**THIRUVANANTHAPURAM REGIONAL CO-OPERATIVE MILK PRODUCER'S UNION LTD.**
**Ksheera Bhavan, Pattom P.O., Thiruvananthapuram – 695004**
**E-TENDER NOTICE**

BID REFERENCE NO.: TRCMPU/THO/PROD (105)/1/2026-27

## NOTICE INVITING E-TENDER

The Thiruvananthapuram Regional Co-operative Milk Producer's Union Ltd. (TRCMPU Ltd.), Ksheera Bhavan, Pattom P.O., Thiruvananthapuram – 695004, hereinafter referred to as the "Union", invites e-tenders from eligible, experienced and technically competent contractors/firms for:

Transportation of Milk from Outside Kerala State to the Dairies of TRCMPU Ltd. on pro-rata Basis through "Piece Rate Principal-to-Principal Independent Labour Contract"
For a period of three years from 01.10.2026 to 30.09.2029.
The transportation requirement shall be divided into three Groups based on tanker capacity.
The contractor shall quote one common rate per running kilometre for each Group.
For the purpose of pro-rata deployment, the tanker capacity shall be compared only with the fixed pro-rata base applicable to the Group in which that tanker falls.

## 1. GROUP STRUCTURE

| Group | Actual/Approved Tanker Capacity | Fixed Pro-rata Base | Rate |
|---|---|---|---|
| Group 1 | 22,000 to 27,000 Litres | 25,000 Litres | One common rate/km |
| Group 2 | 27,001 to 32,000 Litres | 30,000 Litres | One common rate/km |
| Group 3 | 32,001 to 37,000 Litres | 35,000 Litres | One common rate/km |

Group-wise Pro-rata Bases
Group 1: Fixed pro-rata base = 25,000 Litres
Group 2: Fixed pro-rata base = 30,000 Litres
Group 3: Fixed pro-rata base = 35,000 Litres

The bidder shall quote:
One common running-kilometre rate for Group 1;
One common running-kilometre rate for Group 2; and
One common running-kilometre rate for Group 3.

Separate rates shall not be quoted for individual tanker capacities within the same Group.
The shortest actual distance shall be finalised through route verification jointly conducted by the Union and an authorised representative, based on the route records, logbook, trip sheet, GPS/vehicle tracking system, or any other approved method.

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## 2. GROUP 1

All tankers having an actual legally approved/documented capacity between 22,000 litres and 27,000 litres, both inclusive, shall fall under Group 1.
Fixed Pro-rata Base: 25,000 Litres
The pro-rata factor shall be calculated as:
Pro-rata Factor = Actual Tanker Capacity ÷ 25,000 Litres
Examples:
22,000 L tanker = 22,000 ÷ 25,000 = 0.880
23,000 L tanker = 23,000 ÷ 25,000 = 0.920
24,000 L tanker = 24,000 ÷ 25,000 = 0.960
25,000 L tanker = 25,000 ÷ 25,000 = 1.000
26,000 L tanker = 26,000 ÷ 25,000 = 1.040
27,000 L tanker = 27,000 ÷ 25,000 = 1.080

## 3. GROUP 2

All tankers having an actual legally approved/documented capacity between 27,001 litres and 32,000 litres, both inclusive, shall fall under Group 2.
Fixed Pro-rata Base: 30,000 Litres
The pro-rata factor shall be calculated as:
Pro-rata Factor = Actual Tanker Capacity ÷ 30,000 Litres
Examples:
28,000 L tanker = 28,000 ÷ 30,000 = 0.933
29,000 L tanker = 29,000 ÷ 30,000 = 0.967
30,000 L tanker = 30,000 ÷ 30,000 = 1.000
31,000 L tanker = 31,000 ÷ 30,000 = 1.033
32,000 L tanker = 32,000 ÷ 30,000 = 1.067

## 4. GROUP 3

All tankers having an actual legally approved/documented capacity between 32,001 litres and 37,000 litres, both inclusive, shall fall under Group 3.
Fixed Pro-rata Base: 35,000 Litres
The pro-rata factor shall be calculated as:
Pro-rata Factor = Actual Tanker Capacity ÷ 35,000 Litres
Examples:
32,001 L tanker = 32,001 ÷ 35,000 = 0.914
33,000 L tanker = 33,000 ÷ 35,000 = 0.943
34,000 L tanker = 34,000 ÷ 35,000 = 0.971
35,000 L tanker = 35,000 ÷ 35,000 = 1.000
36,000 L tanker = 36,000 ÷ 35,000 = 1.029
37,000 L tanker = 37,000 ÷ 35,000 = 1.057

## 5. PRORATA PRINCIPLE

The Union requires tankers of different capacities within each specified Group.
For determining equivalent transportation capacity and prorate- deployment, the following separate and fixed pro-rata bases shall apply:

| Group | Capacity Rang | Fixed Pro-rata Base | Pro-rata Formula |
|---|---|---|---|
| Group 1 | 22,000–27,000 L | 25,000 L | Actual Capacity ÷ 25,000 |
| Group 2 | 27,001–32,000 L | 30,000 L | Actual Capacity ÷ 30,000 |
| Group 3 | 32,001–37,000 L | 35,000 L | Actual Capacity ÷ 35,000 |

The pro-rata factor shall always be calculated using the fixed pro-rata base applicable to the Group in which the tanker falls.
A tanker belonging to Group 1 shall be pro-rated only against the 25,000-litre base.

A tanker belonging to Group 2 shall be pro-rated only against the 30,000-litre base.

A tanker belonging to Group 3 shall be pro-rated only against the 35,000-litre base.

The pro-rata bases shall not be interchanged between Groups.

The pro-rata system shall be used for determining equivalent tanker capacity/deployment and shall not result in different quoted running-kilometre rates within a Group.

The quoted rate shall remain one common running-kilometre rate for each respective Group.

The actual legally approved/documented capacity of the tanker shall be considered for pro-rata calculation.

## 6. ILLUSTRATIVE PRORATA TABLE

| Actual Tanker Capacity | Group | Fixed Pro-rata Base | Pro-rata Factor |
|---|---|---|---|
| 22,000 L | Group 1 | 25,000 L | 0.880 |
| 23,000 L | Group 1 | 25,000 L | 0.920 |
| 24,000 L | Group 1 | 25,000 L | 0.960 |
| 25,000 L | Group 1 | 25,000 L | 1.000 |
| 26,000 L | Group 1 | 25,000 L | 1.040 |
| 27,000 L | Group 1 | 25,000 L | 1.080 |
| 28,000 L | Group 2 | 30,000 L | 0.933 |
| 29,000 L | Group 2 | 30,000 L | 0.967 |
| 30,000 L | Group 2 | 30,000 L | 1.000 |
| 31,000 L | Group 2 | 30,000 L | 1.033 |
| 32,000 L | Group 2 | 30,000 L | 1.067 |
| 32,001 L | Group 3 | 35,000 L | 0.914 |
| 33,000 L | Group 3 | 35,000 L | 0.943 |
| 34,000 L | Group 3 | 35,000 L | 0.971 |
| 35,000 L | Group 3 | 35,000 L | 1.000 |
| 36,000 L | Group 3 | 35,000 L | 1.029 |
| 37,000 L | Group 3 | 35,000 L | 1.057 |

## 7. ANTICIPATED MILK TRANSPORTATION REQUIREMENT

The anticipated normal average requirement of the Union under this tender is approximately: **3, 60,000** Litres of Milk per Day.

