THE PACKING AND SHIPPING REQUIREMENTS

APRIL 2026

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Packing and shipping requirements

Supplier: every supplier factory and construction unit

Contractor: CHINA NATIONAL ELECTRIC ENGINEERING CO., LTD.(CNEEC)

Logistics Management: International Business Transport Agents Ltd.

（CNEEC Transport Agent）

1 Construction materials classification

1.1 The first class（code: class A）: ASK project engineering equipment and materials.

1.2 The second class（code: class B）: Debug the equipment and instruments. Here, we mainly refer to the equipment and instruments which are transported back home after the completion of the project.

2 Domestic delivery conditions

2.1 Delivery conditions

2.1.1 The basic domestic delivery mode of construction equipment is FCA/FOB as agreed by the supplier and acquirer.

2.1.2 The bill of freight corresponding to the mode of transportation shall be used as the delivery voucher by the supplier and acquirer.

2.2 Under FCA/FOB at the supplier factory, the liabilities and responsibilities of the equipment supplier and CNEEC as well as CNEEC Business Transport Agents Ltd.

2.2.1 Liabilities and responsibilities of the supplier of the equipment:

2.2.1.1 Provide the following documents and data to the acquirer/CNEEC”

A. Transport documents: Arrange the supplier company to file the container list and packing list (in quintuplicate) with the CNEEC Business Transport Agents Ltd. within 30 days before delivery. Meanwhile, email them to the designated mail address.

B. Other documents: the supplier shall provide the project equipment inspection dertificate, commodity inspection transfer notice paper, package performance inspection certificate etc to the acquirer/CNEEC Business Transport Agents Ltd. within 30 days before delivery

2.2.1.2 When the projecy goods and materials are loaded on board at home, if necessary, assign relevant persons to the port and give guidance to unloading and shipping on important equipment like stator and rotor etc.

2.2.1.3 Support CNEEC and foreign owners to finish factory inspection before packing the goods.

2.2.1.4 Bear every responsibility, risk and cost of each businee within the scope of duties and obligations before the project goods and materials and delivered (including but mot limited to, product packing/documents/loading/reinforcement/transportation). Assume the work and economic responsibilities resulted from the supplier’s faults.

2.2.1.5 Take responsibilities of completing the work of packing for first class goods and materials from the worksite to overseas port in the original packing manner within three months after the completion of the project. Provide related documents required by customs declaration for carrying back goods and materials to CNEEC Business Transport Agents Ltd.

2.2.2 Liabilities and responsibilities of CNEEC and CNEEC Business Transport Agents Ltd.:

2.2.2.1 Take responsibilities of arranging and convening package and storage working meeting.

2.2.2.2 Take responsibilities of inspecting the package and storage work for the project goods and materials for the supplier unit. Organize each supplier unit to complete various related work, such as C/O, commodity inspection, transport package as well as the production of the transport document, print of the package and storage symbols and delivery of equipment according to the above regulations and project attachments.

2.2.2.3 Assisting the supplier unit to contact and arrange transfinite transport plan. Supervise and inspect the packing and storing provisions of the supplier unit and the execution of the attachments.

2.2.2.4 Desingate domestic maritime port, air freight port, and place of arrival of the project goods and materials. Deal with acceptance of goods and materials and storage.

2.2.2.5 In accordance with the arrival situation and shipping plan of the project goods and materials of the supplier unit, arrange corresponding sealift program.

2.2.2.6 Transact the related work of project goods and materials, for instance, export consignation, commodity re-inspection, customs declaration, port transport, shipping/lading and online vouching and settlement of exchange etc.

2.2.2.7 Transact the import and export transport and customs clearance work for the second class project goods and materials.

2.2.2.8 Bear the work of internal transport, port storage, customs clearance, commodity inspection, loading etc for the project goods and materials from vehicle of domestic supplier unit to rail of the board at domestic port.

3 Commodity inspection

The legal inspection products shall be in accordance with the national regulations and be attached with an export commodity inspection certificate. The format is given in Schedule 6.

4 Transport packing and Storage

4.1 Requirements of transport packing

4.1.1 According to the state *General Specification for Mechanical and Electrical Products Packaging* GB/T13384-92 and related packaging standards and packaging requirements of foreign project contract to design and produce. Packaging size should be designed in accordance with *Dimensions of Rigid Rectangular Packages – Transport packages* GB/T4892-1996 and other standards.

4.1.2 The transport packaging of engineering facilities and materials should be reasonable designed to ensure that the loading and unloading, stacking and storage of equipment, materials be convenient and safe during the entire transportation at home and abroad.

4.1.3 Transport design should make the packaging with some stacking capacity, that is to ensure the safety of stacking two similar cargoes with height over 2 meters, or stacking four or five similar cargoes with height of less than 2 meters. Wooden box, metal box, pallet, frame shall be flattened at the top of the general form.

4.1.4 With shipment of general cargo ships, the single gross weight of packaging box piece composed of spare parts should be limited to 20 tons, and the dimension of single box should not be less than 100 x 100 x 80 (cm), in order to avoid loss in the process of loading and unloading, and transshipment; with shipment of container ship, the single gross weight should be limited to 7 tons, and the dimension must be limited to 1180 x 200 x 200 (cm); with air transportation, the single gross weight should be limited to 1 ton, and the dimension must be limited to 200 x 150 x 150 (cm).

