be paid @ Rs. 1000/- (Rupees One thousand only) per axle per day. Also this shall not be included in transit time for LD calculation.

Total detention charges for all i.e. loading & unloading points & en-route shall not exceed Thirty (30%) percent of the gross freight charges.

57. **VEHICLE MONITORING SYSTEM:**

It is compulsory to place GPS enabled hydraulic trailers meeting the requirements of Server based Data collection and display, connected to GSM network with Software for data collection, processing and display on country map of GSI with National & State Highways of various landmarks, Zoom & Pan facilities shall be installed on the prime movers which shall be accessible to BHEL for monitoring the movement of the vehicle.

Transporter has to share API number of GPS system along with user ID and password. It is transporter's responsibility to keep GPS system working throughout the journey.

In case transporter is unable to provide GPS system in the required vehicle, a penalty of **Rs. 2000/- per vehicle** shall be applicable.

BHEL reserves right to install its own GPS system in vehicle where transporter does not provide GPS enabled vehicle. In that case, transporter has the responsibility to keep the GPS system working throughout the journey & after completion of journey transporter has to return GPS system to BHEL within 15 days or time as specified by BHEL (whichever is less) of reaching the vehicle. In case transporter fails to return GPS system to BHEL then cost of GPS system (as decided by BHEL) shall be deducted from freight bill of transporter.

58. **DISTRIBUTION OF DEMAND IN CASE OF NON PLACEMENT OF VEHICLE:**

If any transporter after allotment of a work of transportation, refuses to book the consignment or does not respond within the time given or responds negatively then BHEL may allot specific work to any other approved transporter through alternate arrangement by following process:

(1) **By Incentive Scheme:**

- a) BHEL will inform (eg through email) to all other active/ approved transporters in that category simultaneously.
- b) Based on reply received from these transporters within specified time, the work shall be allotted to the transporter having maximum deviation from awarded load percentage.
- c) Penalty of 10% of freight (Basic freight including variation in fuel + ODC charges, if any), additional expenditure (including consequential cost, if any) will be recovered from original/ defaulting allotted only.
- d) Half of penalty amount i.e. 5%, levied on defaulter shall be paid to the transporter completing that work as an incentive.

In case no Transporter responds in booking through Incentive scheme, further process will be as follows:

**(2) By Calling quotations:**

- a) BHEL will seek special quotations (eg through email) from all active/ approved Transporters (except defaulter transporter) of the contract irrespective of category.
- b) Based on reply/ quotations received from other transporters within specified time, the work shall be allotted to the transporter having lowest rates among all received quotation. If two or more transporters quote same, then allotment of work will be decided through draw of lots in presence of their authorized representatives.
- c) Penalty of 10% of freight (Basic freight including variation in fuel + ODC charges, if any), additional expenditure (including consequential cost, if any) will be recovered from original/ defaulting allottee only.

In case original allottee does not place vehicle and vehicle is placed through alternate arrangement then, the BoQ for that special case work will be deducted from the allocated BoQ of the original allottee in the system, and BoQ of the Transporter who accept the special case work will be unchanged.

The additional expenditure / difference in cost, if any, including consequential cost shall be recovered from the defaulted Carriers/transporters. The decision of BHEL with regard to arriving at the cost of recovery from the Carriers shall be final and binding on the Carriers.

BHEL reserves the right to go for Risk Purchase Clause in any circumstances, including situations warranting urgent booking or lifting of consignments.

59. **COORDINATING AGENCY AT BHEL:** Nodal agency at BHEL for coordination of any type of query, reporting, tracking of material, issues enroute etc. with transporters shall be the awarding agency who is handing over material to the transporter and additionally CDX department may co-opt in specific cases. For outgoing materials from BHEL, Haridwar, concerned executive of CDX department shall be contacted.

60. **PRICE VARIATION CLAUSE on account of Diesel rates variation:**

The rates agreed between BHEL and the transporter will remain firm during the total period of the contract. However, increase/decrease in diesel rates subsequent to award of contract shall be reviewed by BHEL for compensating the same to transporters by extra freight charges.

The reference diesel rate shall be the actual diesel rate as on tender opening date (part-1). The rates of diesel will be calculated on the basis of IOCL website ([www.iocl.com/](http://www.iocl.com/)) HPCL / mypetrolprice websites rates of diesel prices applicable for state capital of Uttarakhand i.e. Dehradun.

The latest diesel rate, available on IOCL/HPCL/ mypetrolprice website by 15th date of each month, shall be reviewed and revision in rates shall be applicable from next day i.e. 16th date of month to 15th date of next month.

For example, for all GRs between 16th July and 15th Aug shall be linked to the latest IOCL/HPCL/ mypetrolprice website diesel rate available by 15th July.

The percentage of extra freight charges shall be the 20% of percentage hike in diesel rates from the reference diesel rate.

For example, if hike in diesel rate is 10% from the reference diesel rate, then 2% extra freight charges of basic freight charges (Rate x MT x Kms) due to diesel escalation shall be payable to the transporters.

In case of decrease in diesel prices, the same above procedure will be followed to reduce the freight charges accordingly. The extra/reduced freight charges shall be payable on all bookings subsequent to diesel price hike/reduction date. In case of decrease in diesel prices, the same above procedure will be followed to reduce the freight charges accordingly.

