

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Ad Nr: -17/EPOY-176

ITEM NR.	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	NET AMOUNT OF WORK (TONs) (A)	UNIT PRICE OF BID (EUR/TON)* (B)	TOTAL VALUE OF BID (EUR) (A*B)	BANDIRMA LAYCAN
1.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	DORDRECHT (NETHERLANDS)	4088.00 (+/- 5% ETİ option)			13-17 November 2017
2.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	UDDEVALLA (SWEDEN)	2190.00 (+/- 5% ETİ option)			13-17 November 2017

NAME/TRADE NAME⁽¹⁾*Stamp & Signature***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 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.

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 transhipped 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

BANDIRMA PORT LAYCAN : 13 November 2017 -17 November 2017

Contractor shall be obliged to make available at BANDIRMA PORT, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between 13.11.2017 and 17.11.2017 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 to ETİ and sales@etiproducs.com at 7, 5, 3, 2 and 1 days intervals.

AMOUNT OF THE WORK : Total NET 6278.00 tons (+/- 5% ETİ option)

DETAILS OF PRODUCTS

DORDRECHT

1500 tons KIR Etibor-48 in bulk,
1500 tons EME *LS* Boric Acid in 1000 kg big bags with bottom valves,
168 tons EME *LS* Boric Acid in 25 kg in FFS type bags on 1050 kg CP3 pallets (with cartons),
300 tons BAN *powder* Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),
120 tons BAN Borax Decahydrate in 25 kg FFS type bags on 1200 kg CP3 pallets (with cardboards),
500 tons BAN Ground Colemanite (-75 micron) in 1000 kg big bags with bottom valves,
4088.00 tons

The cargo of Dordrecht will be transhipped to barges from vessel in Dordrecht.

UDDEVALLA

1000 tons KIR Etibor-48 in bulk,
500 tons KIR Etibor-48 in 1000 kg big bags with bottom valves,
300 tons KIR Etibor-68 in 1000 kg big bags + PE inner bags with bottom valves,
60 tons BAN Borax Decahydrate in 25 kg FFS type bags on 1200 kg CP3 pallets (with cardboards),
300 tons BIG Ground Colemanite (-75 micron) in 1000 kg big bags WITHOUT bottom valves,
30 tons BAN *glassy* Boron Oxide (-60 mesh) in 500 kg big bags WITHOUT bottom valves
2190.00 tons

Total 2500 tons Etibor-48s in bulk will be loaded in Eti Maden Berth, the other products will be loaded in one of Çelebi Terminal's piers is notified by the Contractor's agency.

The big bags should not be stowed on top of bulk. Big bags should be stowed in different hold.

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

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

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

PACKING DIMENSION & BALE WEIGHT

For Etibor-48 in 1000 kg BB

(L/W/H): APPROXIMATELY (METER) 1,10 X 1,10 X 1,12

(PACKAGE WEIGHT): APPROXIMATELY 1000 KG

For Boric Acid in 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 in 25 kg bags on 1200 kg pallets
(L/W/H): APPROXIMATELY (MTR) 1.15 X 1.15 X 1.30
(PACKAGE WEIGHT): APPROXIMATELY 1200 KG,

For Ground Colemanite 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,

For Etibor-68 in 1000 kg BB
(L/W/H): APPROXIMATELY (METER) 0,91 X 0,91 X 1.30
(PACKAGE WEIGHT): APPROXIMATELY 1000 KG,

For Boron Oxide in 500 kg BB
(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X 1.10
(PACKAGE WEIGHT): APPROXIMATELY 600 KG

THE DEADLINE FOR BIDDING : November 8th 2017 Wednesday, 13.30 hours (Turkish local time)

DETAILS OF SHIP

- Built date of vessel must be max 10 years.
- The length of vessel is no longer than 125 m.
- In addition to the mentioned products at 2nr. Type Specification, the vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year.
- There is no necessity for vessel crane.
- Shipowner(s) and ship(s) must be a member of IACS.
- 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 3000 tons per WWD for 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 rate: approximately 1000 tons per WWD for Big-Bag & 400 tons per WWD for pallets.

DETAILS OF DISCHARGING PORTS:

1 SAFE BERTH, DORDRECHT

132 hours at Dordrecht; weather working hours SSHEX EIU
Working hours; fr Monday to Friday 07.00 hours till 22.00 hours

1 SAFE BERTH, UDDEVALLA

160 hours at Uddevalla; weather working hours SSHEX
[working 8 hours/day (07.00 am – 15.00 pm) in Uddevalla Port]

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.

THE BUYER'S AGENCIES OF DISCHARGING PORTS

DORDRECHT

Gans Transport BV
Ravelstraat 5, 3161 WE Rhoon, Netherlands
Tel:+31 10 50 134 55
Fax:+31 10 50 125 43
e-mail: gans@ganscargo.com

UDDEVALLA

Swanfalk Shipping AB, + 46 522 913 00, mail@swanfalk.se