

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Ad Nr: -18/EPOY-048

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)	Greaker / Norway	1500.00 (+/- 5% ETİ option)			16-19 April 2018
2.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	Uddevalla / Sweden	2000.00 (+/- 5% ETİ option)			16-19 April 2018
3.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	Szczecin / Poland	3000.00 (+/- 5% ETİ option)			16-19 April 2018

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.

Please fill below items.

Vessel IMO:

Last six 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 transhipped directly into barge(s) and/or coaster(s).
5. The bill of lading(s) shall have got the phrases as 'Clean on Board' and 'Freight Prepaid' and B/L(s) shall be delivered to ETİ without delay.
6. Departure documents (bill of lading, master and mate receipts, cargo manifests) will be issued separately for first, second and third cargoes.
7. The holds will be reinforced with hatch cover marine tape (in min. 150 mm widths and at min. 5 mm thickness) or foam by the Contractor in order to minimize water leakage.

BASIS OF TRANSPORT : FIOST lashing/securing/dunnage

BANDIRMA PORT LAYCAN : 16-19 April 2018

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 16-19 April 2018 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 at 7, 5, 3, 2 and 1 days intervals.

AMOUNT OF THE WORK : Total NET 6500.00 tons (+/- 5% ETİ option)

DETAILS OF PRODUCTS

GREAKER

1500.00 tons BAN Etibor-48 in bulk,

UDDEVALLA

2000 tons BAN Etibor-48 in bulk,

SZCZECIN

3000 tons BAN Etibor-48 in bulk,

TOTAL 6500.00 tons

Total 6500 tons Etibor-48s in bulk will be loaded in Eti Maden Berth.

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

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

THE DEADLINE FOR BIDDING: April 5th 2018 Thursday, 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, beam about 14.00 m, draft 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
- 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 capacity: approximately 3000 ton per WWD (bulk)

DETAILS OF DISCHARGING PORT:

1 SAFE BERTH, GREAKER

48 hours at Greaker; weather working hours SSHEX

[working 8 hours/day (07.00 am – 15.00 pm) in Greäker Port]

1 SAFE BERTH, UDDEVALLA

72 hours at Uddevalla; weather working hours SSHEX

[working 8 hours/day (07.00 am – 15.00 pm) in Uddevalla Port]

1 SAFE BERTH, GRECKIE QUAY, SZCZECIN

120 hours at port of Szczecin per weather working day of 24 consecutive hours SSHEX EIU.

LOA MAX 125 M

BEAM MAX 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

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 UNLOADING PORTS

GREAKER

Shipping Partners, +4790727271; morten@spsas.no

UDDEVALLA

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

SZCZECIN

Fast Baltic Sp. z o.o.

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