61. **RISK PURCHASE:** -

In the event of any successful Tenderer's failure to fulfil any of the tender / Contract obligations, either the whole of the contract or any part, including non-lifting of consignment(s) as per Contract / Agreement, BHEL has the right to terminate the contract and may entrust the job to an alternate Transport Carrier and get it completed to meet BHEL requirement, at the risk and cost of the defaulted contractor. The contractor shall be liable for the additional expenditure/difference in Cost along with applicable overheads, GST, including consequential losses which BHEL may sustain by reason of risk purchase in addition to the applicable LD as per the order/contract. The decision of BHEL with regard to arriving at the cost of recovery (including applicable overheads) from the Carriers shall be final and binding on the Carriers.

63. **INTEGRITY PACT:**

In order to have more transparency, Independent External Monitors (IEMs) have been nominated, who can monitor the tender process and the execution of the contract for compliance with the principles.

More details are given in 'Integrity Pact' attached (Annexure-K). **The supplier has to attach signed copy of Integrity pact in Part-I of tender. Tender without signed copy of Integrity pact will not be accepted. Format of Integrity Pact is attached.**

**Note:-** Bidders to ensure to submit duly signed and stamped Integrity Pact by authorized signatory in Part-I (techno commercial bid) itself.

64. **BANNED FIRMS:** The offers of the bidders who are on the debarred list as also the offer of the bidders, who engage the services of the banned firms, shall be rejected. "The offers of the bidders who are under suspension as also the offers of the bidders, who engage the services of the firms debarred across BHEL, shall be rejected. The list of firms debarred across BHEL is available on BHEL web site [www.bhel.com](http://www.bhel.com).

**64.1 Integrity commitment, performance of the contract and punitive action thereof:**

**64.1.1 Commitment by BHEL:**

BHEL commits to take all measures necessary to prevent corruption in connection with the tender process and execution of the contract. BHEL will during the tender process treat all Bidder(s) in a transparent and fair manner, and with equity.

**64.2 Commitment by Bidder/ Supplier/ Contractor:**

**64.2.1** The bidder/ supplier/ contractor commit to take all measures to prevent corruption and will not directly or indirectly influence any decision or benefit which he is not legally entitled to nor will act or omit in any manner which tantamount to an offence punishable under any provision of the Indian Penal Code, 1860 or any other law in force in India.

**64.2.2** The bidder/ supplier/ contractor will, when presenting his bid, disclose any and all payments he has made, and is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract and shall adhere to relevant guidelines issued from time to time by Govt. of India/ BHEL.

**64.2.3** The bidder/ supplier/ contractor will perform/ execute the contract as per the contract terms & conditions and will not default without any reasonable cause, which causes loss of business/ money/ reputation, to BHEL. If any bidder/ supplier/ contractor during pre-tendering/ tendering/ post tendering/ award/ execution/ post-execution stage indulges in malpractices, cheating, bribery, fraud or and other misconduct or formation of cartel so as to influence the bidding process or influence the price or acts or omits in any manner which tantamount to an offence punishable under any provision of the Indian Penal Code, 1860 or any other law in force in India, then, action may be taken against such bidder/ supplier/ contractor as per extant guidelines of the company available on [www. bhel.com](http://www.bhel.com) and/or under applicable legal provisions.

**65. Conflict of Interest:**

"A bidder shall not have conflict of interest with other bidders. Such conflict of interest can lead to anti-competitive practices to the detriment of Procuring Entity's interests. The bidder found to have a conflict of interest shall be disqualified. A bidder may be considered to have a conflict of interest with one or more parties in this bidding process, if:

- a) they have controlling partner (s) in common; **or**
- b) they receive or have received any direct or indirect subsidy/ financial stake from any of them; **or**
- c) they have the same legal representative/agent for purposes of this bid; **or**
- d) they have relationship with each other, directly or through common third parties, that puts them in a position to have access to information about or influence on the bid of another Bidder; **or**
- e) Bidder participates in more than one bid in this bidding process. Participation by a Bidder in more than one Bid will result in the disqualification of all bids in which the parties are involved. However, this does not limit the inclusion of the components/ sub-assembly/ Assemblies from. one bidding manufacturer in more than one bid; **or**
- f) In cases of agents quoting in offshore procurements, on behalf of their principal manufacturers, one agent cannot represent two manufacturers or quote on their behalf in a particular tender enquiry. One manufacturer can also authorise only one agent/dealer. There can be only one bid from the following:
  - 1. The principal manufacturer directly or through one Indian agent on his behalf; and
  - 2. Indian/foreign agent on behalf of only one principal;**or**
- g) A Bidder or any of its affiliates participated as a consultant in the preparation of the design or technical specifications of the contract that is the subject of the Bid; **or**
- h) In case of a holding company having more than one independently manufacturing units, or more than one unit having common business ownership/management, only one unit should quote. Similar restrictions would apply to closely related sister companies. Bidders must proactively declare such sister/ common business/ management units in same/ similar line of business. "

**66. Breach of Contract:** In case of breach of contract, 10% of contract value shall be recovered from Transporter and other penalties/ actions as mentioned in Terms & Conditions may be taken against Transporter. This recovery shall be made through encashing submitted Performance Bank Guarantee and from other financial remedies (i.e. available bills of the Transporter, retention amount, etc. with BHEL) or legal remedies will be pursued.

