

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

Ad Nr: -18/ESA-248

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	Constantza / Romania	4270.50			<b>26-28 September 2018</b>

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] 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 and second 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** : FIOS lashing/securing/dunnage

**BANDIRMA PORT LAYCAN** : **26-28 September 2018**

**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.

**AMOUNT OF THE WORK** : Total NET 4270.50 tons (+/- 5% ETİ's option)

## DETAILS OF PRODUCTS

2000 tons BIG Ground Colemanite (P1860447) in 1000 kg big bags without bottom valves,  
1700 tons BIG -45 mic. Ground Colemanite (P1860448) in 2000 kg big bags without bottom valves,  
200 tons KIR Etibor-48 (P1858449) in 1000 kg big bags with bottom valves,  
300 tons EME LS Boric Acid (P1857450) in 1000 kg big bags with bottom valves,  
1,2 tons BAN powder Borax Decahydrate (P1851458) in 25 kg LAM PP bags on 1200 kg pallets,  
69.30 tons BAN NS Boric Acid (P1857477) in 25 kg FFS type bags on 1050 kg pallets,

**Total 4270.50 tons**

## IMPORTANT NOTES:

- 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.

## 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 Ground Colemanite in 1000 kgBB*  
(L/W/H): APPROXIMATELY (METER) 1.15 X 1.15 X 0,95  
(PACKAGE WEIGHT): APPROXIMATELY 1000 KGS,

*For Ground Colemanite in 2000 kgBB*  
(L/W/H): APPROXIMATELY (METER) 1.12 X 1.12 X 1.80  
(PACKAGE WEIGHT): APPROXIMATELY 2000 KGS

*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 Boric Acid in 1000 kg 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

**THE DEADLINE FOR BIDDING** : **September 20<sup>th</sup>, 2018 Thursday 13.30 (Turkish Local Time)**

#### DETAILS OF VESSEL

- Built date of vessel must be max 20 years.
- The hatches of holds must be MacGregor type or hydrolic endrolling type automatic hatches.
- The vessel(s) has/have not carried any cargo of waste, derived products of petrol, petroleum and coal products, scrap, derived products of coal, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year in addition to 2 Nr. Type Specification.
- The holds, hatch covers and interior and exterior walls of the holds of the ship(s) must be free of rust and dirt. Hatch covers must be isolated to water leakage.
- 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

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

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 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:**

IDU Shipping and Services SRL  
182, Mamaia Avenue  
900540 Constantza / Romania  
Tel: + 40 241 543300  
Tel: + 40 745 349091  
Fax: + 40 241 545500  
e-mail: [office@idu.ro](mailto:office@idu.ro)

### **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.**