



Container Corporation of India Ltd.,

(A Government of India Undertaking, Ministry of Railways)
502, P - 5, Ocean Plaza, Sector -18, NOIDA - 201301(U.P.)
Ph. 0120 – 4052903/912, Fax: 0120 – 2516310

Tender Notice: CON/NCR/OCM/XVI/16/10

Date 13.08.2010

CONCOR invites tenders on Two Bid System for contract for providing Professional services for Handling of Containers & Cargo and Terminal/Road Transportation of Containers at Inland Container Depot MALANPUR (GWALIOR)

CONTRACT PERIOD	04 Years + 01 Years
EARNEST MONEY	Rs. 4,51,000/-
COST OF THE TENDER DOCUMENT	Rs.2500 + 13.5% VAT
SALE OF TENDER	16.08.10 to 13.09.10
DATE OF SUBMISSION OF TENDER	14.09.10 up to 15: 00 Hrs
DATE & TIME OF OPENING	14.09.10 at 15:30 Hrs

Tender Document can be downloaded from our website www.concorindia.com. and can also be purchased from the above address (Except on Saturday, Sunday, and holiday)

The tender, complete in all respects, should be submitted in the office of ED/NCR as per specified dates & address above.

EXECUTIVE DIRECTOR/NCR



उत्तर मध्य क्षेत्र
नोएडा

**CONTAINER CORPORATION OF INDIA LTD.
(A Govt. of India Undertaking)**

Tender

For

**Providing Professional Services for Handling of
Containers & Cargo and Terminal/Road
Transportation of Containers**

at

**Inland Container Depot
MALANPUR (GWALIOR)**



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TENDER FORM

REF : TENDER FORM PRICE : Rs.2500 + 13.5% VAT

TENDER FORM FOR CONTRACT FOR PROVIDING PROFESSIONAL SERVICES FOR HANDLING OF CONTAINER AND CARGO AND TERMINAL/ROAD TRANSPORTATION OF CONTAINERS AT ICD/MALANPUR A PERIOD OF 48 +12 MONTHS FROM THE DATE OF COMMENCEMENT OF CONTRACT.

1. Serial number assigned to the Tender Form : -----
2. Date of Sale / Issue : -----
3. Name of the Applicant to whom the Tender Form was sold / issued : -----
4. Full Address of the Applicant : -----
5. Sealed Tender Forms shall be received upto 15:00 hrs.on 14.09.2010.
6. Tenders containing Pre-qualification bids will be opened at Regional Office at 15:30 hrs on 14.09.2010.

Office Seal

Full Signature of the Official
Issuing Tender Form

Name in Block Letters-----

Designation -----

Notes / Instructions :

- (i) The Tender Form is not transferable under any circumstances.
- (ii) The Tender documents are required to be submitted intact in a sealed cover without tampering with any of the folios thereof i.e., none of the folios of the Tender Document including all the Annexure should be detached and retained by the intending Tenderer. All folios shall be submitted in the manner required duly fulfilling all the conditions mentioned therein.
- (iii) Each folio of Tender Document shall be signed by the intending Tenderer or such person on his behalf as is legally authorised to sign for and on his behalf and embossed with official seal at the time of submission.
- (iv) Each and every supporting document attached with the tender should be signed by the intending tenderer and embossed with official seal at the time of submission.
- (v) Failure to comply with conditions will render the tender liable to be rejected.
- (vi) Sealed tender forms complete in all respects shall be submitted in a sealed box kept for this purpose at the office of the Executive Director, North Central Region, Container Corporation of India Limited, 502, 5th Floor, Ocean Plaza, Sector 18, Noida(U.P.) 201301 on or before 15:00 hrs. on 14.09.2010.

Container Corporation of India Ltd.
(A Govt. of India Undertaking)
Visit us at www.concorindia.com



Letter for submission of tender

From

To

The Executive Director
North Central Region,
502, 5th Floor, Ocean Plaza,
Sector 18
Noida(U.P.) 201301

Dear Sir,

Sub: Tender for “Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”

Ref: [Open Tender Notice No.CON/NCR/OCM/XVI/16/10]

In response to your Tender Notice no CON/NCR/OCM/XVI/16/10 dated 13.08.2010 inviting offers for for **“Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur. I/We** a Company/Partnership Firm/an Association /Sole Proprietor (in the case of a firm, an association or a syndicate, please set out here full names of all the partners or members) carrying out business at.....
.....hereby submit our offer in the prescribed proforma at the rates quoted in the schedules attached thereto.

I/we agree that this offer shall be valid for a period of one hundred and twenty (120) days from the date of opening of the tender.

I/we hereby declare that we have read and understood and agree to abide by and fulfill the Terms and Conditions including General conditions of Contract, which shall be deemed to form an integral part of this offer and I/we return herewith one copy thereof duly signed on each page as token of my/our acceptance thereof.

I/we hereby further agree to notify you at any time whether before or after acceptance of my/our tender of any change in the constitution of my/our firm, association/syndicate,

Signature of Tenderer



either by death, exclusion or retirement of any partner or member or by the admission of a new partner or member (this clause shall apply where the tenderer is a firm/association or syndicate).

I/we have enclosed an Account Payee Demand Draft, on
[Name of Bank] for Rs. 4,51,000/- (Rupees Four lakhs Fifty one thousand only) in favour of Container Corporation of India Ltd., payable at Noida/Delhi, as Earnest Money Deposit for this tender, in the sealed envelope superscribed as **“Pre-qualification Bid for "Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur"”**.

I/We hereby declare that this tender on acceptance communicated by you shall constitute a valid and binding contract between us.

Date:

Yours faithfully,

(Signature and seal of the Tenderer)

Encl:
.....
.....



CHAPTER I

INSTRUCTIONS TO THE TENDERERS

The Container Corporation of India Ltd. (CONCOR) manages and operates container terminals including Inland Container Depots (ICDs), Co

ntainer Freight Stations (CFSs) and Domestic Container Terminals (DCTs) at several places in the country. It invites tender from eligible parties for **Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur**. Tenderers must read these instructions before filling the tender.

1. Bids are required to be submitted in two separate sealed envelopes. The first sealed envelope should contain all the documents listed below in para 6. This envelope should be clearly superscribed as: **“Pre-qualification Bid for Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”**.
2. The second sealed envelope should contain only duly filled & signed **“Schedule of Rates”** in format given in Annexure-I. Each page of the **“Schedule of Rates”** should be signed by authorized person of the company/firm. This envelope should be clearly superscribed as **“Financial Bid for Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”**
3. Both the sealed envelopes should thereafter be sealed in one envelope and superscribed as **“Tender bids for Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”**. The said envelope, duly sealed, should be deposited in the sealed box kept for this purpose in the office of North Central Region, on or before, 15:00 hrs. on 14.09.2010, or sent by mail/post to reach on or before the said date and time of the aforesaid office.

Note: (CONCOR reserves the right to accept or reject the tender submitted after the scheduled time for deposit of tender but before opening of the same).

4. The bids will be taken out from the box at 15:00 hours, on the same day/date and venue, in the presence of such tenderers as are present. Bidders may either be present in person or send their duly authorized representative to participate in the tender opening process. If the date of opening of bids is declared a holiday, the bids would be opened on the next working day at the same place and time.
5. Only the envelope containing the **“Pre-Qualification Bids”**, will be opened at 15:30 hours on **14.09.2010**. The Pre-Qualification Bids so received will be evaluated as per eligibility criteria laid down in the tender to determine the suitability of all tenderers.



The envelopes containing the “**Financial Bids**” of only those tenderers, who qualify after consideration of the “**Pre-Qualification Bids**”, will be opened on a subsequent date and time, to be notified to the qualified tenderers only.

6. “**Pre-bid Qualification**” bid will contain all the following documents except “**Schedule of Rates**” (Annexure I):

- a) Crossed Demand Draft of [Rs **4,51,000/-**] in favour of ‘Container Corporation of India Limited’, payable at Noida/Delhi, towards Earnest Money Deposit.
- b) Experience Certificate for Container handling of 1200 TEUs and transportation of 300 TEUs, in original or notarized copy as stipulated in Chapter II, Para 1.1 in the format specified in Chapter II, Para 1.1.

Note:(Existing contractors of CONCOR can submit photocopies of Experience Certificate issued by CONCOR).

- c) Documents indicating ongoing contracts in hand, if any.
- d) Documents regarding financial standing of the firm/company signed by Chartered Accountant as per requirement of Chapter II, Para 1.2.
- e) Documents regarding constitution of the firm/company.
- f) Power of Attorney, if required.
- g) Photocopy of the latest Income Tax Return in the name of the bidder or the lead partner in case of a JV.
- h) Deployment Plan for Equipment owned/hired as per requirement of Chapter III, Para 3 as per format specified in Annexure V along with consent letter, where required, as per format specified in Annexure IV.

7. The tender document, comprising all the chapters along with rate quotation as per format given in Annexure-I, should be duly signed and embossed with official seal by the tenderer or any such person as is legally authorized to sign on behalf of the tenderer, must be submitted on or before date 14.09.2010 at 15:00 hours at ED’s office 502, 5th Floor, Ocean Plaza, Sector 18, Noida (U.P.) 201301.

8. This document will be an integral part of the contract. Therefore prospective bidders are advised to go through the same before filling the tender.

9. The tender document may be downloaded from CONCOR’s website www.concorindia.com and same may be submitted, along with the cost of tender document by way of Demand Draft in favour of ‘CONTAINER CORPORATION OF INDIA LIMITED’ payable at Noida/Delhi and an undertaking on the Company’s letter head that “no amendments have been made in the tender document downloaded from the internet, at the time of submission of tender



document.” In case of non-submission of cost of tender document, the tender shall be liable for rejection.

The tenderer has to indemnify CONCOR for any losses accrued due to alteration / modification made in the terms and conditions including General Conditions of the tender.

If at any stage, change / modification is noticed in the tender document, tenderer will abide by the original terms and conditions including General Conditions of the tender, failing which, CONCOR reserves the right to reject the tender and / or terminate the contract.

Executive Director
North Central Region
Container Corporation of India Ltd.



CHAPTER II TENDER CONDITIONS

1. ELIGIBILITY CRITERIA:

1.1 EXPERIENCE:

(i) HANDLING AND TRANSPORTATION OF CONTAINERS

The tenderer must have experience of handling a minimum number of 1200 TEUs and transportation of minimum number of 300 TEUs during any one of four financial years [e.g. 2006-07, 2007-08, 2008-09 and 2009-10] in the same name / firm composition in which he is applying for this tender. The experience in the current year would not be considered on extrapolated basis.

If the tenderer is an existing CONCOR contractor for Handling & Transportation work in the same facility, the bid should necessarily be accompanied by a satisfactory performance report from the same terminal.

(ii) *EXPERIENCE CERTIFICATE*

All the prospective bidders are expected to submit their experience in the following format:

(On the letter head of the Company issuing the certificate)

“This is to certify that M/s._____ have worked as our handling and/or transportation contractor for the work of handling / transporting ISO/DSO containers.

The details of containers handled/ transported by them during the previous _____ years have been as under:

S.No.	Year	No. of containers (TEUs)		Place of work
		Transported	Handled	
1				
2				
3				
4				

Date:

Signature
Name
Designation of signing authority
Seal of the Company”



1.2 FINANCIAL CREDIBILITY:

- (i) **Turnover:** The tenderer should have achieved a minimum gross turnover of Rs 33,81,000/- (Rupees Thirty Three Lakhs Eighty One Thousand Only) per annum in his/her business (in the same name in which he/she is submitting his/their offer) during any two of four financial years – [2005-06, 2006 -07, 2007 – 08, 2008-09] - in the same name / firm composition in which he is applying for this tender. .

Audited copies of the Balance Sheets and Profit & Loss Accounts for years [2005-06, 2006-07, 2007-08 and 2008-09] should be duly attached. **However, unaudited reports / Chartered Accountant's Certificate for current year shall be accepted.**

- (ii) **Networth:** The tenderer must have a positive net worth based on the latest completed financial year's Profit & Loss Account /balance sheet.

1.3 EQUIPMENT OWNERSHIP

- 1.3.1 The minimum number of equipment / vehicles required to be owned / hired and deployed for carrying out the work tendered for , are described in para 3 of Chapter III on Scope of Work. A part of the equipment / vehicles ,as specified in the same para, must be owned by the tenderer, in the name of the owner / firm (in case of proprietary firms), in the name of the partner/firm (in case of partnership firms) or in the name of any one or more directors of the company (in case of a company) . Rest of the equipment/ vehicles could be on hired basis, for which , the tenderer should submit a consent letter from the owners for the use of such equipment by the tenderer(s) during the entire duration of the contract (contract period of 4 years, extended period of one year and obligatory period of 4 months).
- 1.3.2 Owned equipment as per the minimum number specified, can be deployed within 120 days of the issue of LOI (**Only in case of reachstackers/forklifts and sling cranes, where permitted**). However, the tenderer should specify the interim arrangement clearly indicating the source along with a consent letter from the owners for the use of such equipment by the tenderer for the duration of 120 days in the requisite format (Annexure IV)
- 1.3.3 The tenderer must submit detailed deployment plan in the requisite format (Annexure V) for the equipment / vehicles asked for in the tender along with consent letter from owners of hired equipment.

2. EARNEST MONEY DEPOSIT:

- 2.1 Each tenderer shall be required to deposit a sum of Rupees **4,51,000/-** as Earnest Money along with the Pre-Qualification Bid in the form of a crossed Demand



Draft made out in favour of “Container Corporation of India Ltd.” payable at NOIDA/DELHI, and valid for a minimum period of six months from the date of issue. No interest shall be allowed on the Earnest Money deposited. The document submitted without EMD will be summarily rejected.

- 2.2 Cheques, war bonds, guarantee bonds and Government securities (Stock certificates, bearer bonds, promissory notes, cash certificates) will not be accepted towards the earnest money referred to above.
- 2.3 The document submitted without EMD will be summarily rejected.
- 2.4 The Earnest Money of the unsuccessful bidders will be returned as soon as possible, after the tender has been finalized.
- 2.5 The earnest money deposited by the successful tenderer will be adjusted towards the security deposit. In case of the bidder choosing any other option, it will be refunded after receipt of the Security Deposit in full.

3. CONSTITUTION OF THE FIRM

- 3.1 The tenderers, who are the constituents of a Firm, Company, Association/or Society, must enclose notarized/ attested copies of the constitution of their Firm/Company/Association or Society, power of attorney and/or partnership-deed. Co-operative societies must submit an attested copy of the certificate of registration along with the documents mentioned earlier.
- 3.2 The cancellation/modification of any documents such as Power of Attorney, Partnership-deed etc. shall forthwith be communicated to CONCOR in writing, failing which CONCOR shall have no responsibility or liability for any action taken on the strength of the said documents submitted earlier or on the basis of the amended documents.
- 3.3 CONCOR may recognise changes in Power of Attorney and related documents after obtaining proper legal advice, cost of which will be chargeable to the tenderer/contractor.
- 3.4 If the tender is submitted by a proprietary firm, it shall be signed by the proprietor above his full name and the name of his firm with its current address. If the tender application is submitted by a firm of partnership, it shall be signed by all partners of the firm, above their full names and current addresses or by a partner holding the Power of Attorney for the firm for signing the application, in which case a certified copy of the Power of Attorney shall accompany the tender application / document. A certified copy of the partnership deed, current address of the firm and the full names and addresses of all partners of the firm shall also accompany the tender application / document.