Manager (CDX)  
Bharat Heavy Electricals Limited, Haridwar

**Annexure-B**

**Details of Axles**

**(To be filled in accordance with Clause no. 1 of Section-I of Annexure-A)**

Sl. Owner	Axle Reg. No.	Chassis No	Registered capacity per axle (in MT) as per Gazette	Gazette page No. in the bid	No of Axles	Notarized RC Copy, Attached (Y/N)	Page No. in the bid	Fitness Certificate Attached, (Y/N)	Fitness valid Up to	Page No. in the bid	Year of Manufacture	Make
1												
2												
3												
...												

**Annexure-C**

**Details of Prime Movers**

**(To be filled in accordance with Clause no. 1 of Section-I of Annexure-A)**

Sl. Owner	Reg. No.	HP (Minimum 350 HP each)	Make	Year of Manuf.	Notarized RC copy, Attached (yes/no)	Page No. in the bid	Fitness Certificate Attached (Yes/No)	Page No. in the bid	Fitness valid Up to
1									
2									
3									



PROFORMA FOR BANKER'S CERTIFICATE ON BANK LETTER HEAD

**TO WHOMSOEVER IT MAY CONCERN**

M/s -----

(Name of the transporter with address and IBA Code)

(a limited company/private company/ partnership/ proprietorship) is maintaining a current A/c with us.

During the previous year's firm's transactions with the bank had been as under:

(In Rs. Lacs)

Particulars	Last Three Financial Years		
Bank transactions			
Cash Credit/OD limit			
Any other aspect			

The Bank Transactions of the firm has been found satisfactory and their financial position is sound.

Place:

Date :

Authorized signatory of the Bank with Seal.

**Self-Certification Affidavit**

(To be executed on non-judicial stamp paper worth Rs. 100/-)

1. We..... (IBA Code ..... ) have read the Tender terms & conditions' of tender No. .... attached hereto duly signed & stamped on each page and hereby agree to abide by the said conditions.
  2. We agree to keep this tender open for acceptance for a period of 120 days from the date of opening the same.
  3. The full value of PSD shall stand forfeited without prejudice to any other rights or remedies in line with the conditions stipulated and relevant to the context.
  4. We as the bonafide tenderer agree and confirm as deemed to have satisfied ourselves by all conditions to be encountered during the execution of the rate contract are taken into account and that the rate are adequate and all inclusive to accord with the provisions to the entire satisfaction of the Company.
  5. We make oath and state as under: -  
That, the contents submitted as statement, enclosure to the techno-commercial bid are true to the best of our knowledge and only true facts have been stated and nothing relevant has been concealed. We do hereby verify that the contents are true and correct.
  6. Until a formal agreement is made and executed, acceptance of this tender shall constitute a binding contract between us subject to modifications as may be mutually agreed to between us and indicated in the letter of acceptance of the rate contract awarded on us.
  7. We (Name of bidder) certify that:-
    - We are not presently banned/ debarment or black listed by any of the BHEL Units/Govt. organizations. Also, we are not put on Hold/ debarment or Delisted by BHEL, Haridwar.
    - We confirm that we have not changed any information in tender documents submitted.
    - We confirm that none of our Group concerns or affiliates etc. appears on the list of banned firms/companies by BHEL (List available on [www.bhel.com](http://www.bhel.com)) nor any of the Director/Partner/Proprietor of bidder/such group concern or affiliate etc. are involved with such firm/company.
    - We confirm that other than us (Name of bidder), none of our Group concerns or affiliates etc. are participating in the tender either directly or indirectly through any other agency under same Proprietor/common Partner(s)/common Director(s).
    - BHEL may reject the bid or in case the contract has been awarded, then terminate the contract apart from taking any other suitable action under the contract or applicable legal provisions or BHEL guidelines, without any liability for any compensation to us (Name of bidder) if,  
\*BHEL discovers at any time that any statement made by us in this affidavit cum undertaking is false, fraudulent or  
\*Any document submitted by us was fake or forged  
\*Or if BHEL determines in its sole discretion that any statement was aimed at deliberately misleading BHEL with a view to ensure award of the subject contract to the bidder.
    - We confirm that we have sufficient number of axles, pullers and will be able to place suitable capacity of required number of axles & pullers to lift the consignments. We also confirm the fitness validity of axles and prime movers during currency of contract.
- Verified and signed today, the ..... (Day) of ..... (Month) ..... (Year) at ..... (place) in the presence of the witnesses who have appended their signature with address hereunder:

Date:

Complete Address of the tenderer:

Contact details:

(Signature of the tenderer affixing official stamp)

Name & Designation

Name & Address of witnesses:-

- 1.
- 2.

