

NR.2 TYPE SPECIFICATION/CONTRACT BID SUBMISSION FORM

Adv.Nr.17/ESA-230

| ITEM NR. | TRANSPORT WORK | THE LOADING PORT | THE DISCHARGING PORT | NET AMOUNT OF WORK (TONs) (A) | UNIT PRICE OF BID (EUR/TON) or (USD/TON)* (B) | TOTAL VALUE OF BID (USD) or (EUR) (A*B) | BANDIRMA LAYCAN |
|----------|----------------------|--------------------|----------------------|-------------------------------|---|---|--------------------|
| 1. | MISC. BORON PRODUCTS | BANDIRMA (TÜRKİYE) | Immingham / UK | 4550.32 (+/- %5 ETİ option) | | | 7 – 11 August 2017 |

NAME/TRADE NAME ⁽¹⁾*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.

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

BANDIRMA PORT LAYCAN : 7 August 2017 - 11 August 2017

Contractor shall be obliged to make available at BANDIRMA PORT, the ship that is suitable to the loading port/berth/terminal and to the discharge port/berth/terminal between 07.08.2017 / 11.08.2017 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.

AMOUNT OF THE WORK : Total NET 4550.32 tons (+/- 5% ETİ's option)

DETAILS OF PRODUCTS

3000.00 tons BAN Etibor-48 (P1758369) in bulk,
400.00 tons BAN NS Boric Acid (P1757370) in 1000 kg big bags **without** bottom valves,
600.00 tons BAN NS Boric Acid (P1757371) in 1000 kg big bags with bottom valves,
500.00 tons BIG -75 mic Ground Colemanite (P1760372) in 1000 kg big bags with bottom valves,
50.32 tons BAN Etidot-67 (P1767373) in 680 kg big bags with bottom valves,

- 3000 tons Etibor-48 will be loaded in Eti Maden Berth 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.

PACKING DIMENSION & BALE WEIGHT

Boric Acid in 1000 kg BB

(L/W/H): APPROXIMATELY (MTR) 1.12 X 1.12 X 1,20

(PACKAGE WEIGHT): APPROXIMATELY 1000 KG,

Ground Colemanite in 1000 BB

(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 0,95

(PACKAGE WEIGHT): APPROXIMATELY 1000 KG,

Etidot-67 in 680 kg BB

(L/W/H): APPROXIMATELY (METER) 1,15 X 1,15 X 0,95

(PACKAGE WEIGHT): APPROXIMATELY 680 KG,

THE DEADLINE FOR BIDDING: July 26th 2017 Wednesday, 13.30 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 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)

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 capacity: approximately 1000 tons/hours(Bigbag) & 400 tons/hours (Bigbag+pallets)

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, IMMINGHAM

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

Discharging rate:

approximately 1500 tons per WWD bulk,

approximately 1000 tons per for big bags

**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 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 for minimum 3 years.

THE UNLOADING PORT AGENCY OF BUYER

John Good and Sons (Shipping) Ltd.

Innovation Centre Europarc, DN37 9TT, Grimsby

North East Lincolnshire, United Kingdom

Phone +44 1472 722409

Fax +44 1472 722414

Direct +44 1472 722410

Mobile +44 7803 273360

Web: www.johngood.co.uk