{Conversion ***Factor: 1 Litre of milk ≈ 1.03 kg (subject to actual milk density***)}

The above quantity is an estimated operational requirement and shall not constitute a guaranteed minimum quantity or guaranteed minimum business to any contractor.
The actual requirement may vary depending upon milk procurement, availability, dairy requirements, market demand, seasonal fluctuations and other operational circumstances.

**8. FESTIVAL AND PEAK-SEASON REQUIREMENT**

During festivals, holidays, special occasions and other peak-demand periods, the milk transportation requirement may increase by up to 100% over the normal average requirement.
Accordingly, the Union may require transportation of approximately: 7,20,000 Litres per Day during such peak periods.
The successful contractor(s) shall be capable of arranging sufficient additional tankers and/or additional trips to meet such increased requirements as directed by the Union.
The increase in requirement during festival/peak seasons shall not, by itself, entitle the contractor to claim any additional rate over and above the applicable Group rate.

**9. INDICATIVE FLEET CAPACITY**

For operational planning purposes, the normal requirement of 3,60,000 litres/day is equivalent approximately to:

Group 1 – 25 KL Equivalent

3,60,000 ÷ 25,000 = 14.40
Approximately 15 numbers of 25 KL-equivalent tanker capacity.
During peak requirement:
7,20,000 ÷ 25,000 = 28.80
Approximately 29 numbers of 25 KL-equivalent tanker capacity.

Group 2 – 30 KL Equivalent

3,60,000 ÷ 30,000 = 12.00
Approximately 12 numbers of 30 KL-equivalent tanker capacity.
During peak requirement:
7,20,000 ÷ 30,000 = 24.00
Approximately 24 numbers of 30 KL-equivalent tanker capacity.

Group 3 – 35 KL Equivalent

3,60,000 ÷ 35,000 = 10.286
Approximately 11 numbers of 35 KL-equivalent tanker capacity.
During peak requirement:
7,20,000 ÷ 35,000 = 20.571
Approximately 21 numbers of 35 KL-equivalent tanker capacity.

The above figures are only indicative fleet equivalents for planning and shall not be construed as a guaranteed daily deployment or guaranteed minimum business.

The Union shall determine the actual combination and deployment of tankers based on operational requirements.

## 10. SOURCE STATES

Transportation may be required from:
Karnataka;
Maharashtra;
Tamil Nadu;
Telangana;
Andhra Pradesh; and
Any other State in India, as may be directed by the Union.
The contractor shall be capable of operating tankers from the source State/location specified by the Union to the designated dairy/unit.

## 11. KARNATAKA FLEET REQUIREMENT

The bidder shall specifically indicate the fleet available and proposed for operations originating from Karnataka.

| Particular | Number |
|---|---|
| Group 1 tankers available for Karnataka | ______ |
| Group 2 tankers available for Karnataka | ______ |
| Group 3 tankers available for Karnataka | ______ |
| Standby tankers for Karnataka | ______ |
| Total Karnataka tanker fleet | ______ |

The contractor shall maintain adequate operational and standby fleet capability for Karnataka operations.

The actual number of tankers required from Karnataka shall be determined by the Union depending upon:
Milk availability;
Daily requirement;
Route distance;
Loading and unloading time;
Transit time;
Turnaround time;
Tanker capacity;
Number of trips possible;
Seasonal requirements; and
Festival/peak requirements.

The Union reserves the right to increase or decrease the number of tankers deployed from Karnataka according to actual requirements.

## 12. MAHARASHTRA FLEET REQUIREMENT

The bidder shall specifically indicate the fleet available and proposed for operations originating from Maharashtra.

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| Particular | Number |
|---|---|
| Group 1 tankers available for Maharashtra | ______ |
| Group 2 tankers available for Maharashtra | ______ |
| Group 3 tankers available for Maharashtra | ______ |
| Standby tankers for Maharashtra | ______ |
| Total Maharashtra tanker fleet | ______ |

The contractor shall maintain adequate operational and standby fleet capability for Maharashtra operations.

The actual number of tankers required from Maharashtra shall be determined by the Union depending upon:
Milk availability;
Daily requirement;
Route distance;
Loading and unloading time;
Transit time;
Turnaround time;
Tanker capacity;
Number of trips possible;
Seasonal requirements; and
Festival/peak requirements.

The Union reserves the right to increase or decrease the number of tankers deployed from Maharashtra according to actual requirements.

## 13. SOURCE-WISE FLEXIBILITY

The fleet declaration for Karnataka and Maharashtra is intended to establish the bidder's capability to undertake operations from these States.
The Union does not guarantee any fixed quantity, fixed number of trips or fixed number of tankers from any particular State.
The Union may vary the source of milk and transportation allocation between Karnataka, Maharashtra, Tamil Nadu, Telangana, Andhra Pradesh and other States depending upon milk availability and operational requirements.
The contractor shall comply with the source and route allocation communicated by the Union.

## 14. NAME OF WORK

Transportation of milk from outside Kerala State to the dairies/units of TRCMPU Ltd. through “Piece Rate Principal-to-Principal Independent Labour Contract” on pro-rata basis.
The tanker requirement shall be on an as-and-when-required basis.
The Union shall have the right to require additional tankers/trips according to actual operational requirements.

## 15. CONTRACT PERIOD

**The contract shall be for a period of: 01.10.2026 to 30.09.2029**

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The Union may, subject to the terms of the contract, extend or prematurely close the contract in accordance with the conditions contained in the tender document.

