NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

19/EPR-009

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) *(A)*	UNIT PRICE OF BID (USD/TON)* *(B)*	TOTAL VALUE OF BID (USD) *(A*B)*	BANDIRMA LAYCAN
1	**MISC. BORON PRODUCTS**	**BANDIRMA TERMINAL OF ÇELEBİ (TÜRKİYE)**	**AZOV/ OBUKHOVKA TERMINAL**	**3463.00 (+/- %10 ETİ option)**			**10-14 June 2019**

Adı Soyadı / Ticaret Unvanı [(1)]

Kaşe ve İmza

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 finding 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 are 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 who are 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 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. **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: FIOS lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 10.06.2019–14.06.2019

ETA NOTICE : The ship shall report her estimated time of arrival (ETA) to loading and unloading ports at 3, 2 and 1 day's intervals to ETİ and logistics@etimaden.ru .

AMOUNT OF THE WORK : Total 3463.00 tons (+/- 10% Eti's option)

DETAILS OF PRODUCTS

120 tons KIR Etibor-48 in in 25 kg FFS type bags on 1200 kg pallets,
700 tons EME ***granular NS*** Boric Acid in1000 kg PP+PE big bags,
840 tons EME ***granular NS*** Boric Acid in in 25 kg FFS type bags on 1050 kg pallets,
140 tons EME ***powder NS*** Boric Acid in 1000 kg LAM PP big bags,
105 tons EME ***powder NS*** Boric Acid in in 25 kg LAM PP bags on 1050 kg pallets,
200 tons BAN Borax Decahydrate in 1000 kg PP+PE big bags,
210 tons BAN Borax Decahydrate in 25 kg LAM PP bags on 1050 kg pallets,
500 tons BIG Ground Colemanite (-*75 micron*) in 1000 kg PP+PE big bags,
300 tons BIG Ground Ulexite (-*45 mic*) in 1000 kg STRENGTHENED BAFFLE big bags,
300 tons BIG Ground Ulexite (-*75 mic*) in 1000 kg PP+PE big bags,
48 tons BAN Etidot-68 in 25 kg LAM PP bags on 1200 kg pallets,

- **The volume of Etipor-48 should be increased or decreased to ensure the balance of the vessel's tonnage. The loading plan will be made on this basis.**
- **Big bags must be stowed maximum 6 tiers.**
- **The palletized products should be stowed in 3 tiers.**
- **The palletized powder products should be stowed in 2 tiers.**
- **Product type and tonnages could be changed by ETİ within 10% option.**
- **The products are harmless, non-dangerous and non imo classed.**

PACKING DIMENSION & BALE WEIGHT

For Etibor-48 in 25 kg bags on 1200 kg pallets
(L/W/H): APPROXIMATELY ***(MTR) 1.15 X 1.15 X.1,12***
(PACKAGE WEIGHT): APPROXIMATELY ***1200 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 Boric Acid in 25 kg on 1050 kg pallets
(L/W/H): APPROXIMATELY ***(MTR) 1.10 X 1.10 X.1,10***
(PACKAGE WEIGHT): APPROXIMATELY ***1050 KG***

For Borax Deca 1000 kg BB
(L/W/H): APPROXIMATELY ***(MTR) 1.10 X 1.10 X.1,30***
(PACKAGE WEIGHT): APPROXIMATELY ***1000 KG***

For Borax Deca in 25 kg bags on 1050 kg pallets
(L/W/H): APPROXIMATELY ***(MTR) 1.10 X 1.10 X.1,12***
(PACKAGE WEIGHT): APPROXIMATELY ***1050 KG***

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

For Etibor-68 in 25 kg bags on 1200 kg pallets
(L/W/H): APPROXIMATELY ***(MTR) 1.00 X 1.00 X.1,10***
(PACKAGE WEIGHT): APPROXIMATELY ***1200 KG***

THE DEADLINE FOR BIDDING: May 31th 2019 Friday, 13.30 hours (*Turkish local time*)

DETAILS OF SHIP

- Built date of vessel must be max 25 years.
- The vessel(s) has/have not carried any cargo of waste, derived products of petrol, petroleum and coal products, scrap, derived products of coal, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year in addition to 2 Nr. Type Specification,
- There is no necessity for vessel crane.
- Ship-owner(s) and ship(s) must be a member of IACS.
- Vessel should not been under detention within a year.
- The FLAG and CREW of vessel must be RUSSIAN.

The Holds of Vessel: 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 like as MacGregor.

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.

DETAILS OF LOADING PORT

The loading port agency should be notified by bidder within the bid submission form and the loading is done **at one of Çelebi Terminal's piers is determined by the Contractor's agency.**

1 SAFE BERTH, BANDIRMA, ÇELEBİ 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, AZOV / OBUKHOVKA TERMINAL

Discharging rate is approximately 750 tons per WWD and SSHEX EIU
Draft is SSW approximately 4,00 meters and it can be changed as +/-2 meters due to wind.

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 DISCHARGING PORT AGENCY OF BUYER

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According to general information was taken by Azov agencies:

- There would be congestion at Obukhovka Terminal.
- All cargoes from Turkey will be unloaded into shore warehouse via instruction of Russian Customs.
- After discharging completion will be fully inspected and reweighed by Customs and this operation continues about 3-4 days.
- After completion of Customs operation, discharging report is released. Therefore, the vessel would be delayed by Authorities about total 5-6 days in port area.