NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2019/EPOY-154C

ITEM NR	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	GROSS AMOUNT OF WORK (TONs) (A)	UNIT PRICE OF BID (EUR/TON) * (B)	TOTAL VALUE OF BID (EUR) (A*B)	Bandırma
							LAYCAN
1	MISC. BORON PRODUCTS	Bandırma	SZCZECIN	5329.792 (+/- %5 ETİ option)	0	0	11.07.2019-15.07.2019
				Total: 5329.792		Total: 0	

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 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.

VESSEL IMO:

LAST 4 CARGOES:

LOADING PORT ETA : 08.07.2019

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

Bandırma PORT LAYCAN : 11.07.2019-15.07.2019

Contractor shall be obliged to make available at Bandırma port, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between 11.07.2019-15.07.2019 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 to ETİ and sales@etiproducts.com .

AMOUNT OF THE WORK : Total Total: 5329.792 (+/- 5% option)

THE DEADLINE FOR BIDDING : 10.07.2019 13:30:00

BUILT DATE OF VESSEL MUST BE MAX 20 YEARS

DETAILS OF PRODUCTS

SZCZECIN

4.250 tons BAN Etibor-48 in bulk
300 tons BAN Boric Acid in 1000 kg big bags PP+PE with bottom valves
210 tons BAN Boric Acid in 25 kg bags PE FFS type bags on 1050 kg pallets (with cardboards)
60 tons BAN Etibor-48 in 25 kg bags PE FFS type bags on 1200 kg pallets (with cardboards)
400 tons BIG Ground Colemanite (75 Micron) in 1000 kg big bags PP+PE with bottom valves
96 tons BAN Borax Decahydrate in 25 kg bags PE FFS type bags on 1200 kg pallets (with cardboards)
Toplam Net: 5.316 tons
Toplam Brüt: 5.329,79 tons

Total 4250 tons bulk Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency.

- **The big bags should not be stowed on top of bulk.**
- **The tarpaulin branda or thick nylon must be laid onto bulk cargo.**
- **Big bags should be stowed in different hold.**

  The big bags should be loaded in 6 tiers maximum.

  The palletized big bags should be loaded in 3 tiers maximum.

  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.**

DETAILS OF SHIP

There is no necessity for vessel crane.

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 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, GRECKIE QUAY, SZCZECIN

For bulk: 1500 tons / working hours, weather permitted,

For big bags *(1000kg):* 1000 big bags / working hours, weather permitted,

For pallets *(720kg, 1050kg and 1200kg):* 500 pallets / working hours, weather permitted,

All discharging rates are WWD & SSHEX EIU.

LOA MAX 125 M

BEAM ABOUT 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

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 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 BUYER'S AGENCIES OF DISCHARGING PORTS

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