- 3.5 If the tender application is submitted by a Limited Company or a Limited Corporation, it shall be signed by its Managing Director or by a duly authorised person holding the Power of Attorney for signing the application, in which case a certified copy of the Power of Attorney shall accompany the tender document. Such Limited Company or Corporation will be required to furnish satisfactory evidence such as Memorandum and Articles of Association of its existence with the tender document.

4 JOINT VENTURE:

- 4.1 If the tender application is submitted by a Joint Venture of two or more firms:
- a. It shall be signed by each member party to the joint venture so as to be legally binding on all parties.
 - b. One of the partners shall be nominated as the lead partner and this authorisation shall be evidenced by submitting a power of attorney signed by legally authorised signatories of all the partners.
 - c. The experience of container handling and/or transported as mentioned in clause 1 of chapter II in case of joint venture shall be determined by adding together the experience of all partners of a joint venture. However, as a qualifying criterion, the lead partner must have at least 60% of minimum experience mentioned in the above clause.
 - d. The equipment as mentioned in clause 3 of chapter III can be provided by any or all partners of the joint venture.
 - e. It shall be accompanied by a legal document signed by all the parties to the Joint Venture/Consortium confirming therein a clear and definite manner of the prepared administrative arrangements for the management and execution of contract, the delineation of duties, responsibilities and scope of work to be undertaken by each such party and the authorised representative of the Joint Venture.
 - f. The tender application shall include a copy of the joint venture agreement which shall inter-alia that all partners shall be liable jointly and severally for the execution of the contract and the lead partner shall be authorised to incur liabilities and receive instructions for and on behalf of any or all partners, and the entire execution of the contract including payments shall be done exclusively with the lead partner.
 - g. The agreement for the Joint Venture between the partners shall be notarised/registered as per Laws of the Union of India.



- 4.2 A joint venture company of CONCOR in the logistics field will be considered qualified automatically in terms of experience and financial soundness criteria.

5. VALIDITY OF OFFER

The tenderer is permitted to tender on the clear understanding that, after submission of the tender he will not rescind from his offer or modify the Terms and Conditions thereof in a manner not acceptable to CONCOR within 120 days of the date of opening of the tender, unless extended further with mutual consent. Should the tenderer fail to observe or comply with the said stipulation by way of failure to execute an agreement or modify/ withdraw the offer or refuse to accept work order or fail to furnish the requisite Security Deposit, the aforesaid amount of Earnest Money shall be liable to be forfeited to CONCOR, and CONCOR can take recourse to other legal remedies in terms of the contract.

6. QUOTING OF RATES

The tenderer must quote rates in the Schedule of rates (Annexure I) carefully, both in words and figures. In case of any mistake or error, the rate must be cut and written again. Overwriting in rates should be avoided. All cuttings, corrections, etc. should be counter signed by the bidder in full. In case of any difference in rates quoted in words and figures, the rate quoted in words will be taken into account.

7. ACCEPTANCE OF TENDER

- 7.1 The authority for acceptance/rejection of the tender documents and tendered rates will rest with the Competent Authority of Container Corporation of India Ltd., who does not bind himself to accept the lowest or any other tender.
- 7.2 Acceptance of tendered rates will be communicated by FAX/E-mail/ Express Letter or Formal letter of acceptance of tender. In case where acceptance is indicated by FAX/E-mail, Express Letter or Formal letter of acceptance of tender will be forwarded to the successful bidder as soon as possible, but the acceptance of lowest bid by the Competent Authority will be deemed to conclude the contract and non-compliance of any terms of agreement, including signing of the agreement, will amount to breach of contract with all attendant legal consequences.
- 7.3 The tender documents submitted by a tenderer shall become the property of CONCOR and CONCOR shall have no obligation to return the same to the tenderers.
- 7.4 On acceptance of the tender, the name of accredited representative(s) of the tenderer who would be responsible for taking instructions from CONCOR shall be communicated to CONCOR within three working days.



7.5 CONCOR shall not give any intimation to the unsuccessful bidders about the fact of the rejection of their tender both in the case of pre-qualification bids and financial bids. CONCOR is also not bound to give the reasons for such disqualification.

7.6 CONCOR also reserves the right to:

- a) Award the work partially , if deemed fit by the Competent Authority, in the financial / business interest of CONCOR.
- b) Overlook any bidder who is in the same line of business and competing with CONCOR.
- c) Bypass any bidder blacklisted by any Government / Semi Government body or PSU
- d) Seek clarifications from the bidders regarding any information and documents submitted, along with Pre-Qualification bid. Failure to submit the same may render the bid liable for rejection. However the clarifications sought should not change the basic bid submitted by the bidder.
- e) Accept or reject any or all of the pre-qualification / financial bids in part or full.

7.7 Partial award of contract:

7.7.1 Handling and transportation contract includes the following groups of activities:

- a. Container handling at the terminal, including internal transportation.
- b. Cargo Handling; and
- c. “Off terminal” (local) transportation of containers.

7.7.2 Although overall preference of CONCOR would be for a single contractor to do all the jobs (a)+(b)+(c), CONCOR reserves the right to award the contract in part or in full, based on its assessment of the financial bids and reasonability of the rates. In case of such partial award,

- i) The activities will be bifurcated only in terms of (a), (b) , (c) or its combinations / groups. Sub-activities within a particular group/s will not be further bifurcated.
- ii) The successful bidder cannot refuse on grounds that all jobs have not been given to it.
- iii) The successful bidder will have to deposit the security deposit / Bank Gurantee for the amounts, based on proportionate value of revised contract awarded, to be fixed by ED NCR.
- iv) Remaining jobs, not awarded to successful bidder for a partial award, will be re advertised for as separate contract.



8. EXECUTION OF CONTRACT DOCUMENT

The successful tenderer whose tender is accepted shall be required to appear at the office of the ED NCR, Container Corporation of India Ltd., Noida in person or, if the tenderer is a Firm, Company or a Corporation, a duly authorised representative shall so appear to sign the agreement and execute the contract documents within (15) fifteen days of the date of issue of communication (LOI) from CONCOR's office and start the work within (30) thirty days of issue of LOI or by the date communicated by the ED NCR, whichever is later. Failure to do so shall constitute a breach of contract concluded by the acceptance of the tender, leading to forfeiture of Earnest Money Deposit, besides any other action, including risk and cost working, that CONCOR might take as per the Terms and Conditions including General Conditions stipulated in this document. ED NCR may extend the time for execution of Agreement or starting the work by 15 days each, on the request of the Contactor, or in the interest of CONCOR, if there are sufficient reasons for doing so.

9. SECURITY DEPOSIT

- 9.1 The successful tenderer will be required to furnish a security deposit of Rs. **18,53,000/-** (Rs.Eighteen lakhs Fifty Three Thousand Only) towards successful performance under this contract within [15 days] from the date of communication of award of contract in his favour by CONCOR.
- 9.2 The security deposit may be submitted in any of the following forms with validity of four years six months from the date of its issue:
- (i) Bank Guarantee of State Bank of India or any Nationalised/ Scheduled Bank in the proforma approved by CONCOR.
 - (ii) 12 years National Saving Certificates, treasury saving deposit receipts and National Plan Certificates pledged in favour of CONCOR.
 - (iii) 12 years National Defence Certificate at the surrender value, or 10 years Defence Deposit at the surrender value, or State Loan Bonds.
 - (iv) Demand Draft / Pay Orders

Note :

- (a) Govt. Securities (stock Certificates, bearer bonds promissory notes, cash certificates, etc.) will not be accepted.
- (b) The National Saving / Defence Certificates as referred in para (iii) above should be accompanied by the prescribed form duly filled in favour of M/s. CONCOR. National Certificates etc. not accompanied by this form will not be accepted as valid security money.
- (c) No interest shall be allowed or paid on the security deposit.



- (d) ED/NCR may extend the time for submission of Security Deposit by 10 days, on the request of the Contractor, or in the interest of CONCOR, if there are sufficient reasons for doing so.
- 9.3 Should a bidder, whose tender has been accepted, decline or fail to remit the security deposit and/or execute an agreement to take up the contract within fifteen days of the acceptance of the tender or within the extended time permitted by ED/NCR, whichever is later, the Earnest Money Deposit mentioned above can be forfeited by CONCOR in full, without prejudice to any other rights or remedies in this regard for breach of contract.
- 9.4 In case the contract is extended for further period of one year, as provided in Para 11 of Chapter II, the validity of the Security Deposit instrument will be accordingly extended by the Contractor by an equivalent duration of time.
- 9.5 CONCOR shall be entitled to appropriate the whole or any part of the security deposit in the circumstances hereinafter provided without prejudice to any other remedy or right. CONCOR shall be entitled to recover any loss or damage that CONCOR may suffer or sustain by reason of the failure of the contractor to observe the terms and conditions of this contract or to pay any amount that may become due to CONCOR under or by reason of the terms and conditions, of this contract from the amount of security deposit, and in the event of any balance remaining due to CONCOR, the contractor shall forthwith pay the same. In the event of any such deduction being made from the security deposit, the contractor shall at once make good the deficiency in the amount of the security deposit within fifteen days of the date of demand to this effect, failing which CONCOR shall deduct the same from the monthly bills or any amount due to the contractor.
- 9.6 The security deposit referred to above may be forfeited to CONCOR in the event of any breach, on the part of the contractor, of any of the terms and conditions of this contract, leading to pre-mature termination of the contract, without prejudice to CONCOR's other rights and remedies available under law.

10 REFUND OF SECURITY DEPOSIT

- 10.1 The security deposit shall, subject to any deductions that may be made therefrom, be returned to the contractor within four calendar months after termination or discharge of the contract and on issuance of "No Dues Certificate" by the Terminal Manager.
- 10.2 In the event of any dispute arising between CONCOR and Handling and / or Transport contractor or between CONCOR and any third party or in respect of any money due to CONCOR in reference to this contract or other contracts entered into by the Handling and/or Transportation contractor singly or jointly with others and CONCOR, who shall detain the security deposit or such balance thereof and/or other amounts payable to the contractor as CONCOR may in its sole discretion deem fit until the dispute is settled and determined. The Handling and



/or Transportation contractor shall have no claim for compensation or otherwise for any such detention made by CONCOR.

11. PERIOD OF CONTRACT:

- 11.1 The contract shall be awarded for a period of four years from the date of commencement of contract. CONCOR shall, however, have the right to exercise its discretion of extending the contract by one year in case it considers it necessary. The extension shall be granted on the basis of mutually agreed rates, terms and conditions.
- 11.2 No request for any change in rates will be entertained during the pendency of the contract except as provided in Rate Revision clause in Chapter IV, Para 2.
- 11.3 The date of start of physical work by the contractor, shall be treated as the date of commencement of contract.

12. SERVICE DURING POST CONTRACT PERIOD

It will be obligatory on the part of contractor to continue to work on the same rates, terms and conditions prevailing on the last date of the contract even beyond contract period (*inclusive of extended period, if any*) for (4) four months or till alternate arrangements are made, whichever is earlier.



CHAPTER III SCOPE OF WORK

- 1.1. The scope of work indicated in the paras below is only a guide. The actual requirements are subject to variations/adjustments depending on the pattern and volume of traffic.
- 1.2. The scope of work described in this chapter shall not be a basis for any dispute with regard to rates or for alteration of terms and conditions including General Conditions. Doubts, if any, about the interpretation of any of the clauses in this chapter shall be referred to the Tender Accepting Authority of Container Corporation of India Ltd., whose decision in the matter shall be final and acceptable to the tenderer /contractor.

2. **BRIEF DESCRIPTION OF WORK:**

2.1 **Handling of Containers:**

- i) Unloading of ISO/DSO containers, loaded or empty, received from train/trailer placed inside ICD/Malanpur for the purpose, within the stipulated time as stated in the General Conditions governing the contract.
- ii) Moving of Empty containers between Rail Siding/Stacks to different stuffing points inside ICD/Malanpur for the purpose of stuffing and after stuffing, to bring back the loaded containers to the nominated stack or to place the same for direct loading on wagons/rakes/trailers.
- iii) Stacking of containers in the nominated stack or loading of these containers directly on trailers/trains for further movement by road/rail.
- iv) Stacking of containers received by road in the nominated stack or loading directly on rail wagons/trailer for further movement as specified by the Terminal In-charge, CONCOR.
- v) Loading of containers stacked at ICD/Malanpur on rail wagons/trailer placed for further movement by rail/trailer.
- vi) Any other job as assigned by Terminal In-charge of ICD/Malanpur from time to time related to handling of container.

2.2 **Terminal Transportation of ISO & DSO containers:**

- i) Transportation of loaded/empty containers from rail flats/wagons at the railside to the nominated empty/loaded stacks/warehouse within the terminal



as per the guide lines of CONCOR staff irrespective of the interval of time that may elapse between different parts of operation.

- ii) Transportation of loaded containers from stack to the Warehouse area.
- iii) Transportation of empty container from the warehouse / destuffing area to empty stack / empty yard/area / warehouse.
- iv) Transportation of loaded outward containers from stuffing area/warehouse to railside/nominated stacks.
- v) Transportation of loaded outward containers from nominated stack to railside.
- vi) Transportation of empty containers from the empty stack / yard to the stuffing area/warehouse for stuffing of outward cargo.
- vii) Transportation of booked empty containers from empty/loaded stacks/warehouse to railside for loading them on the wagons.
- viii) Transportation of damaged containers for repair or for its cleaning/washing and vice versa.
- ix) Transportation of containers to the empty yards.
- x) Any other transportation moves not hitherto covered within the terminal such as transporting containers for weightment, joint verification, stack management, inventory management, etc.

2.3 Handling of Cargo:

- a. In case of cargo handling, arrange unloading of break bulk cargo including steel materials of any sizes, weight and dimension, pre-stack, secure and protect with required covers, stuff into containers through forklift/crane as per parties stuffing plan and directives of CONCOR.
- b. Handling of cargo including stuffing/de-stuffing the same into/from containers to warehouses/trucks at any location in ICD/Malanpur, including handling cargo for Customs examination, etc.
- c. Unloading/loading of break-bulk cargo from/to railway flats/wagons to/from road trailer either directly or via ground / warehouse and preparation of tally sheets.
- d. Aggregation / segregation of cargo for joint survey / Customs examination, etc.
- e. Preparing stuffing / destuffing tally sheets for cargo stuffed / destuffed into/from containers.



f. Any other job as assigned by Terminal In-charge of ICD/Malanpur from time to time related to handling of cargo.

g. Maintain Data Capture sheets with the details of cargo handling.

2.4 ***ACTIVITIES TO BE PERFORMED BY THE CONTRACTOR UNDER CARGO HANDLING:***

2.4.1 (a) **EXPORT CYCLE**

C-1 CFS/ICD, STUFFING - ISO THROUGH WAREHOUSE:

The contractor shall organize handling of cargo for this cycle, the sequence of which shall be as follows. Unloading of break bulk cargo (of any dimension, size and weight) from the exporter's vehicles; preparation of cargo data capture sheet, carrying the cargo and stacking it in the nominated slot in the warehouse / open area; arranging for its customs examination (if necessary by opening/unpacking of packages and repacking them as per professional packing standards); weighing of cargo on weighing machines whenever required for customs examination purposes; shifting of empty container from empty container yard and positioning it at the nominated place for stuffing either on ground or on trailer; stuffing customs cleared cargo as per standard norms; preparation of tally sheet; closing the doors of the stuffed containers and sealing the loaded containers with nominated seals. Occasionally, cargo handling also involves shifting and shuffling of the pallets/ cartons for the purpose of palletisation and for systematic stacking. This shall form part of the cycle.

Irrespective of the interval of time which may elapse between different parts of these operations, the work described above shall constitute one cycle of activity for which the contractor will be paid a consolidated charge per container.

