NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

19/ESA-067

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) *(A)*	UNIT PRICE OF BID (EUR/TON) or (USD/TON)* *(B)*	TOTAL VALUE OF BID (USD) or (EUR) *(A*B)*	**BANDIRMA** **LAYCAN**
1.	MISC. BORON PRODUCTS	**BANDIRMA (TÜRKİYE)**	**Immingham / UK**	**4420.00 (+/- %5 ETİ option)**			**4–8 March 2019**

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 wwww.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 cancelled and both of these situations firms will be banned. Bidder/Contractors do not have any right in these cases.

Please fill below items.

Vessel IMO:

Last four cargoes:

Loading Port ETA:

ENC : DETAILS OF SHIPPING & TRANSPORT

DETAILS OF SHIPPING AND TRANSPORT

1. **The bids can given separately or together for these ports.**
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 transhipped directly into barge(s) and/or coaster(s).**
5. **The bill of lading(s) shall have got the phrases as 'Clean on Board' and 'Freight Prepaid' and B/L(s) shall be delivered to ETİ without delay.**
6. **Departure documents (bill of lading, master and mate receipts, cargo manifests) will be issued separately for first and second cargoes.**
7. **The holds will be reinforced with hatch cover marine tape (in min. 150 mm widths and at min. 5 mm thickness) or foam by the Contractor in order to minimize water leakage.**

BASIS OF TRANSPORT: FIOST lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 4–8 March 2019

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 4 March 2019 and 8 March 2019 following his reception of the transportation instructions from the ETİ.

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.

AMOUNT OF THE WORK : Total NET 4420.00 tons (+/- 5% ETİ's option)

DETAILS OF PRODUCTS

IMMINGHAM
3000 tons KIR Etibor-48 (P1958106) in bulk,
500 tons BIG –75 mic Ground Colemanite (P1960107) in 1000 kg big bags with bottom valves,
200 tons BAN ***NS*** Boric Acid (P1957108) in 1000 kg big bags **without** bottom valves,
700 tons BAN ***NS*** Boric Acid (P1957109) in 1000 kg big bags with bottom valves,
20 tons BAN ***glassy*** Boron Oxide (P1950110) in 1000 kg LAM PP big bags with bottom valves,

3000 tons Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's piers is determined by the Contractor's agency.
The big bags should not be stowed on top of bulk.
Big bags should be stowed in different hold.
Big bags must be stored maximum 6 tiers.
Product types and tonnages could be changed by ETİ within 5% option.
The products are harmless, non-dangerous and non imo classed.

PACKING DIMENSION & BALE WEIGHT

Boric Acid in 1000 kg BB
(L/W/H): APPROXIMATELY ***(MTR) 1.12 X 1.12 X.1,20***
(PACKAGE WEIGHT): APPROXIMATELY ***1000 KG,***

Ground Colemanite& Ulexite in 1000 kg BB and 1200 kg BB
(L/W/H): APPROXIMATELY ***(METER) 1,15 X 1,15 X 0,95***
(PACKAGE WEIGHT): APPROXIMATELY ***1000 – 1200 KG,***

For Boron Oxide in 1000 kg BB
(L/W/H): APPROXIMATELY ***(MTR) 1.10 X 1.10 X 1.05***
(PACKAGE WEIGHT): APPROXIMATELY ***1000 KG,***

THE DEADLINE FOR BIDDING: February 20th 2019 Wednesday, 13.30 hours (*Turkish local time***)**

DETAILS OF SHIP

- **Built date of vessel must be max 25 years.**
- **Shipowner(s) and ship(s) must be a member of IACS or Turk Loydu.**
- **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, horizontal and vertical bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form. The hatches of holds must be MacGregor type or hydraulic end rolling type automatic hatches.

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 capasity: approximately 3000 ton/24 hours (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 capasity: approximately 1000 tons/hours(Bigbag) & **400 tons/hours (Bigbag+pallets)**

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, IMMINGHAM
Unloading berth will be notified by the agency of discharging port.

Discharging rate:
approximately 1500 tons per WWD bulk,
approximately 1000 tons per for big bags
All discharging rates are WWD & SSHEX EIU
Discharging rates for bulk and bags are not be cumulative.

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.

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 LOADING AGENCY

The loading agency of Contractor must be localized in Bandırma and it must being worked as shipping agency under permit and license of TC Maritime Undersecretary and should have managed the loading operation of bulk/bags/palletized products.

THE BUYERS' AGENCIES OF DISCHARGING PORTS

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