

**VESSEL ENQUIRY. NO. 48/COKING COAL/SAIL/FGN-IND/2015-16/ DTD. 18/06/2015 FOR SHIPMENT
FROM PORT KEMBLA COAL TERMINAL, AUSTRALIA TO ECI (PANAMAX VESSEL)**

Sl. No.	Item	Details
1.	Cargo	Coking Coal in bulk
2.	Quantity	75,000 MT +10/-5% MOLOO
3.	Laydays	12 – 18 July 2015 (NOR to be tendered upon arrival of the vessel at the outer anchorage or at the pilot station at the loadport at any time in or out of office hours whether vessel is in free pratique and in berth or not provided the vessel is in all respect ready to load. However, for the purpose of laytime counting, the NOR shall be deemed tendered as per CP).
4.	Loadport	1/2 SB 1 SP Ex- Port Kembla Coal Terminal, Australia (owners to adhere terminal notice requirement in case applicable).
5.	Load rate	20,000 MT/ 35,000 MT / 40,000 MT at CHOITION PWWD SASHEX UU otherwise as per proforma. CHOITION to be declared while confirming acceptance of vessel on nomination of vessel / performing vessel by owners.
6.	Discharge Port (Disport)	1/ 2 SB / SA each 1/ 2 / 3 SP (usually 2 disports) out of Vizag / Gangavaram / Paradip / Dhamra /Haldia. Haldia, if used, will always be 2nd/ 3rd discharge port . Owners guarantee that the vessel's arrival draft at 1st disport shall be equivalent to 14.5 meter AWAD for 1st discharge port. Option of discharge port(s) / mooring shall be at the charterer's option to be exercised at the time of sailing of the vessel from load port on tentative basis. Firm 1st discharge port shall be declared by SAIL preferably on receipt of 2 days definite ETA notice from Vessel/Master. However, 2nd/3rd discharge port / full discharge for the vessel may be exercised by SAIL even while discharging continues at 1 st /2 nd discharge port. Depending upon facilities available at the disports charterers to have option of engaging alternate modes of discharge such as engaging barges/shore handling facilities at any available safe berth / point /anchorage, etc.
7.	Discharge Rate	Vizag: 20,000 MT PWWD SASHEX UU Paradip: 10,000 MT PWWD SASHEX UU Gangavaram (GPL): 25,000 MT SHINC Dhamra: 35000 MT SHINC Haldia: 12,000 MT PWWD SASHEX UU (Note: UU / SHINC provision to be applicable after commencement of laytime).
8.	Load/Disport Restrictions	Owners to ensure vessel to meet load/ discharge port requirements incl. ISM Code/ ISPS requirements before calling at load/discharge ports with all valid certificates on board (.)
9.	Vessel type / requirement	Gearless Panamax Vessel suitable for loading fixture quantity as per load/discharge port rules / regulations / restrictions
10.	Agents	Charterers agents both ends.
11.	Loadport Arrival Notice	On fixing followed by 20/15/10 days approx, 7/5 definite and 3/2/1 days arrival notices.
12.	Vessel Particulars	Nominated vessel to be preferably less than 15 years but un-exceeding 20 years of age and if the vessel is substituted, performing vessel to be nominated 10 days prior to commencement of laycan of the vessel at Loadport. While nominating, full details of vessel including associated documents e.g. ISSC/ISM/SMC/DOC nos. with date of issue and date of validity along with vessel's position/itinerary and best ETA loadport. Vetting questionnaire duly filled should also be sent alongwith nomination . Pls note: only one substitute is allowed.
13.	NOR Clause	Vessel not to tender Notice of Readiness (NOR) before 9.00 AM on