C-2 TERMINAL STUFFING DIRECT - (DIRECT STUFFING) :

The contractor shall organize handling of cargo for this cycle, the sequence of which shall be as follows.

Stuffing of cargo as per standard norms directly from the truck into the container by arranging for its customs examination (if necessary by opening / unpacking of packages and repacking them as per the professional packing standards); preparation of tally sheet; closing the doors of the loaded container and sealing the container with nominated seals.

Irrespective of the interval of time which may elapse between different parts of these operations, the work described above shall constitute one cycle of activity for which the contractor will be paid a consolidated charge per container.

C-3 FACTORY STUFFING:

In rare cases, the contractor may be required to arrange Customs examination of factory stuffed containers in ICD on specific orders of Customs. This will be very



rare. Contractor, in such cases, will be required to organise seal cutting, destuffing of cargo and arranging its Customs Examination by way of opening/unpacking the packages and repacking them as per professional packing standards, arranging weighing of cargo on weighing machines whenever required; restuffing customs cleared cargo as per standard norms; preparing stuffing tally sheet; closing doors of the containers and sealing of container after stuffing, as directed by CONCOR officials. Irrespective of interval of time, which may have to elapse between different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

However, *Cargo handling at the factory in this cycle will be the responsibility of factory owners.*

Irrespective of the interval of time which may elapse between different parts of these operations, the work described above shall constitute one cycle of activity for which the contractor will be paid a consolidated charge per container.

2.4.1 (b) IMPORT CYCLES

C-4 TERMINAL/ICD- DESTUFFING THROUGH WAREHOUSE: The contractor shall organize handling of cargo, the sequence of which shall be as follows:--

(i) De-stuffing and stacking of cargo of any weight, dimension and size in the nominated slot in the warehouse/open area; preparation of tally sheet; arranging for customs examination by opening; unpacking/packing of packages and closing the doors after examination; weighing cargo on weighing machine wherever required for customs examination; loading of Customs cleared cargo on the importer arranged vehicles; preparation of tally sheet. Irrespective of the interval of time which may elapse between different parts of these operations, the work described above shall constitute one cycle of activity for which the contractor will be paid a consolidated charge per container.

(ii) In rare cases an importer may like to bond the cargo which has already been destuffed in warehouse/open area. In such cases, instead of loading of cargo onto the trucks, the cargo will be shifted to the bonded warehouse and with this the cycle will be treated as complete.

C-5 TERMINAL DESTUFFING – DIRECTLY FROM CONTAINER TO TRUCKS The contractor shall organize handling of cargo, the sequence of which shall be as follows:-

Arranging for Customs examination by opening the doors, unpacking/packing of packages and closing the doors after examination, weighing cargo on weighing machine, whenever required for customs examination, loading of such customs



cleared cargo directly from the container on to the importers road vehicles, preparation of tally sheet

Irrespective of the interval of time which may elapse between different parts of these operations, the work described above shall constitute one cycle of activity for which the contractor will be paid a consolidated charge per container.

C-6 CARGO HANDLING IN CASE OF FACTORY DESTUFFING :

In selective cases, the contractor may be required to do cargo handling in respect of factory destuffing units as per Customs requirements. In such cases, the contractor shall organise seal cutting of import container; destuffing of selective import cargo (of any dimension, shape, size and weight) in nominated area; stacking it there; preparation of destuffing tally sheet; arranging custom examination of cargo by way of opening/unpacking the packages and repacking them as per professional packing standards, arranging weighing of cargo on weighing machines whenever required, restuffing cargo in container, closing doors and sealing of container. Irrespective of the interval of time, which may have to elapse between different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

2.4.1 (c) CARGO HANDLING FOR DOMESTIC TRAFFIC:

D-1 HANDLING OF DOMESTIC CARGO IN TERMINAL FOR STUFFING:

The contractor shall organize unloading of domestic cargo of any dimension, size and weight from the party's vehicle; preparation of tally sheet; carrying the cargo and stacking it in the nominated slot in the warehouse / open area; stuffing the cargo in the nominated container as directed by CONCOR officials. Irrespective of the interval of time that may elapse between different parts of these operations, the work described in this paragraph shall constitute one cycle of activity. The rate will be same irrespective of whether stuffing is by mechanical or manual means.

D-2 HANDLING OF DOMESTIC CARGO IN TERMINAL FOR DESTUFFING:

The contractor shall organize destuffing of domestic cargo from containers and load the same, either from container to truck or from ground to truck, as directed by CONCOR officials. Irrespective of the interval of time that may elapse between different parts of these operations, the work described in this paragraph shall constitute one cycle of activity. The rate will be same irrespective of whether stuffing is by mechanical or manual means.



2.4.1 (d) OUT OF CYCLE WORK:

OC-1 Destuffing/Restuffing of the cargo from the container

In selective cases, the contractor may be required to do destuffing of cargo from the container as per Customs requirements. In such cases, the contractor shall organise seal cutting of the container; destuffing of cargo (of any dimension, shape, size and weight) in nominated area; stacking it there; preparation of destuffing tally sheet; arranging custom examination of cargo by way of opening/unpacking the packages and repacking them as per professional packing standards, arranging weighment of cargo on weighing machines whenever required, restuffing cargo in container, closing doors and sealing of container. Irrespective of the interval of time, which may have to elapse between different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

OC-2 Destuffing of cargo from the container

In selective cases, the contractor may be required to do destuffing of cargo from the container as per Customs requirements. In such cases, the contractor shall organise seal cutting of the container; destuffing of cargo (of any dimension, shape, size and weight) in nominated area; stacking it there; preparation of destuffing tally sheet; arranging custom examination of cargo by way of opening/unpacking the packages and repacking them as per professional packing standards, arranging weighment of cargo on weighing machines whenever required. Irrespective of the interval of time, which may have to elapse between different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

OC-3 Restuffing of the cargo into the container

In selective cases, the operator may be required to restuff the cargo into the same container from nominated area as per Customs requirements. In such cases, the contractor shall organize stuffing of cargo (of any dimension, shape, size and weight) as per standard norms, preparation of stuffing tally sheet; closing doors and sealing of container. Irrespective of the interval of time, which may have to elapse between different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

OC-4 Transshipment of cargo from one container to another container.

In selective cases the operator may be required do to transshipment of cargo from one container to another container as per requirements. In such cases contractor shall organize labour or forklift for destuffing of the cargo from one container and again stuffed the same cargo into the another container either direct or through warehouse, as per standered norms, preparation of destuffing/re-stuffing tally sheet; closing doors and sealing of container. Irrespective of the interval of time, which may have to elapse between



different parts of these operations, the work described in this sub-para shall constitute one cycle of activity.

OC-5 Unloading of the cargo from truck to ground/warehouse or vice-a-versa.

The contractor shall arrange unloading of break-bulk cargo (of any dimension, shape, size and weight) from road vehicles and stacking the same in warehouse/nominated area; prepare unloading tally sheet of cargo. Alternately arrange loading of break-bulk cargo (of any dimension, shape, size and weight) from warehouse/nominated area to road vehicles and prepare loading tally sheet of cargo.

OC-6 Handling of Leftover cargo for Back to town

The Contractor shall load leftover cargo on party's truck, using labour or forklift or crane. Rate is to be quoted on per Ton basis, limited to a maximum of per TEU rate quoted by the contractor for activity mentioned in C-2 above, whichever is lower.

2.4.1 (e) INCIDENTAL WORK

General duties may also have to be performed by the contractor for which no separate payment will be made. Regions may select the activities as per requirement of the terminal or may add to the list.

S.No.	Activity – Container handling / transportation
1	Handling of containers in the manner required by CONCOR/Customs/ RPF/Security officials whenever a joint check is warranted due to defective seals, damage to containers, etc.
2	Shifting empty containers for cleaning/washing/repairs within ICD/Malanpur premises.
3	Taking inventory of containers in the ICD/ Malanpur at least once a month.
4	Keep the container terminal operational area and stack yard neat and tidy.
5	Shifting / adjustment of containers loaded on rail flats face to face wherever necessary. Locking / unlocking of twist locks of railway flats at the time of loading / unloading of containers.
6	Providing periodical information and statements about container handling /transportation in formats specified by CONCOR.
7	Providing timely information about container handling / transportation through means or equipment specified by CONCOR.
8	Any exit or entry formalities at Gateway Port or any other related formalities at Gateway Ports connected with movement of containers to and from the ports.
9	Carrying documents with containers and handing/taking over such documents under acknowledgement from concerned officials.
10	Lifting loaded containers by crane for the purpose of closing the doors / sealing of containers.
11	Spillage of oils, dusts, spares, mud, stones, etc. from the contractor's equipment and trailers should be removed by the contractor.
12	Regular recording of container movements on data capture sheets for recording container location (if no separate agency is approved for this work).



S.No.	Activity – Cargo handling
1	Cleaning of containers prior to their loading and back loading. Washing empty containers before stuffing or after de-stuffing, if directed to do so by CONCOR officials.
2	Taking inventory of cargoes in the ICD/ Malanpur at least once a month.
3	Weighing of outward and inward cargoes.
4	Sealing / Riveting the containers and de-sealing / de-riveting the containers with suitable equipment tools.
5	Proper stacking of packing and other sundry material of export / import/ domestic cargo in designated area.
6	Covering / uncovering cargo with tarpaulins, etc. except for bulk cargo in Railway wagons, for which separate provision is to be made.
7	Keep the container terminal operational area and stack yard neat and tidy.
8	Opening and closing of doors of containers and warehouse shutters to facilitate loading and unloading of goods.
9	Any incidental work related to handling (stuffing/de-stuffing) of cargo in containers.
10	Providing periodical information and statements about cargo handling in formats specified by CONCOR.
11	Providing timely information about cargo handling through means or equipment specified by CONCOR.
12	Spillage of oils, dusts, spares, mud, stones, etc. from the contractor's equipment and trailers should be removed by the contractor.

2.5 SHORT DISTANCE TRANSPORTATION

Illustrative nature of work required to be done by contractor at Container Depot is as under:

2.5.1 FACTORY STUFFING

Providing road trailer for transporting empty containers between ICD Malanpur (Gwalior) and consignor's premises for stuffing on chassis (while the containers are loaded on road trailers), with in the under mentioned radius from ICD Malanpur (Gwalior). The nominated empty containers will normally be required to be loaded from ICD/Malanpur (Gwalior) and loaded container unloaded at ICD/Malanpur (Gwalior) after stuffing at consignor's premises (or vice-versa). Normal cycle in such cases would be One Way Empty – One Way Loaded (OWE-OWL) movement of containers. Rates are to be quoted for all distance slabs for 20' and for 40' accordingly as (a), (b), (c) ,(d) & (e).

- Up to 10 Kms radius from ICD Malanpur (Gwalior)
- More than 10 Kms and upto 20 Kms radius from ICD Malanpur (Gwalior)
- More than 20 Kms and upto 30 Kms radius from ICD Malanpur (Gwalior)
- More than 30 Kms and upto 40 Kms radius from ICD Malanpur (Gwalior)
- “Add on charges” for every 5 kms. beyond 40 Kms. radius slab from ICD Malanpur (Gwalior),.

2.5.2 FACTORY DESTUFFING



Providing road trailer for transporting loaded containers between ICD Malanpur (Gwalior) and consignee's premises for destuffing while the containers are loaded on road trailers, with in the under mentioned radius from ICD Malanpur (Gwalior). The nominated loaded containers will normally be required to be loaded from ICD Malanpur (Gwalior) and empty container unloaded at ICD Malanpur (Gwalior) after destuffing at consignee's premises (or vice-versa). Normal cycle in such cases would be One Way Loaded – One Way Empty movement of containers (OWL-OWE). Rates are to be quoted for all distance slabs for 20' and for 40' accordingly as (a), (b), (c) ,(d) & (e)..

- a) Up to 10 Kms radius from ICD Malanpur (Gwalior)
- b) More than 10 Kms and upto 20 Kms radius from ICD Malanpur (Gwalior)
- c) More than 20 Kms and upto 30 Kms radius from ICD Malanpur (Gwalior)
- d) More than 30 Kms and upto 40 Kms radius from ICD Malanpur (Gwalior)
- e) "Add on charges" for every 5 kms. beyond 40 Kms. radius slab from ICD Malanpur (Gwalior),.

NOTE:

1) Gross weight i.e. Tare weight of container + cargo weight will be considered for all purposes.

2) Before the start of the contract TM/Malanpur on the advice & recommendations of Committee comprising of the representative of contractor and one/two representative of CONCOR would notify the transit time for factory stuffing/destuffing. The times so notify would have to be complied by the contractor.

3) In case, empty container sent to consignor's premises for stuffing is returned back empty on account of non-availability of cargo, this would entail Both Ways Empty movement of container.

2.7 DETENTION TO TRAILERS AT FACTORY –

The cycle of activities described in sub-para 2.5 above involve stuffing and/or destuffing of containers at the factory premises of the shippers / importers / consignor / consignee entailing some detention to the trailers. Following free time shall be provided to the shippers/consignees for stuffing/destuffing of containers:

If the container reaches the shippers/importers/consignor/consignee's premises before 12:00 hours of the day, free time for stuffing/destuffing activity will be till the end of the day; if the container reaches the shippers/importers/consignor/consignee's premises after 12:00 hours of the day a free time up to 1200 hours of the next day shall be given.

Detention charges will be paid only when the same has been realized by CONCOR from the party in whose premises the said detention took place.

2.8 Method for Payment for Road Transportation:



- (i) Though OWE-OWL/OWL-OWE is the general pattern of movement of containers, sometimes there may be a mismatch i.e. BWE (Both Way Empty); or a perfect match of BWL (Both Way Loaded) movements. The Transport Operator provides the road trailer for Road Transportation of containers to / from ICD/MALANPUR for both factory stuffing / factory de-stuffing. In some rare cases, there could be one way loaded movements also. In all such variations the OWL-OWE/OWE-OWL should be treated as the base and other rates are to be derived from the same.
- (ii) BWL will be defined as a movement wherein the Contractor is issued a Job Order to deliver a container for FDS to a certain customer's premises, get the same destuffed through arrangements done by the customer and picks up the same container after its being stuffed as in case of FS containers, provided that the destuffing and stuffing premises are within a radius of 5 kms.

Amount payable for the above-defined movements will be as under:

Movement	Rate of Payment
OWE-OWL/ OWL-OWE	Base Rate (BR)*
BWL	BR*1.4
OWL	BR*0.7

Note: (a)* The Base Rate mentioned above will be reckoned for the particular gross weight category as given in the table (item iii) below.

(b) For both way empty or one way empty movement , the Base rates shall be taken as the lowest weight category for 20' and 40' Containers respectively as given in the table (item iii) below and the rates payable shall be as under:

Movement	Rate of Payment
BWE	Base Rate (Z1/Z2)*0.9
OWE	Base Rate (Z1/Z2)*0.6

- (iii) **The Contractor will be required to deploy suitable trailers with adequate Gross carrying capacity (cargo + container weight). All rates quoted by the tenderer for transportation in respect of loaded containers should be for a base weight per 20'/22' and 40' / 45' containers. For other weight categories, the tenderer would be paid as per the following formula:**

Size of container	Gross Weight	Rate to be paid (the OWE –OWL / OWL –OWE Rate)
20'	Upto 9 T	0.85 x X1 = Z1
20'	>9- 19 T	0.9 x X1
20'	>19 – 23 T	X1 – base rate



20'	>23-28 T	1.15 x X1
20'	>28-31 T	1.25 x X1
40'	Upto 13 T	0.85 x Y1 =Z2
40'	>13 - 19 T	0.9 x Y1
40'	>19-23 T	Y1 – base rate
40'	>23-28 T	1.15 x Y1
40'	>28-31 T	1.25 x Y1

- (iv) For the purpose of application of distance slab in case of Road Transportation involved in factory stuffing / factory de-stuffing, the distance is to be reckoned by measurement from the ICD/Malanpur Gate to Factory Gate by the shortest truck route.

