



Central Despatch Cell, Bharat Heavy Electricals Limited, Bhopal  
Special Terms & Conditions of Transportation by Hydraulic Trailer

Document No. CDC/STC/E-00259 (J&K HEPs)

# **SPECIAL TERMS & CONDITIONS OF RATE CONTRACT FOR PROJECT SPECIFIC TRANSPORTATION OF CONSIGNMENTS BY TRUCKS TO NIMOO-BAZGO AND CHUTAK HEP'S IN JAMMU & KASHMIR**



Central Despatch Cell  
Bharat Heavy Electricals Limited  
BHOPAL



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**SPECIAL TERMS & CONDITIONS FOR PROJECT SPECIFIC  
TRANSPORTATION OF CONSIGNMENTS BY TRUCKS TO NHPC  
NIMMO-BAZGO AND CHUTAK HEPs IN J&K**

**S-0 ELIGIBILITY CRITERIA**

- S-0.1 The bidder shall have IBA recommendation, valid on the date of opening of tender. The bidder shall also ensure that IBA recommendation is valid throughout currency of the contract.
- S-0.2 The Bidder should not have been de-listed/suspended/debarred/banned from the business loading by any BHEL Unit from any transportation contracts during the last 3 years or recorded to have been booked by CBI and/or indicated by a court of law in any criminal case relating to transportation. *Declaration in this regard in the form of an affidavit shall be submitted by transporter.*
- S-0.3 The bidder shall have minimum average turnover of Rs. 4 crores during the preceding 3 years i.e., 2005-06, 2006-07 & 2007-08, from transportation business.
- S-0.4 Besides Bhopal, the bidder should have a pre-existing own office with sufficient storage space/godown and communication facilities at either Chandigarh or Jammu or Srinagar, for facilitating transshipment en-route, if required.
- S-0.5 The bidder shall have executed contracts valuing not less than Rs. 100 Lakhs on a maximum of three (3) transportations during the last two (2) years to Hilly Areas, i.e. beyond Jammu in Jammu & Kashmir, Sundernagar in Himachal Pradesh and Guwahati in North Eastern states.

**S-1 SCOPE OF CONTRACT**

- S-1.0 NHPC is setting up 2 hydro power projects, one at **Nimmo Bazgo (3x15 MW)** and another at **Chutak (4 x11 MW)** in Jammu & Kashmir. Electro Mechanical equipments for these 2 projects are being supplied from BHEL, Bhopal. Please refer attached "project location and access" for further details. As access roads to the site remain blocked during the snowfall period, transportation is planned during 5-6 months (May/June to Nov/Dec) in a year when access roads remain open.
- S-1.1 It is proposed to enter into a rate contract for transportation of equipments, sub-assemblies and components for these projects from BHEL, Bhopal to these project sites valid for a period of 2 years. Besides Bhopal, some of the parts will have to be transported from BHEL's vendors located in different parts of the country. The rate contract will also cover any return of the items from the project sites to BHEL Bhopal on the same rates and terms and conditions as applicable for outgoing consignments.
- S-1.2 It is also envisaged that some of the components which are already being transported upto NHPC's temporary storage yard at Jammu (against another contract) will be lifted by the bidders from Jammu yard and carried upto the project sites under this contract, should such a need arise. Under such eventuality, the bidder shall organize at Jammu yard unloading of the incoming consignments from Bhopal and reloading for further dispatch to Nimmo Bazgo/Chutak sites from his own resources. The rates to be quoted by the bidders, therefore, for transport from Jammu yard to project sites should take into consideration the cost of unloading of incoming consignments from Bhopal



and then reloading for further dispatch. Dispatches from Jammu yard to sites will be documented by Lorry Receipts and BHEL's packing lists/Advice Notes.

### S-1.3 Estimates of weights/tonnage to be transported in 2 years

S.No	Category of vehicle	Nimmo Bazgo (MT)	Chutak (MT)	Total MT
1	Normal trucks from Bhopal	1300	1100	2400
2	Normal trucks from BHEL Vendors	100	100	200
3	Open body trucks from BHEL Bhopal	170	200	370
	<b>Total</b>	<b>1570</b>	<b>1400</b>	<b>2970</b>
4	Normal trucks from Jammu	150	200	350
5	Open body trucks from Jammu	100	100	200

Note: Dispatches in the first year are estimated to be 65 % of the total tonnage, the balance being for the second year. Tonnage of items 4 & 5 is included in 1,2 &3.

