

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

Ad Nr: -17/EPOY-144

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)	Liepaja / Latvia	4048.00 (+/- 5% ETİ option)			9-12 October 2017

NAME/TRADE NAME <sup>(1)</sup>*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](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 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 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

**BANDIRMA PORT LAYCAN** : 9-12 October 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 on 9-12 October 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@etiproducts.com](mailto:sales@etiproducts.com) at 7, 5, 3, 2 and 1 days intervals.

**AMOUNT OF THE WORK** : Total NET 4048.00 tons (+/- 5% ETİ option)

## DETAILS OF PRODUCTS

2200 tons BIG -45 microns Ground Colemanite in 1100 kg big bags+PE inner bags with bottom valves,  
1200 tons EME NS Boric Acid in 1000 kg big bags +PE inner bags with bottom valves,  
600 tons KIR Etibor-48 in 1000 kg big bags+PE inner bags with bottom valves,  
48 tons BAN Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),

All products will be loaded in one of Çelebi Terminal's piers is notified by the Contractor's agency.  
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 Ground Colemanite in 1100 BB*  
(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 0,95  
(PACKAGE WEIGHT): APPROXIMATELY 1100 KG

*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 Borax Deca in 25 kg bags on 1050 kg pallets*  
(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X 1,12  
(PACKAGE WEIGHT): APPROXIMATELY 1050 KG

**THE DEADLINE FOR BIDDING** : October 4<sup>th</sup> 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

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(Big-Bag) & 400 tons/hours (Big-Bag and pallets)

### DETAILS OF DISCHARGING PORT:

**1 SAFE BERTH, LIEPAJA**

144 hours at Liepaja; weather working day of 24 consecutive hours SSHINC

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 BUYER'S AGENCIES OF UNLOADING PORTS

**LIEPAJA**

LSEZ AS Liepajas osta LM.

EKERS STIVIDORS LP, LSEZ SIA,

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