



World
Food
Programme

Ocean
Transportation
Service

FAX

The Food Aid Organization of the United Nations

Via Cesare Giulio Viola 68 . Parco de' Medici • 00148 Rome • Italy

Tel. (Direct): 39-066513-6386

Fax: 39066513-2844

Email: ottmar.schulte@wfp.org

FROM: : John Crisci - Chief Ocean Transportation Service	Pages 5	06 th November 2017
TO: WFP Brokers Via Email	CC:	FAX :

Subject: WORLD FOOD PROGRAMME US-ORDER

(OS) F/R N° 111/17

WBSCM COMMODITY SOLICITATION N°. 2000005080

WBSCM FREIGHT SOLICITATION N°. 2000005081

OFFERS TO BE SENT VIA WBSCM WITH COPY OF THE OFFERS BY EMAIL TO WFP / MR. OTTMAR SCHULTE - PLEASE SEE ALSO SPECIAL NOTE AT THE END OF THE TENDER

**CARGO: 10,640 MTONS BULK SORGHUM PLUS EMPTY BAGS
(SOM-SO#5000409232 / SI 4500064387/030)
INTENDED DISCHARGING PORT FOR EVALUATION PURPOSE ONLY BERBERA**

LOADING: 1-2 SB(S) EACH PORT 1-2 PORT(S) USA ALL RANGES

**DISCHARGING 1-2 SB(S) EACH PORT 1-2 PORT(S) IN CHARTERERS' OPTION OUT OF
PORT SUDAN / DJIBOUTI / BERBERA / DAR ES SALAAM / MOMBASA**

TRANSSHIPMENT IS NOT ALLOWED

**LDP/DP REQUIREMENTS OWNERS TO SATISFY THEMSELVES ABOUT THE PREVAILING RESTRICTIONS AT ALL
LOADING AND ALL DISCHARGING PORTS AND CHARTERERS ARE NOT RESPONSIBLE FOR
ANY FAILURE THERETO**

**NOMINATION DISCHPORT(S) CHARTERERS TO NOMINATE FINAL DISCHARGING PORT(S)/RATES
LATEST UPON PASSING STRAIT OF MESSINA SOUTHBOUND**

**ROTATION ROTATION OF DISCHARGING PORT(S) TO BE IN CHARTERERS' OPTION – INTENTION IS
GEOGRAPHICAL HOWEVER PORT SUDAN IS ALWAYS FIRST PORT OF DISCHARGE AND
MOMBASA LAST PORT OF DISCHARGE**

POSITION: 05th / 15th DECEMBER 2017

**CONTRACT AWARDS WILL BE BASED ON BEST VALUE TO THE PROGRAMME, INCLUDING
LOGISTICAL CONCERNS, WHICH WILL BE DETERMINED BY THE FOLLOWING CRITERIA;
PAST PERFORMANCE, VESSEL POSITION & READINESS, DELIVERY SCHEDULE, PRICE, AND
VESSEL CAPACITY. IN ADDITION, AWARDING THE CARGO - USAID/WFP WILL CONSIDER**

FACTORS INCLUDING THE LOWEST LANDED COST, AND THE IMPACT OF ANY POTENTIAL AWARD ON USAID/WFP'S ABILITY TO SATISFY THE REQUIREMENTS OF STATUTES AND REGULATIONS INCLUDING THE CARGO PREFERENCE ACT.

LOAD RATE: SCALE GROSS LOAD

DISCH RATE: PORT SUDAN

MINIMUM ONE DAY WHERE APPLICABLE

3,500 MT PWWD – SELF TRIMMING BULK CARRIERS	BSS CGO QTY OVER 30,001 MT
2,500 MT PWWD – CONBULKER	BSS CGO QTY OVER 30,001 MT
2,400 MT PWWD – ALL TYPE OF DRYCARGO VESSELS	BSS CGO QTY 10,001-30,000 MT
1,500 MT PWWD – ALL TYPE OF DRYCARGO VESSELS	BSS CGO QTY UP TO 10,001 MT

CHARTERERS' OPTION: LO BAGGED/STACKED ONTO TRUCKS WITH NO DEM/DES/DET

DJIBOUTI:

MINIMUM ONE DAY WHERE APPLICABLE

6,000 MTONS PWWD FOR SD BULK CARRIERS	BSS CGO QTY 15,001 MTS AND ABOVE
5,000 MTONS PWWD FOR SD BULK CARRIERS	BSS CGO QTY UP TO 15,000 MTS
5,000 MTONS PWWD FOR TWEENDECKERS	BSS CGO QTY 15,001 MTS AND ABOVE
4,000 MTONS PWWD FOR TWEENDECKERS	BSS CGO QTY UP TO 15,000 MTS
5,000 MTONS PWWD FOR GEARLESS SDBC	BSS CGO QTY 15,001 MTS AND ABOVE
4,000 MTONS PWWD FOR GEARLESS SDBC	BSS CGO QTY UP TO 15,000 MTONS