4.1.5 The design of lifting position: the lifting position of all forms of packaging should be reasonably designed according to the length, weight and center of gravity of goods and lifting points should be marked. For equipment of less than 10 tons of unit weight, holes must be left at the bottom of packaging piece to accommodate different ways of loading and unloading operations. For wooden box and pallets, the lifting position and the upper right position should be installed the corresponding specifications of angle iron according to the weight of goods to increase strength.

4.1.6 The mark of center of gravity: the center of gravity must be marked in all forms of packaging.

4.2 Manners of Transport packaging

Goods should be packaged according to the following packaging manners and other manners are not allowed. Small pieces of equipment need to be packaged together, and the size of single piece should not be less than 1 m^3.

4.2.1 WOODEN CASE

4.2.1.1 Fully closed wooden case with side pressing joint or tongue and grove joint should be used, while lattice wooden cases are not allowed. Packing case timber should be pine or similar materials (the batten used in the bottom and top parts and the support frame can not have boils), and fiber, bamboo and other materials are not allowed. The thickness of box boards, the materials and inner structures of box should be designed according to the features and weight of equipment to ensure the strength of box and the safety of loading and unloading. Precision instruments, meters, control panel (consoles) and other electrical equipment should be processed to prevent them from moisture, rust and shock before being packaged. The equipment should be stable in wooden cases without translocation or shaking, and the degree of fullness of the box should not be less than 90%. Trying to make the center of gravity of equipment be lower than the middle when packing it, and horizontal packing should be used for equipment with high center of gravity. For the equipment whose center of gravity is too far off center, corresponding balance measures should be adopted and the location of center of gravity should be marked outside the box. The covers and the internal cross battens should be fixed with screws instead of ordinary nail and the articles in box must be securely fixed or firmly fastened with supporting materials and crossed battens. It is necessary to design a fork pocket at the bottom of wooden case for

forklift operation.

4.2.1.2 Every component in the packing case should be labeled in both Chinese and English. The label should cover the name of equipment, name of the spare parts, specifications, quantity, drawing number, serial number and packing list number.

4.2.1.3 The special attachment, wearing parts of the mainframe, and special tools shipped with the mainframe in the same box should be loaded first in the box and fixed in the void space by adopting corresponding measures.

4.2.1.4 Electronics, instrumentation and mechanical equipment should be packaged separately, but not be put together in the same packing case. Peculiar protection should be used for the electrical parts (not including motor) or instruments that have been installed on the equipment.

4.2.1.5 The components required special protection should be removed if possible, and be packaged according to special requirements.

Attached Figure:



Goods must be protected by tarpaulins during delivery to prevent cargoes from getting wet in the process of inland transportation. Wood board should be laid between the cases to avoid the upper case give much pressure on the lower case and broke its top.

4.2.2 Iron case: Precision equipment must be packaged in metal box. The design of metal box should be safe enough for stacking two similar goods with height of 2 meters or above, or four or five similar goods with height of lower than 2 meters. The case shall be flattened at the top and supported by channel steel frame to stack goods without causing collapse. The specific requirement of packing is the same as that of wooden case.

Attached figure:

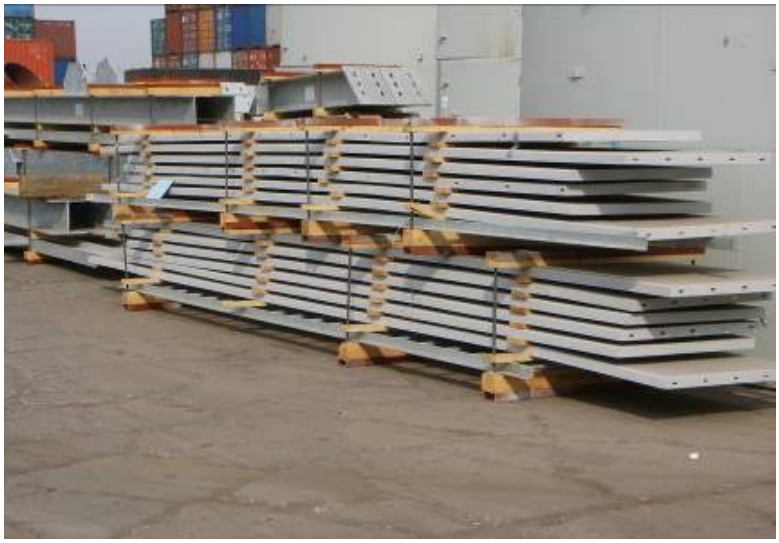


4.2.3 Bundle: The bracket, steel of small and medium size and pipe fitting could be packaged in bundle manner. Angle steel and channel steel shall be used as materials for bundling. Goods with length of less than 5 meters should be bundled with at least 4 wires, while goods with length of over 5 meters need at least 5 wires, (deformed steel bars could be bundled with 7 lead wires or fixed by 4 angle steel frame), to ensure the bundle tight. It is necessary to add pieces, such as leather or rubber lining, between the steel structures that bundle goods, and between steel structures and bundle materials, to prevent the movement of objects and loose of bundles and the resulting wear and tear or loss of objects. Protective measures of all equipment should be prepared to ensure normal hoisting wire ropes will not cause deformation and peeling off of paint. All pipe ends should be sealed to ensure internal cleanliness.

Attached figure:



Package in bundle with high-tensile steel strip is allowed only for steels and the density of bundling should satisfy the requirements of bundling mentioned above.