**Annexure-F**

**(PRICE BID FORMAT)**

**SCHEDULE OF RATES**  
**ALL INDIA TRANSPORTATION BY HYDRAULIC TRAILERS**

Sl. No	Category	Weight slab (MT)	Approx. Bill of Quantity (MTxKM) in Lakhs	Quoted/ Not Quoted	Rates in ₹ Per KM per MT	
					In Figure	In Words
1	H-1	Weight > 41 MT & up to 54 MT <u>Or</u> up to 4 Axles	43.00			

**NOTE: -**

1. It is mandatory for bidders to quote. If bidder does not quote his participant shall be disqualify.
2. Price bids will be evaluated separately.
3. The bidder quoting lowest rate in will be graded as L-1.
4. Above rates are valid for period of 120 days from date of Techno-commercial bid opening.
5. In case, any deviation/condition etc. is observed in Price bid submitted by bidder the same (i.e. deviation/condition etc.) shall be ignored by BHEL.
6. Rates should be quoted in figures as well as words.
7. In case, any deviation in rate quoted in words and figures, for L1 evaluation rate quoted in words will be considered.

**Signature & Seal of Authorized signatory**

# Name & address of the transporter

Prescribed L/R Performa

Consignment insured by Consignor, transportation at Transporter's risk

Consignment Note No.  Date:  Despatch Control No.

Consignor's Name & Address:  From:

Consignee's Name & Address:  To:

ON ACCOUNT OF BHEL, Haridwar

Despatch Advice Note No.  Invoice No.

Dimension/size: (mm) ..... (L)x ..... (W)x ..... (H) Weight:  KG Actual/Vol. Equated

Work Order No.  No. of : ..... Packages ..... Crates ..... Loose

Freight	Destination	Distance (KM)	Rate	Contract Ref. No.
TP / TBB				
Vehicle No.	Category of despatch	Basis of Delivery	Road Permit/Way Bill	
		Door/Godown		

No	Description of consignment	Weight (Actual)	Freight Billing	Particulars	Amount(Rs.)
		(Charged)			Freight amount ODC – Unloading charges Any other charges
Declared value of consignment Rs.				Total	

- The transporter undertakes and agrees to and shall deliver the consignment in the same order and condition as received and loaded from the Consignor safely and timely to the Consignee.
- Transporter shall at all times observe its obligation strictly as per rate contract conditions and shall be responsible for safe and due delivery and for any loss or damage that arises due to negligence, default, failure to take reasonable precautions, malafides or criminal or fraudulent actions.

Signature of the authorized booking  
official of the Transporter with seal

Certified that:

- The despatch has been made vide Control No. .... as above on .....
- That the particulars of the consignment mentioned herein are true, correct and correspond to the entries and descriptions in our records and related documents in our possession or control.
- The entries furnished by the authorised booking official of the transporter are duly verified & checked for its correctness and compliance with the rate contract provisions and accordingly are certified and authorised for claiming freight payments.

Date:

Signature of the authorized despatch  
official of Consignor with seal

**Annexure-H****BANK GUARANTEE BOND**

BG against award of work/ agreement dated ...../...../..... in respect of Tender No. BHEL/HWR/CDX/ENQ/2425-xxx. In consideration of the Bharat Heavy Electricals Limited, Siri Fort, New Delhi through HEEP Hardwar Division (hereinafter called 'the Company') having agreed to exempt ..... (hereinafter called 'the said Bidder' which term includes 'Suppliers' for the purpose of this Bond) from the demand under the terms and conditions of an Agreement dt. ....made between ..... and .....for (hereinafter called 'the said Agreement') of Security Deposit for the due fulfillment by the said bidder of the terms and conditions contained in the said Agreement, on production of a Bank Guarantee for Rs.....(Rupees..... only).

1. We, ..... (Indicate the name of Bank) (Hereinafter referred to as 'the Bank') at the request of ..... (Bidder(s)) do hereby undertake to pay to the Company an amount not exceeding Rs. ....against any loss or damage caused to or suffered or would be caused to or suffered by the Company by reason of any breach by the said Bidder(s) of any of the terms and Conditions contained in the said Agreement.

2. We, ..... (Indicate the name of Bank) do hereby undertake to pay the amounts due and payable under this guarantee without any demur, merely on a demand from the Company stating that the amount claimed is due by way of loss or damage caused to or would be caused to or suffered by the Company by reason of breach by the said Bidder(s), of any of the terms or conditions contained in the said Agreement or by reason of the bidder(s), failure to perform the said Agreement. Any such demand made on the Bank shall be conclusive as regards the amount due and payable by the Bank under this guarantee. However, our liability under this guarantee shall be restricted to an amount not exceeding Rs.....

3. We undertake to pay to the Company any money so demanded notwithstanding any dispute or disputes raised by the Bidder(s) in any suit or proceeding pending before any Court or Tribunal relating thereto our liability under this present being absolute and unequivocal.

The payment so made by us under this bond shall be a valid discharge of our liability for payment there under and the Bidder(s) shall have no claim against us for making such payment.

4. We, ..... (Indicate the name of Bank) further agree that the Guarantee herein contained shall remain in full force and effect during the period that would be taken for the performance of the said/ agreement and that it shall continue to be enforceable till all the dues of the Company under or by virtue of the said Agreement have been fully paid and its claims satisfied or discharged or till..... office/department/division of Bharat Heavy Electricals Limited certifies that the terms and conditions of the said Agreement have been fully and properly carried out by the said bidder(s) and accordingly discharges this guarantee. Unless a demand or claim under this guarantee is made on us in writing on or before the .....we shall be discharged from all the liability under this guarantee thereafter.

