

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

Company Name:

AD Nr: 2020/EPOY-245

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	SZCZECIN	4500 (+/- %5 ETİ option)	0	0	15.10.2020-17.10.2020
2	MISC. BORON PRODUCTS	Bandırma	GREAKER	1500 (+/- %5 ETİ option)	0	0	15.10.2020-17.10.2020

Total: 6000

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: FIOST lashing / securing / dunnage**

#### **Bandırma PORT LAYCAN : 15.10.2020-17.10.2020**

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 15.10.2020-17.10.2020 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: 6000 (+/- 5% option)**

**THE DEADLINE FOR BIDDING : 09.10.2020 13:30:00 BUILT**

**DATE OF VESSEL MUST BE MAX 15 YEARS**

## **DETAILS OF PRODUCTS**

### **GREAKER**

1500.00 tons BAN Etibor-48 in bulk,

### **SZCZECIN**

4500 tons KIR Etibor-48 in bulk,

**Total net 6000.00 tons (+/- 5% ETİ option)**

**Total gross 6000.00 tons (+/- 5% ETİ option)**

**Total 6000 tons Etibor-48 will be loaded at nr.14 Eti Maden Berth of Bandırma Çelebi Terminal**

**The tarpaulin branda or thick nylon must be laid onto bulk cargo.**

**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 rate:** approximately 5400 tons per WWD for bulk

## **DETAILS OF DISCHARGING PORT**

### **1 SAFE BERTH, GREAKER**

Weather working day SSHEX Working hours of port: Mon-Fri 07:00 - 15:00

For bulk: 700 mtons / per WWD,

### **1 SAFE GRECKIE QUAY, SZCZECIN**

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

Weather working day of 24 consecutive hours SSHEX Working hours of port: Mon-Fri 06:00 – 22:00

A. For bulk: 1300 mtons / per WWD,

B. For big bags (1000kg and 1200kg): 800 mtons / per WWD,

C. For pallets (720kg, 1050kg and 1250kg): 400 mtons / per WWD,

**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

##### **GREAKER**

Shipping Partners, +4790727271; [morten@spsas.no](mailto:morten@spsas.no)

##### **SZCZECIN**

Fast Baltic Sp. z o.o.

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