### S-1.4 Sizing of over-sized items (list is not exhaustive)

While a major portion of the goods would be transported by normal closed body trucks (consignment not exceeding 6000 mm [L] x 2100 mm [W] x 2000 mm [H]), there are certain items which would require a open body truck for transportation due to increased dimensions. Sizing of such items is given in S-1.4.1 and S-1.4.2 below The actual dimensions/weights could marginally go up due to packing.

#### S-1.4.1 Nimmo Bazgo

S.No	Name of the Item	Qty	Dimensions ( LxWxH) mm	Estimated unit wt.(MT)
1	Stator Frame	9	6600x2150x1370	6.0
2	Spider Centre	3	2700x2600x600	6.0
3	Bottom Bracket Centre	3	2800x2600x1800	8.0
4	Top Bracket Centre	3	2600x2600x600	1.35
5	Brush Gear Casing	3	2200x2200x1300	1.0
6	Runner	4	2945x2945x1600	7.5
7	Main Shaft – Turbine	3	5294x871x831	8.2
8	Governor, HMC	3	1600 x 1600 x 3000	1.7
9	Governor, EHC	3	800 x 1000 x 2320	0.9

#### S-1.4.2 Chutak

S.No	Name of the Item	Qty	Dimensions (LxWxH) mm	Estimated unit wt.(MT)
1	Stay-ring	4	2828x2828x650	3.0
2	Spiral segment – I	4	2900x2600x2200	3.7
3	Spiral segment – II	4	5000x2800x2200	3.5
4	Spiral segment – III	4	5000x2800x2000	3.5
5	Spiral segment – IV	4	4500x2500x1700	2.0



6	Spiral segment – V	4	2600x2200x2200	3.0
7	Spider	4	2600x2600x900	4.0
8	Top Bracket Centre	4	2600x2600x1400	8.0
9	Brush Gear Casing	4	2600x2600x2000	3.0
10	Bottom Bracket	4	2800x2500x1000	6.0
11	Governor EHGC	4	800x1000x2320	0.9
12	Governor HMC	4	1600x1600x3000	1.7
13	Top Cover	4	2415 x 2415 x 750	4.0
14	Pivot Ring	4	2450 x 2450 x 450	3.05

#### S-2.0 TRANSIT TIME

S.No	Sector	Transit time in days
1	Bhopal to Nimmo Bazgo	18
2	Bhopal to Chutak	16
3	Vendors works to Nimmo Bazgo	*
4	Vendors works to Chutak	*
5	Jammu Yard to Nimmo Bazgo	10
6	Jammu Yard to Chutak	8

\* For goods dispatched from BHEL Vendors works from any state in India, an additional one (1) day for every additional 300 kMs (or part thereof) over the distance between Bhopal and project site. The converse will also hold if the distance from the vendor works to site is less than the distance between Bhopal and project site.

#### S-3.0 ENTRY TAX/TOLLTAX

- For supplies to these projects, government of Jammu & Kashmir has granted exemption from entry tax for which necessary papers would be handed over to the transporters.
- The transporter has to ensure clearance of the goods from entry tax check post at border without payment of any entry tax, duly avoiding delay on that count.
- Toll tax would however be reimbursed alongwith the freight bills on submission of money receipt in original.

#### S-4.0 PAYMENT TERMS

95% of the freight together with full amount of other charge, if any, (toll tax etc.) shall be payable in line with attached general terms and conditions. The balance 5% of the freight shall be paid on completion of the project supplies or expiry of the rate contract, whichever shall occur first.

#### S-5.0 ROUTE

The bidder shall assess the suitability of roads, bridges, culverts etc. enroute and shall carry out the minor civil work/strengthening work enroute, if any, at his responsibility to ensure safe transportation of the goods.

#### S-6.0 SCHEDULE OF RATES

- For dispatches from BHEL Bhopal, the bidder shall quote lumpsum rates in Rs. Per truck (normal or open body) for transport upto destination.
- For goods lifted from BHEL vendors works, the rates finalized for transportation from Bhopal to Project sites will apply subject to pro-rata adjustment on account of the differential in distance.
- For computing the freight against a particular consignment in this category, distances would be taken as follows:-



- a) Bhopal to Jammu : 1335 kMs    b) Jammu to Nimmo Bazgo : 675 kMs  
c) Jammu to Chutak : 520 kMs    d) Vendors works to Jammu: as per MGI

- (iv) No variation in the rates shall be permitted except for price variation on account of variation in diesel price in line with the general terms and condition as applicable for trucks. Prorata increase in the freight would be permissible in case the actual weight loaded in a vehicle exceeds 7 MT due to any exceptional circumstances.
- (v) The bidder shall accordingly submit the schedule of rates as per the attached proforma. Bidder shall quote for all the eight items of Schedule of Rates, failing which bids shall stand rejected.