The distances indicated in the Road Transportation rate slabs in the SOR refer to one way distances but the rates would be composite rates for both way movements. If Contractor has to move a container to a factory at say 9 km distance from ICD/Malanpur then the total distance to and fro is 18 kms. The Contractor will be paid the rate in distance slab of 1-10 km. i.e. 9 kms radius.

2.9 VOLUME OF WORK

The activity-wise anticipated volume of work is mentioned in the Schedule of Rates (SOR) placed at Annexure I. The quantities indicated in Schedule of Rates (Annexure I) are only an approximate estimate of the **annual volume** expected under various heads of activities and shall not form the basis of any dispute whatsoever.

3. EQUIPMENT REQUIREMENT :

The TO must have the following minimum number of equipment/vehicles (owned or hired) at his disposal for qualifying/participation in the tender.

3.1 EQUIPMENT FOR ROAD AND TERMINAL TRANSPORTATION

S. No	Vehicles	Nos	Year of Manufacture	Owned/ leased
1	Hiring Basis- Trailers with cab to carry 1*40'/45 or	2 (both 40')	2005 or later	Both trailers should be owned



	2*20'/22'			
2	Cycle Basis-Trailers with cab	17 (9*40' and 8*20')	2005 or later	4 should be owned Rest may be owned/hired/leased

Note: Under SI.No.02 above

- a) No. of encumbered vehicles: 5 { 3 (40/45 feet) +2 (20/22 Feet)
 No. of non- encumbered vehicles: 12 {6(40/45 feet) +6 (20/22 Feet)
(The non-encumbered trailers means the trailers need not be idling at the terminal when there is no work.)
- (b) The contractor will have to replace the vehicles, if rules /laws are changed by Government, in respect of vintage or axle payload of the vehicle.
- (c) Suitable vehicles would be deployed, capable of carrying containers of different weights, in accordance with the laws of the Central / State Government in force, from time to time. In case of carriage of a 20' / 22' container on a 40' trailer, payment would be admissible for 20' / 22' container only for the weight of the container
- (d) The tenderer must submit detailed deployment plan in the requisite format (Annexure V) for the equipment / vehicles asked for in the tender along with consent letter from owners of hired equipment.
- (e) Vintage of vehicles should not be more than five years at the time of bidding and during the currency of contract it should not be more than 10 years old.

3.2 EQUIPMENT FOR HANDLING OF LOADED/EMPTY CONTAINERS

SN	Equipment	No	Description	Year of Make	Owned/ leased
1	Reach Stacker	1	Capable of lifting/handling DSO/ISO containers and lift-on/lift-off from 2 nd row-two deep. Capable of stacking both 20'/22' and 40'/45' containers up to ground + three high.	2005 or later	Should be owned/hired
2	Loaded Sling crane 25 MT	2	Capable of lifting / handling of loaded/empty containers.	Should be in good fettle working condition	May be owned/hired/ leased basis

Note:

- (a) Owned equipment as per the minimum number specified, can be deployed within 120 days of the issue of LOI (***only in case of Reachstackers, forklifts and sling cranes, where permitted***). However, the tenderer should specify the interim arrangement clearly indicating the source along with a consent letter from the



owners for the use of such equipment by the tenderer for the duration of 120 days in the requisite format (Annexure IV).

- (b) Rest of the equipment/ vehicles could be on hired basis, for which , the tenderer should submit a consent letter from the owners for the use of such equipment by the tenderer(s) during the entire duration of the contract (contract period of 4 years, extended period of one year and obligatory period of 4 months).
- (c) The tenderer must submit detailed deployment plan in the requisite format (Annexure V) for the equipment asked for in the tender along with consent letter from owners of hired equipment.
- (d) The contractor will have to replace the equipment, if rules /laws are changed by Government, in respect of vintage or axle payload of the equipment.
- (e) Vintage of reach stacker should not be more than five years at the time of bidding and during the currency of contract it should not be more than 10 years old.

3.3 EQUIPMENT FOR HANDLING OF CARGO:

SN	Equipment	No	Description
1	Forklift (3 MT)	2	A..With rubber tyres. B.Capable to stuff/destuff containers/ handle cargo for loading / offloading trucks with cargo/ steel plates of lengths upto 5 meters and standard pallets weight upto 3 MT with extended forks/ arms and should have low mast.
2	Hydra (12MT)	1	Capable of unloading/stuffing/destuffing of cargo in to/from Containers.

Note:

- (a) Forklifts and Hydra may be on owned/hired/leased basis.
- (b) Equipments offered on hired basis, the tenderer should submit a consent letter from the owners for the use of such equipment by the tenderer(s) during the entire duration of the contract .
- (c) The contractor will have to replace the equipment, if rules /laws are changed by Government, in respect of vintage or axle payload of the equipment.
- (d) The tenderer must submit detailed deployment plan in the requisite format (Annexure V) for the equipment asked for in the tender along with consent letter from owners of hired equipment.



4. DEPLOYMENT OF VEHICLE/ EQUIPMENT BY THE SUCCESSFUL BIDDER:

4.1 The successful bidder will be obliged to position the trailers/equipments at the terminal at least two days prior to the scheduled start of work.

4.2 The successful bidder to be appointed as contractor shall, before the commencement of the operations, get all the vehicles/equipment inspected by the CONCOR official. In case owned equipment is permitted to be deployed within 120 days of the issue of LOI, they should be offered for inspection prior to its induction. All the deployed vehicles/equipment must conform to the age , make/model, year of manufacture, handling capacity, carrying capacity, GVW, mechanical condition , ownership criteria, etc. wherever applicable / prescribed in terms of para 3 above. The contractor will be required to produce original supporting documents like Registration papers, invoices, valid Insurance, Fitness certificates, etc at the time of inspection at the terminal. A vehicle / equipment once deployed, should not ordinarily be changed. However, it may be changed on the written request of the contractor only with the approval of the Terminal Manager in exceptional cases. For deployment of owned equipment / vehicles within 120 days of the issue of LOI, the permission of substitution will be accorded freely. However, the new deployed vehicles / equipment have to conform to the stipulated criteria.

4.2 In case of failure to deploy owned/hired vehicles/equipments by the contractor on or before stipulated date , or in case of short / non deployment of required number of equipment / trailers at any time during the pendency of the contract, damages of Rs.2500/- per vehicle and or Rs.20,000/- per reach stacker and or Rs.5,000/- for Hydra crane and / or Rs.1,500/- for fork lift per day or part thereof may be levied till the vehicles/equipments are provided by the contractor. Similar damages may be levied for vehicle/equipment, if they are found not in conformity with the required age and any other condition.

4.3 The maximum number of additional trailers [30% of the original number, rounded off to the next higher whole number] may be asked for on permanent basis from the contractor on (7) seven days written notice. The exact number of trailers required to be increased as per aforesaid provision will be determined by the ED NCR, based on the traffic volume.

Similarly additional Reach Stackers can be asked on 60 days notice and other equipment like forklift, Empty Hydra crane etc. on 30 days notice.[upto 30% of the original number, rounded off to the next higher whole number]

However, if there is need for more equipment, than stipulated above, the same can be taken from the contractor provided he is willing to do so, otherwise some alternative arrangement can be made by CONCOR.

4.4 Notwithstanding above, in case of reduction in business, ED NCR can also reduce the number of trailers/equipment subject to suitable rate negotiations on mutual



discussion basis. The reduction /withdrawal of the vehicles/ equipment shall be allowed on undertaking that the same will be restored within the notice period prescribed in para 4.3 above. In case the contractor fails to restore the number of vehicles / equipment , or provides vehicles/equipments which do not comply with the criteria of the ownership / year of manufacture / etc, damages as prescribed in para 4.2 above would be applicable. In case of restoration of the vehicles / equipment to its original level, the rates would also be restored to the original level.

4.5 The decision of the ED NCR, CONCOR, will be final and binding in the matter of deciding the type and capacity of equipment / vehicles required.

5. CONTRACTOR'S OBLIGATIONS with regard to:

5.1 ROAD TRANSPORT SERVICES:

The contractor engaged to transport containers through road vehicles will observe and abide by all the statutory laws and rules, including safety norms, made by Central / State Governments in regard to transportation of cargo / container by road.

- (i) The Contractor shall be required to fulfill the minimum number of 5 job orders per day.
- (ii) For evaluation of performance and damage purpose, the contractor is required to execute job orders on a daily basis, but not later than 0800 hours of the next day. However, given the market changes, the contractor should be prepared to execute 10% additional job orders per day during the first year of work, and 20% during the subsequent years, subject to a prior written notice of three days in advance to be given by CONCOR.
- (iii) In case there is any additional increase in traffic over and above 30 % and the contractor is not willing to undertake the work, then CONCOR will be free to engage any third party for the execution of work. This shall not be at the risk and cost of the contractor.
- (iv) In case of failure to comply with the job orders as stipulated above, damages of upto Rs.500/- per 20'/22' container per 24 hrs. or part thereof, and Rs.800/- per 40' /45' container per 24 hrs. or part thereof may be levied by the Terminal Manager / Incharge ICD/Malanpur till the job orders are complied with. Further, CONCOR will have the discretion to get the un-complied job orders executed by any other suitable agency at the risk and cost of the contractor, if business so warrants, as per the discretion of Terminal Manager / Incharge.

Illustration: (e.g. if minimum number of JOs to be executed is 25 JOs per day):

- (a) On Monday 30 job orders are issued during working hours and 25 job orders are complied up to 0800 hrs. next day. No damages are to be levied.



- (b) On Monday 30 job orders are issued during working hours, and only 20 job orders are complied up to next day 0800 hrs., 5 job orders will attract damages of upto Rs.500/- for 20'/22' containers or Rs.800/- for 40' containers per 24 hrs till the said job orders are complied with.
- (c) If 20 job orders are issued during working hours and 20 job orders are complied up to 0800 hrs next day, no damages are to be levied.
- (d) If 20 job orders are issued during working hours and 15 job orders are complied up to 0800 hrs. next day, 5 job orders will attract damages.

Note: The above example of execution of Job Order does not include the job orders carried forward. Carry Forward Job Orders will attract damages, only when they are within the ambit of minimum job orders, till they are executed as per above provisions.

Illustration: (e.g. if minimum number of JOs to be executed is 25 JOs per day).

- (e) On Monday 30 job orders are issued during working hours and 25 job orders are complied up to 0800 hrs. next day. No damages are to be levied. However, on Tuesday again 29 job orders are issued, and only 25 are complied with by 0800 hours of Wednesday, no damages are leviable on the job orders not complied with, that are in excess of the minimum job orders.
- (f) On Monday 30 job orders are issued during working hours and 25 job orders are complied up to 0800 hrs. next day. No damages are to be levied. However, on Tuesday 20 job orders are issued, and only 20 are complied with by 0800 hours of Wednesday, damages are leviable on the 5 pending overlap job orders not complied with on Wednesday, since they now fall within the limit of minimum job orders issued / pending for Tuesday.
- (v) In case, due to any reason, CONCOR fails to load containers on trailers, no damages will be imposed on account of non-execution of Job Order. However, to claim this benefit, the contractor will be issued a Certificate by the Terminal Manager to this effect on written request made by the contractor, provided handling and transportation are done by different entities.
- (vi) The contractor shall ensure that the trailers carrying containers to and from ICD/ Malanpur, cover the journey between ICD/ Malanpur, and Consignor/Consignee's premises, ICD/CFS/SEZs, etc. within the transit time notified by the Terminal Manager/CONCOR. Failure to adhere to agreed transit time in more than 20% cases may attract damages@ Rs. 250/- per TEU per day or part thereof.



5.2 MAINTENANCE & DOWNTIME OF EQUIPMENT :

(i) Up time:

For individual equipment an availability (up time) of 100% excluding maintenance downtime and fuelling time on a monthly basis must be maintained. The machine/equipment will be treated as down if there is a continuous break-down of more than one hour. However, at no point of time should the equipment be down for more than three hours at a stretch. In that case the contractor shall endeavour to make alternate arrangements within twelve hours at his own cost. Failure to comply with these stipulations will be considered as a serious case of unsatisfactory performance and may be dealt with as per the provisions of Chapter III Clause 8: Consequences of Unsatisfactory, at the discretion of Terminal Manager / Incharge of ICD/Malanpur.

(ii) Down time for:

A. Reach Stackers:

- (a) Three hours of cooling for every 24 hours of working shall be allowed.
- (b) A total of thirty hours per month shall be allowed towards exigency break-down, fuelling and staff change, etc.
- (c) Preventive maintenance time shall be eight hours per week, in one or two spells. No cooling shall be allowed on the day of preventive maintenance.

B. Sling Crane/Forklift / Hydra:

- (a) A total of 90 hours per month shall be allowed towards cooling.
- (b) A total of forty eight hours per month shall be allowed towards exigency break-down, fuelling and staff change, etc.
- (c) In addition, maintenance down time shall be allowed as eight hours per week.

C. Trailers:

- (a) Two hours cooling for every 24 hours of working shall be allowed, which will include the time taken for change of shift / fuelling/meals break etc.
- (b) In addition, preventive maintenance time shall be a period of 8 hours every two weeks in maximum two spells. Further, the contractor will not be entitled for weekly scheduled maintenance in case the trailer is under breakdown throughout the week, which shall always be construed from Monday to Sunday.
- (c) A total of 15 hours per month shall be allowed towards exigency break-down.



- 5.3 All arrangements for operations and maintenance inclusive of fuel and lubricants, operators, other requisite personnel, maintenance and repairs etc. shall be made by Contractor at his own cost.

6. LIQUIDATED DAMAGES

- 6.1 **Reach Stacker:** for actual down time up to 48 hours per month, beyond the allowed down time including maintenance as above in para 5, liquidated damages shall be recovered @ 1.25 times the hourly hiring rate payable to the contractor. In case the actual break-down is more than 48 hours, beyond the allowed down time, liquidated damages @ 1.50 times the hourly hiring rate payable, shall be recovered.
- 6.2 **Sling crane:** for actual down time up to 24 hours beyond the permitted down time, including maintenance, as above in para 5, the liquidated damages shall be 1.25 times of hourly hiring rate payable. If the actual down time is more than 24 hours beyond the permitted down time, liquidated damages shall be charged @ 1.50 times of hourly hiring rate.
- 6.3 **Trailer:** Liquidated damages for break down up to 12 hours, beyond the permitted down time, as above in para 5, shall be equal to 1.25 times of hourly hiring rate payable. In case the actual down time is more than 12 hours over permitted time, liquidated damages equal to 1.5 times the hourly rate payable shall be charged.

However no hiring charges for the duration, the equipment / vehicle is non-functional, shall be deducted, except for the liquidated damages, as above.

Note: For the purpose of liquidated damages, the hourly hiring rate shall be calculated by dividing the monthly hire charges by 720.

7. SCHEDULE FOR COMPLETING ASSIGNED WORK

7.1 Rail side handling

- (i) The working hours for the purpose of loading/unloading onto/from railway flats/wagons shall be round the clock all 365 days.
- (ii) For handling of full rake, at terminals provided with one Reach Stacker, free time of four hours for single and seven hours for double operation will be provided.
- (iii) In case of overlapping job order for loading/ unloading on the same line, the activities have to be completed within the time permitted for double operations. In case loading job orders are issued in more than one lot, the time shall be reckoned from the time the first job order is given.



