

RASHTRIYA ISPAT NIGAM LIMITED- VISAKHAPATNAM STEEL PLANT  
(A Govt. of India Enterprise) Marketing Department,  
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Visit us at [www.vizagsteel.com](http://www.vizagsteel.com)

NOTICE INVITING APPLICATIONS FOR EMPANELMENT OF TRANSPORTERS  
REF: VSP/MKTG/TR/EMP/01 OF 2022 – 24 DT 03.11.2021 read with CORRIGENDUM NO: 1 Dtd: 06.11.2021, CORRIGENDUM NO: 2 Dtd: 13/11/2021

**CORRIGENDUM NO: 3 DTD: 07/03/2023**

Ref: E-dak/23/Mktg/GM(Mktg)-Marketing Services/ 31

Dt. 7.3.2023

- i) With reference to the above referred **Empanelment Notice for “Notice Inviting Application for Empanelment of Transporter”** uploaded in our website [www.vizagsteel.com](http://www.vizagsteel.com), the following amendments to the existing NIT, Terms & Conditions may be noted:

**Reference No: VSP/MKTG/TR/EMP/01 OF 2022 – 24 DT 03.11.2021 read with CORRIGENDUM NO: 1 Dtd: 06.11.2021, CORRIGENDUM NO: 2 Dtd: 13/11/2021**

S. No.	Clause No.	Existing Clause	To be Read as
1	1 <sup>st</sup> Para of Notice & Annexure-H, Annexure-I, Annexure-J of the NIT.	<u>Tables showing List of Branches &amp; Stockyards</u> Agra Dehradun Chandigarh (Dental) Indore	<u>Tables showing List of Branches &amp; Stockyards</u> Agra (Deleted) Dehradun (Branch Only) Chandigarh Indore (Branch Only) (For latest addresses of Branches/Stockyards, please visit our website <a href="http://www.vizagsteel.com">www.vizagsteel.com</a> )
2	Para-5 of Notice & Other places of the NIT document:	Reverse e-auctions Periodicity: <u>For Stock transfer:</u> The contract period for road transportation contracts w.r.t. Stock transfer is generally for 12 months.	Reverse e-auctions Periodicity: <u>For Stock transfer:</u> The contract period for road transportation contracts w.r.t. Stock transfer is generally for any period upto 12 months.
	Cl. No. 20 oTT	The transporter can quote for any number of items in the reverse auction process. There is no restriction in award of number of items to transporters in the event of them being L-1. RINL reserves the right to award the contract to more than one transporter against a single item under the same e-auction subject to matching of L-1 rate by L-2/L-3/L-4 etc. transporters in that order. In case the more than one transporters are allowed, it will be ensured that the L-1 tenderer gets higher proportion of the indicative quantity. Ratio for quantity distribution among the transporters (to be mentioned in the e-auction notice) shall be arrived at based on the following table:	The transporter can quote for any number of items in the reverse auction process. There is no restriction in award of number of items to transporters in the event of them being L-1. RINL reserves the right to award the contract to more than one transporter against a single item under the same e-auction subject to matching of L-1 rate by L-2/L-3/L-4 etc. transporters in that order. In case the more than one transporters are allowed, it will be ensured that the L-1 tenderer gets higher proportion of the indicative quantity. Ratio for quantity distribution among the transporters (to be mentioned in the e-auction notice) shall be arrived at based on the following table:

S. No.	Clause No.	Existing Clause	To be Read as																														
		<table><tr><th>S. No.</th><th>No. of transporters</th><th>% of Qty distribution</th></tr><tr><td>1</td><td>1</td><td>1:100</td></tr><tr><td>2</td><td>2</td><td>67:33</td></tr><tr><td>3</td><td>3</td><td>50:25:25</td></tr><tr><td>4</td><td>4</td><td>40:20:20:20</td></tr></table>	S. No.	No. of transporters	% of Qty distribution	1	1	1:100	2	2	67:33	3	3	50:25:25	4	4	40:20:20:20	<table><tr><th>S. No.</th><th>No. of transporters</th><th>% of Qty distribution</th></tr><tr><td>1</td><td>1</td><td>1:100</td></tr><tr><td>2</td><td>2</td><td>67:33</td></tr><tr><td>3</td><td>3</td><td>50:25:25</td></tr><tr><td>4</td><td>4</td><td>40:20:20:20</td></tr></table> <p>Further, in case L-2/L-3/L-4/L-5 etc. have not matched the L-1 price, the left over quantity shall be allocated to L-1 transporter at the same L-1 rate with the addition of corresponding MDQ Quantity. As a result, Work Order quantity and MDQ of L-1 transporter shall get enhanced accordingly. In such cases, L-1 transporter shall have the obligation to accept such additional quantity and additional MDQ.</p> <p><u>Transporters shall keep the aspects in mind while working out the rates to be quoted.</u></p>	S. No.	No. of transporters	% of Qty distribution	1	1	1:100	2	2	67:33	3	3	50:25:25	4	4	40:20:20:20
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	Cl. No. 7.2 (a) of T&C	<p>Peak load MDQ: Peak load period during the month not exceeding 10 days is considered wherein the transporter should be able to lift 150% of MDQ. i.e. If MDQ=100 t, during the month on any day peak load STOs may be issued for 300t with 2 days validity or STO for 600 tons with STO validity for 4 days (the STO period is excluding proposed 1+2 days provided without penalty).</p> <p>The peak MDQ shall be applicable maximum for 10 days starting from the 1<sup>st</sup> such STOs issued of the month. All the STOs issued under peak MDQ, the same will be mentioned in the STOs.</p>	Deleted																														
	Cl. No. 7.2 (b) of T&C	<p>Extension of STO/SO validity period: In case cumulative lifting against single or multiple STO/SO of any Work Order (of any destination) is&gt; 80% of Total quantity to be 6lifted as per MDQ for a given period, Engineer I/c can extend the validity period in order to enable the Transporter complete STA quantity.</p> <p>Quantity short closed by VSP for the reasons attributable to VSP, or shall be short closed due to balance quantity less than the carrying capacity i.e., less than 21 MT in case of Trucks/ 27 MT in case of Trailers, such quantities shall not be considered under STA/SO quantity for performance calculation.</p>	<p>Extension of STO/SO validity period: In case cumulative lifting against single or multiple STO/SO of any Work Order (of any destination) is&gt; 70% of Total quantity to be lifted as per MDQ for a given period, Engineer I/c can extend the validity period in order to enable the Transporter complete STA quantity.</p> <p>Quantity short closed by VSP for the reasons attributable to VSP, or shall be short closed due to balance quantity less than the carrying capacity i.e., less than 21 MT in case of Trucks/ 27 MT in case of Trailers, such quantities shall not be considered under STA/SO quantity for performance calculation.</p>																														

