

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

Ad.: 2018/ESA-264

<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 (B)</b>	<b>TOTAL VALUE OF BID (EUR) (A*B)</b>	<b>BANDIRMA LAYCAN</b>
<b>1</b>	BORON PRODUCTS	<b>BANDIRMA (TÜRKİYE)</b>	<b>Koper / Slovenia</b>	<b>4500.00 (+/- %5 ETİ option)</b>			<b>01-03 October 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 canceled 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 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**

**BANDIRMA PORT LAYCAN : 01-03 October 2018**

**ETA NOTICE :** The ship shall report her estimated time of arrival (ETA) to loading and unloading ports at 5, 4, 3, 2 and 1 days intervals.

## DETAILS OF PRODUCTS

4500.00 tons Etibor-48(P1858484) in bulk, (+/- %5 opsiyonlu)

- The tarpaulin branda or thick nylon must be laid onto bulk cargo.
- 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**

Only bulk

**THE DEADLINE FOR BIDDING : September 26<sup>th</sup> 2018 Wednesday, 13.30 hours (Turkish local time)**

## DETAILS OF SHIP

- Built date of vessel must be max 15 years.
- In addition to the mentioned products at 2nr. Type Specification, 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.
- There is no necessity for vessel crain.
- Shipowner(s) and ship(s) must be a member of IACS.
- Vessel should have not been arrasted 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 grappe and crain.**

**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 capacity: approximately 3000 ton/24 hours (bulk)**

#### **DETAILS OF DISCHARGING PORT**

1 SAFE BERTH, KOPER

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

**Unloading Capacity :**

approximately 1750 tons bulk per WWD.

**The discharging rate is WWD & SSHEX EIU**

**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 UNLOADING PORT AGENCY OF BUYER:**

**Adria Cargo Koper doo**

Adria Cargo Koper d.o.o.  
Pristaniska 8, PO Box 267  
6000 Koper  
Slovenia  
Tel: 00386 5 663 4130  
Fax: 00386 5 663 4149  
Gsm:00 386 51 670 50