



G-28) 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.

G-29) TRANSIT PERIOD AND PENALTY FOR DELAY IN DELIVERY:

- 29.1. The transit time shall be calculated on the basis of average minimum speed in Km/day. The allowable average speeds shall depend on the load, size and geography of route.
- 29.2. Allowable average speed in Km/Day for calculation of transit period for consignment having height less than or equal to 3500 mm is as following

Weight Class (Actual / Design Weight)	For Consignment height upto 3500 mm	
	Plain Area	Hilly Area
(M1)- Above 32 MT & upto 54 MT	90	40
(M2)- Above 54 MT & upto 81 MT	80	30
(M3)- Above 81 MT & less than 100 MT	70	30

Allowable average speed for calculation of transit period in hilly area shall be calculated for the distance travelled in hilly portion only.

For consignments having height more than 3500 mm relaxation in minimum average speed shall be give as following:-

For each slab of 300 mm of excess height over 3500 mm, relaxation of 10 % of average minimum speed shall be allowed.

Allowable transit period shall be rounded off to next higher whole number.

In case the reporting at site is on Sunday or Holiday, these days will not be counted in transition period.

Example:-

1. For transporting 60MT consignment having height 3500 mm or less for 850 Km in non-hilly destination @ 80 Km per day, allowable transit period shall be 11 days.
2. For transporting 45MT consignment having height 3500 mm or more to a distance of 700 Km on plain & 100 Km to a hilly destination, the allowable transit period shall be
Average allowable speed for plain shall be $90 - (10\% \text{ of } 90) = 81$ Km per day. Then the allowable transit period for travelling 700 Km in plain area shall be 9 days.
Average allowable speed for hilly area shall be $40 - (10\% \text{ of } 40) = 36$ Km per day. Then the allowable transit period for travelling 100 Km in hilly area shall be 3 days.

Hence the total allowable transit time will be $9 + 3 = 12$ days



For typical designs requiring slow movement in the interest of safety of the consignment additional transit period can be allowed with the approval of GM.

- 29.3 Additional transit period shall be allowed for the following :-
- At each railway crossing - 10 working days
 - Inter-state check post clearance at state borders - 1 day per check post
 - Permissions from MoRTH authorities - 5 Days or Actual on evidence
 - Day of exit and day of entry shall not be counted in transition period.
 - In case of requirement of documents such as entry tax, octroi tax, way bill etc or in exceptional circumstances like delay in unloading by the customer etc, additional transit time on actual basis shall be allowed with the approval of next higher authority to head of CDC, based on documentary proof such as release document, intimation by e-mail.

29.3. **FORCE MAJEURE:**

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.

- 29.4. Delay attributable to above force-majeure conditions will be reviewed by Head CDC / CRX on representation by transporter on case to case basis for granting relief on merit.
- 29.5. The transit period shall commence from date of LR. The date of reporting at destination shall be taken as the delivery date if unloading is not in transporters' scope. If unloading is in transporter's scope, seven days will be given for Unloading the transformer. If unloading is delayed beyond seven days, the delay would be added in the transit period. Proof of date of delivery / Unloading completion certified by Customer / BHEL shall be the responsibility of the transporter. In case consignee is reluctant in giving receipt with date & vehicle number, transporter shall immediately send an e-mail to CDC / TRC Department & get the confirmation within 5 days.
- 29.6. In case of delay, a penalty of 2% of the basic freight charges per week of delay or part thereof subject to a maximum of 10% of basic freight shall be levied.

G-30) **FREIGHT PAYMENT:**

- 30.1. Mode of payment of freight will be either on:
- "To Pay" [TP] (i.e. to be paid by our Consignee/Customer) basis after receipt of goods at destination, OR
 - "To be billed" [TBB] (to be paid by BHEL) after satisfactory delivery of goods to Consignee/Customers or to our stores at BHEL JHANSI and production of documentary evidence in support thereof.
- 30.2. All freight payments for (a) incoming consignments to JHANSI and (b) from one destination to another, under category 'To be billed' against PO will be paid at JHANSI through CRX. For consignment booked against W.O. will be processed by CDC.