Bundling in Channel Steel fastenings should be fixed by bolt or be welded, and the supplier will be responsible for cargo loss caused by bundling off under normal situation of hoisting operation.

4.2.4 FRAME: irregular steel structure (like corbel or junction plate) needs to be packed in frame which is made out of Channel Steel or I-beam, instead of in bundle. No ligneous frame is allowed. Equipment should be retained into the frame, and fixed fittings should be guaranteed, with no potential of jolt or collision. There must put some backing-up materials between hardware in order to avoid direct contact friction among them in transportation which will reduce local thickness of the product that may become the hidden danger in Anlage fahren. After the single unit package of the column foot and plates, frame package is required for the exterior of the steel tower.

Attached figure:



Make sure that the interior of fame is filled completely, and equipments inside and contact spots of frames be separated by backing like straw mattress, rubber gasket and so forth, to prevent that the jolt causes friction. The supplier will be responsible for wear of work, peeling off of painting, and other problems of equipments caused by no backing.



Frame is expected to cover equipments completely, and specific point hoist is necessary, otherwise, it will be taken that hoisting is permitted at any spot with wire rope.

4.2.5 NUDE CARGO: being used for packing of various large component and equipment like tank, cage, and so on. The goods are usually supposed to be placed on chassis. The design of the chassis will take into account the convenience for loading and unloading, balance in stress, steadiness and firm. The width of chassis should be greater than the extreme width of the nude cargo. It is necessary to take multiple measures to reinforce local protection, rust-proof and the like, for the key parts of nude cargo.



Chinese marker should be labeled boldly to the outside of the nude cargo equipments, if they are pressure vessels or nitrogen-filled.It is necessary to properly handle the antiseptic or antirust problems of the nude cargo, and to take separate protection for outside protruding components so as to avoid bumping.

4.2.6 TUB: being used for packing of oil, chemical materials and the like. Wood pallet is required to be fixed to the undersurface of the tub to guarantee loading and unloading. In addition, unprotected measure, protruding valve and pipeline in the exterior of the tub are forbidden, if it is large-scale oil drum (with diameter greater than 1.5m).

4.2.7 ROLL: being used for packing of wire, cable, wire rope and so on, with steer-wood pallet packing manner stipulated. It is expected to use Solid tread to protect the profile of the steer-wood pallet; meanwhile, it is necessary to wrap the pallet with iron sheet, with diameter greater than 1.5m to satisfy the need of piling up 3 levels.





4.2.7 PALLET: small-scale boxed goods of the same standard size should take the packing manner of palletized unit, and the pallet weight after the collective packing is supposed to be 2 to 3 tons, with cubage no small than 2 cubic meters. Pallet packing must be assured assembled firmly and no bundle off.



