

HINDUSTAN ZINC LIMITED

Chandheria Lead Zinc Smelter,
P.O. Putholi – 312 021
CHITTAURGARH, (RAJ.)
Tel. No. 01472 – 254115, 254291

For 3PL / 4PL Container Rakes Operators

Tender/HZL/3PL/2015-18/01

Date: 19.01.2015

M/s _____

Dear Sir (s),

Sealed tenders are invited from 3PL/4PL operators for movement of Cathode & Finished Goods from May'15 to April 18 as per below mentioned scope of work:

- a. Cathode from HZL Chandheriya & Dariba unit to Pantnagar,
- b. Cathode from HZL Chandheriya & Dariba unit to Haridwar,
- c. Finished Goods (Zinc / Lead Ingot) from HZL Haridwar & Pantnagar unit to JNPT, Mundra & Pipava port for Export
- d. Finished Goods (Zinc / Lead Ingot) from HZL Pantnagar unit to Tarapur, Panvel, Kolkata, Bangalore, Hyderabad, Nagpur and Chennai Depots.

Tenders must be submitted in sealed envelope only superscripted on the face thereon " Tender for 3PL transportation of Cathode & Finished Goods" and Tender No. Tender/HZL/3PL/2015-18/01 to reach below address **on or before the closing hours of 10th February'2015.**

Participating tenderers must deposit Earnest Monet Deposit (EMD) of Rs.10,00,000/- (Rs. Ten Lacs only) in the form of Demand Draft in favour of "Hindustan Zinc Ltd", payable at Udaipur. The amount of EMD deposited is liable to be forfeited if successful tenderer(s) do not accept the work awarded. The EMD amount will not attract any interest and will be returned to unsuccessful tenderers after finalization of work order.

Yours sincerely,

For HINDUSTAN ZINC LIMITED,

(Authorised Signatory)

Enclosure:-

- Annexure A : Scope of work
- Annexure B : General Terms & Conditions
- Annexure C : Performance Deliverables
- Annexure D : Price template

Address to submit the Tender

Head - Logistics

Chandheriya Lead Zinc Smelter

Hindustan Zinc Ltd.,

P.O. : Putholi – 312 021

Chandheriya, Chittaurgarh (Raj)

ANNEXURE - A

SCOPE OF WORK :

A) Cathode from HZL Chanderiya & Dariba unit to Pantnagar :

- Placement of rake as per loading schedule,
- Ensuring 180 numbers of empty fit container inventory at HZL, Chanderiya Railway Siding at all times,
- Placement of empty container from railway siding to the loading ramp,
- Stuffing of containers at Chanderiya & Dariba unit,
- Road bridging of containers from Dariba to Chanderiya Railway siding,
- Transporting stuffed containers back to railway siding,
- Loading and unloading of the containers from the rake,
- On reporting of the rake at the ICD/CRT (Dadri, Loni, Moradabad, Bilaspur Road or Haldi Road), offloading stuffed containers from the rake,
- Transportation of the stuffed containers from siding to Pantnagar unit,
- De-stuffing cathode from the container inside Pantnagar unit (under scope of HZL)

Thus, transportation of ready for dispatch Cathode from the warehouse (Chanderiya / Dariba unit) to the delivery point at Pantnagar unit which includes placement of rake, getting empty containers, stuffing, transportation, road bridging, de-stuffing will be in the scope of service provider.

For above service provider will have to maintain the required infrastructure like reach stacker, trucks, fork lifts and the labour & supervisory staff at loading and unloading locations to achieve the following key objective.

Stuffing : around 75 containers per day at the load location.

Transporting around 75 loaded containers per day from ICD/CRT to Pantnagar.

Suggest visit to loading / unloading locations & make an assessment of the resources required to be deployed at ICD/CRT and unloading location before you revert with your offer.

At Chanderiya, you have to use our own railway siding (HZL). However, at Pantnagar since HZL is not having its own siding, the service provider can choose Bilaspur Road or Haldi Road but preferably Haldi Road as it is very near to Pantnagar Plant.

Total Indicative monthly quantity in contention will be approx.:

48,000 MT to 50,000 MT per Month from Chanderiya & Dariba Units

20-22 rakes a month (Two rakes every three days)

Target stuffing per day 75 containers with 27.50 MT to 28 MT of cathode.