## 16. TENDER PARTICULARS

| Sl. No. | Particular Details | |
|---|---|---|
| 1 | Name of Work | Transportation of Milk from Outside Kerala State to TRCMPU Ltd. |
| 2 | Tender Reference No. | TRCMPU/THO/PROD(105)/1/2026-27 |
| 3 | E-Tender ID | |
| 4 | Estimated Cost | ₹35 Crores |
| 5 | Contract Period | 01.10.2026 to 30.09.2029 |
| 6 | Tender System | Two Cover System |
| 7 | Group 1 | 22,000–27,000 Litres |
| 8 | Group 1 Pro-rata Base | 25,000 Litres |
| 9 | Group 2 | 27,001–32,000 Litres |
| 10 | Group 2 Pro-rata Base | 30,000 Litres |
| 11 | Group 3 | 32,001–37,000 Litres |
| 12 | Group 3 Pro-rata Base | 35,000 Litres |
| 13 | Normal Average Requirement | 3,60,000 Litres/day |
| 14 | Peak Requirement | Up to 7,20,000 Litres/day |
| 15 | EMD | ₹40,000 per Group |
| 16 | Tender Document Fee | ₹2,000/- including applicable tax |
| 17 | Bid Validity | 12 Months |
| 18 | Base Diesel Price | ₹104.25/L |
| 19 | Diesel Mileage | Group 1 - 4.0KM/Litre |
| 20 | Diesel Mileage | Group 2 - 3.5 KM/Litre |
| 21 | Diesel Mileage | Group 3 - 3.0 KM/Litre |
| 22 | Minimum Vehicle Model | 2018 or later |
| 23 | Minimum Experience | 5 years |

## 17. TENDER SCHEDULE

| Particular | Date & Time |
|---|---|
| Documents Publish Date | 14.08.2026 – 04:00 PM |
| Documents Download Start Date | 14.08.2026 – 04:00 PM |
| Bid Submission Start Date | 14.08.2026 – 04:00 PM |
| Pre-Bid Meeting | 24.08.2026 – 03:00 PM |
| Pre-Bid Meeting Venue | Head Office, TRCMPU Ltd., Pattom P.O. |
| Bid Submission Closing Date | 01.09.2026 – 04:00 PM |
| Technical Bid Opening | 02.09.2026 – 11:00 AM |
| Financial Bid Opening | 03.09.2026 – 11:00 AM |

The Union reserves the right to modify the above dates through corrigendum/addendum published through the e-Procurement portal.

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## 18. E-TENDER PORTAL

The tender document shall be downloaded and the bid shall be submitted through the Government of Kerala e-Procurement portal: **www.etenders.kerala.gov.in**

It is necessary to click on the "Freeze Bid" link/icon to complete the process of bid submission. Otherwise, the bid will not get submitted online and the same shall not be available for viewing/opening during the bid opening process.
Bidders shall regularly monitor the portal for corrigenda, addenda, amendments and other tender-related communications.

## 19. TWO-COVER SYSTEM

The bid shall be submitted under a two-cover system.

**Cover I – Technical Bid**
The Technical Bid shall contain all documents relating to eligibility, qualification, experience, fleet strength, vehicle details, statutory compliance and other technical requirements.

**Cover II – Financial Bid**
The Financial Bid shall contain the Group-wise running-kilometre rates quoted by the bidder.

The Financial Bid of only those bidders who qualify in the Technical Bid shall be opened.
A bidder may participate in one or more Groups, subject to the tender conditions.

## 20. ELIGIBILITY AND QUALIFICATION

The bidder shall provide satisfactory evidence of eligibility, experience, capacity and resources to execute the Contract effectively.

The bidder shall submit documents establishing:
a. Legal constitution/status of the bidder;
b. Place of registration;
c. Principal place of business;
d. PAN;
e. GST registration, wherever applicable;
f. ESI registration, wherever applicable;
g. FSSAI registration/licence;
h. Vehicle ownership/availability;
i. Valid vehicle registration;
j. Fitness certificate;
k. Insurance;
l. Permit/National Permit, wherever applicable;
m. Tank capacity/legal endorsement;
n. Experience;
o. Performance record;
p. Fleet availability;

q. Standby fleet; and
r. Other documents required under the tender.

## 21. MINIMUM EXPERIENCE

The bidder shall have a minimum of five years' experience in supplying/operating tankers for milk transportation to:
Milk Unions;
Milk Federations;
Dairy organizations; or
Other reputed firms/organizations.
The bidder shall submit experience/performance certificates from the concerned organizations.
Offers without satisfactory evidence of the required experience may not be considered.
The Union reserves the right to verify the credentials and performance of the bidder.

## 22. TANKER VEHICLES

The tankers offered shall:
a. Be of 2018 model or later;
b. Be in good mechanical condition;
c. Be suitable for long-distance milk transportation;
d. Have insulated milk tanks;
e. Have PUF insulation;
f. Have inner tank fabricated in SS 304 grade;
g. Be hygienic and food-grade;
h. Be leak-proof;
i. Have properly functioning valves;
j. Have suitable pumping hose arrangements; and
k. Comply with all statutory requirements.
The actual legally approved/documented tanker capacity shall determine the Group in which the tanker is eligible.

## 23. PERMITS FOR NON-KERALA VEHICLES

Tankers with non-Kerala registration may participate, subject to obtaining all permits/authorizations required for operation within Kerala.
The contractor shall be responsible for:
Permit charges;
Additional authorization;
National Permit requirements;
Kerala operating permissions; and
All other statutory requirements.

The Union shall not be responsible for penalties, legal action or other consequences arising from failure of the contractor to comply with applicable transport laws.

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**24. RATE QUOTATION**

The rate shall be quoted in: Rupees per Running Kilometre
The bidder shall quote:
Group 1
One common rate/km for 22,000–27,000 litre tankers.
Group 2
One common rate/km for 27,001–32,000 litre tankers.
Group 3
One common rate/km for 32,001–37,000 litre tankers.

Separate rates shall not be quoted for individual tanker capacities within a Group.
The rate shall include all operational costs, maintenance, fuel, labour, permits, tolls, taxes, duties, cess, insurance and other expenses.
No separate toll reimbursement shall ordinarily be payable.

**25. DIESEL PRICE ADJUSTMENT**

The base diesel price for the tender shall be:

₹104.25/L being the average price of ordinary-grade diesel (HSD) in Thiruvananthapuram for the period from 01.08.2026 to 12.08.2026.

For transportation rate adjustment, mileage shall be calculated at:

Group 1 - 4.0 KM per litre of HSD
Group 2 – 3.5 KM per litre of HSD
Group 3 – 3.0 KM per litre of HSD

The transportation rate shall be adjusted proportionately for increases/decreases in diesel price.
The adjustment shall apply when the diesel-price variation is at least ₹1.00 per litre.
Except for this specifically provided diesel-price adjustment, the quoted transportation rate shall remain firm during the contract period.

**26. ROUTES**

The tanker routes shall be operated from/to locations in Karnataka, Maharashtra, Tamil Nadu, Telangana, Andhra Pradesh and any other State in India as directed by the Union.
The Union shall have the right to direct the contractor to lift milk from any designated source and deliver the milk to any designated dairy/unit.