5. We, ..... (Indicate the name of Bank), further agree with the Company that the company shall have the fullest liberty without our consent and without affecting in any manner our obligations hereunder to vary any of the terms and conditions of the said Agreement or to extend time of performance by the said bidders) from time to time or to postpone for any time or from time to time any of the powers exercisable by the company against the said bidders and to forbear or enforce any of the terms and conditions relating to the said Agreement and we shall not be relieved from our liability by any reason of any such variation or extension being granted to the said bidder(s) or for any forbearance, act or omission on the part of the company or any indulgence by the company to the said bidder(s) or by any such matter or thing whatsoever which under the law relating to sureties would but for this provision have effect of so relieving us.

6. This guarantee will not discharge due to the change in the constitution of the Bank or the bidder(s).

7. We, ..... (Indicate the name of Bank with IFSC), lastly undertake not to revoke this guarantee during its currency except with the previous consent of the Company in writing.

Dated the..... day of .....  
For ..... (Indicate the name of Bank)



### Annexure-I

**Notice of Damage/Shortage/Loss/Discrepancy to consignment on delivery**

(to be furnished invariably by the transporter immediately on receipt of intimation by them in duplicate under acknowledgement and the acknowledged copy to be submitted on 'freight billing')

The consignment as under is reported to have delivered in shortage/ damaged/ discrepancy condition as per acknowledgement obtained from Consignee overleaf the L/R.

**Consignment Note (L/R) No**

--	--	--	--

--

Freight Bill No.

--

--

Despatch **Advice Note** No.

--

--

**Work Order No.**

--

**Freight charges: (Rs)**

\_\_\_\_\_

**Consignee**

\_\_\_\_\_

**Destination:**

\_\_\_\_\_

**Particulars of damage/shortage/discrepancy reproduced as reported:**

[illegible]

1. **We** accept and acknowledge foregoing strictly without prejudice to our rights, contentions and immunities.
2. **We** undertake and agree that we shall be solely and entirely responsible for the dues, and liable to compensate BHEL for the losses/damage resulting out of this cause.
3. **We** have no objection and give our consent for deduction/ recovery of freight bill passed for payment to us in full or part proportionate to the loss/damage as applicable from our running bills.
4. **We** shall not indulge in any defense of whatsoever nature on this matter.
5. This is issued under contractual obligations solely for the purpose of enabling the Consignor to lodge and substantiate a claim against their insurers/underwriters with whom the subject consignment was insured whilst in transit.

**Encl:** Copy of FIR lodged, Comments/Remarks of Consignee, Receipted L/R copy, Insurance Survey/Damage Report. [Please ✓ mark]

Date:

(Authorized signatory of the transporter affixing the Company Seal)

**(For endorsement by concerned Commercial Group)**

**Annexure-J**

**Freight Bill Performa**

**TENDER NO. : BHEL/HWR/CDX/ENQ/2425-005 Dated 04.09.2024**

Name of Transporter : \_\_\_\_\_ Bill No. \_\_\_\_\_  
Full Address : \_\_\_\_\_ Date. \_\_\_\_\_  
Pan Number: \_\_\_\_\_  
GST No.: \_\_\_\_\_

M/s. Bharat Heavy Electricals Ltd. Ranipur, Haridwar.

We hereby submit our Bill for Transportation of your goods.

TC No. TC Date C-Note No./ Material	GR. No. & Date	Name of the consignor /Consignee station	Rate/KM/MT (in Rs.)	Actual Weight/Ch argeable weight	Distance	Freight charges	WO No. & Date	Vehicle No	Remarks.

Total amount in words \_\_\_\_\_

Bidder registered under **reverse charge mechanism** has to declare that M/s. .... is not taking tax credit of input/capital good tax for rendering such services GST paid under reverse charge mechanism paid by the consignor/consignee.

**OR,**

Bidder registered under **forward charge mechanism** has to submit GST compliance certificate as per attached format.

**Signature & Seal of Transporter**

**Declaration of GST**

**Total amount in words verified for payment Rs. \_\_\_\_\_**

**ANNEXURE-K****INTEGRITY PACT****Between**

Bharat Heavy Electricals Ltd. (BHEL), a company registered under the Companies Act 1956 and having its registered office at "BHEL House", Siri Fort, New Delhi - 110049 (India) hereinafter referred to as "The Principal", which expression unless repugnant to the context or meaning hereof shall include its successors or assigns of the ONE PART

**and**

\_\_\_\_\_, (description of the party along with address), hereinafter referred to as "The Bidder/ Contractor" which expression unless repugnant to the context or meaning hereof shall include its successors or assigns of the OTHER PART

**Preamble**

The Principal intends to award, under laid-down organizational procedures, contract/s for \_\_\_\_\_

\_\_\_\_\_ (hereinafter referred to as "Contract"). The Principal values full compliance with all relevant laws of the land, rules and regulations, and the principles of economic use of resources, and of fairness and transparency in its relations with its Bidder(s)/ Contractor(s).

