

LAEM CHABANG PORT OFFICE
Laem Chabang Port., B3, Toong Sukhla
Sriracha, Chonburi 20230 Thailand
Tel: +66 (038) 491-255
Fax: +66 (038) 490-081-2

LAT KRABANG ICD OFFICE
Module B, No.33/4, Moo 1
Chaokhun Thaharn Rd.
Klong Sam Pravet Sub-District
Lat Krabang District
Bangkok 10520 Thailand
Tel: +66 (02) 737-9701-4
Fax: +66 (02) 737-9720

TENDER NO. TLCB-04-2020

**TENDER DOCUMENT
FOR
STEVEDORE OF SHIP OPERATION, RAIL CHECKER AND EMPTY CONTAINER INSPECTION**

STANDARD REQUIREMENT FOR ACTIVITIES

- The contractor shall provide at least 6 workers per gang
- The contractor shall provide 1 "On-board checker" as a leader per gang
 - o On-board checker is not authorized to change container position without ESCO approval
 - o On-board checkers are necessary to speak and write English and can read the stowage plan/working plan in English language
- The contractor shall provide 1 "Foreman" to control overall duty
 - o Foreman should co-ordinate with ship officer for any trouble such as damage container etc.
 - o Foreman shall control/supervise their stevedore workers
- The Contractor shall provide at least 2 shifts rotation in case of 24 hours operation. No staff is to work more than 12 hours consecutively and the contractor is to ensure that sufficient rest is given before the staff is deployed for work.
- The contractor shall check working area and ship's condition to be ensure safety before start work.
- The contractor is to guarantee the productivity of at least 26 mph.
- The contractor is to provide own radio sets to communicate with ESCO.
- The contractor is responsible for any claims, miss-position and/or miss-inspection by its personnel.
- The contractor shall clean and clear any rubbish / wastes generated by their own workers.
- The contractor shall provide forklift with forklift driver for lifting bin to support ship operation during vessel berthing
- The contractor shall provide staff to assist/give signal to PM operator at wharf area
- Training
 - o The contractor, by its own expensed shall arrange training programs in term of Working Procedure, Work Instruction and Safety to its personnel at least 2 times/year.
 - o The contractor shall provide a Crane Signaler training program for all Onboard checker as law requirement
 - o The program must be matched with ESCO's requirement and approved by ESCO before the training is held.

SCOPE OF ACTIVITIES

1.1 Vessel Stevedoring

1.1.1 Lashing/Unlashing workers

- 15 minutes before ships arrival, all workers should be present the wharf side and Forman are required to brief all work to their worker
- The contractor shall do lashing work immediately after container loaded.
- All on-board lashing will be completed within 15 minutes prior to ship's sailing time.
- The contractor shall provide the lashing tools and equipment and is always to maintain the condition of tools and equipment to be ready for use.

1.1.2 On-Board Checker (Inbound container)

- Check unlash work before crane start lifting
- Check hatch position and ensure safety before lifting
- Check that the hatch is un-locked before lifting the hatch
- Pre brief a discharging position to a crane operator
- Tally the container number and size with the list provided and to report any discrepancies.
- Inspect container condition and report to the terminal personnel. In case of reefer containers, inspection shall include plugs, cables, cross member, reefer engines, compressor etc.
- Co-ordinate with ship duty officer/reefer agent for reefer unplugging and ensure that the readiness of reefer plug/cable before discharging
- Ensure safety operation of stevedore workers with crane operator
- Contact CR for any troubles/accidents.

1.1.3 On-Board Checker (Outbound container)

- Pre-brief a loading position to the crane operator.
- Check hatch position and ensure safety before lifting.
- Ensure the correct position of loading container.
- Check the container number, location and size and it is correct.
- Ensure to close hatch covers without damage to containers.
- Co-ordinate with ship duty officer for the reefer plug position on-board
- Check the completion of lashing work.
- Ensure safety during operation of stevedore workers, and crane operator
- Contact with CR for any troubles/accidents.

