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M&S-LOGISTICS MANAGEMENT

Ref: M&S/AITRC/2015
01.08.2015

CORRIGENDUM-1

CORRIGENDUM TO THE TENDER REF: MS/AITRC/2015 Dt.27.07.2015
FOR
ALL INDIA TRANSPORTATION RATE CONTRACT - 2015-2016
NIT-23586

The following corrigendum is notified to the above cited Open Tender

Page 3 of 81, The tender date may be read as “27-07-2015”

1. Page 4 of 81, Clause 2.1.1, may be read as follows:-

Transporters who have been presently put under Hold by BHEL Ranipet or De-Listed by BHEL Ranipet or Banned by BHEL Ranipet or any other BHEL unit / office are not eligible to participate in this Enlistment / Tendering process. **Also transporters to whom Show Cause Notice is issued & banning action initiated by BHEL Ranipet** are not eligible to participate in this Enlistment / Tendering process. If offer submitted by such Carriers will not be considered against this enlistment and will be rejected.

2. Page 11 of 81, Clause 16 may be filled as per the following table

16. Number of demands opted as per Clause 11.1.7

Region	Consignment Category-1	Consignment Category-2	Consignment Category 3-5	Consignment Category-6
Region 1 to 8				
Region-9				
Region 10&11				
Region-12		NA	NA	NA
Region-13	NA	NA		NA
Region-14	NA	NA		NA

For example, if two demands are opted by carrier, they have to place twice the minimum number of vehicles (clause 11.1.6), if demanded, against this contract. If not placed, risk purchase clause will be operated and penalty for non-placement of vehicle shall be applicable.

If not specifically mentioned, one demand per cycle shall be allotted

3. Page 11 of 81, Clause 18, 19 & 20 may be filled as per the following table

18. If we Become **L1 Bidder** we are willing to be allotted with the following number of demands indicated by us. (max. 5 demands)

Region	Consignment Category-1	Consignment Category-2	Consignment Category 3-5	Consignment Category-6
Region 1 to 8				
Region-9				
Region -10&11				
Region-12		NA	NA	NA
Region-13	NA	NA		NA
Region-14	NA	NA		NA

19. If we Become **L2 Bidder** we are willing to be allotted with the following number of demands indicated by us. (max. 3 demands)

Region	Consignment Category-1	Consignment Category-2	Consignment Category 3-5	Consignment Category-6
Region 1 to 8				
Region-9				
Region -10&11				
Region-12		NA	NA	NA
Region-13	NA	NA		NA
Region-14	NA	NA		NA

20. If we Become **L3 Bidder** we are willing to be allotted with the following number of demands indicated by us. (max. 2 demands)

Region	Consignment Category-1	Consignment Category-2	Consignment Category 3-5	Consignment Category-6
Region 1 to 8				
Region-9				
Region -10&11				
Region-12		NA	NA	NA
Region-13	NA	NA		NA
Region-14	NA	NA		NA

"Even though L1/L2/L3 opt for more demands as aforesaid, Risk purchase, if any, shall be applicable to them only to the extent of minimum number of vehicles required as per clause 11.1.7. However, Non-placement penalty shall be applicable for opting more demands in case vehicles are not placed for opting more demands per cycle"

If not specifically mentioned, one demand per cycle shall be allotted

4. Page 17 of 81, PRICE VARIATION CLAUSE is modified as below;

Details	Category 1& 2	Category 3,4&5	Category 6
Fixed Cost	70%	65%	80%
Diesel Variable Cost	30%	35%	20%

5. Page 18 of 81, Clause 8.2.1, may be read as follows:-

Extensions of Contract for a period of one year may be done with mutual agreement between BHEL, Ranipet and transporters with whom rate contract is entered into. Contract extension shall be based on acceptance of the same terms & conditions of the Contract.

6. Page 20 of 81, Clause 11.1.5, may be read as follows:-

Suspension Logic in system

If the original allottee is not placing vehicle within the stipulated time, then the carrier will be put under suspension in that particular rate schedule only, and allowed to view and pick the same demand alone in “Open Demand” category. Also one time penalty for non-placement of vehicle will be levied.

