

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2020/ESA-020

ITEM NR	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	GROSS AMOUNT OF WORK (TONs) (A)	UNIT PRICE OF BID (EUR/TON) * (B)	TOTAL VALUE OF BID (EUR) (A*B)	Bandırma
							LAYCAN
1	MISC. BORON PRODUCTS	Bandırma	KOPER	2300 (+/- %5 ETİ option)	0	0	12.02.2020-14.02.2020
2	MISC. BORON PRODUCTS	Bandırma	RAVENNA	3156.45 (+/- %5 ETİ option)	0	0	12.02.2020-14.02.2020

Total: 5456.45

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 Bandırma ETA must be given within the bid submission form and the Bandırma ETA must be suitable to Bandırma LAYCAN.

If the ship nomination & the Bandırma ETA are not given by bidders or the Bandırma ETA is not suitable to Bandırma 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 : 04.02.2020

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

Bandırma PORT LAYCAN : 12.02.2020-14.02.2020

Contractor shall be obliged to make available at Bandırma port, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between 12.02.2020-14.02.2020 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 .

AMOUNT OF THE WORK : Total Total: 5456.45 (+/- 5% option)

THE DEADLINE FOR BIDDING : 06.02.2020 13:30:00

BUILT DATE OF VESSEL MUST BE MAX 25 YEARS

DETAILS OF PRODUCTS

KOPER

2300 tons KIR Etibor-48 (P2058082) in bulk,

RAVENNA

1200 tons KIR Etibor-48 (P2058078) in bulk,

1200 tons BAN **NS** Boric Acid (P2057081) in 1000 kg LAM PP BB with bottom valves,

150 tons EME **LS** Boric Acid (P2057080) in 1000 kg LAM PP BB with bottom valves,

600 tons KIR Etibor-68 (P2059079) in 1000 kg PP+PE BB with bottom valves

Toplam net: 5450 ton

Toplam brüt: 5456,450 ton

3500 tons bulk Etibor-48 will be loaded at Nr.14 Eti Maden pier and other products will be loaded at one of Çelebi Terminal's pier is determined by the Contractor's agency.

Bulk products should be stowed in different holds.

Big bags should be stowed in different hold.

Etibor-48 and Etibor-68 big bags could be stowed on top of Etibor-48 bulk.

Big bags must be stored maximum 6 tiers.

Firs destination must be Koper.

DETAILS OF SHIP

The vessel(s) has/have not carried any cargo of coal, chromium, ferrochrome, iron ore and iron concentrate at last 4 (four) cargoes.

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

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 PORT

1 SAFE BERTH, RAVENNA

Unloading berth will be notified by the agency of discharging port.

Discharging rate: Discharging rates for bulk and bags are not be cumulative.

approximately 1750 tons per WWD for bulk, approximately 750 tons per WWD for big bags

All discharging rates are WWD & SSHEX EIU

1 Discharging rate: about **SAFE** 1750 tons for bulk **BERTH,** WWD & SSHEX **KOPER** EIU
Discharging berth will be notified by the agency of discharging port.

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 DISCHARGING PORT AGENCY OF BUYER

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KOPER

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