

# ADVENTIST DEVELOPMENT AND RELIEF AGENCY INTL – MADAGASCAR TERMS

Date: 03/30/22

As freight forwarders for the shipper, Adventist Development and Relief Agency Intl., (ADRA). We request proposal of freight rates, Foreign, and U.S. flag, under full liner terms, for the following cargoes, being shipped through USAID under PL480, Title II Cargoes.

## Re-tender of INV 042

**WBSCM FREIGHT SOLICITATION NUMBER:** 2000008432

**WBSCM COMMODITY SOLICITATION NUMBER:** 2000008431

## SUBMISSION OF FREIGHT OFFERS:

All carriers are required to submit offers for the cargo advertised by the RFP outside WBSCM and send directly to Missionary Expeditors, Inc., by email: [mikel@mxshipping.com](mailto:mikel@mxshipping.com) Freight offers are due no later than 10 A.M. Central Time ( 11:00 A.M. U.S. Eastern time ) 04/01/2022

CARRIERS ARE ENCOURAGED TO OFFER ON ANY/ALL “FAS POINTS” AND “BRIDGE POINTS” AS LISTED ON THE USDA DOCUMENTS “APPROVED PORTS/TERMINALS” AND FORM KC-362 AND ALL “INTERMODAL PLANT PAS LISTED ON FORM KC-362.

THE AVAILABILITY/AT PORT AND SHIPPING PERIODS ARE THE CONTRACTUAL REQUIREMENT OF THE SUPPLIER(S), SUCCESSFUL OCEAN CARRIER(S) ARE ENCOURAGED TO COORDINATE WITH SUPPLIER(S) TO ENSURE A SMOOTH LOADING AND/OR TRANSFER OPERATION.

Ref: 22041

Commodity: OIL, VEGETABLE PAIL-20-L

Delivery: TOLIARA

Weight: **50 MT**

Ref: 22042

Commodity: CORN-SOY BLEND PLUS BAG-HP-25KG

Delivery: TOLIARA

Weight: **300 MT**

Ref: 22043

Commodity: RICE, 5/20 MG, W-MLD BAG-50 KG

Delivery: TOLIARA

Weight: **90 MT**

Total: **440 MT**

All proposals are to be subject to the terms and conditions of the “U.S. Food Aid Booking Note for Packaged Commodities Part II, dated November 1, 2004, except the extent that these terms and conditions are superseded by any exceptions, modifications, or additional terms defined hereinafter. Copies of these terms and conditions may be

obtained from Missionary Expeditors, Inc. Carrier is responsible for any losses and additional damages as a result of failure to abide by this tender and Booking Note requirements.

Fumigation certificates are required for all parcels except vegetable oil and its cost must be included and identified in rate quote. Carriers must provide proof of USDA/FGIS witness of the fumigation at carrier's expense. Vessel owners must arrange and pay for the BSC Cargo Tracking Note and Advanced Cargo Declaration which are required for all above commodities that are destined for Madagascar, and cost for same must be included and identified in the rate quote. Any penalties associated with the vessel owner's failure to obtain BSC or ACD will be for vessel owner's account.

Please provide all-inclusive rates from availability points to the delivery points under Full Liner Terms. Cargoes are offered as breakbulk. Discharge Terms are as described in paragraph 2 ( C ) I of the U.S. Food Aid Booking Note. Express rates per metric ton. If container service is proposed, it will be at carriers convenience: therefore, such rates should be CFS-DOOR (carrier responsible for vanning and devanning). Rates which include costs for services other than port to port ocean transportation must include a breakdown of the ocean charge component and each of the following other charges, as applicable: domestic inland transportation, foreign inland transportation, fumigation, or destination bagging. Rates should include freight brokerage of 1.67% on the gross rate. For the vessel(s) involved, indicate the current position, the scheduled estimated time of loading, flag, whether containerized, the departure port, the transit time, its full itinerary, and minimum overall tonnage requirement, if any. No minimum bill of lading quantities or charges or minimum container quantities or charges to apply.

It is preferable that A cargo under a reference number is to be discharged from one vessel (preferably no partial deliveries to discharge port).

Certain commodities covered by this tender must be inspected by APHIS/PPQ prior to loading so that a Phytosanitary Certificate can be issued. Such inspection must take place not more than thirty days prior to the cargo being loaded aboard the vessel at the port of export. Carriers intending to load these cargoes into container, LASH barges, or otherwise unitize cargoes in a way that will prohibit inspections without sustaining additional costs will be required to bear all such additional expenses if this is done before inspections are effected or if cargoes are not loaded on-board a vessel within the thirty day period following inspection.

USAID requires a standard size USAID flag and a USAID banner with revised logo and brand mark, which detail is on <http://www.usaid.gov/branding>, to be displayed on vessels carrying USAID funded cargoes.

All vessel substitution requests must be reviewed by USAID. The proposed substitute vessel should be of the same type as the originally awarded vessel. This applies to both U.S. and foreign flag vessel substitutions. The proposed substitute vessel must also appear on the applicable Maritime Administration U.S. or foreign flag vessel list which can be accessed using the following

URL: [http://www.marad.dot.gov/ships\\_shipping\\_landing\\_page/cargo\\_preference/cargo\\_humanitarian\\_assistance/cargo\\_human\\_assistance\\_reports/Humanitarian\\_Food\\_Aid\\_Reports.htm](http://www.marad.dot.gov/ships_shipping_landing_page/cargo_preference/cargo_humanitarian_assistance/cargo_human_assistance_reports/Humanitarian_Food_Aid_Reports.htm)

The International Maritime Organization (IMO) amended the Safety of Life at Sea Convention (SOLAS) to require, as a condition for loading a packed container onto a ship for export, that the container has a verified gross weight, called the Verified Gross Mass (VGM). This global requirement is effective on July 1, 2016. After this date, it will be a violation of SOLAS to load a packed container onto a vessel if the vessel operator and marine terminal operator do not have a VGM for each container. Ocean carriers offering container service, whether containerized for carrier convenience or containerizing to fulfill tender requirements, are responsible to engage in a weighing service, at the carrier's time/risk/expense, to determine the VGM. It is the ocean carrier's responsibility to enter the VGM into their system and provide the VGM to the marine terminal operator, within all VGM deadlines. Any costs incurred due to late or inaccurate VGM submission, are for the ocean carrier's account.

Regards,  
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