NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

2019/ESA-137

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) *(A)*	UNIT PRICE OF BID (EUR/TON) or *(B)*	TOTAL VALUE OF BID (EUR) *(A*B)*	BANDIRMA LAYCAN
1	BORON PRODUCTS	**BANDIRMA (TÜRKİYE)**	**Ravenna / Italia**	**3800.00 (+/- %5 ETİ option)**			**21-24 May 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 canceled 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 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' and 'Freight Prepaid'. 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

BANDIRMA PORT LAYCAN: 21 May 2019 - 24 May 2019

ETA NOTICE : The ship shall report her estimated time of arrival (ETA) to loading and unloading ports at 5, 4, 3, 2 and 1 days intervals.

DETAILS OF PRODUCTS

1700 tons KIR Etibor-48 (P1958268) in bulk,
300 tons KIR Etibor-48 (P1958270) in 1000 kg big bags with bottom valves,
300 tons EME ***LS*** Boric Acid (P1957271) in 1000 kg big bags with bottom valves,
1100 tons BAN ***NS*** Boric Acid (P1957272) in 1000 kg big bags with bottom valves,
400 tons BAN Etibor-68 (P1959273) in 1000 kg PP+PE big bags with bottom valves,

- **1700 tons bulk Etibor-48 will be loaded at Nr.14 Eti Maden pier and other products will be loaded at one of Çelebi Terminal's pier is determined by the Contractor's agency.**
- **Bulk products should be stowed in different holds.**
- **Big bags should be stowed in different hold.**
- **Etibor-48 and Etibor-68 big bags could be stowed on top of Etibor-48 bulk.**
- **Big bags must be stored maximum 8 tiers.**

PACKING DIMENSION & BALE WEIGHT

For Etibor-48 in 1000 kg BB
*(L/W/H): APPROXIMATELY **(METER) 1,10 X 1,10 X.1,12***
*(PACKAGE WEIGHT): APPROXIMATELY **1000 KG***

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

For Etibor-68 in 1000 kg BB
*(L/W/H): APPROXIMATELY **(METER) 0,91 X 0,91 X.1,30***
*(PACKAGE WEIGHT): APPROXIMATELY **1000 KG,***

THE DEADLINE FOR BIDDING : May 9th 2019 Thursday, 13.30 hours (*Turkish local time*)

DETAILS OF SHIP

- **Built date of vessel must be max 20 years.**
- **The vessel(s) has/have not carried any cargo of coal, chromium, ferrochrome, iron ore and iron concentrate at last 4 (four) cargoes.**
- **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 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, RAVENNA
Unloading berth will be notified by the agency of discharging port.

Discharging rate: Discharging rates for bulk and bags are not be cumulative.
approximately 1750 tons per WWD for bulk, approximately 750 tons per WWD for big bags
All discharging rates are WWD & SSHEX EIU

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 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 DISCHARGING PORT AGENCY OF BUYER

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