Target Transit time of Rake from Chanderiya to Haldi Road : 40 hrs

B) Cathode from HZL Chanderiya & Dariba unit to Haridwar :

- Placement of rake as per loading schedule,
- Ensuring 180 numbers of empty fit container inventory at, HZL Chanderiya Railway Siding at all times,
- Placement of empty container from railway siding to the loading ramp,
- Stuffing of containers at Chanderiya & Dariba unit,
- Road bridging of containers from Dariba to Chanderia Railway siding,
- Transporting stuffed containers back to railway siding,
- Loading and unloading of the containers from the rake,
- On reporting of the rake at the ICD/CRT (Pathri, Jwalapur or any other near Haridwar), offloading stuffed containers from the rake,
- Transportation of the stuffed containers from siding to Haridwar unit,
- De-stuffing cathode from the container inside Haridwar unit (under scope of HZL).

Thus, transportation of ready for dispatch Cathode from the warehouse (Chanderiya / Dariba unit) to the delivery point at Haridwar unit which includes placement of rake, getting empty containers, stuffing, transportation, road bridging, de-stuffing will be in the scope of service provider.

For above service provider will have to maintain the required infrastructure like reach stacker, trucks, fork lifts and the labour & supervisory staff at loading and unloading locations to achieve the following key objective.

Stuffing : around 35 containers per day at the load location.

Transporting around 35 loaded containers per day from ICD/CRT to Haridwar.

Suggest visit to loading / unloading locations & make an assessment of the resources required to be deployed, ICD/CRT and unload location before you revert with your offer.

At Chanderiya, you have to use our own railway siding (HZL). However, at Haridwar since HZL is not having its own siding, the service provider can choose preferably Pathri or Jwalapur as it is very near to Haridwar Plant or any nearby siding.

Total Indicative monthly quantity in contention will be approx.:

20000 to 23000 MT per Month from Dariba & Chanderiya Units

7 - 8 rakes a month, Target Stuffing per day 35 containers with 27.50 MT to 28 MT of cathode.

Target Transit time of Rake from Chanderia to Pathri or Jwalapur : 40 hrs

C) Finished Goods (Zinc / Lead Ingot) from HZL Haridwar & Pantnagar unit to JNPT, Mundra & Pipavav port for Export:

- Ensuring 90 numbers of empty fit container inventory at the loading location or nearby siding at all times,
- Placement of rake as per schedule,
- Placement of empty container from railway siding to the loading ramp,
- Stuffing of containers (under scope of HZL),
- Transporting stuffed containers back to railway siding,
- Loading and unloading of the containers from the rake,
- Transportation of the stuffed containers from railway siding to CFS or any designated area for handling export consignments,
- Perform Custom clearance activities at port / ICD including de-stuffing Finished Goods from domestic containers & stuffing into shipping line containers (EXIM) containers, lashing, fumigation, chocking, getting shipping bills etc.

Thus, transportation of Finished Goods from the unit's warehouse (Haridwar & Pantnagar unit) to the port which includes placement of rake, getting empty containers, stuffing & de-stuffing, transportation, road bridging, custom clearance, filing shipping bills, lashing, fumigation, chocking (as required), liasioning etc. will be in the scope of service provider.

For above, service provider will have to maintain the required infrastructure like reach stacker, trucks, fork lifts and the labour & supervisory staff at loading and unloading locations to achieve stuffing of around 10-15 containers per day at Haridwar & 20-25 containers at Pantnagar for movement of export consignments to DRT, Mundra & Pipava Ports.

Suggest visit to loading / unloading locations & make an assessment of the resources required to be deployed, ICD/CRT and unload location before you revert with your offer. It is also suggested to discuss with HZL team for any clarification required

For export movement from Pantnagar & Haridwar, service provider can choose any railway siding nearest to our plant but preferably same railway siding should be used which is being used for handling cathode rakes.

Total Indicative monthly quantity in contention will be approx.

Haridwar : 10000 MT per month

Pantnagar : 20000 MT per month

Preferred 27.5 MT to 28 MT stuffing per containers.

D) Finished Goods (Zinc / Lead Ingot) from HZL Pantnagar unit to HZL Depots at Tarapur, Panvel, Kolkata, Bangalore, Hyderabad, Nagpur and Chennai.

- Ensuring 90 numbers of empty fit container inventory at the loading location or nearby siding at all times,
- Placement of rake as per schedule,
- Placement of empty container from railway siding to the loading ramp,
- Stuffing of containers (under scope of HZL),
- Transporting stuffed containers back to railway siding,
- Loading and unloading of the containers from the rake,
- Transportation of the stuffed containers from railway siding to Depots,

Thus, transportation of Finished Goods from Pantnagar warehouse to HZL depots which includes placement of rake, getting empty containers, stuffing & de-stuffing, transportation, road bridging etc. will be in the scope of service provider.