- (iv) In case of job order for loading / unloading being issued in parts, one hour shall be permitted for every five moves (loading / offloading of containers) and the time shall be taken from the time the last job order is given.
- (v) In case of overlapping operation on both lines, free time for the second rake shall commence on expiry of free time for first rake or completion of loading/ handling of first rake, whichever is earlier, whenever job orders for loading are given for another rake, prior to unloading of the last wagon of the first rake.
- (vi) In case there is more than one placement for handling of rake due to capacity constraints, the maximum permissible free time for unloading/loading shall be in accordance with para 7(ii) above. The total loading/unloading time will start from the placement of first part and end with the loading / unloading completion of second part. But the time taken in between loading / unloading completion of first part and placement of second part shall not be counted.
- (vii) In case of failure to adhere to the time limits, CONCOR will levy wagon detention charges for the entire rake @ Rs.100/- per hour or part thereof on per flat wagon or part thereof . The date and time recorded in the placement / loading register of CONCOR will be treated as placement time for this purpose.
- (viii) In case the handling is done in less than 50% of the time prescribed as above, for the entire rake, an incentive of Rs. 50/- per flat wagon shall be admissible to the contractor.
- (ix) In case of advance job order issued for loading/unloading of Rakes, placement time/fitment time of Rake at terminal will be considered for computation of its compliance.

7.2 **Expeditious Handling of containers**

All private road trailers will be required to be handled round the clock, on the basis of the job orders issued by the Terminal. The contractor shall be required to comply with all the job orders issued for container loading / offloading in a particular shift, latest by the end of the next shift. For instance, all job orders issued between 0800 hrs and 1600 hrs will have to be complied with by 2400 hrs. In case, more than 20% of the job orders issued during a particular shift remain uncomplished with at the end of the next shift, lumpsum damages of upto Rs. 2000/- may be levied by the Terminal Manager / Incharge, besides payment of due Terminal Service Charges for the particular containers, at the applicable slab rates. In addition, if CONCOR receives any specific claim of customer for any abnormal delay in handling, and it is considered favourably by CONCOR, damages at a maximum rate of Rs. 600/- per Trailer per day or part thereof would be recovered from the monthly bill of the Contractor and paid to the customer. Repeated failure on this account may be treated as instances of unsatisfactory performance.

In case of advance job order issued for loading/unloading of containers, entry time of private trailers in terminal will be considered for computation of its compliance subject to validity of advance job order issued.

7.3 **Expeditious Handling of Cargo:**



- (i) The cargo received during the working hours of ICD Malanpur will have to be unloaded by the end of the day, in case of issue of job orders by 1600 hrs. Similarly loading of import cargo on to the trucks provided by the importer or his agent shall be completed by the Contractor on the same day in case of issue of job orders by 1600 hrs. In case of failure, lumpsum damages of upto Rs. 2000/- may be levied if more than 20 % job orders remain uncomplined.
- (ii) The stuffing / destuffing of containers at the ICD Malanpur should also be completed latest by the end of the next shift. For instance, all job orders issued between 0800 hrs and 1600 hrs will have to be complied with by 2400 hrs. In case, more than 20% of the job orders issued during a particular shift remain uncomplined with at the end of the next shift, lumpsum damages of upto Rs. 2000/- may be levied by the Terminal Manager / Incharge. In addition, if CONCOR receives any specific claim of customer for any abnormal delay, and it is considered favourably by CONCOR, damages at a maximum rate of Rs. 600/- per TEU per day or part thereof would be recovered from the monthly bill and paid to the customer. Repeated failure on this account may be treated as instances of unsatisfactory performance.

In case of any shift being non – operational (such as 0022 – 0600), the job orders have to be complied with in the next working shift.
- (iii) In case of advance job order issued for loading/unloading of cargo, entry time of Cargo truck in terminal will be considered for computation of its compliance subject to validity of advance job order issued.

8. CONSEQUENCES OF UNSATISFACTORY PERFORMANCE:

- 8.1 Damages may be recovered from the contractor for repeated unsatisfactory performance in addition to the damages prescribed in the respective paras above @ Rs.5,000/- per day, by Terminal Manager / Incharge of ICD/Malanpur.
- 8.2 However, additional damages for unsatisfactory working will be imposed only after serving a Show Cause Notice, whereas damages under other clauses can be imposed by giving intimation to the Contractor.
- 8.3 All the damages will be imposed by the Terminal Manager/Incharge and the same will be deducted from the monthly bill of the contractor. CONCOR may also deduct the damages from the Security Deposit, incase monthly bills are short of damages amount. In such a case, the contractor shall have to make good the Security Deposit within a period of three days of the intimation to him.

9. SPECIFIC RESPONSIBILITIES FOR ROAD/TREMINAL TRANSPORTATION OF CONTAINERS:

- 9.1 The contractor shall ensure proper closure of doors of the containers at the time of loading / shifting. Failure to do so may be treated as unsatisfactory performance. The container shall be secured to the road vehicle by all four bottom corner fittings.



- 9.2 Every ODC consignment must have a proper lashing/choking/bracing. The contractor shall ensure that no container is accepted for Road Transportation if it has improper lashing/choking/bracing.
- 9.3 In case of an accident in transit, or for any other reason, if a container needs to be transshipped on to another vehicle/chassis en route, the transshipment shall be carried-out by the contractor at his cost and risk. The contractor shall also be liable to pay the compensation/claims arising out of any damage to container and cargo, including the claims in respect of short deliveries, if any, occurring due to such mishaps. The contractor shall also be liable for any third party claims and damages including the Customs duties / damages for short deliveries, if any, occurring due to such mishaps. CONCOR reserves the right to deduct such amounts from any amount payable to the contractor. The contractor is advised to take appropriate insurance coverage in consultation with CONCOR against these unforeseen events.
- 9.4 CONCOR shall have the right to change routes and increase or decrease the total mileage from time to time. This will not confer any right on the contractor to claim any extra amount as a result of such temporary change i.e. for 15 days.
- 9.5 In the case of long lead Road Transportation, events like imposition of restrictions on movement by State Government authorities on a particular route or in certain timings or diversion of routes on temporary basis due to civil works, law and order, festivals, etc. shall not form the basis for higher rates. The traffic has to be carried by the diverted route or in the permissible timings at the rates quoted in this tender. However for permanent restriction (of more than 15 days) resulting in long haulage, the rates can be revised with mutual discussion.
- 9.6 The contractor shall not carry out any direct business dealing with any customer of CONCOR without prior approval of CONCOR. The contractor shall not receive, transport any container / cargo within the terminal for any customer of CONCOR directly, without prior approval of CONCOR in writing.
- 9.7 The contractor shall not receive and transport any container whose original seals have been tampered with or whose contents appear to have been damaged and / or pilfered and will always act only on the instructions of the Terminal Manager. The contractor shall also be responsible for bringing the containers duly stuffed or loaded outside ICD/MALANPUR with seals intact and hand them over at the appropriate place in the same condition.
- 9.8 The contractor shall exchange the Equipment Interchange Report (EIR) every time the handing over or taking over of a container takes place. He shall be responsible for examining and verifying correctness of the details given in the EIR.
- 9.9 CONCOR transports 'exim' containers in bonded state. It is responsible to the Customs for the safety of 'exim' cargo during transit and has to furnish a "Continuity Bond" of an appropriate amount to the Customs. The contractor will be required to sign this bond as a guarantor. The contractor will be liable for the element of Customs duty also for any loss or damage to the cargo while the container is in his custody



- 9.10 The contractor shall make his own arrangements for repair / maintenance of all vehicles deployed by him. A rent-free limited specified area within or near the ICD/ Malanpur premises may be provided by CONCOR upon specific request by the contractor for such specified repairs / maintenance. No other area in the ICD/Malanpur premises shall be used for repair /maintenance of equipment /vehicles. Water and electric charges would be borne by the Contractor.
- 9.11 In case the contractor fails to promptly substitute vehicles in good working and presentable condition and in case alternative arrangements are made by CONCOR for Terminal Transportation of containers, it will be on the contractor's sole risk and cost, till suitable replacement is provided by the contractor or the cycle of activity as initiated under alternative arrangements gets completed, whichever comes later.
- 9.12 The decision of CONCOR as to the extent of expenditure incurred and/or loss sustained by CONCOR in this regard shall be final and binding on the contractor. CONCOR shall have the right to recover such expenditure and loss as sustained by it from the security deposit or pending bills of the contractor.

10. BRIEF SPECIFICATION OF VEHICLES

- 10.1 Road trailers for Road Transportation of containers for short or long distance would be in the form of Tractor-Trailer units each comprising of a prime-mover and Semi-trailers (chassis) fitted with container securing arrangements. The trailers deployed for the work must be capable of carrying 20'/22' and /or 40'/45' containers. The vehicles will have to conform to the requirements, specifications and conditions prescribed in paragraphs below:
- 10.2 Container securing arrangements (bottom corner fittings) on the semi-trailer (chassis) shall be in accordance with the international ISO standards on "Freight Containers Handling and Securing". The chassis shall be fitted with twist-locks which may be either fixed or retractable and, in some cases, adjustable in height. Alternatively, securing cones with pinlock or securing guide with pinlock may be used.
- 10.3 All vehicles must be fit for meeting with the stipulation of weight categories as indicated in Motor Vehicles Act and all State and Central laws. Contractor will indemnify CONCOR for any fines / penalties imposed by any Authority for his act of violation of any of such laws.

11. CONDITION FOR OPERATION OF CRANE /HYDRA / FORKLIFT

- 11.1 The contractor is obliged to keep the equipment like Crane, Reach Stacker/Forklift/ Hydra etc in proper working condition and to be operated by skilled and trained man power.



- 11.2 The preventive maintenance of the equipment should be carried out as per maintenance schedule of equipment and in case of break down, the same should be attended in time and in case of prolonged break down, some alternative arrangements should be made within reasonable time to prevent hardship to customers and revenue loss to CONCOR. In case of prolonged break down for more than 48 hours, CONCOR can get the work done at the risk and cost of the contractor. However, in case of repeated failure in performance, CONCOR may make alternate arrangements lasting minimum 3 months till the remedial measure is taken by the contractor at his risk and cost.



CHAPTER IV GENERAL CONDITIONS

1. DEFINITION

- 1.1 **Tenderer/Bidder:** A person, society, firm or company willingly participating in tender in given terms and conditions, is tenderer/ bidder.
- 1.2 **Tender:** Tender means the tender document (both technical and commercial) submitted by the tenderer for consideration by the CONCOR.
- 1.3 **Name of Tender:** means the work i.e. handling of containers and cargo, road transportation of containers, etc. for which tender is being floated.
- 1.4 **Pre Qualification Bid:** means documents regarding eligibility conditions as stipulated in the tender document for qualifying the bidder for consideration of his Financial Bid.
- 1.5 **Schedule of Rates:** means the rates quoted by the tenderer in the prescribed format for various activities to be performed by the contractor.
- 1.6 **Financial Bid:** means the document containing the Schedule of Rates to be considered for the purpose of evaluation and award of contract.
- 1.7 **Container:** Container shall mean various types of ISO/DSO containers i.e. Dry container, Reefer container, Flat rack, Open Top etc used for transportation of export/import and domestic cargo which could be 20'/22'/40'/45' or tank container.
- 1.8 **Unsatisfactory Performance:** The unsatisfactory working will include the following:
- Repeated failure to adhere to the work schedule.
 - Repeated occurrences of go-slow/strike or acts of indiscipline on the part of manpower deployed by Contractor.
 - Failure to provide manpower in consonance with work requirement for a continuous period of (5) five days.
 - Failure to provide requisite number of equipment, or ensuring its availability in consonance with contractual requirement for a continuous period of (3) three days.
 - Repeated instances of improper work.
 - Repeated instances of failure to comply with instructions of Terminal Manager.
 - Breach of terms of the contract.



- 1.9 **Container Freight Station:** A place used for storage of cargo, stuffing and destuffing of containers.
- 1.10 **Contractor:** Contractor means the person, Society, Firm or Company whose tender has been accepted by the CONCOR, and shall include his employees, agents, etc.
- 1.11 **CONCOR:** CONCOR means ‘Container Corporation of India Limited’ a Company incorporated in India with its registered office at CONCOR Bhawan, C-3, Mathura Road, Opp. Apollo Hospital, Delhi.
- 1.12 **Laws:** Laws means Contract Act, Indian Railway Act 1989, Carrier Act 1865 and all Labour laws mentioned in the tender document and rules/regulations, as amended or issued by Central and State Government from time to time.
- 1.13 **Taxes :** Service Tax, Cess Tax, Value Added Tax, Entry Tax and any other tax, levy, Fee, Cess imposed by Government, from time to time, on container/cargo handling and transportation, storage etc.
- 1.14 **Competitor:** A competitor would be any firm, company, corporation, or individual who is in the same line of business and shares or can potentially share the customers of CONCOR in a particular catchment area.

2. RATE REVISION CLAUSE

- 2.1 The contracted rates shall remain operative throughout the contract period except for variation in diesel (HSD) prices which CONCOR on contractor’s request will increase or decrease at six monthly frequency @ 0.3% for every 1% increase or decrease in base HSD (diesel) price due to any government notification etc. duly supported by documentary evidence.
- 2.2 First rate revision would be done only after **(6) six** months of commencement of contract, w.e.f. 1st of the month following completion of **(6) six** months of commencement of contract. Subsequent rate revisions would be after six months interval thereafter. For instance, if a contract commences for a period of four (4) years on, say, 16th April 2009, there will be seven rate revisions due during (4) four years period. 1st rate revision would be due w.e.f. 1st Nov, 2009, 2nd w.e.f. 1st May 2010 and 3rd w.e.f. 1st Nov, 2010, and so on.

The rate revision would be regulated by the following formula:

For 1st rate revision

$$\% \text{ increase in contract rates} = (\mathbf{P}_1 - \mathbf{P}_B) / \mathbf{P}_B \times 100 \times 30/100$$

where

\mathbf{P}_1 = HSD price on 1st of the month following completion of initial **five** months of contract (as applicable in city of contract); and

\mathbf{P}_B = Base HSD price on the last date of submission of tender (in the city of contract).



For subsequent six monthly rate revisions

$$\% \text{ increase in contract rates} = (\mathbf{P_N} - \mathbf{P_{N-1}}) / \mathbf{P_{N-1}} \times 100 \times 30/100$$

where

$\mathbf{P_N}$ = HSD price on 1st day of the previous month of the due date of nth escalation (as applicable in city of contract); and

$\mathbf{P_{N-1}}$ = HSD price on 1st day of the previous month of (n-1)th escalation (as applicable in the city of contract).

- 2.3 The revision on the basis of above principle will remain valid for the original period of contract, as per provisions of tender. In case CONCOR management decides to extend the original contract period, CONCOR may negotiate the prices with the contractor depending upon the market situation at the time of extension and the extension will be given at mutually accepted rates. Contractor will have the right to exit from the extended period if no agreement on mutually acceptable rates is arrived at for the extendable period. In such an event, the contractor will, however, have to work at the same rates for another 4 (four) months, beyond the initial contract period, to enable CONCOR to finalise alternative arrangements.
- 2.4 In case extension is agreed to, the same rate revision will be applicable for extended period with base shifted to the date on which extension becomes effective. In case of above example, the base date for extended period will be 16 April 2013 and the reference base price of HSD ($\mathbf{P_B}$) for further extended period shall be 16.4.2013 and relevant contract rates shall be negotiated rates arrived at for extended period.