**27. DAILY OPERATION**

The average daily operation, whenever a tanker is engaged, shall normally be not less than 200 kilometres, subject to actual route and operational requirements.
The contractor shall operate the tankers on all days as required, including:

Sundays;
Public holidays;
Festivals;
Holidays; and
Other days when transportation is required.

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## 28. ADDITIONAL TANKERS AND TRIPS

The contractor shall provide sufficient tankers as required by the Union.
The contractor shall also operate additional trips when directed.
During festival/peak seasons, when the requirement may increase up to 100%, the contractor shall arrange additional fleet/standby vehicles and additional trips as required.
Failure to provide the required tanker capacity may result in the Union arranging substitute vehicles and recovering the additional expenditure and losses from the contractor.

## 29. PRORATA DEPLOYMENT AND EQUIVALENT CAPACITY

For the purpose of deployment and capacity allocation, the following fixed bases shall apply independently:
Group 1: 25,000 Litres
Group 2: 30,000 Litres
Group 3: 35,000 Litres
The equivalent capacity of each tanker shall be determined as:
Actual legally documented tanker capacity ÷ applicable Group pro-rata base.
For example:
A 25,000 L Group 1 tanker has an equivalent factor of 1.00.
A 30,000 L Group 2 tanker has an equivalent factor of 1.00.
A 35,000 L Group 3 tanker has an equivalent factor of 1.00.
The Union may use such equivalent capacity for determining proportional deployment and allocation.
The actual number and combination of tankers shall be determined by the Union based on operational requirements.

## 30. BILLING AND DISTANCE

The tanker shall be paid on the basis of accepted running kilometres at the applicable Group rate.
The applicable Group shall be determined by the legally documented tanker capacity.
The actual distance may be verified through:
Log book;
Trip sheet;
GPS/vehicle tracking;
Route records;
Other verification methods adopted by the Sister Unions/The actual shortest distance shall be verified by the Union together with the representative/representatives of the contractor/contractors and the bills will be settled based on such verification.
Bills shall be supported by the required operational records.

## 31. PAYMENT

Payment shall normally be processed on a 10-day basis, subject to verification and acceptance of bills and supporting records.
The contractor shall submit:
Bill;
Trip sheet;
Log book;
Distance details;

Quantity details;
ESI compliance documents, wherever applicable;
PAN; and
Other documents required by the Union.
Statutory deductions including income tax/TDS shall be made as applicable.

## 32. CLEANING OF TANKERS

The contractor shall ensure cleaning of the tanker after every unloading.
The tanker shall be cleaned both internally and externally at the designated cleaning point.

The cleaning shall be carried out by the vehicle crew/contractor to the satisfaction of Union officials.
Water and detergent shall be provided by the dairy where available for the purpose.

## 33. MILK HANDLING

The tanker crew shall:
a. Properly connect the pumping hose;
b. Avoid spillage;
c. Ensure proper positioning of valves;
d. Maintain seals;
e. Handle documents carefully;
f. Assist in weighment;
g. Open manhole doors at unloading points when directed;
h. Facilitate sampling;
i. Flush residual milk solids after unloading; and
j. Comply with instructions of Union officials.

## 34. LOSS AND DAMAGE

Losses arising to the Union due to:
Breakdown;
Accident;
Intentional delay;
Negligence;
Milk spoilage;
Quality deterioration;
Quantity loss attributable to the contractor;
Careless handling;
Damage to Union property; or

Failure to provide substitute transportation shall be recoverable from the contractor, including applicable penalties/damages as determined under the Contract.

## 35. TRANSPORTATION OF UNION PERSONNEL, PARCELS AND DOCUMENTS

The contractor shall, whenever specifically instructed by the Union, make available the tanker vehicle/vehicle crew for carrying authorized personnel of the Union, official parcels, documents, samples, records and other materials connected with the milk transportation operations, subject to applicable safety, statutory and transport regulations.

Such parcels and documents shall be carried carefully and securely and handed over only to the authorized person at the destination as directed by the Union.
The contractor and vehicle crew shall ensure that official documents, parcels and other materials entrusted to them are not lost, damaged, tampered with or misused.
Any loss, damage, tampering or failure to deliver such items due to negligence or misconduct of the contractor or crew shall be the responsibility of the contractor, and the Union shall be entitled to recover the resulting loss or damage from the contractor.

## 36. SUBSTITUTE VEHICLES

The contractor shall arrange substitute vehicles immediately in case of:
Breakdown;
Accident;
Mechanical failure;
Maintenance;
Crew unavailability; or
Any other reason preventing operation.
Where the contractor fails to arrange a substitute vehicle, the Union may engage another tanker.
Any additional expenditure incurred by the Union may be recovered from the contractor.

## 37. GPS/VEHICLE TRACKING

Vehicle Tracking and Monitoring Systems shall be installed by the contractor whenever required by the Union.
The tracking system shall remain accessible to authorized Union officials.
The contractor shall not tamper with or deliberately disable the tracking system.

## 38. INSURANCE

The contractor shall maintain:
a. Comprehensive vehicle insurance;
b. Cargo insurance for milk/products;
c. Marine Annual Turnover Policy or equivalent suitable cargo insurance, wherever required;
d. Workmen compensation/employee insurance, where applicable; and
e. Other insurance required under law or the tender.

## 39. FSSAI

The contractor shall obtain the required FSSAI registration/licence for transportation of food products and submit the relevant document before commencement of operations.

## 40. ESI AND LABOUR COMPLIANCE

The contractor shall comply with applicable ESI, labour and social-security requirements.
Where ESI registration is applicable, the contractor shall maintain valid registration and remit contributions.

Where ESI registration is not applicable due to the prescribed employee threshold, the contractor shall furnish the required declaration/affidavit and appropriate workmen compensation/employee insurance.

### 41. PAN AND TAX

The contractor shall submit PAN along with the first bill.
Statutory income tax/TDS shall be deducted from payments as applicable.

### 42. SECURITY DEPOSIT

The successful contractor shall deposit security as follows:

| Group | Capacity | Security Deposit |
|---|---|---|
| Group 1 | 22–27 KL | ₹7,00,000/- |
| Group 2 | 27.001–32 KL | ₹8,00,000/- |
| Group 3 | 32.001–37 KL | ₹10,00,000/- |

The security may be furnished in Demand Draft/Bank Guarantee or other approved mode as specified by the Union.
No interest shall be paid on the security deposit.
Where a bidder is awarded more than one Group, security shall be furnished for each Group as applicable, unless otherwise specified by the Union.

### 43. AGREEMENT

The successful bidder shall execute an agreement in the prescribed format before commencement of the Contract.
The agreement shall be executed on non-judicial stamp paper of ₹200/-, or such other value as may be legally applicable.
The cost of the agreement/stamp paper shall be borne by the contractor.

