

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Company Name:

AD Nr: 2020/ESA-171A

ITEM NR	TRANSPORT WORK	THE LOADING PORT	THE DISCHARGING PORT	GROSS QUANTITY 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	1600 (+/- %5 ETİ option)	0	0	13.07.2020-17.07.2020
2	MISC. BORON PRODUCTS	Bandırma	RAVENNA	3304.8 (+/- %5 ETİ option)	0	0	13.07.2020-17.07.2020

Total: 4904.8

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 :

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: FIOST lashing / securing / dunnage

Bandırma PORT LAYCAN : 13.07.2020-17.07.2020

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 13.07.2020-17.07.2020 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 .

QUANTITY OF THE WORK : Total: 4904.8 (+/- 5% option) THE

DEADLINE FOR BIDDING : 08.07.2020 13:30:00

BUILT DATE OF VESSEL MUST BE MAX 20 YEARS

DETAILS OF PRODUCTS

RAVENNA

1700 tons KIR Etibor-48 (P2058452) in bulk,

1500 tons BAN *NS* Boric Acid (P2057454) in 1000 kg LAM PP BB with bottom valves,

100 tons EME *LS* Boric Acid (P2057455) in 1000 kg LAM PP BB with bottom valves,

3300 tons

First destination is Ravenna Port.

KOPER

1600 tons KIR Etibor-48 (P2058456) in bulk,

Total net 4900.000 tons (+/-5% option)

Total gross 4904.800 tons (+/-5% option)

Total 3300 tons Etibor-48 will be loaded in Eti Maden Pier and the other products are loaded in one of Çelebi Terminal's piers is determined by the Contractor's agency.

The big bags should not be stowed on top of bulk.

Big bags should be stowed in different hold.

Big bags must be stored maximum 6 tiers.

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

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

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 5400 tons per WWD for bulk

Çelebi Terminal :

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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

approximately 80 meter

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

Loading rate: approximately 1500 tons per WWD for Big-Bag & 750 tons per WWD for pallets.

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, RAVENNA

Discharging rate: weather working day SSHEX Working hours of port: Mon-Fri 07:00 - 17:00

A. For bulk: 1750 tons / WWD,

B. For big bags (1000kg and 2000kg): 750 big bags / WWD,

1 SAFE BERTH, KOPER

Discharging rate: weather working day SSHEX Working hours of port: Mon-Fri 06:00 - 20:00

A. For bulk: 1750 tons / WWD,

B. For big bags (1000kg and 2000kg): 1000 big bags / WWD,

Discharging rates for bulk and bags are not cumulative.

Unloading 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 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

RAVENNA

Casadei & Ghinassi SRL

Via Teodorico, 7

48100 – Ravenna / Italy

Phone: +39 0544 688046

gsm: +39 335 1849926

KOPER

Adria Cargo Koper doo

Pristaniska 8, 6000 Koper, Slovenia

Tel: 00386 5 66 34 131

Fax: 00386 5 66 34 149

Gsm:00 386 31 372 883

e-mail: agent@ackp.si