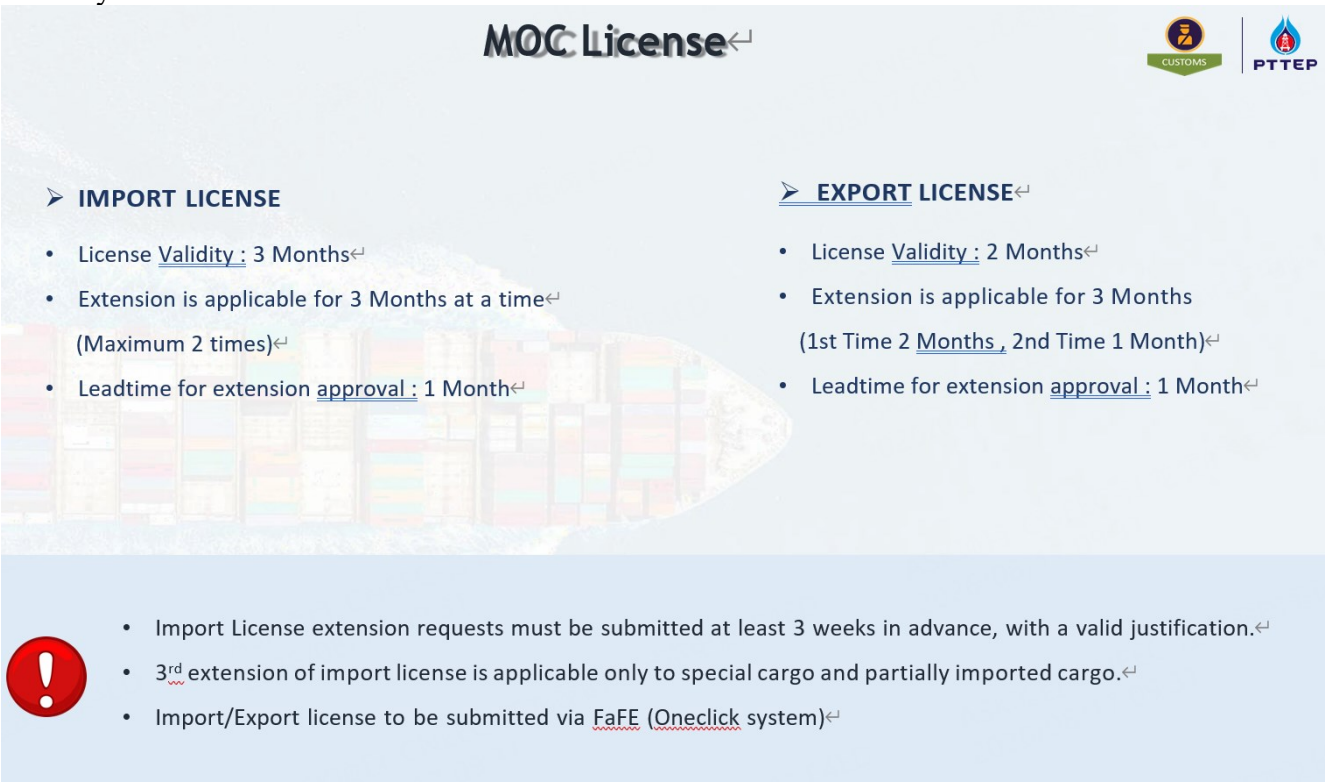


Considering the situation of Myanmar in rainy season, all the equipments, especially those heave and large ones, steel structure, wood box, steel box, should be assured that good measures for waterproof and moisture-proof are taken in the interior part to make sure there are no any rust, deformation, painting peeling off, and so forth, even they are piled up in open air in 6 months.

5 IMPORT LICENSE APPLICATION (PL SUBMISSION) PROVIDED BY VENDOR

5.1 IMPORT LICENSE APPLICATION (PL SUBMISSION)

5.1.1 Validity OF IMPORT LICENSE AND EXPORT LICENSE



5.2.1 CARGO TYPE AND APPROVAL LEADTIME

Cargo Type and Approval Leadtime

- Investment (Pro, Dev, App, Exp): Not allowed to re export
- Drawback (Pro, Dev, App) : Re-export within 2 Yrs (+1 Yrs)

No	Type of Cargo	Import Method	Mandatory Requirement	Additional Requirement by Cargo Type	Import License Approval Lead Time	Prior Permission (Ministry / Dept)	Pre-approval Validity
1	General Cargo	INV / DB	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Nil	3 – 4 Months	Nil	Nil
2	Radioactive Source	INV / DB	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Product Spec & Source Photo • Decay chart • Radiation Protection Officer's CV, Passport copy and Certification	4 – 5 Months	Department of Atomic Energy (DAE), Ministry of Science & Technology	6 Months
3	Telecommunication Equipment	INV / DB	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Product brochure • Network diagram	4 – 5 Months	Ministry of Transport & Communication (MOTC)	Nil
4	Normal Chemical (452 Items)	INV	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Chemical Sample 500 ML • SDS • COA • Dimension & capacity of storage bunker	4 – 5 Months	Department of Research & Innovation (DRI) Central Leading Board (CLB)	9 Months
5	Controlled Chemical (39 Items)	INV	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Packing details • SDS • Photo of chemical storage area	6 – 7 Months	Ministry of Home Affairs (MOHA) Central Narcotic Drugs Prevention (Narcotic team)	12 Months
6	Explosive	INV	• Proforma Invoice • Usage of Purpose • Cargo Photo	• Dimension & capacity of storage bunker	6 – 7 Months	Ministry of Defense (MOD)	6 Months

5.3.1 IMPORT LICENSE APPLICATION VIA FAFE SYSTEM

Import License Application Via FaFE System

(Project / Campaign Items)

Import License Application Workflow



- Contractor must apply for the PL/License (Import License Request) through the FaFE System at least six (6) months ahead of the planned shipment date.
- Once the license is approved, CT/Import Shipment (Customs Clearance Request) must be submitted in the FaFE System at least two (2) weeks before vessel departure from Ranong Port, Thailand.

5.2 Category and copy of documents

5.2.1 Packing list (enclosure 1): documents in octuplicate with signature and seal (fix one copy in waterproof and enclosed to the surface of the packing case, enclose two in the box, and post the other five to CNEEC.)

5.2.2 Container list (enclosure 2): documents in sextuplicate with signature and seal (stick one copy to the surface of the packing case, and send the other two to CNEEC.)

5.2.3 Release sheet or replacement voucher of export commodity inspection: fax it to CNEEC if it is in electronic slip; otherwise, fax a duplicate to CNEEC and send the original document to designated address, if it is in replacement voucher.

5.2.4 Other documents that supplier need to provide according to contract

5.2.2 Requirements of packing list and container list

5.3.1 Packing list and container list stand as one of the most important parts in delivering documents to abroad owners, constitute the required documents in shipping and declaring at the customs both in domestic and abroad, and provide crucial reference for relevant units, such as project contractor, shipper, installer and so forth, to hand over the equipments. Therefore, the quality must be assured, and the order, the single goods and the documents must correspond to each other, exactly.

5.3.2 The standard format of the packing list and container list must conform to the model provided by CNEEC, without individual formulating.

- Packing list is required to work out basing on per packing case or part, so as to illustrate in detail the content of the equipments or components packed in each packing case or part.
- Container list, the general list of each delivery by the supplier, is used to account for the basic information of each package of the consignment. See the format on 11 of the accessories.
- Container list should subject to the equipment information of this dispatch. The formulation of container number is supposed to take reference from chapter 6, component name and specification should be written according to the actual fact, for example, it is necessary to fill in the name of the main equipment when there are several kinds of equipments in the box, and packing manner must be in keeping with those manners stipulated in chapter 4 and individual formulating is forbidden, gross and net weight, length, width and height written truthfully and based on singleton. See format on 12 of the accessories.

5.3.3 Make sure that the packing list and container list are made by offering both Chinese and English in computer, with Chinese above and English (all in capital) below. Handwriting is not permitted. Electronic form for documents, Excel for container list and Word form for packing list will be provided by CNEEC.