### 44. EMD

The EMD shall be: ₹40,000/- per Group
Accordingly:

| Groups Participated | Total EMD |
|---|---|
| Group 1 only | ₹40,000/- |
| Group 2 only | ₹40,000/- |
| Group 3 only | ₹40,000/- |
| Any two Groups | ₹80,000/- |
| All three Groups | ₹1,20,000/- |

The EMD may be forfeited in circumstances including:
Withdrawal of bid during bid validity;
Failure to accept award;
Failure to execute agreement;
Failure to furnish required security;
Failure to commence work; or
Other circumstances specified in the tender.

**45. BID VALIDITY**

The bid shall remain valid for a period of 12 Months from the date of opening of the Technical Bid or such other period specified in the e-Procurement system.

**46. CONTRACTOR'S WITHDRAWAL**

The contractor may withdraw from the Contract by giving three months' advance written notice to the Managing Director.

Failure to provide the required notice may result in recovery of loss/damage incurred by the Union from amounts due to the contractor and/or security deposit, in accordance with the Contract.

**47. TERMINATION**

If the service of the contractor is found unsatisfactory or if the contractor commits a material breach of any tender/work-order/agreement condition, the Managing Director may take appropriate action, including cancellation/termination of the Contract, in accordance with the contractual provisions.

In serious cases involving safety, security, milk spoilage, deliberate misconduct, abandonment or material breach, the Union may take immediate protective action as permitted under the Contract.

**48. FAILURE TO FULFIL CONTRACT**

If a successful contractor fails to fulfil the Contract fully or for the complete duration of the Contract, the Union may:

a. Invite a fresh tender;
b. Obtain quotations;
c. Negotiate with the next eligible bidder; or
d. Arrange substitute transportation.

Any additional expenditure, loss or damage incurred by the Union may be recovered from the defaulting contractor.

**49. HSD/FUEL**

All HSD/fuel required for operation of the tankers shall be arranged by the contractor.
The Union shall not arrange HSD/fuel on credit.

**50. ADEQUATE FLEET**

The contractor shall provide sufficient tankers according to the requirements communicated by the Union.

The contractor shall maintain suitable standby arrangements.

Failure to provide sufficient tankers without justifiable reason shall entitle the Union to engage substitute tankers and recover the additional cost/difference from the contractor.

The contractor shall maintain adequate fleet capability in the Group(s) for which the contractor has been awarded the Contract.

**51. OTHER PRODUCTS**

The contractor may also be required to transport:
Ghee;
Milk Cream; and
Other suitable milk products,
In addition to milk, as directed by the Union.

## 52. GENERAL E-PROCUREMENT CONDITIONS

The bidder shall register on the Government of Kerala e-Procurement portal and shall submit the bid electronically.
The bidder shall upload all mandatory documents.
The bidder shall complete payment of the tender fee and EMD through the prescribed online payment mechanism.
The bidder shall complete the final Freeze Bid/Final Submission process.
Uploading documents without completing the final submission shall not constitute valid bid submission.
The Union shall not be responsible for technical difficulties arising from the bidder's equipment, internet connection, browser, DSC, file format or failure to complete the submission within the prescribed time.

## 53. CORRIGENDUM

All corrigenda/addenda/amendments to this tender shall be published through the Government of Kerala e-Procurement portal.
Bidders are responsible for regularly checking the portal.
Any corrigendum issued shall form part of the tender document.

## 54. ACCEPTANCE OF TENDER DOCUMENT

The bidder shall carefully examine the entire tender document.
The bidder shall sign and seal the tender document at the prescribed places and upload the signed copy as evidence of acceptance of all terms and conditions.
Failure to comply with mandatory documentation requirements may result in rejection of the bid.

## 55. NO GUARANTEE OF QUANTITY

The quantities specified in this Tender Notice are estimated operational requirements only.
The Union does not guarantee:

Minimum daily quantity;
Minimum number of trips;
Minimum kilometres;
Minimum number of tankers;
Minimum quantity from Karnataka;
Minimum quantity from Maharashtra; or
Minimum contract value to any individual bidder.

Actual requirements shall be determined by the Union from time to time.
The Union may determine the combination of Groups 1, 2 and 3 according to operational requirements.

## 56. AWARD OF CONTRACT

The Union may award:
a. Group 1 to one bidder;
b. Group 2 to another bidder;
c. Group 3 to another bidder;
d. Any two Groups to one bidder;
e. All three Groups to one bidder; or
f. The work to more than one contractor where considered operationally necessary and permissible.

The lowest quoted rate alone shall not necessarily determine the award.

The Union may consider:

Technical capability;
Past experience;
Performance record;
Fleet strength;
Source-State capability;
Karnataka fleet;
Maharashtra fleet;
Group-wise fleet availability;
Standby capacity;
Reliability;
Financial capacity;
Statutory compliance; and
Quoted rate.

## 57. RIGHT OF UNION

The Managing Director, TRCMPU Ltd., reserves the right to:
a. Accept or reject any bid;
b. Accept or reject part of a bid;
c. Reject all bids;
d. Award one or more Groups;
e. Select more than one contractor;
f. Modify deployment according to operational requirements; and
g. Cancel or modify the tender process in accordance with applicable rules, without assigning reasons, subject to applicable statutory/e-procurement requirements.

## 58. DISPUTE SETTLEMENT

Any dispute between the contractor and the Union arising out of the tender, agreement, work order or execution of the Contract shall be subject to:
Thiruvananthapuram Jurisdiction, Kerala

## 59. PRE-BID MEETING

A Pre-Bid Meeting shall be held on: 24.08.2026 at 03:00 PM at:

Head Office, TRCMPU Ltd., Pattom P.O., Thiruvananthapuram

Prospective bidders may raise queries/seek clarifications in accordance with the procedure specified in the e-Procurement system.

Any clarification/amendment arising from the pre-bid process shall be communicated through the official tender/e-Procurement mechanism.