1.1.4 Insert – Release twist-lock

- Insert twist-lock to containers in accordance with Bay plan.
- Release twist-lock and store them in the gearbox provided by the vessel.
- Ensure that the cart that keeps twist-lock is parking at given safety area.
- When unusable twist-lock is found, the contractor must store them in proper store place and report to Safety team.
- Contact with CR for any troubles/accidents.

1.2 Rail Checker

- The contractor shall check seal type/number, inspect container condition and tally container loading/discharging onto/from train
- Lock and Un-Lock container and ensure that the container is Un-lock before lifting
- Follow instruction and work under the control of ESCO
- Inform ESCO if found container damage and do temporary repairing if necessary. Repairing material shall be provided by ESCO
- Requirements: 24-hour work with 2 workers/shift

1.3 Empty container Inspector

- The contractor shall check and inspect container condition and classify the container into grade according to cargo worthy basis, damage, and dirty conditions.
- Report the inspected and separated containers to ESCO on daily basis as specified in a form designed by ESCO
- Before container gate-out, the contractor shall sweep containers and check all container conditions to ensure the tidiness. Re-check the container classifies before releasing to customer base on the cargo worthy condition.

1.4 Support BB cargo

- The contractor shall provide worker for break-bulk (BB) cargo during operation.

STANDARD REQUIREMENT FOR SAFETY

- Occupational safety and Health Management

- The contractor should have safety policy statement signed by the contractor operation manager
- The contractor shall assign one person to designated as a safety and health/loss control coordinator
- The contractor should have the organization a joint safety and health committee
- Accident/incident investigation
 - The contractor shall participate corporate with ESCO following ESCO's accident and incident investigation, and provide the report to ESCO within 3 days
- Organization Rule
 - The contractor should have written general safety and health rules and should be distributed and communicate to each employee
 - All occupations should be completed and reviewed to determine the need for specialized rules
- Employee Training
 - Safety training program should be provided for all employees.
The contractor shall supply ID card, radio sets, uniform, and PPE to all employees.
The color of uniform/PPE shall be agreed with ESCO
- Work on high tools require
 - The contract shall provide "CONTAINER TOP ACCESS END LOCK ANCHOR" herein after call "TOP LOCK" when worker work on top of container or which work at high, detail see in file attach name **appendix I**
 - Tools of TOP LOCK is required as below,
 - Top lock anchor wand
 - Latchways webbing snap hook
 - Arrest poly harness
 - The contractor shall provide TOP LOCK 2 set for 1 crane total is 8 set for ESCO's 4 cranes

Performance Bond

- Bank guarantee has required 5% of total contract amount and to cover another 6 months after contract expire

Criteria of propose rate by activity

- Stevedore for ship operation – Box rate
- Rail Checker - Box rate
- Empty Container Inspection – Box rate
- Break Bulk support - Unit rate

Contract Period

- Arrangement contract for 2 year

Submission Criteria

- Bidder must submit quotation to tender@esco.co.th only. We will not accept any quotation submitted to another email.
- The closing time for submission is Friday, December 4,2020 at 12:00 PM. (Bangkok, Thailand Time).
- If you have any questions or need more information, please submit your questions before Wednesday, December 2, 2020 to contact person as below.

Contact Persons

K. Thanawat Supachokjindawat Phone number 033-005678 Ext.1208 Email: thanawat@esco.co.th
K. Sasawan Inthawong Phone number 033-005678 Ext.1406 Email: sasawan@esco.co.th

Best Regards,

EASTERN SEA LAEM CHABANG TERMINAL CO., LTD.

Tel: +66 (0) 3300-5678

"Adding value to every container we move"

<http://www.esco.co.th>

WINSAFE

FALL PROTECTION ON SHIPPING CONTAINERS

FALLSOFT CONTAINER ANCHOR WANDS

Light Weight, Easy to Use, An Industry 1st

Shipping containers are locked together by twist locks located at the corner casting of the container. The height of stacked containers, either onboard ship or on dry land, presents hazards for personnel moving on the containers or working on ship decks adjacent to open hatch covers. Winsafe addresses these safety issues in this work environment through its three Container Top and End Lock Anchor Wands.

