

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2021/APAC-005

ITEM NR	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	GROSS QUANTITY OF WORK (TONs) (A)	UNIT PRICE OF BID (USD/TON) * (B)	TOTAL VALUE OF BID (USD) (A*B)	Gemlik
							LAYCAN
1	MISC. BORON PRODUCTS	Gemlik	KAOHSIUNG PORT	15038.082 (+/- % 10 ETİ option)	0	0	05.03.2021-14.03.2021

Total: 15038.082

Total: 0

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.

VESSEL IMO:

LAST 4 CARGOES:

LOADING PORT ETA :

ENC : DETAILS OF SHIPPING & TRANSPORT

ADDITIONAL INF. FOR YOUR BID

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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: FIOST lashing / securing / dunnage

Gemlik PORT LAYCAN : 05.03.2021-14.03.2021

Contractor shall be obliged to make available at Gemlik port, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between 05.03.2021-14.03.2021 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 at 7, 5, 3, 2 and 1 days intervals to ETİ and sales@etiproducts.com .

QUANTITY OF THE WORK : Total: 15038.082 (+/- 10% option)

THE DEADLINE FOR BIDDING : 26.02.2021 13:30:00

BUILT DATE OF VESSEL MUST BE MAX 20 YEARS

DETAILS OF PRODUCTS

10000,80 tons BIG Ground Colemanite in 1200 kg BB with bottom valves,

4998 tons EME NS Boric Acid in 1050 kg BB with bottom valves,

TOTAL NET 14998.800 TONS (%10 option)

TOTAL GROSS 15038.082 TONS (%10 option)

PACKING DIMENSION & BALE WEIGHT

For Ground Colemanite in 1200 BB

(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 1,20

(PACKAGE WEIGHT): APPROXIMATELY 1200 KG,

For Boric Acid in 1050 kg BB

(L/W/H): APPROXIMATELY (MTR) 1.15 X 1.15 X 1,25

(PACKAGE WEIGHT): APPROXIMATELY 1050 KG,

IMPORTANT NOTES:

- **Big bags must be stored maximum 10 tiers.**

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

- **Product types and tonnages could be changed by ETI within 10% 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.

DETAILS OF VESSEL

- **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 leakages.

Shipowner(s) and ship(s) must be a member of IACS or Turk Loydu.

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 Rodaport Terminal's piers is determined by the Contractor's agency.

Rodaport Terminal:

Berth Length & drafts		
Berth Nr.	Length approximately (meter)	Approximately DRAFT SSW (Summer Salt Water) (METER)
1	223	14,50

2	213	14,50
3	160	14
4	148	14
5	175	4 -9
6	173	10

Width: approximately 80 meter

1gsb (good, safe berth) & aa (always afloat)

Loading rate: approximately 2500 tons per WWD for Big-Bag

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, Kaohsiung

PIER 30-40

Discharging rate 2500 tons per WWD SSEX

Approximately DRAFT SSW: 10.5 METER

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 be 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:

The unloading port agency should be determined and notified by Bidder within the bid submission form.