	(Load Port)	commencement of laydays and in case of delay in arrival of the vessel beyond the cancelling date or if any wilful misrepresentation be made respecting the size, position or state of the vessel, the Charterers have the option of either cancelling the Charter within 24 hours of tendering of NOR, or continue with the Charter. If the vessel arrives (due to any reason whatsoever) after the cancelling date and if the Charterers nevertheless do not cancel the Charter, laytime will commence only from the time of commencement of loading.
14.	NOR Clause (Disport)	Notice of Readiness at the port of discharge to be served by Ship-owners during normal office hours i.e. 09:30 a.m. to 04:30 p.m. on working days (Monday to Friday) and 9:30 a.m. to 12:00 noon on Saturday to Port Offices of Charterers
15.	Charter Party	All terms and condition of the fixture shall be governed as per SAIL adapted AMWELSH proforma CP dated 21.07.2014 Revision 2 dtd. 08.10.2014 (available in the download section) prevalent for the trade for shipment of coal cargo through Gearless Panamax vessel account SAIL.
16.	Freight & Demurrage rate to be quoted	<p>Freight: The freight rate to be quoted basis one load port/one discharge port (1/1) basis load rate of 20000 metric tons / discharge rate 20000 metric tons.</p> <p>Pre-fixed Differential Freight: The differential rate for other load rate/discharge rate is pre-fixed as indicated in the CP format clause 45 and shall be applicable depending on the applicable operating parameter.</p> <p>Following differentials shall apply:</p> <ul style="list-style-type: none"> • USD 0.25 PMT LESS ON ENTIRE QTY IF LOAD RATE 35000 MT • USD 0.30 PMT LESS ON ENTIRE QTY IF LOAD RATE 40000 MT • USD 0.25 PMT LESS ON ENTIRE QTY IF DISCHARGE RATE 25000 MT FOR GANGAVARAM • USD 0.50 PMT LESS ON ENTIRE QTY IF DISCHARGE RATE 35,000 MT FOR DHAMRA • USD 0.50 PMT EXTRA ON ENTIRE QTY IF DISCHARGE RATE IS 10000 MT FOR PARADIP • USD 0.50 PMT EXTRA ON ENTIRE QTY IF 2ND AND 3RD DISCHARGE PORT USED OTHER THAN HALDIA. • USD 1.00 PMT EXTRA ON ENTIRE QTY IF HALDIA IS USED AS 2ND / 3RD DISPORT <p>Demurrage/Despatch Ceiling: The ceiling demurrage rate for this enquiry shall be USD 8200 per day / HD BENDS. However, bidders can quote below the ceiling rate.</p>

- Owners confirm vessel possesses valid statutory certificates and complies with all directives of Government of India (GOI) / DG (Shipping), GOI reg. suitability and acceptability of vessel in respect of class/age/other technical parameters in Indian waters/ports. In case of the eventuality that DG (Shipping), GOI does not grant Licence/permission for the performing vessel due to vessel related parameters / vessel certificates or reasons attributable to the owners, on receipt of such intimation from Charterers, Owners shall immediately arrange for a suitable performing vessel. It shall be Owners responsibility to nominate a performing vessel that is granted Licence/permission by DG (Shipping), GOI to fulfill this statutory requirement.
- In case the vessel originally offered is to be the performing vessel, Owners shall be required to confirm the same within the date by which substitution option is to be exercised vide clause no. 10 of the Charter Party.
- Firm offers are invited from the concerned parties through online participation in the portal (<https://auction.buyjunction.in>) for covering above requirement along with owner's authority by (**to be indicated by M/s mjunction Services Ltd., the service provide.**). Owners authority shall have to be forwarded by each Broker by e-mail to the service provider at the e-mail id: [<echartering.bj@mjunction.in>](mailto:echartering.bj@mjunction.in). Online offers not supported with Owners authority shall be liable for

rejection. The offers so received should have the validity of minimum 2 working days of 48 hours for lifting subjects.

- If multiple offers are received against any specific vessel, all such offers shall be rejected. Offers to be processed subject to the Terms and Conditions mentioned in the present enquiry as well as the online auction process conducted by mjunction and the detailed Charter Party terms referred above subject to SAIL/ Supplier approval.
- Complete offer fully meeting enquiry requirements only to be accepted for evaluation/consideration. Offer(s) with deviation(s) will not be considered and rejected. Successful bidder/Owners shall have to sign an Integrity Pact prevalent for award of contracts by SAIL along with Charter Party (The Integrity Pact document is available in the download section of MJ portal for reference).

Thanking you,

For Steel Authority of India Ltd.
Jasmina
AGM(M-T&S)
Transport & Shipping Dept.