5.3.4 It is up to professional company or equipment manufacturer that subcontract equipments to work out packing list and container list, and formulating of the equipments or corollary equipments subcontracted by professional company or the equipment manufacturer are still up to the original professional company or equipment manufacturer, in unification.

5.3.5 Packing list and container list should be bound into volumes in paging according to the set copies, and be expressed to CNEEC, 15 to 30 days before dispatch from the factory.

5.3.6 The address for shipping documents: CHINA NATIONAL ELECTRIC ENGINEERING CO., LTD. CNEEC BLDG.,NO.9 SOUTH SHOUTI ROAD,BEIJING,100048 P.R.CHINA. Ms Jianglongli 0086-015801626352

Email: jianglongli@cneec.com.cn

5.4 Online transfer of dispatch materials of manufacturer

When working out necessary documents, the manufacturer needs to offer information about equipments and batch plan in CNEEC.

6 Packing, storage and transportation mark

Content of packaging, storage and transportation mark: packaging, storage and transportation mark (Appendix III) is composed of trade mark (transportation mark: Appendix IV), goods mark, packaging mark, and temporary mark of consignee and domestic destination, among which regulation of external engineering contract should be obeyed for all kinds of trade mark (transportation mark) and goods mark. The supplier of goods should be responsible for packaging, storage and transportation mark. Mark for transit equipment should be prepared according to regulated format and requirement in contract before equipment materials is delivered by overseas supplier.

6.1 Trade mark and goods mark (Appendix III and Appendix IV)

6.1.1 Contents such as contract No., importing country, destination port, box items No. should be marked with English letter (in capital) and Arabic numerals.

6.1.2 Establishment method of box items No. in trade mark (which should be consistent with that in packing list) is as follows:

Box items No. is composed of several parts:

PACKAGE NO. 1# -- TA -- HB -- 1 -- XX/XX

Part I Part II Part III Part IV Part V

Part I Group No. of machine: Offered by CNEEC, being 1 to 3; it is G for general equipment.

Part II Classification of equipment code is as follows:

Type I：The mechanical equipment and aid systems	Code：MA
Type II：Generator and electric equipment system	Code：EC
Type III：Communication equipment system	Code：CE
Type IV：Heating, Ventilation, and Air Conditioning (HVAC) Equipment	Code：HVAC
Type V：Instrument equipment system	Code：IS
Type VI：The public system	Code：PS
Type VII：Civil engineering	Code：CW
Type VIII：Installed equipment	Code：IE
TypeⅨ：Dangerous and explosive materials	Code：DG
Type Ⅹ：Spare parts and articles for 2 years	Code：SP

Part III Factory code is established by manufacturer itself, not more than 4 English letters.

Part IV Classification of goods should be established by supplier according to the actual delivery batches.

Part V Box items No.: Expressed with fraction. Numerator is box item No., starting from 1 and denominator is total boxes number of the same type equipment in the same batch. Box No. should be established by supplier, who should also be responsible for establishment of the whole box items No. and printing. The box item No. must be consistent with that in box items list and corresponding packing list.

6.1.3 Gross weight and net weight: marked with English letters and Arabic numerals. It indicates gross weight and net weight of packing boxes, with KG as unit and rounding off should be carried out if it is less than 1 kg.

6.1.4 Size: Marked with English letters and Arabic numerals. It indicates maximum shape size of packing boxes, written in form: Length × Width × Height, with cm as unit.

Notes：

A）All those tools that should be delivered outside of Sudan after the project has been finished should be marked with B- on packing box No. of the equipment.

B）For spare parts and articles for 3 years, English letter S should be added behind the equipment box No..

6.2 Packing & Marking

6.1.2 General Packing mark requirement

(1) Any cargo, materials, or container required lifting operations must be pre-slung following PTTEPI standard requirements. All lifting gears e.g. padeyes, sling set, chain, beam must be 6 monthly periodically inspected by recognized 3rd party inspection certificates (ABS, Lloyd, BV, DNV, Germanischer).

(2) The goods shall be packed in LINE with international regulations withstanding Overseas shipment and Tropical conditions to ensure against handling at both ends (dispatching and receiving).

Case, Crates, Cartoons and etc. shall be the following standard size whenever practicable. The detail packing list shall be enclosed in each package and all documents must be made out in ENGLISH Language.

00 CM x 00 CM x 00 CM

In case of packaging, marking and labelling on packages, each individual package of each shipment shall be marked in accordance with PTTEPI advice follows:

In addition, the following items shall be marked in each package:

- Country of Origin (Make in – Country name)
- To: PTTEP INTERNATIONAL LIMITED (YANGON BRANCH)
- Brief description of Contents
- Net weight / Gross Weight of contents
- Dimension
- Invoice No.
- PO number
- Packing detail



Sample 1: Shipping mark on Tubular as per photo

6.2.2 International prevailing Logo or English letter mark should be used for packaging mark, with English mark uniformly regulated as:

THIS WAY UP

HANDLE WITH CARE

CENTER OF GRANITY

SLING HERE

6.2.3 PDA System

Vendors require scanning before leaving the factory, with the specific tasks as follows:

(1) Vendor operators log into the PDA using the supplier accounts created in the backend

(2) Click the factory button

(3) Click to enter information

(4) Create a shipping order

(5) Scan the cargo label.

