

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

**18/EPOY-024**

**18/ESA-063**

<b>ITEM NR.</b>	<b>TRANSPORT WORK</b>	<b>THE LOADING PORT</b>	<b>THE DISCHARGING PORT</b>	<b>NET AMOUNT OF WORK (TONs) (A)</b>	<b>UNIT PRICE OF BID (EUR/TON) or (USD/TON)* (B)</b>	<b>TOTAL VALUE OF BID (USD) or (EUR) (A*B)</b>	<b>BANDIRMA LAYCAN</b>
<b>1.</b>	MISC. BORON PRODUCTS	<b>BANDIRMA (TÜRKİYE)</b>	<b>Terneuzen / NL</b>	<b>10475 tons (+/- %5 ETİ option)</b>			<b>26 February 2018 - 4 March 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/Contractor 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 cancelled 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 phrase as 'Clean on Board'. The B/L(s) shall be delivered to ETI 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 foam by the Contractor in order to minimize water leakage.

**BASIS OF TRANSPORT** : FIOST lashing/securing/dunnage

**BANDIRMA PORT LAYCAN** : 26 February 2018- 4 March 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 10475.00 tons (+/- 5% ETI's option)

## DETAILS OF PRODUCTS

### FIRST CARGO for Barges

1500 tons KIR Etibor-48 in bulk,  
200 tons KIR Etibor-48 in 1000 kg big bags + PE inner bags with bottom valves,  
72 tons KIR Etibor-48 in 25 kg FFS type bags on 1200 kg CP3 pallets (with cardboards),  
147 tons EME LS Boric Acid in 25 kg FFS type bags on 1050 kg CP3 pallets (with cartons),  
105 tons BAN NS Boric Acid in 25 kg FFS type bags on 1050 kg CP3 pallets (with cardboards),  
100 tons BAN NS Boric Acid in 1000 kg BB with bottom valves,  
240 tons BAN powder Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),  
48 tons BAN Borax Decahydrate in 25 kg bags on 1200 kg CP3 pallets (with cardboards),  
50 tons BAN Borax Deca in 1000 kg BB with bottom valves,  
200 tons BAN Etibor-68 in 1000 kg big bags + PE inner bags with bottom valves,  
48 tons BAN Etibor-68 in 25 kg FFS type bags on 1200 kg CP3 pallets (with cardboards),  
3 tons BAN glassy Boron Oxide in 25 kg craft bags on 600 kg CP3 pallets (with cardboards),  
**2713.00 tons**

### SECOND CARGO for Packaging Terminal Terneuzen BV (PTT)

4000 tons KIR Etibor-48 (P1858108) in bulk,  
750 tons EME LS Boric Acid (P1857109) in 1000 kg BB without bottom valves,  
1300 tons BAN NS Boric Acid (P1857110) in 1000 kg BB with bottom valves,  
200 tons BAN granular Borax Deca (P1851111) in 1000 kg BB without bottom valves,  
1100 tons BIG -75 mic Ground Colemanite (P1860112) in 2000 kg BB without bottom valves,  
120 tons BIG -75 mic Ground Colemanite (P1860113) in 1000 kg BB without bottom valves,  
100 tons BIG -75 mic Ground Colemanite (P1860114) in 1000 kg BB with bottom valves,  
72 tons KIR Etibor-68 (P1859115) in 1000 kg PP + PE big bags with bottom valves,  
120 tons KIR Etibor-68 (P1859116) in 1000 kg PP + PE big bags with bottom valves,  
**7762.00 tons**

### IMPORTANT NOTES:

- First Cargo will be transhipped directly into barges from vessel in Ternuzen.
- First Cargo will be loaded lastly on board of vessel and will be discharged barges before Second Cargo discharging.
- Second Cargo will be loaded firstly on board of vessel and will be discharged at Terminal after First Cargo discharging.
- Cargo plan must be prepared on this basis.
- Horizontal and vertical bulk heads in vessel will be used in order to make a separation.
- Different loading and discharging operation will not be accepted.

- Total 5500 tons Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency.
- Each bulk products should be stowed in different holds.
- The tarpaulin or thick nylon must be laid onto bulk cargoes.
- The big bag and palletized products will not be stowed on top of bulk and will be stowed in different hold.
- Big bags must be stored maximum 6 tiers.
- The palletized products should be loaded in 3 tiers.
- Product type and tonnages could be changed by ETİ within 5% option.
- The products are harmless, non-dangerous and non imo classed.

#### **PACKING DIMENSION & BALE WEIGHT**

**For Etibor-48 in 25 kg bags on 1200 kg pallets**  
(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,12  
(PACKAGE WEIGHT): APPROXIMATELY 1200 KG,

**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 Etibor-68 in 25 kg bags on 1200 kg pallets**  
(L/W/H): APPROXIMATELY (MTR) 1.00 X 1.00 X.1,10  
(PACKAGE WEIGHT): APPROXIMATELY 1200 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,

**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 Borax Deca in 1000 kg BB**  
(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,30  
(PACKAGE WEIGHT): APPROXIMATELY 1000 kgs,

**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 Boric Acid in 1000 kg BB**  
(L/W/H): APPROXIMATELY (METER) 1.10 X 1.10 X.1,30  
(PACKAGE WEIGHT): APPROXIMATELY 1000 kgs,

**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 Ground Colemanite in 2000 BB**  
(L/W/H): APPROXIMATELY (METER) 1.10 X 1.10 X 1.80  
(PACKAGE WEIGHT): APPROXIMATELY 2000 KG,

**For Boron Oxide in 25 kg craft bags on 600 kg pallets**  
(L/W/H): APPROXIMATELY (MTR) 1.10 X 1.10 X.1,20  
(PACKAGE WEIGHT): APPROXIMATELY 600 KG

**THE DEADLINE FOR BIDDING : 15.02. 2018 Thursday, 14.00 hours (Turkish local time)**

#### **DETAILS OF SHIP**

- **Built date of vessel must be max 10 years.**
- **The vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year in addition to 2nr. Type Specification.**
- **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, horizontal and vertical bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form. **The hatches of holds must be MacGregor type or hydraulic end rolling type automatic hatches.**

#### **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**

<b>Berth Length &amp; drafts</b>		
<b>Berth Nr.</b>	<b>Length approximately (meter)</b>	<b>Approximately DRAFT SSW (Summer Salt Water) (METER)</b>
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, TERNEUZEN**

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

**Discharging rate:**

**approximately 2250 tons per WWD for bulk**

**approximately 900 tons per WWD for big bags**

**approximately 400 tons per WWD for palletized products**

**All discharging rates are WWD & SSHEX EIU**

**Discharging rates for bulk and bags are not be cumulative,**

**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:**

VERBRUGGE MARINE B.V.  
ZWEDENWEG 1, PORT NUMBER 1361  
NL-4530 AA, TERNEUZEN  
THE NETHERLANDS  
Tel: +31 (115) 646 324  
Fax: +31 (115) 646 370  
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