For above, service provider will have to maintain the required infrastructure like reach stacker, trucks, fork lifts and the labour & supervisory staff at loading and unloading locations to achieve stuffing of around 20-25 containers per day at Pantnagar for movement to depots.

Suggest visit to loading / unloading locations & make an assessment of the resources required to be deployed, ICD/CRT and unload location before you revert with your offer. It is also suggested to discuss with HZL team for any clarification required

For export movement from Pantnagar & Haridwar, service provider can choose any railway siding nearest to our plant but preferably same railway siding should be used which is being used for handling cathode rakes.

Total Indicative monthly quantity in contention will be approx. 15,000 MT per month with preferred stuffing of 27.5 MT to 28 MT per container.

ANNEXURE - B

General Terms & Conditions:

- Service Provider shall keep sufficient buffer stock of empty fit containers with steel flooring and end opening gates. No side opening gate containers will be accepted for loading (Annexure-E). Each Container to be sealed with two bottle seals having unique identity numbers.
- Under no circumstances the service provider can stop work, necessary remedial measures shall have to be taken by him.
- In case rake placement is delayed then dispatch through road vehicles must be exercised in order to meet requirement of HZL, the vehicle used must have all valid documents required to carry the goods as per applicable Motor Vehicle Act. The vehicles used for internal movement and for road bridging should comply with the vehicles check list of HZL (Annexure-E) and not older than year 2008 model. No deviation shall be accepted with respect to vehicle health and road worthiness.
- The vehicles carrying containers should have proper locking arrangements from all the four corners to ensure safe movement. As no overloading will be allowed, the vehicles used for carrying containers to & fro between railway siding and the plant should be of model 4018 or 4923. Strictly no overloading will be permitted.
- Service Provider has to ensure that cathode is delivered at Haridwar and Pantnagar Plants on time and there should not be any Plant stoppage for want of cathode. Any production loss due to plant stoppage will result in imposing suitable penalty on Service Provider to recover the losses.
- Failure to lift indent quantity will lead to risk purchase which shall be binding to service provider.
- Service provider shall be responsible for delivering of original and duplicate copy of invoices at destination along with the consignment.
- Transit insurance of material shall be in HZL account. HZL shall take appropriate marine insurance policy to cover the risk for transportation of the goods involved. The service provider shall produce requisite documents and evidences as may be desired for lodging of claims by HZL against partial or total loss. HZL however reserves its right to take or recover such losses from the service provider in the event of loss of goods, loss of value of goods due to negligence of the service provider and the decision of HZL on such recovery shall be final and binding on the service provider. However, under Insurance the Excess clause will applicable.
- Tenure : Three years from 1st May 2015 to 30th April 2018.
- Security Deposit : In form of Bank Guarantee from any Nationalised / Scheduled Bank for Rs.Two Crore as per HZL approved format.
- Price component should clearly have break up of Container / Rail haulage (with distance considered between two points), Road bridging cost & material handling cost. Price shall be firm & fixed till the expiry of the contract period. Price shall be inclusive of all expenses like road taxes, toll tax, insurance charges, permit expenses and Mathadi Union / Varai charge as applicable and statutory levies etc.
- Service tax as applicable where Service Provider has to ensure proper document on which HZL can avail cenvat.
- Price will not change by any reason except change in diesel price (increase/decrease) or change in container haulage charge (increase/decrease) or change in toll taxes (increase/decrease).

- HZL shall increase/ decrease its basic rate by 0.30% or proportionate for every 1% change in diesel price on Road bridging & Material Handling component.
- For Container / Rail haulage service provider has to submit the circular issued by the competent authority initially with the EOI & later as when changes circulated.
- However shunting charge by Railway Power done in HZL premise / yard (if applicable) shall be born by HZL based on demand note issued by Chief Goods Supervisor.
- In case there is any delay in dispatch of Cathode rake due to container shortage or delay in arrival of incoming empty rake, the service provider has to ask railways for “engine on load” facility to dispatch the rake on priority and the cost incurred for the same will be borne by the service provider.