- Workers can tie off safely before reaching 3 feet of the leading edge of a container.
- Different types of wands can attach to the top holes or the end holes of the steel corner castings of the containers.
- User friendly: Utilizes a simple cast aluminum grip handle to lock and release the wand.
- Lightweight portability: Weights only 5 lbs. (2.3 kgs) and comes with a carrying bag.
- Different wands are color coded for easy identification.
- Meets OSHA and ANSI requirements for fall protection systems.



For more information on this innovative product line manufactured by WINSAFE Corp., please contact:

G D MACKAY CO. LTD.

One Valleywood Drive, Unit #1
Markham, ON
L3R 5L9 Canada

winsafe.com
204•694•2191
george@winsafe.com

CONTAINER TOP LOCK & END LOCK ANCHOR WAND

The Container Top Lock Anchor Wands are hand held anchorage connectors that automatically lock into the top (GM120) or the end (GM121) hole of steel corner castings on shipping containers. The Container Top Lock Anchor Wand (GM120) features a tie-off swivel plate with a rotation of 360 degrees. The GM120 Anchor Wand is color coded yellow and the GM121 Anchor Wand is color coded red for easy identification. Both wands must be used with a retractable, self retracting lifeline rated at a maximum arrest of 900 lbs. (4kN) or less attached between the back of the harness and the anchor eye on the head of the wand.

- Once the GM120 Top Lock wand is locked into position, the worker can move to the corner and perform the required task upon completion, the worker steps back at least 3 ft. from the leading edge and disengages the wand by squeezing the handle and lifting the wand out of the casting (Figure 1 & 2).
- The GM121 End Lock wand can be used to protect lashers when working on the end of containers. When hatch covers are open, the GM120 & GM121 wand also provide protection for workers approaching the opening by locking into a deck casting top or end hole. (Figure 3)
- The GM121 End Lock wand may also be used to protect mechanics working on reefer units. (Figure 4)



Figure 1



Figure 2



Figure 3



Figure 4

CONTAINER TOP ACCESS END LOCK ANCHOR WAND

The GM184 Container End Lock Anchor Wand is a hand held anchorage connector that automatically locks into the end hole of steel corner castings on shipping containers even when twist locks are in place. It is also color coded orange for easy identification. It must be used with a retractable, self retracting lifeline rated at a maximum arrest of 900 lbs. (4kN) or less.

- The worker walking on top of the container approaches the casting at a 45 degree angle from the side and leading edges and reaches out no more than a full arm's length with the wand in order to insert the jaws into the end hole of the casting. (Figure 1 & 2)
- When engaging the Container GM184 End Lock Anchor Wand (as well as the GM120 Top and GM121 End Lock Anchor Wands), a click sound can be heard as the jaws lock into position. Before the worker approaches the leading edge, the wand handle shall be maneuvered to assure the head is locked into the casting.
- Once the wand is locked into position, the worker can move to the corner and perform the required task (Figure 3). Upon completion, the worker steps back 3 ft. from the leading edge and disengages the wand by squeezing the handle and lifting the wand out of the casting.
- When hatch covers are open, the GM184 wand provides protection for workers approaching the opening by again locking into a deck casting end hole.



Figure 1



Figure 2



Figure 3

GENERAL SPECIFICATIONS

These specifications apply to the three types of wands unless otherwise specified.

- Rated for one person tie-off.
- Maximum working load: 350 lbs. (158.9 kg).
- Maximum M.A.F. rating of retractable SRL to be used is 900 lbs. (4kN).
- Static load tested to 4,000 lbs. (18kN)
- 360 degree rotation of tie-off swivel plate (GM 120 only)
- Weight of Wand: 5 lbs. (2.3 kg).
- Constructed from 6061-T6 Aluminum
- Hardware: 18-8 Stainless Steel
- Finish: Powder coated safety yellow (GM120), deep red (GM121), and orange (GM184)
- Personnel must be connected with a self-retracting lifeline with a maximum arrest force of 900 lbs. (4kN) or less.
- Personnel must use a full body harness.
- Meets all requirements of fall protection systems in 29 CFR-OSHA 1918.85 (k).
- Tested in accordance with ANSI Z359.1-1992 (R1999).