In order to achieve these goals, the Principal will appoint panel of Independent External Monitor(s) (IEMs), who will monitor the tender process and the execution of the contract for compliance with the principles mentioned above.

**Section 1 - Commitments of the Principal**

1.1 The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles: -

1.1.1 No employee of the Principal, personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept, for self or third person, any material or immaterial benefit which the person is not legally entitled to.

1.1.2 The Principal will, during the tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential/ additional information through which the Bidder(s) could obtain an advantage in relation to the tender process or the contract execution.

1.1.3 The Principal will exclude from the process all known prejudiced persons.

1.2 If the Principal obtains information on the conduct of any of its employees which is a penal offence under the Indian Penal Code 1860 and Prevention of Corruption Act 1988 or any other statutory penal enactment, or if there be a substantive suspicion in this regard, the Principal will inform its Vigilance Office and in addition can initiate disciplinary actions.

**Section 2 - Commitments of the Bidder(s)/ Contractor(s)**

2.1 The Bidder(s)/ Contractor(s) commit himself to take all measures necessary to prevent corruption. The Bidder(s)/ Contractor(s) commits himself to observe the following principles during participation in the tender process and during the contract execution.

2.1.1 The Bidder(s)/ Contractor(s) will not, directly or through any other person or firm, offer, promise or give to the Principal or to any of the Principal's employees involved in the tender process or the execution of the contract or to any third person any material, immaterial or any other benefit which he/ she is not legally entitled to, in order to obtain in exchange any advantage of any kind whatsoever during the tender process or during the execution of the contract.

2.1.2 The Bidder(s)/ Contractor(s) will not enter with other Bidder(s) into any illegal or undisclosed agreement or understanding, whether formal or informal. This applies in particular to prices, specifications, certifications, subsidiary contracts, submission or non-submission of bids or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.

2.1.3 The Bidder(s)/ Contractor(s) will not commit any penal offence under the relevant Indian Penal Code (IPC) and Prevention of Corruption Act; further the Bidder(s)/ Contractor(s) will not use improperly, for purposes of competition or personal gain, or pass on to others, any information or document provided by the Principal as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically.

2.1.4 Foreign Bidder(s)/ Contractor(s) shall disclose the name and address of agents and representatives in India and Indian Bidder(s)/ Contractor(s) to disclose their foreign principals or associates. The Bidder(s)/ Contractor(s) will, when presenting his bid, disclose any and all payments he has made, and is committed to or intends to make to agents, brokers or any other intermediaries in connection with the award of the contract.

2.2 The Bidder(s)/ Contractor(s) will not instigate third persons to commit offences outlined above or be an accessory to such offences.

2.3 The Bidder(s)/ Contractor(s) shall not approach the Courts while representing the matters to IEMs and shall await their decision in the matter.

### **Section 3- Disqualification from tender process and exclusion from future contracts**

If the Bidder(s)/ Contractor(s), before award or during execution has committed a transgression through a violation of Section 2 above, or acts in any other manner such as to put his reliability or credibility in question, the Principal is entitled to disqualify the Bidder(s)/ Contractor(s) from the tender process, terminate the contract, if already awarded, exclude from future business dealings and/ or take action as per the separate "Guidelines on Banning of Business dealings with Suppliers/ Contractors", framed by the Principal.

### **Section 4 - Compensation for Damages**

4.1 If the Principal has disqualified the Bidder (s) from the tender process before award / order acceptance according to Section 3, the Principal is entitled to demand and recover the damages equivalent to Earnest Money Deposit/ Bid Security.

4.2 If the Principal is entitled to terminate the Contract according to Section 3, or terminates the Contract in application of Section 3 above, the Bidder(s)/ Contractor (s) transgression through a violation of Section 2 above shall be construed breach of contract and the Principal shall be entitled to demand and recover from the Contractor an amount equal to 5% of the contract value or the amount equivalent to Security Deposit/ Performance Bank Guarantee, whichever is higher, as damages, in addition to and without prejudice to its right to demand and recover compensation for any other loss or damages specified elsewhere in the contract.

### **Section 5 - Previous Transgression**

5.1 The Bidder declares that no previous transgressions occurred in the last 3 (three) years with any other company in any country conforming to the anti-corruption approach or with any other Public Sector Enterprise in India that could justify his exclusion from the tender process.

5.2 If the Bidder makes incorrect statement on this subject, he can be disqualified from the tender process or the contract, if already awarded, can be terminated for such reason or action can be taken as per the separate "Guidelines on Banning of Business dealings with Suppliers/ Contractors", framed by the Principal.

### **Section 6 - Equal treatment of all Bidders/ Contractors/ Sub-contractors**

6.1 The Principal will enter into Integrity Pacts with identical conditions as this Integrity Pact with all Bidders and Contractors.

6.2 In case of Sub-contracting, the Principal Contractor shall take the responsibility of the adoption of Integrity Pact by the Sub-contractor(s) and ensure that all Sub-contractors also sign the Integrity Pact.

6.3 The Principal will disqualify from the tender process all Bidders who do not sign this Integrity Pact or violate its provisions.

