

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2019/ESA-226

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	LIVERPOOL	5402.7 (+/- %5 ETİ option)	0	0	15.08.2019-18.08.2019

Total: 5402.7

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 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 Bandırma ETA must be given within the bid submission form and the Bandırma ETA must be suitable to Bandırma LAYCAN. If the ship nomination & the Bandırma ETA are not given by bidders or the Bandırma ETA is not suitable to Bandırma 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 : 05.08.2019

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: FIOS lashing / securing / dunnage

Bandırma PORT LAYCAN : 15.08.2019-18.08.2019

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 15.08.2019-18.08.2019 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: 5402.7 (+/- 5% option)

THE DEADLINE FOR BIDDING : 7.08.2019 13:30:00

BUILT DATE OF VESSEL MUST BE MAX 20 YEARS

DETAILS OF PRODUCTS

LIVERPOOL

4500 tons KIR Etibor-48 (P1958413) in bulk,

500 tons BIG -75 mic Ground Colemanite (P1960414) in 1000 kg big bags with bottom valves,

300 tons BAN *NS* Boric Acid (P1957415) in 1000 kg big bags with bottom valves,

100 tons BAN *NS* Boric Acid (P1957416) in 1000 kg big bags **without** bottom valves,

Total 5400 tons

4500 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.

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 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 capacity: 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 capacity: approximately 1000 tons/hours(Bigbag) & 400 tons/hours (Bigbag+pallets)

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, LIVERPOOL (Garston/Stalbridg dock)

Unloading berth will be notified by the agency of discharging port.

Max LOA: about 150.00 meter

Max Beam: about 17.00 meter

There is a variable deduction from the height of the Garston tides which is currently 2.0m / 2.2m

Normal working hours of port for discharging vessels : 07:00-19:00 Monday to Friday

Discharging rates:

Cargoes in bulk : 2.500 mts per weather working day SSHEX unless used

Cargoes in big bags : 1.000 mts per weather working day SSHEX unless used

Cargoes on pallets : 550 mts per weather working day SSHEX unless used

Important notes:

All discharging time has been granted as total 96 hours by receiver.

The discharging speed may not be cumulative if combined discharge is not possible.

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.

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 be 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

Frank Armitt and Sons Ltd.

ABP Garston Docks Dock Road

L19 2JR Liverpool UK

Contact people: Bethany Nolan

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