#### **S-7.0 DETENTION CHARGES**

S-7.1 No detention charges shall be payable for vehicles detained at the point of loading.

S-7.2 For outgoing consignments from Bhopal, detention charges shall be payable/regulated as under.

1. For first four (4) days from the date of reporting at site: Nil
2. Beyond four (4) days: Rs. 500/- (Rupees Five hundred only per day for each additional day.

- *The first four days will be counted from the day commencing on the next day of reporting at site as documented thereto.*

S-7.3 The detention charges shall be limited to (ten) 10% of the freight amount.

S-7.4 The period of detention shall be certified by the consignee/Customer/Site In-charge/Product Commercial/concerned RODs/AGM (CDC).

#### **S-8.0 EVALUATION & BUSINESS DISTRIBUTION**

The price bids of the technically qualified bidders will be evaluated for the total cost of all the items and then compared amongst themselves to arrive at L1, L2, L3 etc., L1 being lowest, shall be offered lowest picked-up rates. BHEL may conduct negotiations with the L1, if the rates are not reasonable.

Business award shall be done at equated rates only to a maximum of two parties, with first lowest getting approx. 60% of the business and the remaining approx. 40% to next lowest. No choice of demand for particular site/destination shall be considered.

#### **S-9.0 GENERAL**

These 'Special Terms & Conditions' shall be read in conjunction with Tender & General Terms and Conditions of Document No. CDC/GTC/02e/July'07, to the extent the same are not in conflict with special terms and conditions. In case of any inconsistency or ambiguity, special terms and conditions will prevail.

Sr.Dy. General Manager (CDC)  
Bharat Heavy Electricals Limited, Bhopal.

#### Enclosed:

1. Exhibit-1: Project location and access brief.
2. Annexure S-1: SCHEDULE OF RATES
3. Annexure-1, CHECK LIST FOR SCRUTINY ON BID OPENING
4. Annexure-2, STATEMENT FOR BID-EVALUATION ON ELIGIBILITY CRITERIA



## **PROJECT LOCATION & ACCESS**

### **1. NIMMO BAZGO**

Nimoo Bazgo HE Project (3x15 = 45 MW) is located in Alchi village and is about 70 km from Leh district of Jammu & Kashmir. All weather road exists upto village Alchi from Leh-Srinagar road difurcating near village Sasapol. The village Alchi is at a distance of approx. 4 kMs from the bifurcation. Leh is located at a distance of 440 km from Srinagar and 740 kMs from Jammu. The other route to Leh is via Manali and is at a distance of 475 kMs from Manali. Both routes get closed during winter season due to snowfall and landslides.

The principal access road to site is the approx. 400 km long National highway NH 1A from Jammu. This road is under the administrative control of BRO who will be responsible for the maintenance of this road during the project construction period.

Along certain stretches of the above access roads, the slopes above the road become unstable when saturated during the monsoon time and the road may be blocked by the resulting landslides and rockfalls. Such blockages will, in general be cleared by BRO as soon as reasonably possible, but must be allowed for by the Contractor.

NH 1A between Jammu and Srinagar passes through a road tunnel viz. Jawahar Tunnel and has height and width restrictions.

The turbine parts would be transported in sections, so that the weight and size of the heaviest package is kept within transport limitations of 6 – 10 T as provided by Truck Operator Society Nhuntar and these sections shall be assembled at site.

### **2. CHUTAK**

Chutak HE Project is located in Kargil district of Ladakh region. Kargil is located at a distance of 205 km from Srinagar on Srinagar-Leh road. The nearest railhead is at Jammu, which is about 500 km away from Kargil.

Jammu being the nearest railhead, transportation of equipments and materials to project site has been proposed by road from Jammu to kargil via Srinagar. Jammu-Srinagar road is National Highway (NH-1A) and Srinagar-kargil road is State Highway maintained by BRO. The distance by road from nearest railhead i.e., Jammu is about 500 km. The road from Srinagar to Kargil remains open for approx. 5-6 months i.e., May/June to November in a year and for rest of the period of the year the road remains blocked due to heavy snowfall. During the aforesaid road opening period, one day in a week the road is kept closed for routine maintenance. Kargil is also approachable by road from Manali via Leh. The distance from Manali to Leh is approx. 475 km and from Leh to Kargil is 230 km. This approach road also remains open for 5-6 months in a year.

The weight and size of the heaviest package is kept within transport limitation of 10 MT on carrier size 6 m x 2.75 m x 2.75 m.



