

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Ad Nr: -17/EPOY-177

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) (A)	UNIT PRICE OF BID (EUR/TON)* (B)	TOTAL VALUE OF BID (EUR) (A*B)	BANDIRMA LAYCAN
1	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	INKOO/FIN	3700.00 (+/- 5% ETİ option)			20-24 November 2017
2	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	SZCZECIN/POL	2500.00 (+/- 5% ETİ option)			20-24 November 2017

NAME/TRADE NAME ⁽¹⁾

Stamp & Signature

NOTES :

- 1.This form is sign by authorized personal.
2. The bidders who are not in our repertoire declare to accept terms and condition of Nr.2 type specification/contract [that is find on website www.etimaden.gov.tr] on the Bid Submission Form and the requested documents and information that seen in same place by ETİ would be deemed to have committed in order to recorded to repertoire.
- 3.The bids is given via the Bid Submission Form and this Form and its attachment that included details of shipping & transport are signed and cached.
- 4.The nomination of ship and the Bandirma ETA must be given within the bid submission form and the Bandirma ETA must be suitable to Bandirma LAYCAN.
If the ship nomination & the Bandirma ETA are not given by bidders or the Bandirma ETA is not suitable to Bandirma Laycan, the bids will be disqualified.
- 5.The bidder/Contractor accepts all terms of Type 2 Specification/contract and the details of shipping and transport.
- 6.In case a bid is given by the real and legal persons which is notified as affiliation and/or connected with terrorist organization by security and intelligent authorities, their bids are invalid and if contract was signed, it will be canceled and both of these situations firms will be banned. Bidder/Contractors do not have any right in these cases.

IMPORTANT:

Bulk Boric Acid had classified in IMSBC “B Group”. Therefore, vessel and crew should have got necessary certificates,

ENC : DETAILS OF SHIPPING & TRANSPORT

DETAILS OF SHIPPING AND TRANSPORT

1. The bidder will offer all of the work (items).
2. All of shipment shall be carried out from the loading ports/berths/terminals to unloading ports/berths/terminals by one ship and in the hold(s) of the ship and without a partial cargo.
3. The unloading will be made to buyer's berth is notified Buyer's agency.
4. All or some cargo could be directly transshipped into barge(s) and/or coaster(s).
5. The bill of lading(s) shall have got the phrase as 'Clean on Board'. The B/L(s) shall be delivered to ETİ without delay.
6. The holds will be reinforced with hatch cover marine tape (in min. 150 mm widths and at min. 5 mm thickness) or with foam by the Contractor in order to minimize water leakage.

BASIS OF TRANSPORT: FIOST lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 20.11.2017 – 24.11.2017

Contractor shall be obliged to make available at BANDIRMA PORT, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between **20.11.2017 and 24.11.2017** following his reception of the transportation instructions from the ETİ. Otherwise, contract is cancelled by ETİ and the bidder/contractor does not claim any rights.

ETA NOTICE : The ship shall report her estimated time of arrival (ETA) to loading and unloading ports at 7, 5, 3, 2 and 1 days intervals to ETİ and sales@etiproducts.com.

AMOUNT OF THE WORK : Total 6200.00 tons (+/- 5% option)

DETAILS OF PRODUCTS

SZCZECIN

3000 tons BAN Etibor-48 in bulk,
700 tons BAN NS Boric Acid in bulk,
3700.00 tons

INKOO

1800 tons BAN Etibor-48 in bulk,
700 tons BAN NS Boric Acid in bulk,
2500.00 tons

IMPORTANT:

Bulk Boric Acid had classified in IMSBC "B Group". Therefore, vessel and crew should have got necessary certificates,

Total 4800 tons Etibor-48 in bulk will be loaded in Eti Maden Berth. The other bulk product is Boric Acid will be loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency. The tarpaulin branda or thick nylon must be laid onto bulk cargo. The products are harmless, non-dangerous and non imo classed without bulk boric acid. Product types and tonnages could be changed by ETİ within 5% option.

PACKING DIMENSION & BALE WEIGHT

All products are in bulk.

THE DEADLINE FOR BIDDING : November 9th, 2017 Thursday, 13.30 hours (Turkish local time)

DETAILS OF SHIP

- Built date of vessel must be max 15 years.
- In addition to the mentioned products at 2nr. Type Specification, the vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year.

- There is no necessity for vessel crane.
- Shipowner(s) and ship(s) must be a member of IACS.
- Vessel should not been under detention within a year.

The ship should be suitable for the characteristic and climatic condition of the loading and unloading ports and the ship should be have proper depth holds in order to use crane and its grabber.

The Holds of Ship: The holds of the ship(s) should be double-skinned and box-shaped type and bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form, with an automatic opening and closing feature.

DETAILS OF LOADING PORT

Bandırma Eti Maden Berth (pier) :

Length: approximately 180 meter
Width: approximately 80 meter
Berth draft: SSW approximately 8,00 meter
1gsb (good, safe berth) & aa (always afloat)
Loading rate: approximately 3000 tons per WWD for bulk

Çelebi Terminal :

Berth Length & drafts		
Berth Nr.	Length approximately (meter)	Approximately DRAFT SSW (Summer Salt Water) (METER)
2-3	284	9
4-5	324	10
6	130	10
7-8	380	11 for 250 meter section of berth 10 for 130 meter section of berth
9	204	10
11	190	10

Width: approximately 80 meter
1gsb (good, safe berth) & aa (always afloat)
Loading rate: approximately 1000 tons per WWD for Big-Bag & 400 tons per WWD for pallets.

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, GRECKIE QUAY, SZCZECIN

160 hours at port of Szczecin per weather working day of 24 consecutive hours SSHEX EIU.

LOA MAX 125 M

BEAM MAX 14.00 M

DRAFT MAX 6.50 M

DISTANCE BETWEEN WATER LINE AND TOP OF HATCH COAMING 5.00 M

BREADTH OF CARGO HOLD ABOUT 11.00 , DEPTH 10.00 M

1 SAFE BERTH, INKOO

80 hours at Inkoo; weather working hours SSHEX

If the ship stranded at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons, in this case costs, expenses borne by the Contractor.

The information as special characteristics, administrative and technical conditions, icing and other climatic conditions of the discharging port should be observed while the most suitable ship is provided by the Contractor. That's why, all costs and expenses borne by the Contractor in case of the ship stay at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons.

THE BUYER'S AGENCIES OF DISCHARGING PORTS

SZCZECIN

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INKOO

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