(6) Report the factory-out data

6.3 The destination and temporary mark of consignee

In order to make conveniences for receiving and arrangement of goods by port consignee, destination and consignee name (full name) must be written on plywood, which should be nailed or suspended in obvious and safe position of the naked goods, when the equipment is delivered from factory. This temporary consignee mark should

be got rid of by the storage and transportation unit of port before shipping.

6.4 Printing requirement for packaging, storage and transportation mark

6.4.1 Mark style: packaging, storage and transportation mark should be clear and obvious. Capital should be adopted for printing English letters and boldface should be adopted for Chinese. All kinds of mark should be sprayed or printed with black ink or lacquer that will not fade and outline font template.

6.4.2 Mark position: Please refer to the following Figure.

6.4.2.1 Box-packed goods: Trade (transportation mark), goods marks, and packaging mark for box containing goods should be printed on four-side surface of the packaging box. Trade mark (transportation mark) should be printed in left upper corner of box surface and goods mark should be printed in middle position of box surface, which should not be mixed together. Packaging mark should be printed in specific and right middle position on the same box surface. the destination and temporary mark of consignee should be solely nailed on adjacent side (width and height).

6.4.2.2 Non box-packed goods: Trade mark and goods mark should be printed in metal hang tag for non box-packed goods such as unpacked goods, frame-packed goods, and binding packed goods, and the hand tag should be fixed in obvious position on both corresponding sides, with hand tag amount not less than 2 for each packaging.





7 Equipment delivery

7.1 When delivering important equipment or big batches of equipment, supplier must arrange people to deal with corresponding issues of reaching goods in the shipment port, and guide shipment on important and big equipment.

7.2 Sole box packing must be carried out for spare parts and consumables regulated in the contract to conveniences for handing over to foreign owner.

7.3 Only after the transportation, transportation plan and fees for all kinds of equipment and materials disposed by supplier should be faxed to CNEEC in written form, can it be implemented.

8 Economic responsibilities of supplier

8.1 Transportation packaging

8.1.1 Supplier should be responsible for transportation packaging quality of materials and equipment, assume all required fees about packaging, and assume economic responsibilities for damaged packaging, equipment, and materials because of unsuitable packaging materials or packaging ways during international and overseas transportation courses.

8.1.2 If there is damage for equipment and materials under normal assembly, disassembly, transportation, and storage conditions before shipment, the contractor or EMEC should arrange repairing in the port or port region, with required fees assumed by the supplier.

8.1.3 If equipment, materials, and packaging do not comply with exportation packaging requirement, CNEEC will apply for test on transportation packaging from port inspection department. If it is tested to be unqualified packaging, CNEEC is going to arrange new transportation packaging, with required testing and packaging fees assumed by the supplier.

8.2 Box packing documents: The supplier should be responsible for types, number, and accuracy of box packing documents and drawings.

8.3 Delivery documents: The supplier should be responsible for types, number, delivery

time limit, and accuracy of delivery documents.

8.4 Responsibilities of packaging, storage, and transportation marks

8.4.1 The supplier should be responsible for completely and correctly print all kinds of packaging, storage, and transportation marks and assume economic responsibilities of affecting equipment handing over, safe assembly and disassembly, and storage for corresponding international and overseas units because of problems of packaging, storage, and transportation marks.

8.4.2 For equipment and materials without transportation mark that have reached the port, CNEEC can arrange supplemental printing according to detailed situations. If it can't be disposed by CNEEC for missed or wrong printing for goods mark, and packaging, storage, and transportation marks, the supplier must send someone to the assembly port for supplemental printing or new printing. All the above required fees should be assumed by the supplier.

8.5 Delivery obligation

8.5.1 Supply contract of equipment and materials of the supplier and the contractor should be taken as standard for the delivery of equipment and materials of the project. And the supplier should be responsible for responsibility that goods supply or handing over is not carried out according to the contract.

8.5.2 The supplier should be responsible for delivery responsibility such as in time delivery, submitting of batch delivery table, application and implementation railway transportation plan, loading and delivery, and he should assume economic responsibility to affect in time loading and delivery, and prolonging project schedule because of delivery problem.

8.5.3 The supplier should be responsible for international and overseas transportation fee, insurance fee and corresponding fees for a second-time delivery of equipment because of quality problem of equipment.

10.6 Except that the supplier should be responsible for the five items of work and assume corresponding economic responsibilities, he must also assume all related direct responsibilities and fees within his responsibility scope, and caused other additional work and economic responsibility on the whole project because of the supplier's reason.

9 Transportation insurance and claim

According to the delivery conditions adopted by each corresponding unit of the project, logistics management unit should uniformly dispose insurance and claim of equipment transportation insurance for the contractor. Each supplier should not dispose highway and railway insurance by themselves. If the supplier disposes insurance by himself, he should assume insurance fee by himself.

10 Commercial documents

10.1 CNEEC should be responsible for preparing and offering commercial documents for international and overseas entry and exit clearance and commercial documents offered to international and overseas owners.

10.2 Preparation of commercial documents: It includes delivery documents that should be offered and regulated in project contract; price list offered by the supplier; other documents which CNEEC considers to be necessary.