## 60. IMPORTANT TENDER PARAMETERS – AT A GLANCE

| Parameter | Requirement |
|---|---|
| Tender Reference | TRCMPU/THO/PROD(105)/1/2026-27 |
| E-Tender ID | |
| Estimated Cost | ₹35 Crores |
| Contract Period | 01.10.2026–30.09.2029 |
| Group 1 | 22,000–27,000 L |
| Group 1 Pro-rata Base | 25,000 L |
| Group 2 | 27,001–32,000 L |
| Group 2 Pro-rata Base | 30,000 L |
| Group 3 | 32,001–37,000 L |
| Group 3 Pro-rata Base | 35,000 L |
| Rate | One common rate/km per Group |
| Normal Requirement | 3,60,000 L/day |
| Festival/Peak Requirement | Up to 7,20,000 L/day |
| EMD | ₹40,000 per Group |
| Tender Fee | ₹2,000/- including tax |
| Security – Group 1 | ₹7,00,000/- |
| Security – Group 2 | ₹8,00,000/- |
| Security – Group 3 | ₹10,00,000/- |
| Minimum Vehicle Model | 2018 or later |
| Minimum Experience | 5 years |
| Base Diesel Price | ₹104.25/L |
| Mileage for Group 1 | 4.0 KM/Litre |
| Mileage for Group 2 | 3.5 KM/Litre |
| Mileage for Group 3 | 3.0 KM/Litre |
| Diesel Adjustment Threshold | ₹1/Litre |
| Bid Validity | 12 Months |
| Normal Group 1 Equivalent | Approx. 15 × 25 KL |
| Normal Group 2 Equivalent | Approx. 12 × 30 KL |
| Normal Group 3 Equivalent | Approx. 11 × 35 KL |
| Peak Group 1 Equivalent | Approx. 29 × 25 KL |
| Peak Group 2 Equivalent | Approx. 24 × 30 KL |
| Peak Group 3 Equivalent | Approx. 21 × 35 KL |
| Source States | Karnataka, Maharashtra, Tamil Nadu, Telangana, Andhra Pradesh & other States |

## 61. SUBMISSION OF BID

Interested eligible bidders shall submit their bids online through the Government of Kerala e-Procurement portal: www.etenders.kerala.gov.in

The bid shall be submitted within the prescribed time and in accordance with the instructions contained in the tender document and e-Procurement portal.
Bidders shall ensure that all eligibility documents, fleet declarations, statutory documents, technical documents and the Price Bid are submitted in the prescribed manner.
For each Group in which the bidder participates, the bidder shall quote the applicable common running-kilometre rate.

## 62. DECLARATION BY BIDDER

By submitting the tender, the bidder confirms that the bidder:
Has examined the complete tender document;
Accepts the three-Group system;
Accepts 25,000 litres as the fixed pro-rata base for Group 1;
Accepts 30,000 litres as the fixed pro-rata base for Group 2;
Accepts 35,000 litres as the fixed pro-rata base for Group 3;

Understands that the pro-rata factor shall be calculated independently within each Group;
Understands that a Group 1 tanker shall be prorated against the 25,000-litre base only;
Understands that a Group 2 tanker shall be prorated against the 30,000-litre base only;
Understands that a Group 3 tanker shall be prorated against the 35,000-litre base only;
Will quote one common rate for each Group in which the bidder participates;
Understands the normal requirement of approximately 3,60,000 litres/day;
Understands that the requirement may increase up to approximately 7,20,000 litres/day during peak/festival seasons;
Has adequate fleet capability to undertake the Contract;
Has the ability to arrange tankers for Karnataka and Maharashtra operations;
Will provide standby/substitute tankers when required;
Accepts the diesel-price adjustment mechanism;
Will comply with all statutory and food-safety requirements;
Will comply with all vehicles and permit requirements;
Will execute the agreement if selected; and
Accepts all other terms and conditions of the tender.

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**SIGNATURE AND SEAL OF BIDDER**

Name of Bidder: ________________________________________

Name of Authorized Signatory: ____________________________

Designation: ____________________________________________

Name of Firm/Company: ___________________________________

Registered Address: ______________________________________

Telephone: ______________________________________________

Mobile: _________________________________________________

Email: __________________________________________________

PAN: ___________________________________________________

GST No.: ________________________________________________

Date: ___________________________________________________

Place: __________________________________________________

Signature and Seal: _______________________________________

COPY TO:
All Notice Boards
All Unit Heads
TRCMPU Ltd. Website
Manager – Operations/Procurement
Office Copy

Digitally signed by
Rararaj.R
Date: 14-08-2026
16:54:15

**RARARAJ R KAS**
**Managing Director**

**THIRUVANANTHAPURAM REGIONAL CO-OPERATIVE MILK PRODUCER'S UNION LTD.**
**Ksheera Bhavan, Pattom P.O., Thiruvananthapuram – 695004**
**BID FORM / BIDDER'S OFFER FORM**

**E-TENDER FOR**

**Transportation of Milk from Outside Kerala State to the Dairies/Units of TRCMPU Ltd. on Pro-rata Basis through "Piece Rate Principal-to-Principal Independent Labour Contract" Basis**

Tender Reference No.: TRCMPU/THO/PROD(105)/1/2026-27
E-Tender ID:
Contract Period: 01.10.2026 to 30.09.2029

**PART A – BIDDER'S PARTICULARS**

1. Name of Bidder/Firm/Company:

2. Constitution of Firm/Company:
☐ Proprietorship
☐ Partnership
☐ LLP
☐ Private Limited Company
☐ Public Limited Company
☐ Cooperative Society
☐ Other: ____________________________

3. Registered Address:

4. Principal Place of Business:

5. Name of Authorized Signatory:

6. Designation:

7. Telephone: ________________________________________________

8. Mobile: ____________________________________________________

9. Email: _____________________________________________________

10. PAN: _____________________________________________________

11. GSTIN: ___________________________________________________

12. FSSAI Registration/Licence No.:

13. ESI Registration No., if applicable:

14. Bank Name: ________________________________________________

 Signature & Seal of Bidder

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15. Branch: ____________________________________________

16. Bank Account No.: __________________________________

17. IFSC Code: _________________________________________

**PART B – GROUP-WISE RATE OFFER**

**RATE SHALL BE QUOTED AS PER BOQ**

**PART C – GROUP-WISE PRORATA SYSTEM**

We hereby confirm that we have understood and accepted the following Group structure and fixed pro-rata bases:

| Group | Tanker Capacity | Fixed Pro-rata Base | Pro-rata Formula |
|---|---|---|---|
| Group 1 | 22,000–27,000 L | 25,000 L | Actual Capacity ÷ 25,000 |
| Group 2 | 27,001–32,000 L | 30,000 L | Actual Capacity ÷ 30,000 |
| Group 3 | 32,001–37,000 L | 35,000 L | Actual Capacity ÷ 35,000 |

The actual legally approved/documented capacity of the tanker shall be considered for pro-rata calculation.

**Illustrative Pro-rata Factors**

| Tanker Capacity | Group | Pro-rata Base | Pro-rata Factor |
|---|---|---|---|
| 22,000 L | Group 1 | 25,000 L | 0.880 |
| 23,000 L | Group 1 | 25,000 L | 0.920 |
| 24,000 L | Group 1 | 25,000 L | 0.960 |
| 25,000 L | Group 1 | 25,000 L | 1.000 |
| 26,000 L | Group 1 | 25,000 L | 1.040 |
| 27,000 L | Group 1 | 25,000 L | 1.080 |
| 28,000 L | Group 2 | 30,000 L | 0.933 |
| 29,000 L | Group 2 | 30,000 L | 0.967 |
| 30,000 L | Group 2 | 30,000 L | 1.000 |
| 31,000 L | Group 2 | 30,000 L | 1.033 |
| 32,000 L | Group 2 | 30,000 L | 1.067 |
| 32,001 L | Group 3 | 35,000 L | 0.914 |
| 33,000 L | Group 3 | 35,000 L | 0.943 |
| 34,000 L | Group 3 | 35,000 L | 0.971 |
| 35,000 L | Group 3 | 35,000 L | 1.000 |
| 36,000 L | Group 3 | 35,000 L | 1.029 |
| 37,000 L | Group 3 | 35,000 L | 1.057 |

We confirm that the above pro-rata mechanism shall not result in different quoted rates within the same Group.