Illustration:

Suppose the HSD price on the date of submission of the tender mentioned above was Rs.42.20 per litre and it is Rs.45.20 per litre on 1st October, 2009. According to the formula, %age increase in contract rates will be as under:

For 1st rate revision (w.e.f. 1.11.2009)

$$= (\mathbf{P_1} - \mathbf{P_B}) / \mathbf{P_B} \times 100 \times 30/100$$

$$(45.20 - 42.20) / 42.20 * 100 * 30 / 100$$

= 2.13% i.e. an increase of 2.13% in the originally accepted contract rates on which rate revision is specifically provided for in the contract.

For second six monthly rate revisions w.e.f. 1st May, 2010, let the HSD price as on 01.4.2010 be Rs.42.12 per litre. Then, in this case:

$$= (\mathbf{P_N} - \mathbf{P_{N-1}}) / \mathbf{P_{N-1}} \times 100 \times 30/100$$

$$= (\mathbf{P_2} - \mathbf{P_1}) / \mathbf{P_1} \times 100 \times 30/100$$

$$= (42.12 - 45.20) / 45.20 \times 100 \times 30/100$$

= -2.04% i.e. a decrease of 2.04% over the rate accepted during the previous revision.



3. **CHANGE IN BUSINESS PATTERN:** In case of drop in volumes or insufficient work contractor will not be entitled for any compensation from CONCOR on this account.

4. **TERMINATION OF THE CONTRACT**

4.1 In the event of *repeated instances of* unsatisfactory service or any failure at any time on the part of the contractor to comply with the terms and provisions of this contract to the satisfaction of CONCOR (who shall be the sole judge and whose decision shall be final), it shall also be open to CONCOR to terminate this contract by giving not less than (7) seven days notice in writing to that effect and if the contractor, does not make good his default within the notice period, CONCOR shall be entitled to terminate the contract as a whole or in part.

4.2 In the event of such termination of the contract, CONCOR shall be entitled to:

- (i) forfeit the security deposit as it may consider fit;
- (ii) get the balance/remaining work done by making alternative arrangements as deemed necessary and until such time CONCOR is able to appoint a new regular Contractor; and recover from the contractor (appointed under this tender) any extra expenditure incurred by CONCOR in getting the work done and damages which CONCOR may sustain as a consequence of such action.

4.3 If the extra expenditure incurred by CONCOR *on account of unsatisfactory performance of the contractor as mentioned in paragraphs above* is more than the Security Deposit *proposed to be forfeited*, the expenditure over and in excess of the Security Deposit may be recovered by deducting the said amount from pending bills of the contractor under this tender or from money due to the contractor by CONCOR under this or any other contract or otherwise. The contractor shall have no claim whatsoever against CONCOR, in consequence on such recoveries or termination of the contract, as stated above.

4.4 The certificate of CONCOR Official, Incharge of the ICD/MALANPUR, as to the sum payable to the new agency, if the work in question had been carried out by him under the terms of contract, shall be final and binding on the contractor.

4.5 If at any time the contractor becomes insolvent or files an application for insolvency or any creditor of his moves the court for adjudicating him as an insolvent or, if he is convicted by any court of law, CONCOR will have the absolute option of terminating the contract forthwith and he shall have no right for damages or compensations on this account.



5. PROHIBITION AGAINST TAKING WORK FROM CONCOR/ GOVERNMENT SERVANTS

No person, who has retired within two years as a Gazetted Officer in Executive or Administrative duties in any Government Service or CONCOR shall be a contractor of CONCOR. The contractor shall under no circumstances employ any such person in the employment of CONCOR for the purpose of carrying out this contract without express permission in writing from CONCOR. The contract is liable for cancellation if the contractor himself or any of his employees is found to be a person to whom this applies and who had not obtained necessary permission of CONCOR. Ex-servicemen may, however, be deployed.

6. CUSTOMER'S RIGHT

The tenderers are informed that subject to the approval of CONCOR, all customers of CONCOR will have the option of transporting their containers by any transporter of their own choice in case it suits their requirements.

7. CONTRACTOR'S RESPONSIBILITIES & DUTIES

7.1 The tenderers are advised to acquaint themselves with the exact location, road approaches, conditions, the facilities at the ICD/MALANPUR, (where they want to work), the Customs procedures and with the industrial areas in and around ICD/MALANPUR. They are also advised to familiarize themselves with the procedures and method of working of the ICD/Malanpur. The tenderer can visit the said ICD/MALANPUR on any working day prior to submitting the tender and acquaint himself of these aspects.

7.2 The contractor shall not independently operate in the business of container handling and transportation in the said ICD/MALANPUR. Damages to the extent of Rs.10,000/- per case may be imposed on the contractor, if any such case comes to the notice of CONCOR management and if CONCOR management is reasonably convinced about the same. The decision of the concerned Executive Director/ CONCOR, of North Central Region, in all such cases shall be final and binding on the contractor. This restriction shall be applicable not only for the entities undertaking this contract but also for all such entities in which the contractor has his stake so far as his business interests are concerned.

7.3 The contractor is expected to monitor various operational activities and supply information of all containers in transit to CONCOR on a daily basis in the format as may be prescribed by CONCOR management of the ICD/MALANPUR from time to time.

7.4 All the workers and/or person employed by the contractor shall be engaged by him as his own employees/workmen in all respect implied or expressed. The contractor shall be responsible against any liabilities of accident, partial or full disability, death etc. of his worker or third party. The Contractor shall keep



CONCOR indemnified against liabilities arising out of the contract on this account.

- 7.5 The contractor shall be solely responsible for compliance of all applicable laws and the statutory provisions enshrined therein; and the contractor shall specifically ensure compliance of all such various Laws, Acts, etc, including but not limited to the following :-
- (i) Contract Labour (Regulation & Abolition) Act 1970 and Rules made there under.
 - (ii) The Employees (Provident Fund & Miscellaneous Provisions) Act 1952.
 - (iii) The Employees State Insurance Act 1948 wherever applicable (in case ESI Act is not applicable the Workmen Compensation Act 1923 and Maternity Benefit Act 1961 will be applicable.)
 - (iv) The Minimum Wages Act 1948.
 - (v) The Payment of Bonus Act 1965.
 - (vi) The Payment of Gratuity Act 1972.
 - (vii) The Payment of Wages Act 1936.
 - (viii) The Motor Vehicle Act.
- 7.6 The contractor shall maintain all the Registers and records, file the returns, display notices as required under the provisions and rules of various applicable labour and transport laws.
- 7.7 Apart from the indemnity provided to the principal employer under the various labour laws, the contractor shall fully indemnify CONCOR against all the payments, claims and liabilities whatsoever incidentally arising out of or for the compliance with or endorsement of the provisions of any labour or other laws to the extent of their applicability to the establishment/work in CONCOR.
- 7.8 The contractor shall give his employees/workmen unique identification either through providing uniform or any other means and ensure that all his employees/workmen are holding photo identity card in a conspicuous manner issued to him by the contractor. It shall be the responsibility of the contractor to get all employees/workmen deployed at CONCOR premises duly screened and verified, preferably through police verification. CONCOR shall have the right to object and require the contractor to remove forthwith from the premises any personnel employed by him, if in the opinion of CONCOR such person's conduct is not commensurate with the requirements, discipline, decorum and decency of CONCOR and/or the person is not desirable with proper performance of the work.
- 7.9 The contractor shall pay not less than minimum wages rate as notified by the appropriate Government to the employees/workers engaged by him. The disbursement of the wages shall be in the manner as prescribed under law.



- 7.10 The contractor shall provide adequate number of trained supervisors, equipment/ vehicle operators/drivers and other workers at all the desired operational points at ICD/Malanpur, to ensure proper and timely movement of containers, including performance of incidental and general services, expeditiously and to the satisfaction of CONCOR officials. Terminal Incharge of the ICD/Malanpur shall have the final say in the matter.
- 7.11 The contractor shall provide, at his own cost, all workers and other employees with necessary tools, safety helmets, shoes, jackets, etc. for effective and efficient discharge of the work contemplated in the contract. Necessary inventory for consumables and certain critical components of Road Transportation vehicles should also be provided by him at the ICD/ Malanpur so that the work is not hampered at the terminal.
- 7.12 The contractor will be required to keep its premises and/or workshop in the ICD/MALANPUR premises neat and clean in all respects. The contractor should also be equipped with suitable fire fighting arrangement in the area nominated for the positioning of his trailers/equipment in the terminal premises.
- 7.13 In every case in which, by virtue of the provisions of the aforesaid Acts or the Rules, CONCOR is obliged to pay any amount of wages to a workman employed by the contractor in execution of the work or to incur any expenditure in providing welfare and health amenities required to be provided under the aforesaid Act and the Rules or to incur any expenditure on account of the contingent liability of CONCOR due to the contractor's failure to fulfill his statutory obligations under the aforesaid Acts and the Rules, CONCOR shall be at liberty to withhold from the bills of the contractor the amount of wage as paid or the amount of expenditure so incurred, and without prejudice to the rights of CONCOR under relevant sections of the concerned Acts. CONCOR shall be at liberty to recover such amount or part thereof by deducting it from Security Deposit and / or by invocation of bank guarantee from any sum due by CONCOR to the contractor whether under the particular contract or otherwise, CONCOR shall not be bound to contest any claim made against it under any sections of any of the Acts, except on the written request of the contractor and upon his giving to CONCOR security for all costs for which CONCOR might become liable in contesting such claim. The decision of CONCOR regarding the amount actually recoverable from the contractor as stated above shall be final and binding on him.
- 7.14 If CONCOR, at any time, considers the mode adopted by the contractor of paying his workmen objectionable, it shall have the power of requiring a change of system within one week from the date of notice in writing to the effect, and in case of non-compliance with such notice, all payment to the contractor may be withheld during such non-compliance.



8. EMPLOYEES PROVIDENT FUND & ESI

- 8.1 It will be the responsibility of the respective contractors to obtain separate code (identification number) for deposit of PF and ESI dues, with the concerned authorities directly, prior to commencement of work.
- 8.2 The onus of deposit of PF/ESI dues shall be on the contractor. Payment against contractor's bills will be released only when notarized copies of relevant challans, PF Registration / Code Number along with photocopies of attendance and payment registers are provided for the previous month (i.e. one month prior to the period for which the bill pertains).
- 8.3 It shall be mandatory for the contractor to obtain ESI and PF registration, and to obtain (or at least apply for) labour licence before the commencement of the work. (To enable the Contractor to apply for labour licence, necessary certificate of award of work shall be given by CONCOR)

9. LICENCE/PERMISSION/REGISTRATION

Wherever any Licence/Permission from or Registration with Local or State or Central Authorities is required under the above Acts/Law or any other Laws Governing the work contracted for, the contractor shall at his own cost arrange for such Licence/Permission/Registration. Contractor shall also be liable for producing for inspection such certificates and licences as may be required by the Local/State/Central Authorities or CONCOR as and when required. The contractor shall pay all levies, fees, taxes and charges etc. to appropriate authorities and other bodies as required by them under their rules for, vehicles / trailers, employees or workers engaged by him. These charges shall be borne by the contractor. However, if any new tax is levied, subsequent to the signing of the contract, reimbursement of the same may be considered by the Competent Authority on the basis of written proof regarding imposition of new tax. The vehicle/trailer shall not carry load in excess of the GVW as mentioned in the RC Book of the vehicle/trailer concerned. No claim or compensation for reimbursements, made against CONCOR by Contractor shall be entertained by CONCOR for any breach of the provisions/Acts or laws by the contractor.

10. INSURANCE:

It is advisable for contractor to take a suitable insurance policy for transportation and terminal handling of cargo/containers, and also for allied activities/risks, if any. This is in the interest of the contractor to cover himself from risks involved in Handling and Transportation of cargo/containers. Since this is a policy which protects the contractor, it is advisable that he takes such a policy for a value as he deems fit. It may be noted that this is not a mandatory requirement of CONCOR for fulfillment of this contract. CONCOR, however, will be recovering the value of any damage that has arisen while the cargo/containers were in the custody of the contractor from contractor's bills/Security Deposit/BG etc., irrespective of whether insurance policy has been taken by contractor or not.



11. JOINT SURVEY:

Situations may arise during the course of handling / transportation of containers and cargo when a container or cargo meets with an accident. The contractor may avail the services of a Surveyor on his own, at his own cost, if he so desires, to carry out a Joint Survey along with the Surveyor of CONCOR / Consignor / Consignee / Insurance Company, etc. for assessment of loss/damage to cargo and / or container. In case the contractor does not provide his own surveyor for the joint survey, the contractor shall not raise, subsequently, any dispute regarding the assessed value of loss/damage to cargo and/or container. Moreover, the contractor shall be under obligation to issue "Damage Certificate" to the Consignor/Consignee, within a reasonable time, enabling the Consignor/Consignee to claim compensation from the Insurance Company, in the format as desired by CONCOR. Settlement of claims of Consignor/Consignee with Insurance Company should not lead to the conclusion on the part of the contractor that his liability is over. The contractor shall be required to settle all claims/liabilities, whatsoever, against CONCOR, which come to CONCOR under all such situations. The contractor may undertake to repair the damaged container, which has met with an accident under his custody, at his own initiative. This he shall do to the complete satisfaction of the concerned shipping line / CONCOR to which the container belongs to at the time of accident.

12. SAFETY

- 12.1 It shall be the duty of the contractor to acquaint himself with all safety regulations regarding handling equipment and Road Transportation of all types of containers. The contractor shall follow the safety requirements mentioned here and as applicable by laws, rules and regulations all the time during the period of contract.
- 12.2 The contractor shall indemnify Container Corporation of India Ltd. against any violation of safety laws, rules and regulations while carrying-out operations as required by the contract.
- 12.3 No unauthorized person should be allowed to work on the Trailers/equipment etc. The drivers and crane operators should have valid license and should be proficient in their work. No person without a valid driving license should be allowed to drive the vehicle.

13. LIABILITY

- 13.1 The contractor shall be liable to compensate CONCOR for all damages, losses and claims in respect of damages / injuries to containers or cargo or to Customs or to any other person or damages to property belonging to CONCOR and / or to rolling stock or other property belonging to the Railways (while operating in the premises of CONCOR), whether in his possession or not, through negligence, misconduct, default or any other act of commission or omission or that of his agents, servants or employees. Such compensation shall be determined by CONCOR and shall be recovered from pending bills or Security Deposit or Bank



Guarantee / FDR under this or any other contract of the contractor with CONCOR for any other place / location.

- 13.2 CONCOR will not be liable to pay any compensation to the staff / labour of the contractor for the injuries / death while performing duty. In case CONCOR is to incur any liability, the same will be recovered from the contractor.