10.3 Commercial documents include:

a. Bill of lading (offered by logistics management unit);

b. Invoice;

c. Packing list;

d. Certificate of origin;

e. Certificate of transportation insurance;

f. Declaration of shipment company;

g. Test report

h. Factory certificate

i. Other documents demanded by international and overseas owners;

10.4 After the goods and materials of the project have been delivered, CNEEC should offer the whole set of duplicates of commercial documents, and original packing list and box item list offered by manufacturer to CNEEC demander and corresponding international and overseas institutes.

11 Transportation handing over of goods and materials for the project

11.1 Handing over credentials: Corresponding bill of lading to adopted transportation way or other airway bill that can be handed over shall be taken as handing over credentials for each section of transportation in international and overseas. Handing over should be carried out according to noted goods and materials number on handing over credentials.

11.2 International handing over: Time, location and way to hand over equipment between equipment contractor and CNEEC should be decided according to division of risk, responsibility and fees determined by adopted delivery conditions. Documents, goods and certificates from factory releasing, reaching port warehouse, or reaching external ship should comply with each other, and transportation packaging and storage and transportation mark should comply with each other. Then handing over is finished.

12 Appendix are as follows:

Appendix I: Packing list

CHINA NATIONAL ELECTRIC ENGINEERING CO., LTD.
CNEEC BLDG.,NO.9 SOUTH SHOUTI ROAD,BEIJING,100048 P.R.CHINA

SHIPPING MARK

- Country of Origin (Make in – Country name)
- To: PTTEP INTERNATIONAL LIMITED (YANGON BRANCH)
- Brief description of Contents
- Net weight / Gross Weight of contents
- Dimension
- Invoice No.
- PO number
- Packing detail

PACKING LIST

PACKAGE NO. **SUBASSEMBLY：**

No.	Workshop No. & Drawing No.	Name & Specification	Unit	Qty
Sum				

Pscking style	G.W.（kg）	N.W.（kg）	L（CM）	W（CM）	H（CM）	Volume（cbm）

Manufacturer： **Compiler：** **Inspector：**

详 细 装 箱 单

DETAIL PACKING LIST

箱件号 PACKAGE No.:

货物分类: ☐货物 ☐随机文件 ☐随机备品备件 ☐强制备品备件 ☐专用工具 ☐消耗品

CATEGORY ☐GOODS ☐DOCUMENTS ☐SPARE PART ☐MANDATORY SPARE PART ☐SPECIAL TOOLS ☐CONSUMABLES

页数/总页数(PAGE NO./TOTAL PAGE): **日期 DATE:** 年/月/日

序号 No.	项号 Item No.	工厂编号及图号 MF No./ Drawing No.	品 名 及 规 格 Description & Specification	单位 Unit	数量 Quantity
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

包装方式 PACKING STYLE	毛重 G.W. (kg)	净重 N.W. (kg)	长 L (cm)	宽 W (cm)	高 H (cm)	体积 VOL. (m³)
						0.00

制造商: 装箱员: 检验员:

Manufacturer: Compiler: Inspector:

Appendix II: Box items list

中国电力工程有限公司 China National Electric Engineering Co, LTD

CHINA NATIONAL ELECTRIC ENGINEERING CO., LTD.
CNEEC BLDG.,NO.9 SOUTH SHOUTI ROAD,BEIJING,100048 P.R.CHINA

DATE：

PAGE NO.：

GENERAL PACKING LIST

Type： Type Amount： Total：

PACKAGE NO.	Name of Subassembly and Specification	Qty	UNIT	Packing style	WEIGHT (KG)		DIMENSION (CM)			Volume	Customs code
					Gross weight	Net Weight	LENGTH	Width	Height		
TOTAL											

中国电力工程有限公司
China National Electric Engineering Co, LTD

中国 北京市海淀区首体南路9号中国电工大厦 100048

CNEEC BLDG, No.9 SOUTH SHOUTI RD BEIJING 100048, P.R.CHINA

箱 件 清 单
GENERAL PACKING LIST

PROJECT NAME:

CONTRACT No.:

OWNER:

页数/总页数(PAGE NO./TOTAL PA

日期DATE：年/月/日

序号 No.	箱件号 PACKAGE No.	品名及规格 DESCRIPTION & SPECIFICATIONS	项号 Item No.	数量 QTY. (PCS)	包装形式 PACKING STYLE	重量（公斤） WEIGHT (kg)		尺 码（cm） DIMENSION (cm)			体积（立方米） VOL(m^3)	备注 REMARK
						净重 N.W.	毛重 G.W.	长 LENGTH	宽 WIDTH	高 HEIGHT		
1											0.00	
2											0.00	
3											0.00	
4											0.00	
5											0.00	
6											0.00	
7											0.00	
8											0.00	
9											0.00	
10											0.00	
11											0.00	
12											0.00	
											0.00	
TOTAL						0	0				–	

