# ANNEXURE

# IMPORT CONSIGNMENTS

## GENERAL TERMS AND CONDITIONS FOR IMPORT VENDORS

1. Import vendors to submit offers on CFR (Cost & Freight), Chennai port (LILO – Liner in Liner Out) basis.
2. Port of loading should be indicated without fail.
3. Port of discharge should be Chennai.
4. **FOR CFR INCO TERMS: Sea Consignments**

**FOR CONTAINERIZED CARGO**

1. In case of shipment through Containers on CFR basis, 14 FREE DAYS FOR Container detention shall be provided and the BL should bear the endorsement that "14 free days for Container Detention is applicable".
2. For CFR terms, moved through CONTAINERS (Suppliers should clearly specify this in their offer) it would be presumed by BHEL that the freight charges quoted is on LILO (LINER IN LINER OUT) basis including extra charges, if any, like Container Imbalance Charges, Trade Imbalance charges or any other charges payable to the Liner. No other charges will be paid by BHEL except applicable Terminal Handling Charges, Container cleaning Charges, Delivery Order charges to Shipping Liner at Discharge Port and the liner/freight forwarders should be properly communicated by the Vendor for not to claim such charges for issuing Delivery Order. If the liner/freight forwarder claims such charges in their invoices, the same amount will be deducted from the Vendor bills without any prior intimation in order to avoid the delay in Customs clearance. The typical additional/hidden costs or charges are:

**1**. CIC - Container Imbalance Charges/Surcharges

**2.** EIC - Equipment Imbalance Charge/Surcharges

**3.** CAF - Container/Currency Adjustment Factor

**4.** BAF - Bunker adjustment Factor

**5.** RDS - Rupee Depreciation Surcharge

**6.** CDS - Currency Depreciation Surcharge

**BREAKBULK CARGO:**

1. For CFR terms, moved through BREAK BULK BASIS (Suppliers should clearly specify this in their offer) it would be presumed by BHEL that the freight charges quoted is on LILO (LINER IN LINER OUT) basis.
2. The materials will be Custom cleared from Port itself.

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**5.** The Indian Customs imposed, a penalty on late filing of Bill of Entries (Air/Sea Shipments) by the importer. The maximum free time allowed is 48 hrs. from the time of arrival of cargo at final port of discharge. Rs.5000/- per day (for Initial 03 days) & Rs.10000/- per day (thereafter). **The vendor should furnish the Non-Negotiable Documents (Air Way Bill/Bill of Lading, Commercial Invoice, Packing List and Certificate of Origin) either by email or post/courier to BHEL well before the landing of cargo at final port of discharge at least 16 days before the vessel arrival for Steel Materials and 7 days for Components.**

**6. Vendor will be held responsible for the penalty arises against the late filing of Bill of entry due to:**

**1.** Non availability of Non-Negotiable Documents (NNDs) before the cargo arrival.

**2.** Discrepancy in documents.

**3.** Short landing of Consignments (For shipments on CFR/CPT/CIF/CIP – Chennai Port).

**7.** All the shipments for the contracts (POs) finalized on CFR -Chennai Port basis

- Delivery Orders involving multiple agencies like liners/freight forwarders are not allowed. There must be a single agency office at the final discharge Port (Chennai) for issuing the Delivery Order to BHEL.
- In case of Delivery Orders involving multiple agencies like liners/freight forwarders, the detention/demurrage charges arise due to the delay in collection of Delivery Orders from multiple agencies of liner/freight forwarder also whose offices are not at available Chennai, the same amount will be deducted from Vendor's bills only.

**8. TRANSPORT CONDITIONS FOR IMPORT:**

The Original Documents (Bill of Lading, Invoice, Packing List, Certificate of Origin & Test Certificate) shall reach BHEL well in advance before the vessel arrival. The soft copies of the above shall be forwarded to BHEL immediately after shipment. In the event of delayed submission of documents by the supplier, in such cases:

**1.** Supplier shall authorize the Steamer / Shipping agent / transporter to freely release the consignment to BHEL by providing a "Surrender Bill of Lading".
OR

**2.** No-objection Certificate shall be issued to the Liner, authorizing BHEL to get the Delivery Order without producing the Original Bill of Lading.

**3.** This is required to ensure avoidance of demurrage at Chennai Sea-port that may arise in case of delayed presentation of documents by the Seller.

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**9. PARTICULARS TO BE FURNISHED BT FOREIGN VENDORS FOR EVALUATION OF BIDS WITH CUSTOMS DUTY BENEFIT**

| | | |
|---|---|---|
| A | HS Code of the Material | To be Provided |
| B | Whether Comprehensive Economic Partnership Agreement or any other agreement/treaty between respective Governments/Countries exists and the same is applicable for your supplies w.r.t this enquired Items/tender | YES/NO |
| C | If yes, mention the concessional customs duty (Such duty benefits) | % |
| D | Documentary proof for the applicable Concessional Customs Duty (E.g. CEPA or other agreements) shall be submitted along with the bid | SUBMITTED/<br>NOT SUBMITTED |
| E | Relevant Documents to avail the above concessional duty benefits by BHEL shall be submitted by the Supplier along with dispatch documents. | CONFIRMED/<br>NOT CONFIRMED |
| F | In the event of Seller failing to provide appropriate documents along with the dispatch documents for purchasers to avail disclosed concessional duty benefits in India, financial loss, so incurred, will be to the seller's account. | CONFIRMED/<br>NOT CONFIRMED |
| **Note:** **Evaluation of the Price Bids will be based on the above details only and unless mentioned/furnished by the vendor, Customs Duty benefit will not be applied for evaluation purposes** | | CONFIRMED/<br>NOT CONFIRMED |