

BID SUBMISSION FORM

Company Name:

ORDER Nr: 24/EPOY-505

ITEM NR	CARGO	THE LOADING PORT	THE DISCHARGING PORT	GROSS QUANTITY OF CARGO (TONs) (A)	UNIT FREIGHT OF BID (EUR/TON)* (B)	TOTAL FREIGHT OF BID (EUR) (A*B)	Bandırma
							LAYCAN
1	MISC. BORON PRODUCTS	Bandırma	LIEPAJA	2013.96 (+/- % 10 ETİ option)	0	0	13.12.2024-15.12.2024
2	MISC. BORON PRODUCTS	Bandırma	UDDEVALLA	2938.45 (+/- % 10 ETİ option)	0	0	13.12.2024-15.12.2024

Total: 4952.41

Total: 0

NOTES :

1.This form is sign by authorized personal.

2.Alternative bids, tonnage differences and other informations shall be written on "ADDITIONAL INF. FOR YOUR BID" section which at below.

VESSEL IMO:

LAST 4 CARGOES:

LOADING PORT ETA :

ENC : Vessel's particulars, P&I and Class certificates, cargo plan, hold photographs

ADDITIONAL INF. FOR YOUR BID

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BASIS OF TRANSPORT: FIOST lashing / securing / dunnage

Bandırma PORT LAYCAN : 13.12.2024-15.12.2024

ETA NOTICE : The contractor shall report vessel's estimated time of arrival (ETA) to loading and unloading ports at 7, 5, 3, 2 and 1 days intervals to Eti Maden and Buyer.

QUANTITY OF THE CARGO : Total: 4952.41 (+/- 10% option)

THE DEADLINE FOR BIDDING : 04.12.2024 13:30:00

THE VESSEL MUST BE MAX 20 YEARS OLD

DETAILS OF PRODUCTS

Uddevalla

1100 tons KIR Etibor-48 in bulk,

300 tons BIG Ground Colemanite (-75 micron) in 1000 kg LAM PP big bags without bottom valves,

900 tons KIR Etibor-68 in 1000 kg LAM PP+PE big bags with bottom valves,

400 tons EME Boric Acid in 1000 kg LAM PP big bags with bottom valves,

50 tons EME Boric Acid in 500 kg LAM PP big bags with bottom valves,

52,5 tons BAN Borax Decahydrate in 25 kg LAM PP bags on 1050 kg pallet

20 tons BAN Boron Oxide Glassy in 1000 kg LAM PP big bags with bottom valves,

105 tons EME Boric Acid in 25 kg FFS bags on 1050 kg pallet

Total 2.927,5 tons

Liepaja

1000 tons EME Boric Acid in 1000 kg LAM PP big bags with bottom valves,

105 tons EME Boric Acid in 25 kg FFS bags on 1050 kg pallet

200 tons BAN Etibor-48 in 1000 kg LAMP PP bags with bottom valves,

700 tons BIG Ground Colemanite (-75 micron) in 2000 kg LAM PP big bags with bottom valves,

Total 2.005 tons

TOTAL NET: 4.932,500 tons (±10option)

TOTAL GROSS: 4.952,410 tons (± 10option)

At discharging ports demurrage at the rate of 4000 EUR per day pro rata to be paid by Buyer.

Total discharging time is 5.29 days for Uddevalla and 2.11 days for Liepaja If tonnages is increased, total time will be revised according to discharging rates.

Total 1100 tons bulk Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency.

- **The big bags should not be stowed on top of bulk.**

Only Etibor-48 and Etibor-68 big bags can be stowed on top of Etibor-48 in bulk.

- The tarpaulin branda or thick nylon must be laid onto bulk cargo.
- Big bags should be stowed in different hold.

The palletized products cannot be loaded onto/under the bagged products or bulk.

The big bags should be loaded in 6 tiers maximum.

The palletized big bags should be loaded in 3 tiers maximum.

The products are harmless, non-dangerous and non imo classed without bulk Boric Acid.

- Product types and tonnages could be changed by ETİ within 10% option.

When the bid is accepted by ETİ with certain tonnages, The option will be +/- 5% and will be notified with shipping instruction.

DETAILS OF SHIP

There is no necessity for vessel crane.

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 5400 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 1500 tons/ 24 hours(Bigbag) & 750 tons/24 hours (Bigbag+pallets)

DETAILS OF DISCHARGING PORT

Port of Uddevalla

- A. For bulk: 1000tons / working hours(8 hours) weather permitted,
 - B. For big bags (1000kg): 500 big bags / working hours(8 hours)weatherpermitted,
 - C. For pallets (720kg, 1050kgand 1200kg): 200pallets/working hours(8 hours)weather permitted,
- Working hours of port: Mon-Fri 07:00-15:00 weather working hours SSHEX EIU

Port of Liepaja

Liepaja:Weather working day of 24 consecutive hours SSHINC, except for the official holidays of the Republic of Latvia(December 31, January 1, Easter Holidays, May 1, May 4, June 23, June 24, November 18, December 24, 25, 26. Time from 20:00 hours of the daypreceding an official holiday until 08:00 hours of the next working day following such holiday shall not be counted as laytime, even if used).

- A. For big bags (1000kg and 1100kg): 1000 mtons / per weather working day weather permitted,
- B. For pallets (720kg, 1050kg and 1200kg): 500 mtons / per weather working day weather permitted,

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 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. That's why, all costs and expenses borne by the Contractor in case of the ship stay 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.

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.

THE BUYER'S AGENCIES OF DISCHARGING PORTS

UDDEVALLA

Swanfalk Shipping AB, + 46 522 913 00, mail@swanfalk.se

LIEPAJA

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