

**NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM****18/EPOY-145**

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)	2746.00 (+/- 5% ETİ option)			22-28 October 2018
2.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	UDDEVALLA (SWEDEN)	2172.00 (+/- 5% ETİ option)			22-28 October 2018
3.	MISC. BORON PRODUCTS	BANDIRMA (TÜRKİYE)	INKOO (FINLAND)	1750.00 (+/- 5% ETİ option)			22-28 October 2018

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 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** : 22 October 2018 -28 October 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 between 22 October 2018 and 28 October 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@etiproducs.com](mailto:sales@etiproducs.com) at 7, 5, 3, 2 and 1 days intervals.

**AMOUNT OF THE WORK** : Total NET 6668.00 tons (+/- 5% ETİ option)

## DETAILS OF PRODUCTS

### DORDRECHT

1000 tons KIR Etibor-48 in bulk,  
120 tons EME *Ultra LS* Boric Acid in 1000 kg big bags + PE inner bags with bottom valves,  
200 tons BAN *NS* Boric Acid in 1000 kg big bags + PE inner bags with bottom valves,  
700 tons EME *LS* Boric Acid in 1000 kg big bags + PE inner bags with bottom valves,  
300 tons BIG Ground Colemanite (-75 micron) in 1000 kg big bags + PE inner bags with bottom valves,  
216 tons BAN *powder* Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),  
126 tons EME *LS* Boric Acid in 25 kg FFS type bags on 1050 kg CP3 pallets (with cardboards),  
84 tons BAN *NS* Boric Acid in 25 kg in FFS type bags on 1050 kg CP3 pallets (with cardboards),  
**2746.00 tons**

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

### UDDEVALLA

1500 tons KIR Etibor-48 in bulk,  
72 tons BAN *powder* Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),  
100 tons BAN *NS* Boric Acid in 1000 kg big bags + PE inner bags with bottom valves,  
500 tons KIR Etibor-68 in 1000 kg big bags + PE inner bags with bottom valves,  
**2172.00 tons**

### INKOO

1000 tons KIR Etibor-48 in bulk,  
750 tons BAN *NS* Boric Acid in bulk  
**Important: Bulk Boric Acid had classified in IMSBC "B Group". Therefore, the vessel and crew should have got necessary certificates,**  
**1750.00 tons**

Total 3500 tons Etibor-48s in bulk will be loaded in Eti Maden Berth, the other products included bulk boric acid 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 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 1000 kg BB**

(L/W/H): APPROXIMATELY (METER) 0,91 X 0,91 X 1,30  
(PACKAGE WEIGHT): APPROXIMATELY 1000 KG,

**THE DEADLINE FOR BIDDING : October 12<sup>th</sup> 2018 Friday, 13.30 hours (Turkish local time)**

#### DETAILS OF SHIP

- Built date of vessel must be max 15 years.
- 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

120 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

130 hours at Uddevalla; weather working hours SSHEX

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

### 1 SAFE BERTH, INKOO

110 hours at Inkoo; weather working hours SSHEX

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](mailto:gans@ganscargo.com)

### UDDEVALLA

Swanfalk Shipping AB,

+ 46 522 913 00, [mail@swanfalk.se](mailto:mail@swanfalk.se)

### INKOO

Inkoo Shipping Oy Ab,

Satamatie 454, 10210 INKOO

Phone: +358-207-631 500, Fax: +358-207-631 501

Website: [www.inkooshipping.fi](http://www.inkooshipping.fi), Mail: [inkooshp@inkooshipping.fi](mailto:inkooshp@inkooshipping.fi)

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