7. Page 24 of 81 Clause 17.1.6, may be read as follows:-

For determining the number of days for delivery, for the leftover distance which is below the km fixed per day, one additional day will be counted. Say, if the distance is 500km and the permitted travel per day is 200km per day. Accordingly the transit time is 2.5 days (500/200). Hence 3 days shall be considered as transit time.

8. Page 24 of 81 Clause 17.2.1, may be read as follows:-

Delay in delivery beyond the above period as described above will attract a penalty of **2% of the freight per Week or part thereof** subject to maximum of 30% of the total freight payable against a particular consignment. When the penalty is levied, the grace time of Two days will not be allowed.

9. Page 25 of 81, Clause 18.4.2, may be read as follows:-

If the original allottee lifts the same consignment in Open Demand then delay penalty charges only applicable and non-placement penalty will be waived. However, if the same Carrier delivered the consignment within the allowed time (from the date of original demand), then the delay penalty also will be waived automatically. For despatches from Harbour / CFS, the demurrage charges incurred by BHEL due to non-placement of vehicle, also will be recovered from the defaulted transport carriers.

10. Page 26 of 81, Clause 20.2.4, may be read as follows:-

Detention at Site shall be paid based on the Gate Entry at Site / Any site personnel – with signature & official seal. In case official seal is not provided by the certifying person at site / if further clarity and confirmation required on the certification by DGM of Commercial / end user is required for payment of detention charges.

11. “ In case the vehicle reached at Site, and the site security / site officials are not allowing the vehicle to enter into the Site, then the date of arrival of vehicle at Site, as certified by BHEL Commercial executive, not below the rank of DGM (based on the documentary evidence such as GPS report, email from the Transport Carrier etc.,) will be considered as the “Site in entry” date for payment of detention Charges”. For this case, GPS Report is must for claiming the Detention Charges.

Page 36 of 81, Clause 32.3.1 & 32.3.2

32.3.1 In addition to conversion of EMD of ₹ 2,00,000/- into Security Deposit, the Contractors will be required to furnish Bank Guarantee for a value of ₹ 2,00,000/- (Rupees Two lakhs)

32.3.2 When the total billing of the Transport Carrier at any point of time exceeds ₹ 50 Lakhs, then the recovery of Security Deposit will be ensured at the rate of 5% of bill value from each running bill as per the above SD Clause.

However an option is given to the transport carriers to remit BG for more than ₹ 2 Lakh also.

For Example, if a Carrier remits SD / Bank Guarantee for ₹ 10 Lakh (after conversion of EMD in to SD i.e total SD of ₹12 Lakh) then for upto ₹ 210 Lakh total freight billing value (₹4 Lakh SD upto ₹ 50 Lakh freight bills & Over ₹50 Lakhs freight billing, 5% of excess of ₹50 Lakh i.e, Rs. 160 Lakh for additional ₹ 8 Lakh BG), Security Deposit will not be recovered from their running bills. The carrier may add bank guarantee on subsequent dates also. However initial BG for minimum ₹ 2 Lakh, before commencement of Work is must.

12. Page 39 of 81, Clause 38 – Conflict of Interest

This clause is removed.

13. Page 49 of 81, Clause 2 (f), may be read as follows:-

Inside BHEL, Ranipet, while reversing the vehicle or while crossing the security gate, only the driver is allowed to be in the Prime mover. The cleaner/helper has to guide the vehicle from outside.