Payment Terms:

Payment shall be made within 15 days from the date of submission of the bills. However the payment of Rail transport freight shall be done in advance

Service Provider's to ensure:

- Service provider shall provide all necessary safety gadgets like safety shoes, helmets, reflective jackets etc to their employees when they enter in the HZL premises.
- The service provider's employees have to ensure strict compliance of safety measures adopted by HZL.
- The service providers shall be responsible and liable for payment of salary, wages and other legal dues of the employees employed by him for the purpose of rendering service required by company under this agreement.
- The service providers shall maintain books, account, records and documents comply with all statutory rules and regulations which are applicable to the service providers for the fulfillment of the terms of this agreement.
- The service provider shall comply in all respect with the provisions of all statutes, rules and regulations applicable to the service provider and/or to the service provider's employees including but not limited to PF act, minimum wages act , ESI Act & Bonus Act & particular the Contract labour (Regulations & Abolition Act,1970) & the rules made there under.
- Service Provider has to ensure that the wages to their employees is distributed by 7th of every month as per the rates decided by HZL from time to time and the PF and ESI are deposited by 20th of every month. In case of deviation, HZL shall impose suitable penalty on the Service Provider.
- The Service provider is required to furnish that there is no enquiry /investigation pending by the police against their employees deputed to carry out this job.
- Service provider shall ensure total compliance of Indian Motor Vehicle Act and amendments thereof as made from time to time. The service provider shall be responsible for any breach/es and damages resulting from such breach/es shall be to service provider's account.
- The service provider shall be responsible to secure compliance with all central and state laws as well as the rules, regulations, bye-laws / notifications and orders of the local authorities and statutory bodies as may be in force from time to time.
- The service provider shall make good at his own cost, any damages to the property of anybody, persons, local authorities etc. due to or arising from his operations covered by under this contract.
- Service provider has to follow all applicable EHS Regulations.

Safety Of Materials:

- Once goods are loaded and acknowledged by the service provider's authorized representative, it would be deemed that the service provider has collected the acknowledged correct quantity in sound condition.
- The service provider will take necessary precautions to ensure that the Goods under his custody are protected from loss, damage or deterioration till it gets delivered to destination. HZL will not provide any protective cover to safeguard the goods in transit or during handling or any other required accessories during carriage.
- The service provider shall be responsible for all loss, destruction, damage and or deterioration of the material from any cause, whatsoever, while in transit or during handling.
- On demand of HZL, service provider should have option to arrange one person as escort against each rake with necessary fulfillment of requirement by Railway and in accordance with the Railway Board Circular No. TCR/1078/2013/MISC./Rep Permission dated 26.09.2014.

Jurisdiction:

For the purpose of enforcing legal rights/ remedies in respect of this contract, Udaipur Court in the State of Rajasthan alone shall have exclusive jurisdiction.

INDICATIVE Standard Operating Procedure (SOP) :

- Service Provider will place indent for rake/ arrange lorry as per HZL requirement
- Service Provider will check the fitness of containers arrived through rake.
- Service Provider will check container wise bundles handed with packing list handed over to them by the Loading supervisor of HZL.
- Service Provider shall do loading with forklifts through ramp.
- Service Provider will make consignment note against each stuffed container mentioning registration number of vehicle carrying empty container, container identification number, bundle number loaded, weight of each bundle, total number of bundles loaded with net weight and finally seal number used against container during locking of door.
- Service Provider will issue one copy of consignment note to Loading Supervisor of HZL who will tally with its own packing list before making invoice.
- Service Provider should ensure 0% breakdown of Material Handling Equipments.
- Any delay leading to detention/ demurrage shall be born by Service Provider.
- Providing the daily MIS including status of stuffing, transit, de-stuffing etc..
- Under Finished Goods EXIM booking
 - In case any bundles or straps received broken at port / ICD then the same to be communicated to Export Marketing with remarks to be mentioned on LR.
 - Re-strapping of damaged bundles & repair of package of export material.
 - Service Providers has to ensure that no broken bundle should be stuffed into the container.
 - Picking of empty containers from container yard within 24 hrs from the date of issuance of DO (Dispatch Order) from shipping line.
 - Cleaning the container and material through Air Pressure, if required.