OR AT CHARTERERS' OPTION:

2,500 MTONS PWWD

OR AT CHARTERERS' OPTION:

LO BAGGED/STACKED ON TO TRUCKS WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINWE OUT BAGGED/STACKED ON TO TRUCKS OR STACKED IN PORT WAREHOUSE WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINER OUT INTO OWNERS' STEVEDORES' PORT WAREHOUSE WITHIN THE PORT AREA AND RELOAD SAME ONTO RECEIVERS'/CONSIGNEE'S CONVEYANCES W/ NO DEM/DES/DET

BERBERA:

2,500 MTONS PWWD

OR AT CHARTERERS' OPTION:

LO BAGGED/STACKED ON TO TRUCKS WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINWE OUT BAGGED/STACKED ON TO TRUCKS OR STACKED IN PORT WAREHOUSE WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINER OUT INTO OWNERS' STEVEDORES' PORT WAREHOUSE WITHIN THE PORT AREA AND RELOAD SAME ONTO RECEIVERS'/CONSIGNEE'S CONVEYANCES W/ NO DEM/DES/DET

DAR ES SALAAM:

2,500 MTONS PWWD

OR AT CHARTERERS' OPTION:

1,500 MTONS PWWD

OR AT CHARTERERS' OPTION:

LO BAGGED/STACKED ON TO TRUCKS WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINWE OUT BAGGED/STACKED ON TO TRUCKS OR STACKED IN PORT WAREHOUSE WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINER OUT INTO OWNERS' STEVEDORES' PORT WAREHOUSE WITHIN THE PORT AREA AND RELOAD SAME ONTO RECEIVERS'/CONSIGNEE'S CONVEYANCES W/ NO DEM/DES/DET

MOMBASA: (ALWAYS BASED ON MINIMUM 3 HOLDS OTHERWISE PRORATA)

MINIMUM ONE DAY WHERE APPLICABLE

9,000 MTONS PWWD FOR STBC

7,000 MTONS PWWD FOR OTHER TYPES OF BULK CARRIERS

3,000 MTONS PWWD FOR TWEENDECKERS AND IF ARTIFICIAL SEPARATION USED
IN ANY ONE HOLD

OR AT CHARTERERS' OPTION:

3,800 MTONS PWWD OR

2,500 MTONS PWWD OR

2,000 MTONS PWWD

OR AT CHARTERERS' OPTION:

LO BAGGED/STACKED ON TO TRUCKS WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINWE OUT BAGGED/STACKED ON TO TRUCKS OR STACKED IN PORT WAREHOUSE WITH NO DEM/DES/DET

OR AT CHARTERERS' OPTION:

LINER OUT INTO OWNERS' STEVEDORES' PORT WAREHOUSE WITHIN THE PORT AREA AND RELOAD SAME ONTO RECEIVERS'/CONSIGNEE'S CONVEYANCES W/ NO DEM/DES/DET

TERMS:

TERMS:

NOTE:

1. TOWED BARGES AND TANKERS NOT ALLOWED. ITBS WORKABLE.
2. FOREIGN FLAG VESSELS TO BE MAX 20 YEARS OLD. ORIGINAL DATE OF CONSTRUCTION (NOT RE-BUILT DATE) TO APPLY.
3. GEARLESS VESSELS: NOT WORKABLE UNLESS OWNERS WILLING TO ACCEPT ALL COSTS AND ARRANGE FOR ANY EXTRA HANDLING OF EQUIPMENT AND ANY OTHER GEAR(S) NECESSARY TO DISCHARGE /TRIM AS REQUIRED BY THE TERMINALS/PORTS. ALL TIME, RISK AND EXPENSE FOR OWNERS' ACCOUNT IN CASE OWNERS OFFER A GEARLESS VESSEL THEN OWNERS TO SPECIFY THE DISCHARGING METHOD AND WHAT DISCHARGING EQUIPMENT WILL BE USED AND SAME IS ALWAYS SUBJECT TO CHARTERERS' FINAL APPROVAL.