**PART D – GROUP-WISE DIESEL PRICE ADJUSTMENT**



Signature & Seal of Bidder

The base diesel price for the tender shall be:

Base Diesel Price: ₹104.25 per litre

For the purpose of diesel-price adjustment, the following Group-specific mileage norms shall apply:

| Group | Tanker Capacity | Base Diesel Price | Mileage for Diesel Adjustment |
|---|---|---|---|
| Group 1 | 22,000–27,000 L | ₹104.25/L | 4.00 KM/L |
| Group 2 | 27,001–32,000 L | ₹104.25/L | 3.50 KM/L |
| Group 3 | 32,001–37,000 L | ₹104.25/L | 3.00 KM/L |

The transportation rate shall be adjusted proportionately for increases/decreases in diesel price in accordance with the applicable Group mileage.

The diesel-price variation shall be considered when the variation from the base diesel price is ₹1.00 per litre or more, as specified in the Tender Document.

Diesel Adjustment Principle

The diesel component attributable to each Group shall be calculated using the applicable Group mileage:

Group 1:
1 litre of diesel = 4.00 KM

Group 2:
1 litre of diesel = 3.50 KM

Group 3:
1 litre of diesel = 3.00 KM

Accordingly, the diesel-price adjustment shall be determined separately for each Group based on the applicable mileage.

Except for the specifically provided diesel-price adjustment, the quoted transportation rate shall remain firm during the Contract Period.

PART E – TANKER CAPACITY / PRORATA DECLARATION

We hereby declare the tanker fleet proposed for deployment under this tender:

| Sl. No. | Vehicle Registration No. | Make/Model | Year | Legal Tank Capacity (L) | Group | Pro-rata Base (L) | Pro-rata Factor |
|---|---|---|---|---|---|---|---|
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |

 Signature & Seal of Bidder

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 4 | | | | | | | |
| 5 | | | | | | | |
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| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |

Additional sheets may be attached where necessary.
We certify that the capacity stated above is supported by the vehicle registration certificate, tank capacity certificate/endorsement and other statutory records.

**PART F – FLEET DECLARATION**

1. KARNATAKA

| Particular | Group 1 | Group 2 | Group 3 | Total |
|---|---|---|---|---|
| Operational tankers available | | | | |
| Standby tankers available | | | | |
| Total fleet | | | | |

2. MAHARASHTRA

| Particular | Group 1 | Group 2 | Group 3 | Total |
|---|---|---|---|---|
| Operational tankers available | | | | |
| Standby tankers available | | | | |
| Total fleet | | | | |

3. OTHER STATES

| State | Group 1 | Group 2 | Group 3 | Standby | Total |
|---|---|---|---|---|---|
| Tamil Nadu | | | | | |
| Telangana | | | | | |
| Andhra Pradesh | | | | | |
| Other State(s) | | | | | |
| Total Fleet Offered | | | | | |

| Group | Operational Fleet | Standby Fleet | Total |
|---|---|---|---|
| Group 1 | | | |
| Group 2 | | | |
| Group 3 | | | |
| Grand Total | | | |



Signature & Seal of Bidder

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**PART G – EXPERIENCE DETAILS**

| Sl. No. | Name of Organization | Nature of Work | Contract Period | Approx. Value | No. of Tankers | Present/ Completed |
|---|---|---|---|---|---|---|
| 1 | | | | | | |
| 2 | | | | | | |
| 3 | | | | | | |
| 4 | | | | | | |
| 5 | | | | | | |

Copies of relevant work orders, agreements, experience certificates and performance certificates shall be enclosed.

**PART H – STATUTORY COMPLIANCE DECLARATION**

| Requirement | Available/Complied | Document Attached |
|---|---|---|
| PAN | Yes / No | Yes / No |
| GST Registration | Yes / No | Yes / No |
| FSSAI Licence/Registration | Yes / No | Yes / No |
| ESI Registration, where applicable | Yes / No / NA | Yes / No |
| Vehicle Registration | Yes / No | Yes / No |
| Fitness Certificate | Yes / No | Yes / No |
| Insurance | Yes / No | Yes / No |
| Permit/National Permit | Yes / No | Yes / No |
| Tank Capacity Endorsement | Yes / No | Yes / No |
| Pollution Certificate | Yes / No | Yes / No |
| Other statutory documents | Yes / No | Yes / No |

**PART I – VEHICLE UNDERTAKING**

We hereby undertake that:

All tankers offered shall be 2018 model or later, unless otherwise permitted under the Tender Document.
The tankers shall be in good mechanical condition and suitable for long-distance transportation.
The tankers shall have insulated milk tanks.
The inner tank shall be of SS 304 grade and suitable for food-grade milk transportation.
The tankers shall be hygienic and leak-proof.
All valves, pumping arrangements, hoses and related equipment shall be maintained in proper working condition.
Valid registration, fitness, insurance, permits and other statutory documents shall be maintained throughout the Contract Period.
Non-Kerala registered vehicles shall have all permissions/authorizations required for operation in Kerala.
Substitute vehicles shall be arranged immediately in case of breakdown, accident, mechanical failure, maintenance, crew unavailability or any other operational failure.
The Union shall have the right to inspect and verify the vehicles offered by us.


Signature & Seal of Bidder

## PART J – OPERATIONAL UNDERTAKING

We hereby undertake that, if selected:

We shall operate tankers from Karnataka, Maharashtra, Tamil Nadu, Telangana, Andhra Pradesh and/or any other State as directed by TRCMPU Ltd.
We shall comply with the source, route and dairy/unit allocation communicated by the Union.
We shall provide sufficient tankers according to the operational requirements communicated by the Union.
We shall maintain adequate standby arrangements.
We shall provide additional tankers/trips during festivals, holidays and peak-demand periods as required.
We understand that the normal estimated requirement is approximately 3,60,000 litres of milk per day.
We understand that the requirement may increase up to approximately 7,20,000 litres per day during peak/festival periods.
We understand that these quantities are estimates only and do not constitute a guaranteed minimum quantity, minimum kilometre, minimum number of trips, minimum tanker deployment or minimum contract value.
We shall operate tankers on Sundays, public holidays, festivals and other days whenever required by the Union.
We shall ensure proper loading, transportation, unloading, cleaning and handling of milk and milk products.

