

## NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2019/ESA-262B

ITEM NR	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	GROSS QUANTITY 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	CONSTANTZA	2507.5 (+/- %5 ETİ option)	0	0	24.10.2019-27.10.2019

Total: 2507.5

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](http://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 :**

**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 : 24.10.2019-27.10.2019**

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 24.10.2019-27.10.2019 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 .**

**QUANTITY OF THE WORK : Total Total: 2507.5 (+/- 5% option)**

**THE DEADLINE FOR BIDDING : 17.10.2019 15:30:00**

**BUILT DATE OF VESSEL MUST BE MAX 30 YEARS**

## **DETAILS OF PRODUCTS**

850 tons KIR Etibor-48 (P1958494) in 1000 kg big bags with bottom valves,

250 tons EME *LS* Boric Acid (P1957501) in 1000 kg big bags with bottom valves,

900 tons BIG -75 mic Ground Colemanite (P1960495) in 1000 kg big bags **without** bottom valves,

500 tons BIG -45 mic Ground Colemanite (P1960498) in 2000 kg big bags **without** bottom valves,

**Total net 2500.00 tons,**

**Total gross 2507.50 tons**

**Big bags must be stored maximum 6 tiers.**

**The palletized products should be loaded in 3 tiers.**

**All products will be loaded in one of Çelebi Terminal's piers is determined by the Contractor's agency.**

**Product types and tonnages could be changed by ETİ within 5% option.**

**The products are harmless, non-dangerous and non imo classed.**

**The holds of vessel must 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.**

#### **DETAILS OF VESSEL**

**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**

**All products will be loaded in one of Çelebi Terminal's piers is determined by the Contractor's agency.**

**Çelebi Terminal:**

<b>Berth Length &amp; drafts</b>		
<b>Berth Nr.</b>	<b>Length approximately (meter)</b>	<b>Approximately DRAFT SSW (Summer Salt Water) (METER)</b>
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 1500 tons per WWD for Big-Bag & 750 tons per WWD for pallets.**

#### **DETAILS OF DISCHARGING PORT**

**Unloading berth(s) will be notified at discharging port by the agency of BUYER.**

**1 SAFE BERTH, CONSTANTZA**

**Discharging rate: approx. 750 tons per 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 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:**

***DTS Logistic Services***

***(as agents only)***

Constanta Port, Gate No. 1

Navlomar BLDG, 2nd floor

900900 – Constanta, Romania

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## IMPORTANT NOTES

- **There would be congestion at berths of Constantza Port.**
- **All cargoes would be taken to barges, therefore vessel would wait for barges during 2 or 3 days without discharging operation.**
- **During discharging operation cargoes would be fully inspected and reweighed by Customs due to preparation of transshipment declaration and this operation continues about 3-4 days.**