4. VESSEL TO PROVIDE GEARS NECESSARY (AS PER CLAUSE 15 & 53 TO DISCHARGE ALL CARGO (GUIDANCE: MIN LIFTING CAPACITY OF 20MT).
5. CARRIAGE OF EMPTY BAGS FREIGHT FREE (AS PER CLAUSE 56)
6. SUBSTITUTION OF VESSEL IS NOT PERMITTED WITHOUT CHARTERER'S AND USAID/USDA PRIOR APPROVAL. VESSEL SUBSTITUTIONS AS PER NOTICE TO THE TRADE (DATED OCTOBER 20, 2009) AND SHOULD BE OF THE SAME OR SIMILAR TYPE, CLASS, AND WITHIN SAME LAYDAYS AS THE AWARDED VESSEL. THE PROPOSED SUBSTITUTE VESSEL MUST ALSO APPEAR ON THE APPLICABLE MARITIME ADMINISTRATION US OR FOREIGN FLAG VESSEL LIST.
7. WFP CARGO NOT TO BE SUBLET.
8. OWNERS TO APPOINT CHARTERERS' NOMINATED AGENTS AT LOAD AND DISCHARGE PORTS.
9. BULK CARRIERS TO BE SUITABLE FOR INTRANSIT FUMIGATION BY THE RECIRCULATION METHOD IN ACCORDANCE WITH USDA/FGIS REGULATIONS. FOR ITB'S, THE STANDARD SURFACE METHOD TO BE USED.
10. U.S. FLAG SHIPS TO CONFIRM THAT ALL NECESSARY COST DATA IS ON FILE WITH MARAD.
11. ITINERARY FROM DAY OF OFFER TO FIRST LOAD PORT TO BE SUBMITTED AND FORM PART OF THE C/P.
12. 14 DAYS PRE-ADVICE NOTICE REQUIRED. PRE-ADVICE MUST BE RECEIVED BY 1100 HRS NYT ON A BUSINESS DAY TO BEGIN TO COUNT THE SAME DAY.
13. IF OWNERS INTEND TO LIGHTEN, THE OFFER SHOULD SPECIFY THE COST AND WHETHER FULL OR PARTIAL LIGHTENING. IF LIGHTENING NOT PERFORMED AT THE DISCHARGE PORT AND VESSEL DIRECTLY DISCHARGES AT BERTH, WFP WILL DEDUCT THE LIGHTENING COST FROM THE OCEAN FREIGHT.
14. USAID FLAG AND BANNER CLAUSE TO APPLY.
15. USAID NOTICE TO THE TRADE DATED JULY 22, 2009 - FREEDOM OF INFORMATION ACT REQUESTS (FOIA):

PLEASE BE ADVISED THAT EFFECTIVE IMMEDIATELY, ALL OCEAN CARRIERS SUBMITTING FREIGHT PROPOSALS IN RESPONSE TO P.L. 480 TITLE II FREIGHT RFPS FOR MARK AND COUNT CARGOES AND/OR BULK CARGOES AND/OR OVERSEAS AND/OR DOMESTIC PREPOSITION CARGOES MUST INCLUDE ONE OF THE STATEMENTS BELOW IN EACH FREIGHT OFFER SUBMITTED. PLEASE NOTE THAT THIS STATEMENT IS REQUIRED FOR EACH OFFER SUBMITTED. FOR OFFERS SUBMITTED THROUGH WBSCM, ONE OF THE STATEMENTS BELOW MUST APPEAR IN THE FREE FORM REMARKS SECTION FOR EACH OFFER SUBMITTED. EACH PAGE OF EACH OFFER SUBMITTED OUTSIDE OF WBSCM MUST INCLUDE ONE OF THE FOLLOWING STATEMENTS:

1. THIS FREIGHT PROPOSAL, WHETHER SUCCESSFUL OR UNSUCCESSFUL, CONTAINS TRADE SECRETS OR COMMERCIAL FINANCIAL INFORMATION WHICH ARE PRIVILEGED AND CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER THE FREEDOM OF INFORMATION ACT, 5 U.S.C. SECTION 552. FURTHERMORE, THIS INFORMATION IS PROHIBITED FROM DISCLOSURE UNDER THE TRADE SECRETS ACT, 18 U.S.C. SECTION 1905.
- OR —
2. THIS FREIGHT PROPOSAL, WHETHER SUCCESSFUL OR UNSUCCESSFUL, MAY, IN THE FUTURE, BE MADE PUBLIC OR RELEASED UNDER A FOIA REQUEST.
16. IT IS A CONDITION OF THE CONTRACT THAT THE FIXTURE OF ANY PART-CARGO OTHER THAN RELIEF CARGO WILL BE SUBJECT TO PRIOR APPROVAL BY WFP.