- Stuffing of cargo in containers as per daily export plan.
- Moving the stuffed containers to the Port immediately (48 hrs prior to the vessel cut off date).
- Service Provider should ensure related documents should be handed over to the shipping line within the documentation cut off time, failing which any ground rent, Shipping Line detention charges, the shut out charges and interest cost shall be born by you. Exclusion Port congestion and circumstance beyond the control of Service Provider.
- Service Provider should complete all Excise Examination and Port formalities and manage transport in such a manner that no container is sent to buffer yard.
- Service Provider has to monitor inspection (like SGS) wherever required.
- Service Provider shall be responsible for security of the material right from the time the material arrives at port /ICD till it is safely delivered to shipping line.
- Service provider has to do reconciliation of stock periodically (preferably every fortnight) and update Export Marketing about correctness of stock. Any discrepancy and financial hit suffered by HZL will be debited to Service Provider's account.
- The Service Provider shall maintain private record (Warehousing Register) containing information relating to details of ARE-3 and invoice, date of warehousing certificate, description of goods received including marks and numbers, quantity, value, amount of duty, details of operation in the warehouse and clearance from the warehouse for export (ARE-1 No., Invoice No., quantity, value, duty). Service Provider shall produce Register to the Central Excise Officers in-charge of the warehouse and to Export Marketing whenever required.
- Service Provider has to maintain record mentioning the list of the ARE-3 which are used under the ARE-1 and shall send status to Export Marketing on daily basis through e.mail.
- Service Provider has to prepare excise documentation and maintain record in the warehouse through SAP installed by Export Marketing of HZL. Service Providers has to send ARE and custom attested documents to Udaipur based HZL Office after custom clearance.
- Service provider shall procure certificate of Origin as and when required.
- Service provider must ensure that the EP copies and DEPB copies should be released on time (approx 20 days after shipment) and in case of delay they should intimate HZL on timely basis for proceedings. In case of EGM error, Service Provider shall ensure to rectification of error within 45 days from the date of shipment with coordination with shipping line for releasing the EP copy.
- Service provider shall keep a track of the shipping bills for each and every shipment and MIS for the same should be maintained and sent to Export Marketing.
- Service provider should provide the information for Name of Buyer, B/L No. corresponding Shipping Bill No. and ARE No. used along with individual ARE qty in soft copy using excel sheet for each shipment. Further information for metal stock reconciliation to be provided on weekly basis.

ANNEXURE-C
PERFORMANCE DELIVERABLES

No.	Performance deliverables	Measure of performance
1	Indent of rake and its placement.	100% Rake placement as per the schedule circulated in the beginning of every month.
2	Container availability	Fit containers should be available for stuffing cathode & FG as per the nos. mentioned in work order
3	Dispatch of rake	Railway Power & crew to be made available to dispatch rake within 2 hours of release
4	Liasioning with Railways	Excellent liasioning with Railways is the top most requirement and all rakes should be properly tracked while in Transit.
5	Key Accounts Manager	One Key Accounts Manager for effective communication and addressing all issues.
6	Rake Transit time	Ensure timely reporting of rakes at destinations.
7	Road Bridging of Cathode	Sufficient no. of vehicles to be deployed for road bridging of cathode with min transit time.
8	Warehouse Management	100% accuracy in stock reconciliation
9	Timely Gate-In of export containers	100% time Gate-In of export containers to catch the designated Vessel
10	Material Handling Equipments	0% breakdown of R/S, F/L etc..
11	Availability of manpower	100% availability to be ensured as per plan / requirement
12	Compliance to Safety Rules	To comply with Co's safety guidelines and use all mandatory PPEs while working inside Plant.

ANNEXURE-D

S.No.	COST ELEMENTS : CATHODE TRANSPORTATION	For cathode movement from Chanderia to Pantnagar (Rs/mt)
A	Rail Part:	
1	Rail Haulage	
2	Rake Leasing charges	
3	Container leasing charges	
	Total Rail cost	
B	Handling Part:	
1	Cost of Reach Stacker at Chanderia	
2	Cost of Folk Lifter at Chanderia/Dariba	
3	Local road bridging at Chanderia	
4	Road bridging from Dariba to Chanderia	
5	Admin cost at Chanderia	
6	Admin cost at Pantnagar	
7	Cost of Reach Stacker at Pantnagar Rly siding	
8	Road bridging between Pantnagar Rly siding and Plant	
	Total Handling Cost	
C	TOTAL COST FOR CATHODE MOVEMENT TO PANTNAGAR	
S.No.	COST ELEMENTS : CATHODE TRANSPORTATION	For cathode movement from Chanderia to Haridwar (Rs/mt)
A	Rail Part:	
1	Rail Haulage	
2	Rake Leasing charges	
3	Container leasing charges	
	Total Rail cost	
B	Handling Part:	
1	Cost of Reach Stacker at Chanderia	
2	Cost of Folk Lifter at Chanderia/Dariba	
3	Local road bridging at Chanderia	
4	Road bridging from Dariba to Chanderia	
5	Admin cost at Chanderia	
6	Admin cost at Haridwar	
7	Cost of Reach Stacker at Haridwar Rly siding	
8	Road bridging between Haridwar Rly siding and Plant	
	Total Handling Cost	
C	TOTAL COST FOR CATHODE MOVEMENT TO HARIDWAR	