14. Page No. 58 of 81, Clause 1 may be read as follows:-

SL No	Category of Consignments	Type of Vehicle	Dimensions in "Meters"			Weight in "MT"
			Length	Width	Height	
1	Consignment Category-1 Trailer	HMV Articulated Vehicle (Semi Articulated Vehicle, Open Body etc.,)	upto 12.50	upto 2.50	upto 2.50	upto 35.
2	Consignment Category-2 Collecting electrode	HMV Articulated Vehicle (Semi Articulated Vehicle, Open Body etc.,)	Upto 15.60	upto 2.50	upto 2.50	upto 20.
3	Consignment Category-3 Truck	Heavy Commercial Vehicle (HCV) (Truck, Lorry, Rigid Vehicle, Closed Body etc.,)	upto 5.50	upto 2.00	upto 2.20	upto 9.
4	Consignment Category-4 Smalls	Any commercial vehicle Mini-Van / Tempo Van / Mini Truck / Lorry etc., can be provided.	upto 5.50	upto 2.00	upto 2.00	upto 2.
5	Consignment Category-5 Part Load	Any commercial vehicle Mini-Van / Tempo Van / Mini Truck / Lorry etc., can be provided.	upto 5.50	upto 2.00	upto 2.00	above 2 and upto 8.4
6	Consignment Category-6 Hydraulic Trailer	HMV Articulated Vehicle (Semi Articulated Vehicle, Open Body etc.,)	up to 19.00	upto 5.80	upto 5.00	upto 80.

15. Page 69 of 81, the infringement table is modified as below;

<u>Infringement for Trailer loads:(Rate schedules TR 01 TO TR17)</u>			
A) Infringement on Dimension Any increase in the Individual DIMENSION such as LENGTH, WIDTH, and HEIGHT of the consignment from L 12.5 M x W 2.5 M x H 2.50M to L: 20.0M x W6.0 M x H 5 M will be paid extra on the BASIC RATES(RATES EQUIVALENT TO 20 MT) as per the following % given here under.			
EXTRA CHARGES ON % SLAB BASIS ON THE APPLICABLE BASIC RATES			
1) For LENGTH Infringements of every 0.250 MTRs (or) Part thereof beyond 12.5 M but upto 20.0 M	Extra % on basic Rate		5.00%
2) For WIDTH infringements of every 0.125 M (or) Part thereof beyond 2.5 M but upto 6.0 M	Extra % on basic Rate	2.501 M to 4.00 M	5.00%
		4.001 M to 6.00 M	7.50%
3) For HEIGHT infringements of every 0.125 M (or) Part thereof beyond 2.5 M but upto 5.0 M	Extra % on basic Rate	2.501 M to 4.00 M	5.00%
		4.001 M to 5.00 M	7.50%
(B) Infringement on Weight: In addition to (A), any increase in WEIGHT will be paid extra proportionately on the basic rates.			
(C) Infringement calculation is based on the consignment overall dimension and not on the individual component size .			
(D) The ceiling limit for mechanical trailer is 35 MT only.			
(E) Depending on the weight of the consignment suitable Trailer(Single/Double/Triple axle) with suitable bed length and carrying capacity as per the weight indicated in the RC book has to be placed.			

6. INFRINGEMENT CLAUSE

Infringement clause is applicable for all types of load including part load, certified full loads and applicable for both dimensions and weight simultaneously.

16. Page 71 of /81, 76 of 81, “Container Freight Station” included as below;

10	Transportation of consignment from Chennai harbor, Container Freight Station(CFS) to BHEL Ranipet & Vice versa
	Transportation of 20 feet/40 feet container from Chennai Harbour, Container Freight Station (CFS) to any where in India including BHEL Ranipet(rate inclusive return of destuffed container to Container Freight Station)
11	Transportation of consignment from Mumbai harbor, Container Freight Station(CFS) to BHEL Ranipet & Vice versa
	Transportation of 20 feet/40 feet container from Mumbai Harbour , Container Freight Station(CFS) to any where in India including BHEL Ranipet(rate inclusive return of destuffed container to Container Freight Station)

17. Page 76 of 81, the following clause is added

**CONSIGNMENT CATEGORY-5
PART LOADS (Up to >2 TO 8.4 MT)**

18. Page 80 of 81, the following clause is added

For Part load, freight charges will be restricted to full truck load freight charges.

19. Page 81 of 81, consignment category 6, column 1 of the table, i.e., weight slab may be read as follows;

Rate for consignments weighing more than **35.001 MTs** and upto 55 MTs.

All other tender / enlistment terms & conditions remain unaltered. **This corrigendum-1 is an integral part of the Tender** and Tenderers are requested to Sign & Stamp this corrigendum and enclose along with the Application for Enlistment. Applications received without this corrigendum duly signed are liable for rejection.

**(P.Jayakanth)
AGM / M&S**