### **Section 7 - Criminal Charges against violating Bidders/Contractors/Sub-contractors**

If the Principal obtains knowledge of conduct of a Bidder, Contractor or Subcontractor, or of an employee or a representative or an associate of a Bidder, Contractor or Subcontractor which constitutes corruption, or if the Principal has substantive suspicion in this regard, the Principal will inform the Vigilance Office.

## **Section 8 - Independent External Monitor(s)**

8.1 The Principal appoints competent and credible panel of Independent External Monitor (s) (IEMs) for this Integrity Pact. The task of the IEMs is to review independently and objectively, whether and to what extent the parties comply with the obligations under this Integrity Pact.

8.2 The IEMs are not subject to instructions by the representatives of the parties and performs his functions neutrally and independently. He reports to the CMD, BHEL.

8.3 The IEMs shall be provided access to all documents/ records pertaining to the Contract, for which a complaint or issue is raised before them as and when warranted. However, the documents/records/information having National Security implications and those documents which have been classified as Secret/Top Secret are not to be disclosed.

8.4 The Principal will provide to the IEMs sufficient information about all meetings among the parties related to the Contract provided such meetings could have an impact on the contractual relations between the Principal and the Contractor. The parties offer to the IEMs the option to participate in such meetings.

8.5 The advisory role of IEMs is envisaged as that of a friend, philosopher and guide. The advice of IEMs would not be legally binding and it is restricted to resolving issues raised by a Bidder regarding any aspect of the tender which allegedly restricts competition or bias towards some Bidders. At the same time, it must be understood that IEMs are not consultants to the Management. Their role is independent in nature and the advice once tendered would not be subject to review at the request of the organization.

8.6 For ensuring the desired transparency and objectivity in dealing with the complaints arising out of any tendering process or during execution of Contract, the matter should be examined by the full panel of IEMs jointly, who would look into the records, conduct an investigation, and submit their joint recommendations to the Management.

8.7 The IEMs would examine all complaints received by them and give their recommendations/ views to the CMD, BHEL at the earliest. They may also send their report directly to the CVO, in case of suspicion of serious irregularities requiring legal/ administrative action. Only in case of very serious issue having a specific, verifiable Vigilance angle, the matter should be reported directly to the Commission. IEMs will tender their advice on the complaints within 30 days.

8.8 The CMD, BHEL shall decide the compensation to be paid to the IEMs and its terms and conditions.

8.9 IEMs should examine the process integrity, they are not expected to concern themselves with fixing of responsibility of officers. Complaints alleging mala fide on the part of any officer of the Principal should be looked into by the CVO of the Principal.

8.10 If the IEMs have reported to the CMD, BHEL, a substantiated suspicion of an offence under relevant Indian Penal Code / Prevention of Corruption Act, and the CMD, BHEL has not, within reasonable time, taken visible action to proceed against such offence or reported it to the Vigilance Office, the IEMs may also transmit this information directly to the Central Vigilance Commissioner, Government of India.

8.11 After award of work, the IEMs shall look into any issue relating to execution of Contract, if specifically raised before them. As an illustrative example, if a Contractor who has been awarded the Contract, during the execution of Contract, raises issue of delayed payment etc. before the IEMs, the same shall be examined by the panel of IEMs. Issues like warranty/ guarantee etc. shall be outside the purview of IEMs.

8.12 However, the IEMs may suggest systemic improvements to the management of the Principal, if considered necessary, to bring about transparency, equity and fairness in the system of procurement.

8.13 The word 'Monitor' would include both singular and plural.

## **Section 9 - Pact Duration**

9.1 This Integrity Pact shall be operative from the date this Integrity Pact is signed by both the parties till the final completion of contract for successful Bidder, and for all other Bidders 6 months after the Contract has been awarded. Any violation of the same would entail disqualification of the bidders and exclusion from future business dealings.

9.2 If any claim is made/ lodged during currency of this Integrity Pact, the same shall be binding and continue to be valid despite the lapse of this Pact as specified above, unless it is discharged/ determined by the CMD, BHEL.

## **Section 10 - Other Provisions**



10.1 This Integrity Pact is subject to Indian Laws and exclusive jurisdiction shall be of the competent Courts as indicated in the Tender or Contract, as the case may be.

10.2 Changes and supplements as well as termination notices need to be made in writing.

10.3 If the Bidder(s)/ Contractor(s) is a partnership or a consortium or a joint venture, this Integrity Pact shall be signed by all partners of the partnership or joint venture or all consortium members.

10.4 Should one or several provisions of this Integrity Pact turn out to be invalid, the remainder of this Integrity Pact remains valid. In this case, the parties will strive to come to an agreement to their original intentions.

10.5 Only those bidders / contractors who have entered into this Integrity Pact with the Principal would be competent to participate in the bidding. In other words, entering into this Integrity Pact would be a preliminary qualification.