14. PAYMENTS

- 14.1 Subject to any deductions, which CONCOR will be authorised to make under the terms and conditions of this contract, the contractor shall be entitled for payment for various cycles of activities performed by him at the end of the cycle, at rates finally accepted by CONCOR. The procedure of billing and payments will be as follows.
- 14.2 CONCOR will issue Job Orders for carrying out cargo and container handling/ transportation operations at ICD/MALANPUR. The contractor, immediately after completion of the work as per cycles defined in SOR, should report the compliance of the Job Order in writing to enable CONCOR to issue the Work Done Statement, which should be enclosed along with the fortnightly handling / transportation bills for the work done in the previous fortnight. Bills will not be entertained without the Work Done Statement.
- 14.3 In case of combined cycle activities defined in Scope of Work, the payment will be made at the successful completion of each cycle (e.g. loaded transportation, stuffing / de-stuffing, empty transportation) and the proportion for payment after each cycle will be decided by CONCOR official In-charge at ICD/MALANPUR.
- 14.4 The contractor shall prepare and submit monthly bills in prescribed forms based on the quantum of work handled / transported during the previous month to the Terminal In-charge of ICD/MALANPUR. *(The format in which the bills should be prepared by the contractor shall be in tune with the format in which CONCOR's reports are prepared. This will help to check the bills faster.)* Payment of the amount claimed will be arranged after necessary checks of the correctness of the claim, deducting all charges/ penalties / damages / fines / recoveries due, **including TDS and/or any other levies at the prescribed rates.** The aforesaid payment of the bill will ordinarily be made within (10) ten days of submission. An occasional or inadvertent delay, however, shall neither entitle the contractor to claim interest nor provide a basis for termination of contract. The work shall in no case be hampered on account of non-payment of bills.
- 14.5 CONCOR will have the right to recover any over payment which might have been made to the contractor by CONCOR through inadvertence, error, etc., or any cause, whatsoever from handling / transportation bills and from the security deposit or any other amounts due to him. In the event of any such recoveries / adjustments being made from the security deposit, the contractor shall at once make good deficiency in the amount of the security deposit within fifteen days of



payment to this effect, failing which CONCOR will be at liberty to deduct the said amount from the future bills.

- 14.6 Service Tax as and wherever applicable will be paid to the contractor on submission of detailed workings. The contractor after payment of the Service Tax to the concerned authorities shall submit the Challan to the Terminal on a month to month basis.

15. TIME LIMIT FOR SUBMISSION OF BILLS

- 15.1 The contractor shall make a claim for the services rendered under this contract to CONCOR within (4) four months of such service. If he does not prefer claim within the said period, he shall be deemed to have waived his right in the respect thereof and shall not be entitled to any payment on account thereof. Nevertheless, the accepting authority on written request can waive off this limitation and allow late submission of bills if the reasons for delay are found convincing and reasonable.

- 15.2 No claim in respect of under payment to the contractor shall be considered valid or entertained unless a claim in writing is made thereof within (4) four months from the date on which payment of the original claim thereto was made. Any claim for such under payment, not received within the stipulated four months period, shall be liable to be summarily rejected by CONCOR. Nevertheless, the accepting authority on written request can waive off this limitation and allow late submission of bills if the reasons for delay are found convincing and reasonable.

- 15.3 However, in case of any specific issue over which the contractor had not billed for any particular activity the same can be allowed for payment, subject to with the prior approval of the ED/NCR, notwithstanding what has been laid down in the Clause on Payment. The decision of the Executive Director/ NCR shall be final and binding on the contractor.

16. PAYMENT AGAINST ADDITIONAL OR EXTRA OR SUBSTITUTED SERVICES

- 16.1 The Contractor shall have to perform all the services provided for in this contract and shall be paid at the rates quoted by him and accepted by CONCOR, subject to the terms and conditions of this contract. The contractor shall also provide any additional services not specifically provided for in this contract for which the remuneration shall be payable at the rates as may be settled by mutual negotiations.

- 16.2 The rates for any new items of work or substitution of existing items by a modified item would be derived in the manner given below:

- (i) As far as possible, the rates of a new item of work or part of work would be derived from the existing rate schedule and would be acceptable to the contractor.
- (ii) If on any account it is not possible to derive the rates from the existing rate schedule, then the rate prevailing at a similar facility (Container Terminal) nearby would be applicable.



- (iii) If no such rates are available even in the nearby facility, then market rates would be ascertained and paid for by CONCOR and accepted by the contractor.
- (iv) The decision of the Competent Authority, CONCOR with respect to the rates for extra/ substituted items of work will be final and binding.

17. DEDUCTIONS TOWARDS INCOME TAX, OR OTHER STATUTORY LEVIES AT SOURCE

Deduction of income tax, or any other statutory levy at source will be made from the amount payable to the contractor's bills for the work done in accordance with the provisions of the individual Acts, as amended from time to time or any other statutory provisions and a Certificate of such deductions will be issued to the Contractor.

18. EXIT CLAUSE

CONCOR will have the liberty to terminate the contract by giving an advance notice of (60) sixty days in case there are strong business reasons for it to do so as determined by its management.

19. JOINT PROCEDURE ORDER

Terminal Manager of ICD/MALANPUR and contractor will draw a joint procedure order for implementation of this contract in which the system of documentation for the imposition of damages, recording of the breakdown time etc. will be decided upon. Before commencement of work on any working day the contractor shall notify CONCOR about the condition of vehicles / equipment in the format specified by CONCOR.

20. WAIVER OF WAGON DETENTION CHARGES

The Contractor can prefer an appeal to CONCOR on the wagon detention charges damages. CONCOR may consider waiver of the said charges depending on circumstances of each case. This will in no way establish a right on the contractor for waiver. CONCOR reserves the right to either allow full / partial waiver of the wagon detention charges or reject the case.

21. FORCE MAJEURE

Notwithstanding anything in this agreement to the contrary neither the CONCOR nor the contractor shall be liable or deemed to be in default for any failure or any delay in performance hereunder, if caused by "force majeure" which term shall mean but not be limited to fire, explosion, natural causes like flood, earthquake, civil commotion, strikes epidemic and other acts of God, action of enemies, act of any government or other similar causes beyond the control of the party affected, who shall notify the other party within a reasonable time from the beginning of the operation of said cause and shall thereafter exert all diligence to overcome such cause of delay and resume performance.



22. ARBITRATION

- 22.1 Except where otherwise provided for in the contract, all questions and disputes relating to the meaning of the words, terms, specifications, operations, and instructions, mentioned in this contract and as to the quality of workmanship or performance of handling and/or transportation, any other question, claim, right, matter or thing whatsoever in any way arising out of or relating to the contract, specifications, operating instructions, orders or these conditions; or otherwise concerning the transport and handling operations, the execution or failure to execute the same whether arising during the progress of the work or after the completion or abandonment thereof, shall be referred to a sole arbitrator to be appointed by the *Tender Accepting Authority* of CONCOR. There will be no objection if the arbitrator so appointed is an employee of CONCOR.
- 22.2 If the Arbitrator, to whom the matter is originally referred, is transferred or vacates his office or is unable to act for any reason, the Tender Accepting Authority of CONCOR, as aforesaid at the time of such transfer, or vacation of the office or inability to act, shall appoint another person to act as Arbitrator in accordance with the terms of the contract. Such person shall be entitled to proceed with the reference from the stage, at which it was left by his predecessor.
- Subject as aforesaid, the provisions of the Arbitration and Conciliation Act 1996, or any statutory modification or re-enactment thereof, and the rules made there under, and for the time being in force shall apply to the arbitration proceeding under this clause.
- 22.3 It is a term of the contract that the party invoking arbitration shall specify the disputes to be referred to arbitration under this clause together with the amount or amounts claimed in respect of each dispute. The Arbitrator may, with consent of the parties, fix and/or enlarge the time for making and publishing the award as situation warrants.
- 22.4 The work under the contract shall, if reasonably possible, continue during the arbitration proceedings and no payment due or payable to the contractor shall be withheld on account of such proceedings.
- 22.5 The Arbitrator shall be deemed to have entered on the reference on the date on which he issues notices to both the parties fixing the date of the first hearing.
- 22.6 The Arbitrator shall have power to call for such evidence by way of affidavits or otherwise as the Arbitrator shall think proper and it shall be the duty of the parties hereto to do or cause to be done all such things as may be necessary to enable the Arbitrator to make the award without any delay.
- 22.7 The Arbitrator shall give a separate award in respect of each dispute or difference referred to him.
- 22.8 The venue of arbitration shall be such place as may be fixed by the Arbitrator in his sole discretion.
- 22.9 The award of the Arbitrator shall be final, conclusive and binding on all parties to the contract.



22.10 In case of any disputes or differences between the parties hereto, the court at (Delhi or District of Regional Office) shall alone have jurisdiction to entertain the suit/arbitration award.

23. NOTICE ETC.

Save as otherwise provided, all notices issued and action to be taken for and on behalf of the Managing Director, CONCOR, shall be issued or taken on his behalf by the official, in charge of the ICD, or officer so nominated by the Competent Authority. The contractor shall furnish to ED NCR of CONCOR, the name(s), designation(s) and address(s) of his authorised representative and all complaints, notices communication and references shall be deemed to have been duly served to the Contractor if delivered to him or his authorised representative or left at or posted at the address so given.

24. WAIVER OF DAMAGES

24.1 In case of Accidents, fire, fog, congestion, etc., the Terminal Manager / Incharge ICD/Malanpur may condone the delay in execution of job orders and no damages would be imposed in such an eventuality, provided the incident warranting such an action by the Terminal Manager / Incharge of ICD/Malanpur is brought out clearly on record.

24.2 Notwithstanding anything contained hereinabove, the ED NCR shall be the Authority to consider waiver of any damages imposed under this contract, by the Terminal Manager / Incharge, in part or full, at his sole discretion.

25. INTERPRETATION OF THE CLAUSE

Doubts, if any, about the interpretation of any of the clauses in this tender, meanings of words, terms, specifications, operations or instructions, or as to the quality of workmanship or performance shall be referred to the Tender Accepting Authority of CONCOR, whose decision in the matter shall be final. Similarly any difficulty in implementing the contract can be resolved by referring the matter to the Accepting Authority, who can amend the CONCOR's condition/clause of contract if required.



ANNEXURE-I

SCHEDULE OF RATES

RATE SCHEDULE FOR “Handling of Containers & Cargo and Terminal/Road Transportation of Containers at ICD/Malanpur”

The schedule of quantities are only an approximate estimate of the volumes expected and shall not be a basis for any dispute with regard to the rates quoted by the tenderer/contractor or for the alteration of Terms and Conditions, including General Conditions. It may be noted that evaluation of the Financial Bid shall be made on the basis of these quantities. All taxes and statutory levies would be extra. The rates for Handling of Containers & Cargo and Terminal/Road Transportation of Containers for various categories of work (as described in Para 2, Chapter III of Scope of Work for different types of containers/cargo are quoted as under:

(E) RATE PER MONTH PER EQUIPMENT FOR HIRING OF REACH STACKER/ TRAILERS /LOADED SLING CRANE:

SN	Equipment	No	Description	Year of Make	Rate in Rs. Per month (Both in figures & words)
1	Reach Stacker	1	Capable of lifting/handling DSO/ISO containers and lift-on/lift-off from 2 nd row-two deep. Capable of stacking both 20’/22’ and 40’/45’ containers up to ground + three high.	2005 or later	
2	Loaded Sling Crane 25 MT	2	Capable of lifting / handling loaded/empty containers	In good fettle & working condition	
3	Trailers 40’ with cab (to carry 2*20’ /22’ or 1*40’/45’ container)	2	Capable to carry 2*20’ /22’ or 1*40’/45’ container	Year 2005 or later	



(B) SCHEDULE OF RATES FOR CARGO HANDLING OPERATIONS (para 2.4)

Para No. 2.4	CATEGORY OF WORK (Cargo Handling Operations)	* VOLUME (per Annum)		Rates (per Container) to be quoted both in words and figures	
		Size	Vol.	In figures	In words
Export (2.4.1 a)	C1 - ICD stuffing through warehouse	20'/22'	624		
		40'/45'	12		
	C-2 ICD Stuffing –Direct	20'/22'	492		
		40'/45'	24		
	C-3 Cargo handling in case of factory stuffed units	20'/22'	12		
		40'/45'	12		
Import (2.4.1 b)	C-4 ICD Destuffing through warehouse	20'/22'	24		
		40'/45'	48		
	C-5 ICD Destuffing –Direct	20'/22'	552		
		40'/45'	36		
	C-6 Cargo handling in case of factory Destuffed units	20'/22'	12		
		40'/45'	12		
Domes-tic (2.4.1 c)	D-1 Terminal stuffing – Direct	20'/22'	12		
	D-2 Terminal Destuffing – Direct	20'/22'	12		
Out of Cycle (2.4.1.d)	OC-1 Destuffing – Restuffing of the cargo from the container	20'/22'	12		
		40'/45'	12		
	OC-2 Destuffing of the cargo from the container	20'/22'	12		
		40'/45'	12		
	OC-3 Restuffing of the cargo into the container	20'/22'	12		
		40'/45'	12		
	OC-4 Transshipment of cargo from one container to another container	20'/22'	12		
		40'/45'	12		
	OC- 5 Unloading of cargo from truck to ground/warehouse or vice-a-versa	20'/22'	12		
		40'/45'	12		
	OC-6 Handling of leftover cargo for Back to town. Rates should be limit to max. of C-2 activity.	Rate Per Ton	12		

NOTE: Volumes mentioned above are only indicative and the same would not form any basis for dispute regarding the actual operation of the contract.



(C) SCHEDULE OF RATES FOR SHORT DISTANCE TRANSPORTATION – CLAUSE 2.5

Clause	Description (Activity)	Anticipated Vol. Per Annum	Rates	
			In Figures	In word
2.5.1 / 2.5.2	Transportation for containers to Customer Premises for factory stuffing/destuffing (OWE –OWL or vice-versa)			
SIZE	1. Up to 10 Kms radius from ICD Malanpur (Gwalior)			
20'/22'	(a) >19-23 T (only base rate to be quoted)	2100		
40'/45'	(b) >19-23 T (only base rate to be quoted)	1032		
	2. More than 10 Kms and upto 20 Kms radius from ICD Malanpur (Gwalior)			
20'/22'	(a) >19-23 T (only base rate to be quoted)	24		
40'/45'	(b) >19-23 T (only base rate to be quoted)	48		
	3. More than 20 Kms and upto 30 Kms radius from ICD Malanpur (Gwalior)			
20'/22'	(a) >19-23 T (only base rate to be quoted)	12		
40'/45'	(b) >19-23 T (only base rate to be quoted)	24		
	4. More than 30 Kms and upto 40 Kms radius from ICD Malanpur (Gwalior)			
20'/22'	(a) >19-23 T (only base rate to be quoted)	12		
40'/45'	(b) >19-23 T (only base rate to be quoted)	12		
	5. "Add on charges" for every 5 Km beyond 40 Kms. radius slab from ICD Malanpur (Gwalior).			
20'/22'	(a) >19-23 T (only base rate to be quoted)	12		
40'/45'	(b) >19-23 T (only base rate to be quoted)	120		
2.7	Detention of trailers at Factory (per day)			
20'/22'	Detention of trailers at Factory (per day)	1		
40'/45'	Detention of trailers at Factory (per day)	1		

NOTE: Volumes mentioned above are only indicative and the same would not form any basis for dispute regarding the actual operation of the contract.

Note: (i) Though OWE-OWL/OWL-OWE is the general pattern of movement of containers, sometimes there may be a mismatch i.e. BWE (Both Way Empty); or a perfect match of BWL (Both Way Loaded) movements. The Transport Operator provides the road trailer for Road Transportation of containers to / from ICD/DCT for both factory stuffing / factory de-stuffing. In some rare cases, there could be one way loaded movements also. In all such variations the OWL-OWE/OWE-OWL should be treated as the base and other rates are to be derived from the same.

(ii) BWL will be defined as a movement wherein the Contractor is issued a Job Order to deliver a container for FDS to a certain customer's premises, get the same destuffed through arrangements done by the customer and picks up the same container after its being stuffed as in case of FS containers, provided that the destuffing and stuffing premises are within a radius of 5 kms.