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		The fine, if any, shall be recommended and intimated by the concerned Executive I/c (as specified in para 1.5 of T&C) to paying authority (e.g., Sr. BM of Recipient branch), for effecting deduction from the transportation bills. If the amount falls short, the same shall be recovered by encashing/forfeiture of SD.	The fine, if any, shall be recommended and intimated by the concerned Executive I/c (as specified in para 1.5 of T&C) to paying authority (e.g., Sr. BM of Recipient branch), for effecting deduction from the transportation bills. If the amount falls short, the same shall be recovered by encashing/forfeiture of SD.
	Cl. No. 8.3 (b) of T&C	Steel By Truck- Wire Rod Coils (WRC) of all sizes from WRM-2, Blooms up to 6.0 Mtrs length & Ingots, Cut/bent materials of all types/sizes of steel products etc.	Steel By Truck- Wire Rod Coils (WRC) of all sizes from WRM-2/SBM, Blooms up to 6.0 Mtrs length & Ingots, Cut/bent materials of all types/sizes of steel products etc.
	Annexure-G	Existing format	Deleted
	Cl. No. 9.1 (iv) of T&C	A statement of details as indicated at Annexure-G	Deleted
	Cl. No. 13.2 of T&C	<p>If Transporter has lifted less than 80% of MDQ, STO/ SO shall not be extended; Engineer I/c shall call for quotation through mail enquiry from all empanelled transporters excluding the transporter who has failed to perform. Engineer I/c may finalize the alternate transporter on the basis of the L-1 rate received among the quotations received (Minimum three quotations) and engage the empanelled transporter for lifting of the balance quantity of expired STO/SO. Engineer I/c can also decide to send the material through Rail/Coastal/ Container mode. The differential amount will be recovered from the transporter along with the fine for delayed lifting up to the validity of the STO/SO.</p> <p>Further, STA / SO can be issued for the above destination after completion of lifting of material under Risk and cost Notice and recovery of amount from the transporter.</p> <p>The decision of VSP in this regard shall be final and binding.</p>	<p>If Transporter has lifted less than 80% of MDQ, STO/ SO shall not be extended; Engineer I/c shall call for quotation through mail enquiry from all empanelled transporters excluding the transporter who has failed to perform. Engineer I/c may finalize the alternate transporter on the basis of the L-1 rate received among the quotations received (Minimum three quotations) and engage the empanelled transporter for lifting of the balance quantity of expired STO/SO. Engineer I/c can also decide to send the material through Rail/Coastal/ Container mode. The differential amount will be recovered from the transporter along with the fine for delayed lifting up to the validity of the STO/SO.</p> <p>Further, STA / SO can be issued for the above destination after identifying such failure quantities against previous STOs/SOs periodically under Risk and Cost Notice category. Such quantities qualify for recovery of differential amount from the transporter based on the L-1 rates finalized for alternate transporters.</p> <p>The decision of VSP in this regard shall be final and binding.</p> <p>In case the transporter fails to lift the quantity allotted under Risk &amp; Cost Purchase, penalty @ 150/-PMT per day shall be applicable as per the existing procedure applicable for regular transporter for that destination. Further, such transporter(s) shall not be issued any work order during the balance period of the contract.</p>

S. No.	Clause No.	Existing Clause	To be Read as
	Cl. No. 9.8.2 of T&C	GST shall be applicable on all penalties (like liquidated damages, milestone penalties, risk purchase recovery, shortages, penalty for late lifting/delivery, forfeiture of security deposit/earnest money deposit etc.) if levied by the employer on the contractor and shall be recovered along with GST applicable thereon. The employer shall issue tax invoice in favour of the contractor for such recoveries.	Deleted

ii) All other Terms & Conditions remain Unchanged.

GM (Mktg) –ITD & Services