10.6 In the event of any dispute between the Principal and Bidder(s)/ Contractor(s) relating to the Contract, in case, both the parties are agreeable, they may try to settle dispute through Mediation before the panel of IEMs in a time bound manner. In case, the dispute remains unresolved even after mediation by the panel of IEMs, either party may take further action as the terms & conditions of the Contract. The fees/expenses on dispute resolution through mediation shall be shared by both the parties. Further, the mediation proceedings shall be confidential in nature and the parties shall keep confidential all matters relating to the mediation proceedings including any settlement agreement arrived at between the parties as outcome of mediation. Any views expressed, suggestions, admissions or proposals etc. made by either party in the course of mediation shall not be relied upon or introduced as evidence in any further arbitral or judicial proceedings, whether or not such proceedings relate to the dispute that is the subject of mediation proceedings. Neither of the parties shall present IEMs as witness in any Alternative Dispute Resolution or judicial proceedings in respect of the dispute that was subject of mediation.

-----  
For & On behalf of the Principal  
(Office Seal)

-----  
For & On behalf of the Bidder/ Contractor  
(Office Seal)

Place ----- Date -----

Witness:  
(Name & Address)

Witness:  
(Name & Address)

### Clause on IP in the Tender

#### **“Integrity Pact(IP)**

a) IP is tool to ensure that activities and transactions between the company and its bidders/Contractors are handled in a fair, transparent and corruption free manner. Following Independent External Monitor (IEMs) on the present panel have been appointed by BHEL with the approval of CVC to oversee implementation of IP in BHEL.

SI	IEM	Email
1	Shri. Otem Dai, IAS (Retd.)	iem1@bhel.in
2	Shri. Bishwamitra Pandey, IRAS (Retd.)	iem2@bhel.in
3	Shri. Mukesh Mittal, IRS (Retd.)	iem3@bhel.in

b) The IP as enclosed with tender is to be submitted (duly signed by authorized signatory) along with techno-commercial bid (part-1, in case of two/three part bid). Only those bidders who have entered into such an IP with BHEL would be competent to participate in bidding. In other words, entering into pact would be preliminary qualification.

c) Please refer Section-8 of IP for Role and Responsibility of IEMs. In case of any complaints arising out of the tendering process, the matter may be referred to any of the above IEMs. All correspondence with the IEMs shall be done through email only.

#### **Note:**

No routine correspondence shall be addressed to the IEM (phone/post/email) regarding the clarification, time extension or any other administrative queries, etc on the tender issued. All such clarification/issue shall be addressed directly to the tender issuing(procurement) department's official whose contact details are provided below:

Details of contact person(s):




(2) Name: Amit Varan  
Deptt: CDX  
Address: BHEL/HEEP, Ranipur  
Haridwar-249403  
Phone: 01334-281050  
Email: avaran@bhel.in  
Fax: 01334-281223

(2) Name: Vineet Kumar  
Deptt: CDX  
Address: BHEL/HEEP, Ranipur  
Haridwar- 249403  
Phone: 01334-281556  
Email: vineet.k@bhel.in  
Fax: -----

Annexure-XX

**CHECK LIST FOR THE BIDDERS**

Please ensure that all documents are fully authenticated by the Authorized Signatory with his signature with official seal, as per the eligible bidder's criteria (PQR Clauses). Offer is liable to be rejected, if enclosed documents are not authenticated.

Documents forming part of the bid: -

SL	Document	Submitted/ Not Submitted (If not applicable Reason in brief)
1	Scanned Copy of Certificate of Incorporation/ Registration of firms etc. or Partnership deed or Affidavit of proprietorship (on non-judicial stamp of Rs.100/- ) as applicable.	
2	Minimum of 18 No's of Hydraulic axles registered with capacity of 18 MT or more per axle (Bidder)	
3	One prime movers - 350 HP and above is required.	
4	Ownership of axles/pullers either in the name of company or in the name of Directors/partner of company.	
5	Annexure-B (Axles) Annexure-C (Prime mover)	
6	Notarized copies of Registration Certificates, Notarized copies of Fitness Certificates valid as on date of opening of Bid.	
7	Notarized copies Gazette Notification/ Original Equipment Manufacturer - OEM cert. (For Axles only)	
8	Experience as per Clause 02 of PQR. Work Order/Contract Agreement, Acknowledged GR/Performance Certificate, Customer details	
9	Turn Over as per Clause 3 of PQR, ITR, CA certified copies of balance sheets/P&L acct. for FY 2020-21, 2021-22 & 2022-23.	
10	Valid Goods and Services Tax Registration Certificate(s)	
11	Notarized copy of Valid PAN Card	
12	Banker's Certificate As per Annexure D (issued not more than six months before the date of enquiry)	
13	Duly Notarized Affidavit on Rs.100 stamp paper/e-stamp as per Annexure E	
14	Unquoted Price bid for H1 category as per Annexure- F	
15	List of directors, DIN/PAN of Directors/ Details of Affilaites (self attested copies)	
16	Notarized IBA recommendation with validity (to be valid on the date of opening of techno-commercial bid )	
17	Duly signed & stamped copy of tender document (all pages).	
18	Proof for evidencing the authority of person signing the quotation Board Resolution/Power of Attorney/MoA/AoA etc.	
19	Integrity pact as per Annexure-K	
20	Any other supporting documents asked in bid/ later on.	

For and on behalf of M/s.....  
(Insert Name of Bidding Company)

.....  
Signature and Name of the Authorized signatory of the Company /Company rubber stamp/seal

Place:.....

Date:.....