Amount payable for the above-defined movements will be as under:

Movement	Rate of Payment
OWE-OWL/ OWL-OWE	Base Rate (BR)*
BWL	BR*1.4
OWL	BR*0.7



Note: (a)* The Base Rate mentioned above will be reckoned for the particular gross weight category as given in the table (item iii) below.

(b) For both way empty or one way empty movement, the Base rates shall be taken as the lowest weight category for 20' and 40' Containers respectively as given in the table (item iii) below and the rates payable shall be as under:

Movement	Rate of Payment
BWE	Base Rate (Z1/Z2)*0.9
OWE	Base Rate (Z1/Z2)*0.6

(iii) **The Contractor will be required to deploy suitable trailers with adequate Gross carrying capacity (cargo + container weight). All rates quoted by the tenderer for transportation in respect of loaded containers should be for a base weight per 20'/22' and 40' / 45' containers. For other weight categories, the tenderer would be paid as per the following formula:**

Size of container	Gross Weight	Rate to be paid (the OWE –OWL / OWL –OWE Rate)
20'	Upto 9 T	0.85 x X1 = Z1
20'	>9- 19 T	0.9 x X1
20'	>19 – 23 T	X1 – base rate
20'	>23-28 T	1.15 x X1
20'	>28-31 T	1.25 x X1
40'	Upto 13 T	0.85 x Y1 = Z2
40'	>13 - 19 T	0.9 x Y1
40'	>19-23 T	Y1 – base rate
40'	>23-28 T	1.15 x Y1
40'	>28-31 T	1.25 x Y1

(iv) For the purpose of application of distance slab in case of Road Transportation involved in factory stuffing / factory de-stuffing, the distance is to be reckoned by measurement from the ICD/DCT Gate to Factory Gate by the shortest truck route.

(v). The distances indicated in the Road Transportation rate slabs in the SOR refer to one way distances but the rates would be composite rates for both way movements. If Contractor has to move a container to a factory at say 9 km distance from ICD/DCT then the total distance to and fro is 18 kms. The Contractor will be paid the rate in distance slab of 1-10 km. i.e. 9 kms radius.

NOTE:

(i) The rates for various items of work are quoted irrespective of the interval of time that may elapse between different parts of operation.



- (i) Container/Cargo handling rates vide (A) above will be for a TEU/FEU irrespective of the gross weight, except for cargo handling which may be taken on pro rata basis.
- (ii) The Rates to be quoted are for the Base Rate category of weight, as specified in “Scope of Work”.
- (iii) The tenderer must quote rates in the Schedule of rates carefully, both in words and figures. In case of any mistake or error, the rate must be cut and written again. Overwriting in rates should be avoided. All cuttings, corrections, etc. should be counter signed by the bidder in full. In case of any difference in rates quoted in words and figures, the rate quoted in words will be taken into account.
- (iv) **RATES FOR DETENTION TO TRAILERS:**
Subject to the clause 2.7 of Chapter III Contract, the contractor will be paid [Rupeesper 20’/22’ container per day or part thereof and Rupeesper 40’/45’ container per day or part thereof] **provided he has an acknowledgement from the party of his responsibility in this respect and he has intimated CONCOR of the delay in time enabling CONCOR to make necessary recovery from the party.**



ANNEXURE II

SPECIMEN OF AGREEMENT

(TO BE EXECUTED ON BOND PAPER OF RUPEES ONE HUNDRED)

CONTAINER CORPORATION OF INDIA LIMITED
(A GOVT. OF INDIA UNDERTAKING)

**AGREEMENT FOR ACTING AS HANDLING & TRANSPORTATION
CONTRACTOR FOR CONTAINER CORPORATION OF INDIA LTD AT
ICD/MALANPUR**

Contract Agreement No. _____ Dated _____

This agreement made this _____ Day of _____ Two Thousand, between the Container Corporation of India Ltd. (A Govt. of India Undertaking), 'CONCOR Bhawan' C-3 Mathura Road, Opp. Apollo Hospital, Delhi 110 076, represented herein by the Executive Director/NCR (hereinafter called CONCOR) of the ONE PART and the _____ represented herein by the _____ (hereinafter called the contractor which expression shall be deemed to include his/their respective Heirs, Executors, Administrators, Legal Representative, Successors and Assignees) of the OTHER PART for the purpose of performing the work of "**Providing professional services for for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur**" at the rates and under the terms and conditions specified in the tender document and its annexures.

Whereas the contractor has agreed with CONCOR to perform all the operations set forth in the tender document and its annexures, which shall be treated as an integral part of this agreement, upon the terms and conditions governing contract annexed.

In consideration of the payment to be made by CONCOR, the contractor shall duly perform the said operations in the said tender documents and its annexures set forth and



shall execute the same with great promptness, care and diligence in a workman like manner to the satisfaction of CONCOR and will carryout the work in accordance with the terms and conditions of contract with effect from [..... day of, 200- up to day of, 20--] and will observe, fulfil and honour all the conditions herein mentioned (which shall be deemed and taken to be part of this contract as if the same had been fully set forth therein) and CONCOR hereby agrees that if the contractor observes and honours the said terms and conditions of the contract, CONCOR will pay or cause to be paid to the contractor for the operations, on the completion thereof, the amount due in respect thereof at the rates specified in the schedule hereto annexed.

The cost of stamp paper on this account shall be borne by CONCOR.

In witness whereof the said parties have hereunto set their hands the day and year first above written.

 TERMINAL OPERATOR

 EXECUTIVE DIRECTOR
 FOR AND ON BEHALF OF
 CONTAINER CORPORATION OF INDIA LTD.,

WITNESS

WITNESS

1. _____

1. _____

2. _____

2. _____

SCHEDULE DETAILING THE TERMS OF WORK WITH RATES THEREOF AND THE CONDITIONS OF CONTRACT ARE ANNEXED.



ANNEXURE-III

SPECIMEN OF BANK GUARANTEE

1. In consideration of Container Corporation of India Ltd., acting through the Executive Director, having its registered office at 'CONCOR Bhawan', C-3, Mathura Road, Opp. Apollo Hospital, New Delhi 110 076, having agreed to permit [M/s _____] (hereinafter called the said Contractor) to **“provide professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”** on its behalf on the terms and conditions of the agreement dated [.....]. made between [..... and] on production of a Bank Guarantee for [.....], We [Name of Bank] Bank promise to pay to Container Corporation of India Ltd., an amount not exceeding [Rs..... only] against any loss or damages caused to or suffered by the containers or cargo therein or the Container Corporation of India Ltd., by reason of any failure of the contractor to handle or carry containers/cargo safely in contravention of the terms and conditions in the said agreement.
2. We [Name of Bank] Bank, do hereby agree to be the primary obligator and undertake and promise to pay the amount due or payable under this guarantee without any demur, merely on a demand from the Executive Director, NCR, Container Corporation of India Ltd., stating that the amount claimed is due by way of loss or damage caused to or would be caused or suffered by the Container Corporation of India Ltd., by reason of any failure of the said contractor to perform the said operations safely without damaging the cargo/containers. Any such demand made on the Bank shall be conclusive as regards the amount due and payable under this guarantee. However, our liability under this guarantee shall be restricted to an amount not exceeding [Rs.....] .
3. We [Name of Bank] Bank, further agree that the guarantee herein contained shall be taken for the performance of the said agreement and that it shall continue to be enforceable till all dues of the Container Corporation of India Ltd., under or by virtue of the said agreement have been fully paid and its claim satisfied or discharged or guaranteed, unless a demand or claim under this agreement is made on us in writing on or before four months after the date of completion of the contract, we shall be discharged from all liability under this guarantee thereafter.
4. Notwithstanding anything to the contrary contained herein the liability of the Bank under this guarantee will remain in-force and effect until such time as this guarantee is discharged in writing by the Container Corporation of India Ltd., or until the end of four years and six months from the date of issue (whichever is later) and no claim shall be valid under this guarantee unless notice in writing thereof, is given by the Container Corporation of India Ltd., within four months from the date of aforesaid agreement.



5. Provided that we [Name of Bank] Bank unconditionally undertake to renew this guarantee or to extend the period of guarantee from year to year within 3 (three) months before the expiry of the period or the extended period of the guarantee as the case may be on being called upon to do so by CONCOR. If the guarantee is not renewed or the period extended on demand, we [Name of Bank] Bank shall pay the Container Corporation of India Ltd. the full amount of the guarantee on demand and without demur.

6. We [Name of Bank] Bank, further agree with the Container Corporation of India Ltd., that the Container Corporation of India Ltd., shall have the fullest liberty without our consent and without affecting in any manner out of obligations hereunder to vary any of the terms and conditions of the said [Name of tender] contract from time to time or to postpone for any time or from time to time any of the powers exercisable by the Container Corporation of India Ltd., against the said contractor and to forebear or enforce any of the terms and conditions of the said agreement and we shall not be relieved from our liability by reason of any such variation or extension being granted to the said contractor or for any bearance, act or commission on the part of the Container Corporation of India Ltd., or any indulgence by the matter or thing whatsoever which under the law relating to sureties but for the said reservation would relieve us from the liability.

7. This guarantee will not be revoked by any change in the constitution of the Bank or of the surety.

8. We [Name of Bank] Bank lastly undertake not to revoke this guarantee during this currency except with the previous consent of the Container Corporation of India Ltd., in writing.

9. Unless a suit or action to enforce a claim under the guarantee is filed within the period specified in this behalf in the guarantee, the right to enforce a claim under the guarantee shall be forfeited and the Bank would be relieved and discharged from all liability under the guarantee.

10. Notwithstanding anything herein contained, our liability under this guarantee shall:
 - a. be limited to a sum of [Rs.....].
 - b. be completely discharged and all your rights under the guarantee shall stand extinguished if no claim or demand is made upon us in writing and received by us on or before

OFFICER'S SIGNATURE WITH BANK
SEAL

DATE



ANNEXURE IV

CONSENT LETTER (FROM OWNERS OF HIRED EQUIPMENT)

“I / We , ----- being the proprietor / partner/ director of ----- (proprietorship / partnership firm/company) being the owner of the equipments as per details given below desires to hire out the following equipments to M/s.----- who is bidding for the tender for “Providing professional services for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur” floated by CONCOR.

S.N.	Equipment	Nos.

- a. The equipments / vehicles mentioned above shall be hired out by us to M/s. --- ------(tenderer) for a period of for 120 days starting from the date of commencement of the contract, (if awarded by CONCOR to the party) or the positioning of owned equipment by the party at the terminal, whichever is earlier.

(Alternatively)

The equipments / vehicles mentioned above shall be hired out by us to M/s. --- ------(tenderer) for the entire duration of the contract, (contract period of – years, extended period of one year and obligatory period of ---months) starting from the date of commencement of the contract, (if awarded by CONCOR to the party) .

- b. We have no objection to the equipment / vehicles being utilized for handling / transportation activities in CONCOR’s terminal at ----- as per instructions of CONCOR.
- b. I / We hereby agree and undertake that the equipments as offered above will not be withdrawn for the duration as indicated in para (b) above.

Sd/-

Name of authorized signatory

Signature

Seal of the firm



ANNEXURE – V

DEPLOYMENT PLAN FOR EQUIPMENT AT ICD MALANPUR

In response to your Tender Notice No.-----dated -----inviting offers for **"Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur"**. I/We ---
------(name of the firm/company) propose to deploy the equipments / vehicles asked for in the tender as under:

I . Owned Equipment/vehicles proposed to be deployed on date of commencement of contract:

S.N	Equipment/ Vehicle	Nos.	Name of the owner

II. Owned Equipment proposed to be deployed within 120 days of the commencement of the contract:

S.N	Equipment/ Vehicle	Nos.	Name of the owner

The above equipments are proposed to be arranged by us within 120 days as under: -----

III. Hired Equipment proposed to be deployed during the initial 120 days of commencement of contract till positioning of owned equipment:

S.N	Equipment/ Vehicle	Nos.	Name of the owner	Whether consent letter is attached

IV. Hired Equipment proposed to be deployed for the entire duration of the contract (including extended and obligatory period).



S.N	Equipment/ Vehicle	Nos.	Name of the owner	Whether consent letter is attached

- i) The equipments mentioned above meet all the specifications of capacity, make, type, year of manufacture, etc as specified in the tender.
- ii) We hereby agree to submit our equipment / vehicles for inspection by CONCOR officials prior to commencement of the contract / within the stipulated period to verify that the equipment / vehicles meet the specified criteria and that the documents are valid and in order. It is also agreed and understood that in case of delay in positioning of equipment meeting the requisite criteria within the stipulated period, penalties would be leviable on us by CONCOR as stipulated in para 4.2 of Chapter III of the tender document.
- iii) We hereby agree and undertake that the equipments as offered above will not be withdrawn for the duration of the contract as agreed to above.

Sd/-

Name of authorized signatory

Signature

Seal of the firm



Annexure-VI

**UNDERTAKING TO BE GIVEN BY THE BIDDERS DOWN
LOADING TENDER DOCUMENT FROM CONCOR'S WEBSITE
ON THE LETTER HEAD OF THE BIDDER.**

**Executive Director
North Central Region
Container Corporation of India Ltd.
P-5, 5th.Floor, Ocean Plaza,
Sector – 18, Atta Market,
NOIDA – 201301 (U.P).**

I/We..... the authorized signatory of the
.....(Name of
Company/Firm/Association) certify that no addition/modification/alteration has been
made in the original document down loaded from CONCOR website. If at any stage,
alteration/modification is noticed in the Original Document, I/We will abide by the terms
and conditions contained in the original tender document, failing which CONCOR
reserves the right to reject the tender and / or cancel the contract.

Signature of the authorized signatory.

With seal

***This corrigendum shall form part of the tender documents and it should be submitted
along with tender papers and duly signed by the authorized signatory.***



CHECK LIST FOR BIDDERS

A. “Pre-bid Qualification” ‘Envelope ‘A’ Superscribed as “Pre-qualification Bid for Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”.

1. Contains the following documents:

- a) Crossed Demand Draft of [Rs4,51,000/-] in favour of ‘Container Corporation of India Limited’, payable at Noida/Delhi, towards Earnest Money Deposit.
- b) Experience Certificate for [handling of containers 1200 TEUs and transportation of 300 TEUs], in original or notarized copy as stipulated in Chapter II, Para 1.1 of tender
- c) Documents indicating ongoing contracts in hand, if any.
- d) Notarised Documents regarding financial standing of the firm/company signed by Chartered Accountant (Audited copies of the Balance Sheets and Profit & Loss Accounts for last 4 financial years) as per requirement of Chapter II, Para 1.2.
- e) Notarised Documents regarding constitution of the firm/company.
- f) Power of Attorney, if required.
- g) Notarised Photocopy of the latest Income Tax Return in the name of the bidder or the company or the lead partner in case of a JV.
- h) Deployment Plan for Equipment owned/hired as per requirement of Chapter III, Para 3 as per format specified in Annexure V along with consent letter, where required, as per format specified in Annexure IV.
- i) Crossed Demand Draft of [Rs 2500+13.5% VAT] in favour of ‘Container Corporation of India Limited’, payable at Noida/Delhi, towards Cost of tender document
- j) All the documents above should be signed and stamped

2. Bid validity of 120 days

3. Tender document signed on all pages by Proprietor/ Authorised Representative

B. “Financial Bid” ‘Envelope B’ Superscribed as “Financial Bid for Tender for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”

It should contain:

“Schedule of Rates” (Annexure I) duly filled and signed.

C. Both envelopes ‘A’ and ‘B’ put in one envelope and superscribed as “Tender bids for Providing professional services for Handling of Container and Cargo and Terminal/Road transportation of Containers at ICD/Malanpur”.