制造商：　　装箱员：　　检验员：

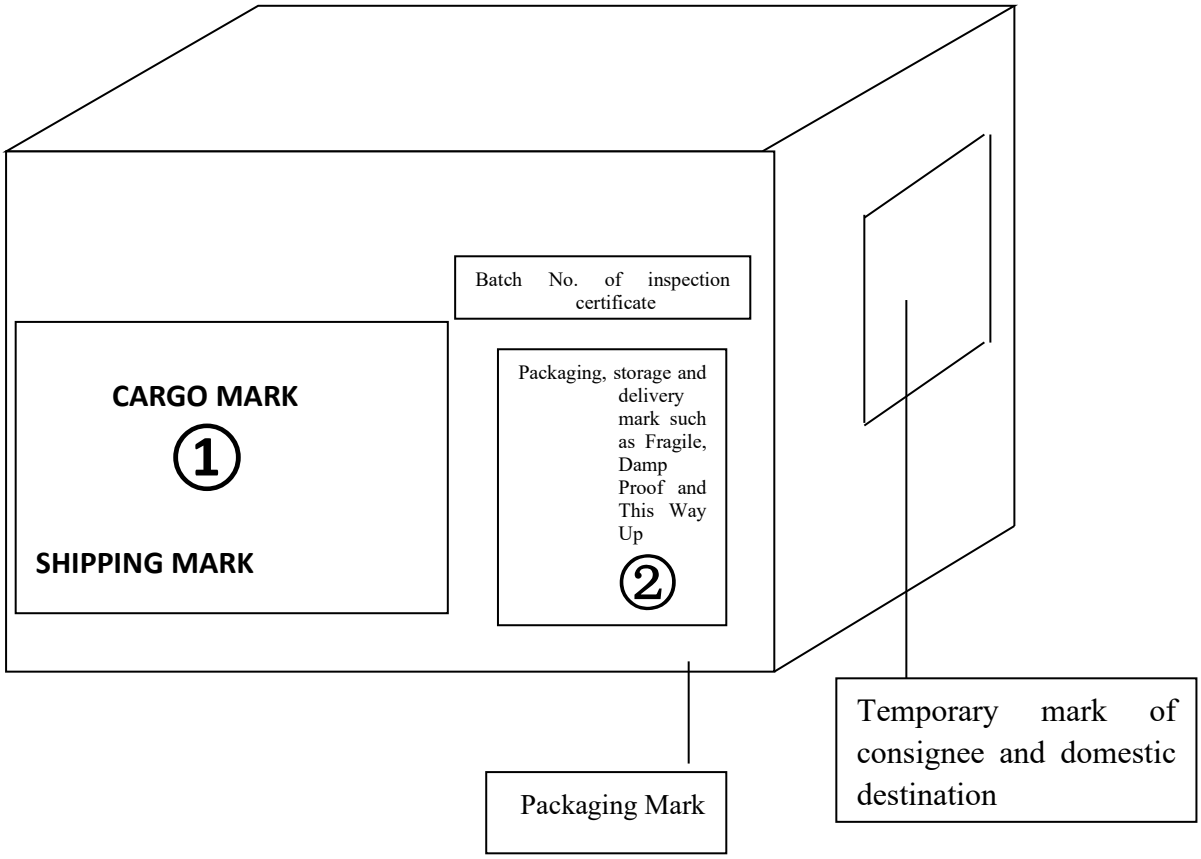
Manufacturer：　　Compiler：　　Inspecto

Appendix III: Trade mark

Notes on packaging, storage and transportation mark: Content of packaging, storage and transportation: packaging, storage and transportation mark is composed of mark/trade mark, packaging mark, and temporary mark of consignee and the destination.

With style as follows:

Schematic diagram for storage and delivery mark of box-contained goods:



Appendix IV: Style of Mark and Trade Mark

Notes on transportation mark/trade mark:

The following is style for mark and trade mark, which is corresponding to position in the above Figure ①. It should be printed on four sides of external packaging box by supplier and it should be clear without fading or dropping. Ways of molding, paper or non-water-proof mark writing are not accepted.

If it is naked equipment, iron mark brand can be prepared and suspended on symmetrical sides of the equipment; if it is big bag, paint it on external side of the big bag or sew cloth mark on external side of the big bag.

Appendix V: Documents list offered by Supplier

No.	Document name	Copies	Submission time	Remark
1	Delivery plan	1	Within 60 days after contract comes into effect;	
2	Delivery table of batches	1	45 days before delivery;	
3	Packing list (duplicate)	1	30 days before delivery of each batch;	With E-mail sent to designated mailbox by ASK project department;
4	Box items list (duplicate)	1	30 days before delivery of each batch;	With E-mail sent to designated mailbox by ASK project department;
5	Packing list (original）	5	2 weeks before delivery;	With company stamp and signature;
6	Box items list (original)	5	2 weeks before delivery;	With company stamp and signature;
7	Third Party Inspection Report	1	Within 2 days after delivery from factory and not later than 10 days before shipment;	It is advised to consult with customs agent before final issuance. -TPI must be issued by approved TPI firms.;
8	Certificate of Origin	3 original 1 duplicate	Within 2 days after delivery from factory and not later than 10 days before shipment;	- Must be legalized by commercial attaché of Embassy in the country of origin. - Must be reviewed approved by COMPANY before final issuance. - One (1) of Three (3) must be legalized, if so required by COMPANY.
9	Quality certificate for packaging capability test	1	Within 2 days after delivery from factory and not later than 10 days before shipment;	Offered based on detailed situations;
10	Quality certificate for packaging capability test of dangerous goods	1	10 days before delivery from factory;	Offered based on detailed situations;
11	Specification of dangerous goods	1	10 days before delivery from factory;	Offered based on detailed situations;

12	Technical documents such as box items list, packing list, transportation diagram, lifting chart of heavy cargo	1	Within 60 days after contract comes into effect;	Offered based on detailed situations;
13	International land transportation invoice	1 original 3 duplicate	Within 2 days after delivery;	Offered based on detailed situations;
14	Registration book for imported materials	1		Offered based on detailed situations;
15	Value-added tax invoice	1	After custom clearance;	