Annexure "S-1"

## SCHEDULE OF RATES

### PROJECT SPECIFIC TRANSPORTATION OF CONSIGNMENTS BY TRUCKS TO NIMOO-BAZGO AND CHUTAK HEPs IN J&K

#### Transportation Rates: (Rs per UNIT)

SN	Project	Journey	Category	Unit	Freight in Rs. (in Figures & words)	
		From/To			FIGURES	WORDS
01.	Nimmo Bazgo	Bhopal/ Site	Normal Truck Max.7 MT	Per load lumpsum		
02	- do -	Bhopal/ Site	Open body truck Max. 7 MT	Per load lumpsum		
03	Chutak	Bhopal/ Site	Normal Truck Max. 7 MT	Per load lumpsum		
04	- do -	Bhopal/ Site	Open body truck Max. 7 MT	Per load lumpsum		
05	Nimmo Bazgo	Jammu/ Site	Normal Truck Max. 7 MT	Per load lumpsum		
06	- do -	Jammu/ Site	Open Body Truck Max. 7 MT	Per load lumpsum		
07	Chutak	Jammu/ Site	Normal Truck Max. 7 MT	Per load lumpsum		
08	- do -	Jammu/ Site	Open body Truck Max. 7 MT	Per load lumpsum		

Note : Rates for item 5, 6 7 & 8 shall include cost of unloading of incoming consignments from Bhopal and then reloading while dispatching further to sites.

Date:

(Signature of the authorized signatory  
affixing official stamp/seal)



**Annexure - 1**

<b>CHECK LIST FOR SCRUTINY ON BID OPENING</b> ( Forming part of Techno-commercial [Part-I] bid ) ; CDC/E-00259 (All statements to be substantiated with documentarily evidencing the same in the name of tenderer / firm only. Enclosures to be submitted orderly placed, serially numbered & properly secured / bound , leaving no loose sheets)			
SNo	Particulars for evaluation of techno-commercial bid	Comments/ Remarks by Bidder	Compliance enclosed at page.....of offer
1.	Is bid submission strictly in order as per tender clauses of special & general terms & conditions.		
2.	EMD of Rs. 200,000/- (Rupees Two Lakhs only) by DD/banker's cheque No..... dated ..... Drawn on (Name of Bank) .....		
3.	Statement of bid evaluation as per Annexure-2		
4.	Self certification affidavit cum agreement (Annexure, T-1)		
5.	Price Bid (Schedule of Rates) (Part-II of Bid) as per Annexure 'S-1'		
6.	Documents supplementing eligibility in terms of General terms & conditions relating to Power of Attorney, Company/Firm Registration details.		
7.	Proof of meeting the eligibility criteria		
(a)	IBA recommendation and validity as per clause S-01		
(b)	Declaration as per clause S-0.2		
(c)	Turn-over as per S-0.3		
(d)	Pre-existing own office and facilities as per S-0.4		
(e)	Experience of transportation to Hilly area, as per S-0.5 (Name of the Client, Transportation work scope, L/R No. & date, value of the contract, in a tabular form shall be submitted.)		
8.	Specific deviations if any, to our Special and General Terms & Conditions (enclosed separate sheet)		
Signature of the authorised signatory affixing official Seal of the bidder			



**Annexure - 2**

BHARAT HEAVY ELECTRICALS LIMITED; BHOPAL  
CENTRAL DESPATCH CELL

**PROJECT SPECIFIC TRANSPORTATION RATE CONTRACT  
STATEMENT FOR BID-EVALUATION ON ELIGIBILITY CRITERIA; CDC/E-00259**

**Important:** All the points of the statements to be adequately substantiated invariably with documentary proof thereto. Non-compliance of this requirement shall be deemed fit to reject the tender primarily on scrutiny on the tender opening, facilitating freezing of eligibility for price-bid opening.

SNo	Particulars	Compliance status					
1.	Name of the firm						
2.	Legal status of the firm						
3.	IBA Recommendation details						
4.	Financial status of the bidder	<b>2005-06</b>	<b>2006-07</b>	<b>2007-08</b>			
	▪ Turn-over for three years						
	▪ ITCC/IT Return details						
	▪ Bank certification for 3 years						
5.	Local office status, particulars and contact details.						
6.	Chandigarh/Jammu/Srinagar office & godown particulars						
7.	Specific Business experience in terms of eligibility						
	▪ (Name of the Client, Transportation work scope, L/R Nos., value of the contract, in a tabular form shall be submitted.)						
8.	EMD (DD) details	Amount (Rs)	DD No	Bank			
		200,000/-					
9.	Tender Cost details, Rs.500/-	MR No..... dated.....					
<u>Observation on preliminary scrutiny for eligibility:</u>							

Signature & Seal of the authorised signatory