## PART K – RATE INCLUSIONS

We confirm that the quoted rates include all costs and expenses required for satisfactory execution of the Contract, including:

Fuel/HSD;
Driver and crew expenses;
Wages and labour costs;
Maintenance and repairs;
Tyres and consumables;
Insurance;
Permits and authorizations;
National Permit, wherever applicable;
Kerala operating permissions;
Toll charges;
Taxes, duties and cess, as applicable;
Statutory contributions;
GPS/vehicle tracking, wherever required;
Cleaning and operational expenses;
Standby/substitute vehicle arrangements; and
All other expenses connected with transportation operations.

No separate claim shall ordinarily be made for toll or other operating expenses except where specifically permitted under the Tender Document.

 Signature & Seal of Bidder

**PART L – SECURITY DEPOSIT**

We understand and accept the following Security Deposit:

| Group | Tanker Capacity | Security Deposit |
|---|---|---|
| Group 1 | 22,000–27,000 L | ₹7,00,000/- |
| Group 2 | 27,001–32,000 L | ₹8,00,000/- |
| Group 3 | 32,001–37,000 L | ₹10,00,000/- |

Where more than one Group is awarded to us, the applicable Security Deposit shall be furnished as stipulated in the final award/work order and Tender Document.

PART M – EMD

We confirm that the applicable EMD has been/will be remitted through the prescribed e-Procurement mechanism.

| Group | EMD |
|---|---|
| Group 1 | ₹40,000/- |
| Group 2 | ₹40,000/- |
| Group 3 | ₹40,000/- |
| Total for all three Groups | ₹1,20,000/- |

Groups for which bid is submitted:

☐ Group 1

☐ Group 2

☐ Group 3

PART N – GROUP-WISE BID SUMMARY

| Particular | Group 1 | Group 2 | Group 3 |
|---|---|---|---|
| Tanker Capacity | 22,000–27,000 L | 27,001–32,000 L | 32,001–37,000 L |
| Fixed Pro-rata Base | 25,000 L | 30,000 L | 35,000 L |
| Pro-rata Formula | Actual ÷ 25,000 | Actual ÷ 30,000 | Actual ÷ 35,000 |
| Diesel Base Price | ₹104.25/L | ₹104.25/L | ₹104.25/L |
| Diesel Adjustment Mileage | 4.00 KM/L | 3.50 KM/L | 3.00 KM/L |
| EMD | ₹40,000 | ₹40,000 | ₹40,000 |
| Security Deposit | ₹8,00,000 | ₹8,00,000 | ₹8,00,000 |
| Quoted Rate | ₹_____ / KM | ₹_____ / KM | ₹_____ / KM |

**PART O – BIDDER’S DECLARATION**

We, the undersigned bidder, hereby declare that:

We have carefully examined the complete Tender Document, specifications, conditions, schedules and requirements.
We have understood and accepted the three-Group system.



Signature & Seal of Bidder

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We accept 25,000 litres as the fixed pro-rata base for Group 1.
We accept 30,000 litres as the fixed pro-rata base for Group 2.
We accept 35,000 litres as the fixed pro-rata base for Group 3.
We agree to quote one common running-kilometre rate for each Group.
We accept that the shortest actual distance is finalised through route verification jointly conducted by the Union and an authorised representative.
We accept that the actual legally approved/documented tanker capacity shall be used for pro-rata calculation.
We accept 4.00 KM/Litre as the diesel-adjustment mileage for Group 1.
We accept 3.50 KM/Litre as the diesel-adjustment mileage for Group 2.
We accept 3.00 KM/Litre as the diesel-adjustment mileage for Group 3.
We understand that the diesel adjustment shall be applied separately for each Group based on the respective mileage specified above.
We accept the shortest actual distance finalised through route verification jointly conducted by the Union and an authorised representative of us /Other verification methods adopted by the Sister Unions and the bills shall be settled based on such verification.
We possess the required experience and technical capability to undertake the work.
The information and documents submitted by us are true, complete and correct.
We shall comply with all applicable laws, rules, regulations, food-safety requirements, labour laws and transport requirements.
We shall arrange sufficient operational and standby tankers.
We shall arrange substitute tankers whenever required.
We accept that the Union does not guarantee any minimum quantity, minimum number of tankers, minimum trips, minimum kilometres or minimum contract value.
We accept that the Union may allocate transportation work among the three Groups and among different contractors in accordance with the Tender Document and operational requirements.
We agree to execute the prescribed agreement and furnish the required Security Deposit if the Contract is awarded to us.
We agree to abide by all terms and conditions of the Tender Document and all corrigenda/addenda/amendments issued by TRCMPU Ltd.

We undertake to execute the work at the rates quoted above and in accordance with all the terms and conditions of the Tender Document.

**SIGNATURE AND SEAL OF BIDDER**

Name of Firm/Company:

Name of Authorized Signatory:

Designation:

Signature:

Official Seal:

Date: ______________________

Place: _____________________

**BID DOCUMENT CHECKLIST**

| Sl. No. | Document | Submitted |
|---|---|---|
| 1 | Signed Bid Form | ☐ |
| 2 | Tender Document duly signed/sealed | ☐ |
| 3 | PAN | ☐ |
| 4 | GST Registration | ☐ |
| 5 | FSSAI Licence/Registration | ☐ |
| 6 | ESI Registration/Declaration, as applicable | ☐ |
| 7 | Constitution/Registration Documents | ☐ |
| 8 | Experience Certificates | ☐ |
| 9 | Performance Certificates | ☐ |
| 10 | Vehicle Registration Certificates | ☐ |
| 11 | Fitness Certificates | ☐ |
| 12 | Insurance Documents | ☐ |
| 13 | Permits/National Permits | ☐ |
| 14 | Tank Capacity Documents | ☐ |
| 15 | Vehicle-wise Fleet Statement | ☐ |
| 16 | Karnataka Fleet Declaration | ☐ |
| 17 | Maharashtra Fleet Declaration | ☐ |
| 18 | Other State Fleet Details | ☐ |
| 19 | Standby Fleet Declaration | ☐ |
| 20 | EMD Payment | ☐ |
| 21 | Tender Fee Payment | ☐ |
| 22 | Technical Bid Documents | ☐ |
| 23 | Financial/Price Bid | ☐ |
| 24 | Other Documents Prescribed in Tender | ☐ |

Important: The Financial Bid/BOQ shall be uploaded separately in the format prescribed in the Government e-Procurement system. The Group-wise rates entered in the Price Bid shall exactly correspond with the rates offered in this Bid Form.



Signature & Seal of Bidder