S.No.	COST ELEMENTS : FOR FG EXPORT FROM PANTNAGAR	To JNPT (Rs/mt)	To Mundra (Rs/mt)	To Pipava (Rs/mt)
A	Rail Part:			
1	Rail Haulage			
2	Rake Leasing charges			
3	Container leasing charges			
	Total Rail cost			
B	Handling Part:			
1	Road bridging from Pantnagar Plant to Rly Siding			
2	Cost of Reach Stacker at Pantnagar Rly siding			
3	Admin cost at Pantnagar			
4	Road bridging from Port to CFS (if any)			
5	CHA Charges			
6	CFS Charges			
7	Picking of empty containers from other CFS			
8	Lashing			
9	Chocking			
10	Fumigation			
	Total Handling Cost			
C	TOTAL COST FOR FG MOVEMENT FROM PANTNAGAR			
S.No.	COST ELEMENTS : FOR FG EXPORT FROM HARIDWAR	To JNPT (Rs/mt)	To Mundra (Rs/mt)	To Pipava (Rs/mt)
A	Rail Part:			
1	Rail Haulage			
2	Rake Leasing charges			
3	Container leasing charges			
	Total Rail cost			
B	Handling Part:			
1	Road bridging from Haridwar Plant to Rly Siding			
2	Cost of Reach Stacker at Haridwar Rly siding			
3	Admin cost at Haridwar			
4	Road bridging from Port to CFS (if any)			
5	CHA Charges			
6	CFS Charges			
7	Picking of empty containers from other CFS			
8	Lashing			
9	Chocking			
10	Fumigation			
	Total Handling Cost			
C	TOTAL COST FOR FG MOVEMENT FROM HARIDWAR			

S.No.	COST ELEMENTS : FG MOVEMENT FROM PANTNAGAR TO DEPOTS*	To Tarapur (Rs/mt)	To Kolkata (Rs/mt)	To Panwel (Rs/mt)
A	Rail Part:			
1	Rail Haulage			
2	Rake Leasing charges			
3	Container leasing charges			
	Total Rail cost			
B	Handling Part:			
1	Road bridging from Pantnagar Plant to Rly Siding			
2	Cost of Reach Stacker at Pantnagar Rly siding			
3	Admin cost at Pantnagar			
4	Road bridging from Port to Depot			
5	De-stuffing charges at Rly siding (if any)			
	Total Handling Cost			
C	TOTAL COST FOR FG MOVEMENT FROM PANTNAGAR			

*May insert more columns for Chennai, Bangalore, Hyderabad and Nagpur.

ANNEXURE - E

S.No.	VEHICLE CHECK LIST
1	Vehicle to have strong & even MS floor without any damage
2	Vehicle Tyre in good condition
3	Vehicle has both front & back horn
4	Vehicle has both front & back light
5	Vehicle has 3 pieces mirror
6	Vehicle has no oil leakage
7	Vehicle has both paddle & hand brake
8	Vehicle driver 's seat stable
9	Vehicle has silencer in good condition
10	Vehicle has pollution control certificate
11	Vehicle has clean front glass with wiper
12	Vehicle has its all valid RC/ Permit /Insurance
13	Vehicle should have perfect locking arrangements for containers from all the four corners
14	Driver should have valid driving license and follows safe driving cardinal rules
S.No.	CONTAINER CHECK LIST
1	Container walls should be without any hole or openings and no damage should be visible.
2	Container should have proper locking arrangement with provision to insert two bottle seals on the doors.
3	Containers should have MS floor, no wooden floor containers shall be allowed.
4	Container floor should be strong enough to take load of 5 mt folk lifter at the time of loading and unloading.
5	Containers should confirm to International standards with good physical appearance. The doors should be affixed strongly with the help of "ribbit", no loose bolts/screws to be used as it can result in theft & pilferage during transit.
6	All containers should have end opening gates. Side open gate containers shall not be allowed for loading.